

Pasadena Star-News

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CITY OF DUARTE
1600 E. HUNTINGTON DRIVE
DUARTE, CA 91010

FILE NO. Permit 2019-04 & 2019-41

PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA County of Los Angeles

I am a citizen of the United States, and a resident of the county aforesaid. I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of PASADENA STAR-NEWS, a newspaper of general circulation for the City of Pasadena, by the Superior Court of the County of Los Angeles, State of California, on the date of June 22, 1927, Case Number 225647. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

12/10/2019

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at Monrovia, LA Co. California
On this 10th day of December, 2019.



Signature

(Space below for use of County Clerk Only)

Legal No. **0011343618**

CITY COUNCIL NOTICE OF PUBLIC HEARING

Notice is hereby given that the City Council of the City of Duarte will hold a public hearing on **Monday, December 23, 2019 at 5:00 p.m.**, in the City Council Chambers, 1600 Huntington Drive, Duarte, California, to consider the following:

Appeal of Conditional Use Permit 2019-04 and Site Plan and Design Review 2019-41: The Duarte City Council will consider an appeal of the Planning Commission's decision to approve Conditional Use Permit (CUP) 2019-04 and Site Plan and Design Review (SPDR) 2019-41. An appeal was filed on December 2, 2019, by Lozeau Drury LLP, on behalf of the Supporters Alliance for Environmental Responsibility.

On November 18, 2019, the Planning Commission held a public hearing and voted unanimously to adopt PC Resolution 19-13 approving CUP 2019-04, and PC Resolution 19-14 approving SPDR 19-41 to allow the operation and construction of a 178-room hotel, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive. Total proposed floor area is 104,423 square feet (sf). The project is divided into two-phases. Phase one involves the construction of a 72 room, five-story hotel with a lobby, 2,570 sf of meeting space, 2,280 sf breakfast/dining room, 1,478 sf café, and a 693 sf gym. Parking is provided at-grade and within a one-level subterranean parking lot. Phase two proposes a 106 room, five-story hotel and associated 662 sf gym, adjacent to phase one. Parking is provided within a two-level subterranean parking lot. The hotel plans to operate 24 hours a day. The project is considered a Tier 3 project, pursuant to the property's Town Center Specific Plan zoning, and has proposed two community benefit bonuses – Public Art and Enhanced Transportation Demand Management.

This project was found to be exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Therefore, no further environmental review is necessary in accordance with CEQA Guidelines and a Notice of Exemption will be prepared for this project, if approved. This CEQA finding has been appealed.

Any interested party may appear in person or by agent and be heard. If you challenge this matter in court, you may be limited to raising only the issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing. Written correspondence may be sent to Duarte City Hall, Community Development Department, at 1600 Huntington Drive, Duarte, CA 91010. For further information regarding this application, please contact Jason Golding, Planning Manager in the Community Development Department, Monday through Thursday at (626) 357-7931, ext. 231, between the hours of 7:30 a.m. and 6:00 p.m.

Marla Akana
City Clerk

MAIL/POST:

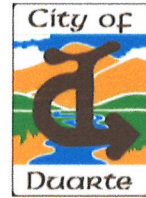
December 12, 2019
Duarte City Hall;
Duarte Library
Duarte Office of Public Safety

PUBLISH:
Pasadena Star News

December 10, 2019

Ad#11343618

MEMORANDUM



TO: Honorable Mayor and City Council

FROM: Jason Golding, Planning Manager

DATE: December 23, 2019

SUBJECT: **Appeal of Planning Commission Decision on Conditional Use Permit 19-04 and Site Plan and Design Review 19-41**

Summary

On December 2, 2019, Lozeau Drury LLP filed an appeal on behalf of the Supporters Alliance for Environmental Responsibility (SAFER). The appeal challenges the Planning Commission decision to adopt PC Resolution 19-13 approving Conditional Use Permit (CUP) 2019-04, and PC Resolution 19-14 approving Site Plan and Design Review (SPDR) 19-41.

Upon taking public testimony at the November 18, 2019 Planning Commission meeting, the Commission unanimously approved CUP 2019-04 and SPDR 19-41 allowing the operation and construction of a 178-room hotel, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive. The project is divided into two-phases. Phase one involves the construction of a 72 room, five-story hotel with a lobby, 2,570 sf of meeting space, 2,280 sf breakfast/dining room, 1,478 sf café, and a 693 sf gym. Parking is provided at-grade and within a one-level subterranean parking lot. Phase two proposes a 106 room, five-story hotel and associated 662 sf gym, adjacent to phase one. Parking is provided within a two-level subterranean parking lot. The hotel plans to operate 24 hours a day. The project is considered a Tier 3 project, pursuant to the property's Town Center Specific Plan zoning, and has proposed two community benefit bonuses – Public Art and Enhanced Transportation Demand Management. This project was found to be exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. This CEQA finding has been appealed. The complete Planning Commission Staff Report is attached, and contains detailed information on both CUP 19-04 and SPDR 19-41.

Additional Information and Attachments

Our City Attorney has prepared a report that summarizes the approval history of the project, describes the appeal and allegations made by Lozeau Drury LLP, and provides a discussion about the CEQA exemption used to address environmental review of the project.

Attachments:

1. City Attorney's Report
2. Resolution 19-R-35
3. Resolution 19-R-36
4. Lozeau Drury, LLP appeal, on behalf of SAFER
5. Planning Commission Minutes – Draft – 11/18/2019
6. Planning Commission Staff Report with Exhibits:
 - a. Project Plans
 - b. RK Engineering Group Circulation and Traffic Assessment
 - c. Applicant's Incentives Plan
 - d. Business Operations Description

e. Neighbor letter

Recommendation

City staff is recommending that the City Council, by motion, approve two resolutions:

(1) Resolution 19-R-35, denying an appeal filed by Lozeau Drury, LLP (“Appellant”) on behalf of the Supporters Alliance for Environmental Responsibility (“SAFER”) and upholding the Planning Commission’s decision to approve Conditional Use Permit 19-04 (“CUP”) subject to conditions of approval; and

(2) Resolution 19-R-36, denying an appeal filed by Lozeau Drury, LLP on behalf of SAFER and upholding the Planning Commission’s determination that the proposed construction of a new hotel located within the Town Center Specific Plan at 1230 Huntington Drive (“Project”) meets the required findings under the Duarte Development Code and approve the Site Plan and Design Review Case 2019-41 (“SPDR”) subject to conditions of approval.



To: Mayor Paras-Caracci and Members of the Duarte City Council
From: David Cosgrove, City Attorney
Date: 12/23/2019
Re: RESOLUTIONS DENYING LOZEAU DRURY, LLP APPEAL

RECOMMENDATION: City staff is recommending that the City Council, by motion, approve two resolutions (1) denying an appeal filed by Lozeau Drury, LLP ("Appellant") on behalf of the Supporters Alliance for Environmental Responsibility ("SAFER") and upholding the Planning Commission's decision to approve Conditional Use Permit 19-04 ("CUP"); and (2) denying an appeal filed by Lozeau Drury, LLP on behalf of SAFER and upholding the Planning Commission's determination that the proposed construction of a new hotel located within the Town Center Specific Plan at 1230 Huntington Drive ("Project") meets the required findings under the Duarte Development Code and approve the Site Plan and Design Review Case 2019-41 ("SPDR") subject to conditions of approval.

BACKGROUND: On November 18, 2019, the Planning Commission of the City of Duarte held a duly noticed public hearing in the City Council Chambers for Conditional Use Permit 19-04 and Site Plan and Design Review 19-41. The Commission approved both applications, finding that the Project met the requirements in the Duarte Development Code and qualified for an exemption from additional review under the California Environmental Quality Act ("CEQA") Regulations section 15332, as an in-fill exemption. On or about December 2, 2019, Lozeau Drury, LLP on behalf of SAFER filed a timely appeal of the Commission's determinations.

DISCUSSION:

Requirements for the In-Fill Exemption

The Project is exempt from additional CEQA analysis because environmental review pursuant to CEQA had recently been conducted for the Town Center Specific Plan. The Project is located within the Town Center Specific Plan and meets all the requirements for the in-fill exemption in CEQA Guidelines section 15332 In-Fill Development Projects, as explained below: :

- (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 Project is located within the Town Center Specific Plan, which envisioned precisely this type of development. The hotel is compatible with other developments in the Town Center Specific Plan and is consistent with the goals and objectives of the General Plan. For example, Chapter 2 – Vision of the Town Center Specific Plan contains elements of "high-density development in appropriate locations." Chapter 3 – Land Use and Zoning has as objectives for the Town Center Commercial Core "high-quality commercial development throughout the plan area, including retail, office, and hotel uses at scale that gives presence to this area as the entrance to the Town Center."

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

The Project is not only within the City's limits, but actually at one of its gateway locations. The site is not more than five acres in size. Further, the Project is surrounded by urban uses, as described in the Town Center Specific Plan.

- (c) The project site has no value as habitat for endangered, rare, or threatened species.

The site and its surroundings are within a fully urbanized area. There is no evidence that the Project site has value as habitat for endangered, rare, or threatened species.

- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The Town Center Specific Plan has a theoretical maximum development capacity of 450 hotel rooms, and the environmental review attending this projected level of buildout analyzed it as such. The "Findings of Fact and Statement of Overriding Considerations" for the General Plan Supplemental EIR for the Town Center Specific Plan found no air quality or water quality impacts that rose to a level of significance, and found that traffic and circulation impacts were mitigated to a level of less than significant. Therefore environmental impacts relating to hotel uses such as the Project have been discussed, reviewed, and mitigated as necessary by the General Plan Supplemental Environmental Impact Report for the Town Center Specific Plan adopted in September 2016.

- (e) The site can be adequately served by all required utilities and public services.

The Project as approved shall be adequately served by all required utilities and public services. Public services for fire protection, school facilities, parks and recreational facilities, and electricity and natural gas were all found to be sufficient in the SEIR for the entirety of the Specific Plan, and therefore by necessary implication, are sufficient for this fractional portion of its contemplated buildout. There is no contrary evidence that they are not.

Appellant's Allegations Regarding the Inapplicability of the In-Fill Exemption

In its original objection to the adoption of the CUP SPDR submitted November 18, 2019, it claimed that the Project was improperly determined to be within the scope of the in-fill exemption. In particular, Appellant alleged that there are exceptions to the categorical exemptions (which include the in-fill exemption). It argued that the significant effects and cumulative impacts exceptions applied in this case.

- (a) Significant Effects.

Appellant claimed that the Project is an exception to the in-fill exemption because a "project may never be exempted from CEQA if there is a 'fair argument' that the project may have significant environmental impacts due to 'unusual circumstances.'" 14 CCR §15300.2(c). The Supreme Court has held that since the agency may only exempt activities that do not have

a significant effect on the environment, a fair argument that a project will have significant effects precludes an exemption. *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 204.”

As the Assistant City Attorney V. Thai Phan discussed on the record at the November 18, 2019, Planning Commission hearing, Appellant has conflated two separate legal issues and did not properly apply the legal standards to the facts at hand. First, in order for the unusual circumstances exception to comply, there must be *substantial evidence* that there are unusual circumstances. Here, this project squarely fits into the Town Center Specific Plan and is the type of in-fill project envisioned. There is no, let alone substantial, evidence of any unusual circumstances related to this Project, and Appellant have failed to produce any such evidence. Second, the fair argument standard *only* applies once there is substantial evidence that there are unusual circumstances. In other words, because there is no substantial evidence of any unusual circumstances, the fair argument discussion is moot. (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.) Thus, Appellant’s claim that there is a fair argument of unusual circumstances are misplaced and inapplicable.

(b) Cumulative Impacts.

Appellant states in their November 15, 2019, letter to the Commission that a “project may not be exempted from CEQA review ‘when the cumulative impact of successive projects of the same type in the same place, over time is significant.’”

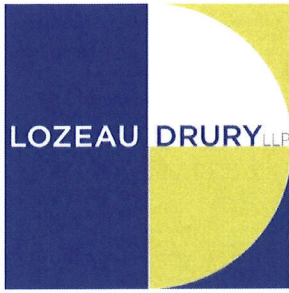
Nothing in Appellant’s letter or appeal demonstrates that there are cumulative impacts requiring additional CEQA review. In fact, the project is located within the Town Center Specific Plan, which was subject to CEQA review and had already reviewed and mitigated environmental impacts related to up to 450 hotel rooms as required by CEQA.

Appellant’s letter and appeal lack merit for failure to address issues regarding the Project and discuss any relevant facts pertaining to the Project. Appellant has not made any reasonable arguments specific to the Project as to why additional environmental review is required.

FISCAL IMPACT: There are no fiscal impacts.

ATTACHMENTS:

1. Resolution No. 19-R-35
2. Resolution No. 19-R-36



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

BY E-MAIL AND OVERNIGHT MAIL

December 19, 2019

Mayor Tzeitel Paras-Caracci
City Council
City Clerk Marla Akana
City of Duarte
Duarte City Hall
1600 Huntington Drive
Duarte, CA 91010
makana@accessduarte.com

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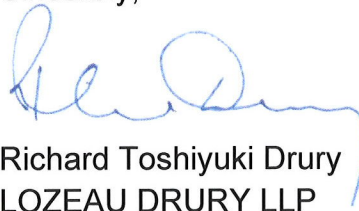
CITY OF DUARTE

**RE: Appeal of Planning Commission Approval of
Conditional Use Permit 2019-04; Site Plan and Design Review
Case 2019-41, New Hotel, 1230 Huntington Drive
Objection to CEQA Exemption**

Mayor Paras-Caracci, Honorable Members of the City Council, and City Clerk Akana:

I am writing on behalf of the Supporters Alliance for Environmental Responsibility ("SAFER") and its members living and/or working in or near Duarte concerning our appeal the Planning Commission's decision of November 18, 2019 to approve Conditional Use Permit 2019-04; Site Plan and Design Review Case 2019-41, for the operation and construction of a 178-room hotel, currently proposed as a Hawthorne Suites by Wyndham ("Project"). We recently received notice that the City Council hearing on our appeal will be held on the evening of December 23, 2019. Given the proximity to the Christmas holiday, we will not be able to attend the hearing. We therefore intend to rest on our written submissions and expert comments.

Sincerely,



Richard Toshiyuki Drury
LOZEAU DRURY LLP

Cc: Thai Phan tphan@rutan.com
David B. Cosgrove dcosgrove@rutan.com

MEMORANDUM



TO: Honorable Mayor and City Council

FROM: Jason Golding, Planning Manager

DATE: December 23, 2019

SUBJECT: **Appeal of Planning Commission Decision on Conditional Use Permit 19-04 and Site Plan and Design Review 19-41**

Summary

On December 2, 2019, Lozeau Drury LLP filed an appeal on behalf of the Supporters Alliance for Environmental Responsibility (SAFER). The appeal challenges the Planning Commission decision to adopt PC Resolution 19-13 approving Conditional Use Permit (CUP) 2019-04, and PC Resolution 19-14 approving Site Plan and Design Review (SPDR) 19-41.

Upon taking public testimony at the November 18, 2019 Planning Commission meeting, the Commission unanimously approved CUP 2019-04 and SPDR 19-41 allowing the operation and construction of a 178-room hotel, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive. The project is divided into two-phases. Phase one involves the construction of a 72 room, five-story hotel with a lobby, 2,570 sf of meeting space, 2,280 sf breakfast/dining room, 1,478 sf café, and a 693 sf gym. Parking is provided at-grade and within a one-level subterranean parking lot. Phase two proposes a 106 room, five-story hotel and associated 662 sf gym, adjacent to phase one. Parking is provided within a two-level subterranean parking lot. The hotel plans to operate 24 hours a day. The project is considered a Tier 3 project, pursuant to the property's Town Center Specific Plan zoning, and has proposed two community benefit bonuses – Public Art and Enhanced Transportation Demand Management. This project was found to be exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. This CEQA finding has been appealed. The complete Planning Commission Staff Report is attached, and contains detailed information on both CUP 19-04 and SPDR 19-41.

Additional Information and Attachments

Our City Attorney has prepared a report that summarizes the approval history of the project, describes the appeal and allegations made by Lozeau Drury LLP, and provides a discussion about the CEQA exemption used to address environmental review of the project.

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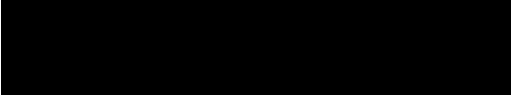
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City staff is recommending that the City Council, by motion, approve two resolutions:

(1) Resolution 19-R-35, denying an appeal filed by Lozeau Drury, LLP (“Appellant”) on behalf of the Supporters Alliance for Environmental Responsibility (“SAFER”) and upholding the Planning Commission’s decision to approve Conditional Use Permit 19-04 (“CUP”) subject to conditions of approval; and

(2) Resolution 19-R-36, denying an appeal filed by Lozeau Drury, LLP on behalf of SAFER and upholding the Planning Commission’s determination that the proposed construction of a new hotel located within the Town Center Specific Plan at 1230 Huntington Drive (“Project”) meets the required findings under the Duarte Development Code and approve the Site Plan and Design Review Case 2019-41 (“SPDR”) subject to conditions of approval.



To: Mayor Paras-Caracci and Members of the Duarte City Council
From: David Cosgrove, City Attorney
Date: 12/23/2019
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- (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 Project is located within the Town Center Specific Plan, which envisioned precisely this type of development. The hotel is compatible with other developments in the Town Center Specific Plan and is consistent with the goals and objectives of the General Plan. For example, Chapter 2 – Vision of the Town Center Specific Plan contains elements of “high-density development in appropriate locations.” Chapter 3 – Land Use and Zoning has as objectives for the Town Center Commercial Core “high-quality commercial development throughout the plan area, including retail, office, and hotel uses at scale that gives presence to this area as the entrance to the Town Center.”

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

The Project is not only within the City's limits, but actually at one of its gateway locations. The site is not more than five acres in size. Further, the Project is surrounded by urban uses, as described in the Town Center Specific Plan.

- (c) The project site has no value as habitat for endangered, rare, or threatened species.

The site and its surroundings are within a fully urbanized area. There is no evidence that the Project site has value as habitat for endangered, rare, or threatened species.

- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The Town Center Specific Plan has a theoretical maximum development capacity of 450 hotel rooms, and the environmental review attending this projected level of buildout analyzed it as such. The "Findings of Fact and Statement of Overriding Considerations" for the General Plan Supplemental EIR for the Town Center Specific Plan found no air quality or water quality impacts that rose to a level of significance, and found that traffic and circulation impacts were mitigated to a level of less than significant. Therefore environmental impacts relating to hotel uses such as the Project have been discussed, reviewed, and mitigated as necessary by the General Plan Supplemental Environmental Impact Report for the Town Center Specific Plan adopted in September 2016.

- (e) The site can be adequately served by all required utilities and public services.

The Project as approved shall be adequately served by all required utilities and public services. Public services for fire protection, school facilities, parks and recreational facilities, and electricity and natural gas were all found to be sufficient in the SEIR for the entirety of the Specific Plan, and therefore by necessary implication, are sufficient for this fractional portion of its contemplated buildout. There is no contrary evidence that they are not.

Appellant's Allegations Regarding the In-Fill Exemption

In its original objection to the adoption of the CUP SPDR submitted November 18, 2019, it claimed that the Project was improperly determined to be within the scope of the in-fill exemption. In particular, Appellant alleged that there are exceptions to the categorical exemptions (which include the in-fill exemption). It argued that the significant effects and cumulative impacts exceptions applied in this case.

- (a) Significant Effects.

Appellant claimed that the Project is an exception to the in-fill exemption because a "project may never be exempted from CEQA if there is a 'fair argument' that the project may have significant environmental impacts due to 'unusual circumstances.'" 14 CCR §15300.2(c). The Supreme Court has held that since the agency may only exempt activities that do not have

a significant effect on the environment, a fair argument that a project will have significant effects precludes an exemption. *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 204.”

As the Assistant City Attorney V. Thai Phan discussed on the record at the November 18, 2019, Planning Commission hearing, Appellant has conflated two separate legal issues and did not properly apply the legal standards to the facts at hand. First, in order for the unusual circumstances exception to comply, there must be *substantial evidence* that there are unusual circumstances. Here, this project squarely fits into the Town Center Specific Plan and is the type of in-fill project envisioned. There is no, let alone substantial, evidence of any unusual circumstances related to this Project, and Appellant have failed to produce any such evidence. Second, the fair argument standard *only* applies once there is substantial evidence that there are unusual circumstances. In other words, because there is no substantial evidence of any unusual circumstances, the fair argument discussion is moot. (*Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.) Thus, Appellant’s claim that there is a fair argument of unusual circumstances are misplaced and inapplicable.

(b) Cumulative Impacts.

Appellant states in their November 15, 2019, letter to the Commission that a “project may not be exempted from CEQA review ‘when the cumulative impact of successive projects of the same type in the same place, over time is significant.’”

Nothing in Appellant’s letter or appeal demonstrates that there are cumulative impacts requiring additional CEQA review. In fact, the project is located within the Town Center Specific Plan, which was subject to CEQA review and had already reviewed and mitigated environmental impacts related to up to 450 hotel rooms as required by CEQA.

Appellant’s letter and appeal lack merit for failure to address issues regarding the Project and discuss any relevant facts pertaining to the Project. Appellant has not made any reasonable arguments specific to the Project as to why additional environmental review is required.

FISCAL IMPACT: There are no fiscal impacts.

ATTACHMENTS:

1. Resolution No. 19-R-35
2. Resolution No. 19-R-36

RESOLUTION NO. 19-R-35

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE DENYING AN APPEAL FILED BY LOZEAU DRURY, LLP ON BEHALF OF THE SUPPORTERS ALLIANCE FOR ENVIRONMENTAL RESPONSIBILITY, AND UPHOLDING THE PLANNING COMMISSION DECISION TO APPROVE CONDITIONAL USE PERMIT 19-04 FOR THE 24-HOUR OPERATION OF A 178-ROOM HOTEL WITH ASSOCIATED MEETING ROOMS, FOOD SERVICES, AND CAFÉ LOCATED AT 1230 HUNTINGTON DRIVE

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sq. ft.) of meeting space, 2,280 sq. ft. breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan Zone, Town Center Commercial Core, Area 1 designation, which allow hotel uses with an approved conditional use permit; and

WHEREAS, Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare, or similar activities during late night hours or for 24-hour uses; and

WHEREAS, Duarte Development Code (DDC) provides that the decision-making body must make all of the findings listed Section 19.114.050(B)(1-5) before a conditional use permit can be approved; and

WHEREAS, on November 18, 2019, the Planning Commission of the City of Duarte held a duly noticed public hearing in the City Council Chambers for Conditional Use Permit 19-04, considered the analysis and recommendation provided in the staff report, and all information, evidence and public testimony received, and adopted PC Resolution 19-13, approving Conditional Use Permit 19-04; and

WHEREAS, Chapter 19.144 of the Duarte Development Code provides procedures for the appeal of decisions rendered by the Planning Commission; and

WHEREAS, on December 2, 2019, attorneys Lozeau Drury, LLP, on behalf of the Supporters Alliance for Environmental Responsibility, filed an appeal of the Planning Commission decision to approve Conditional Use Permit 19-04 with the Duarte City Clerk in compliance with Chapter 19.144 of the Duarte Development Code; and

WHEREAS, on December 23, 2019, the City Council of the City of Duarte held a duly noticed public hearing to receive oral and written testimony related to the appeal of Conditional Use Permit 19-04; and

WHEREAS, the City Council has considered the analysis and recommendation provided in the staff report for the appeal of Conditional Use Permit 19-04 and all of the information, evidence, and public testimony received at the public hearing held on December 23, 2019, at 7:00 p.m. in the City Council Chambers.

NOW THEREFORE, the City Council of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR CONDITIONAL USE PERMITS

The City Council finds and determines as follows, findings for Conditional Use Permits, as set forth in DDC Section 19.114.050(B), as:

1. The proposed use is consistent with the General Plan;

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan Zone, including the intent and purpose, permitted uses, and other development standards. The use is also consistent with the land use goal by providing compatible and harmonious land uses by providing a mix of uses consistent with projected future social, environmental, and economic conditions.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Development Code and the Municipal Code;

A hotel is allowed within the Town Center Specific Plan Zone with an approved conditional use permit, as stated in Table 3-1 of the Town Center Specific Plan. Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare, or similar activities during late night hours or for 24-hour uses.

3. The design, location, size and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;

The project site is generally located midblock on the southerly side of Huntington Drive, one parcel west of Buena Vista Street. The site is accessible from Huntington Drive through a 28-foot wide drive access easement shared with the owners of the 12-unit residential condominium complex to the west of the project site. Other abutting properties include the Monrovia Convalescent Hospital to the south, Union 76 service station to the east, and the Buena Vista Marketplace Shopping Center to the north. The boundary closest to the abutting residential development is improved with a reconstructed or otherwise renovated paved access easement, landscaping, and at Phase II, minimal surface parking. Efforts to address proximity concerns with abutting residential properties include minimizing the amount of hotel room windows facing the condominiums and providing window coverings or tinting for the windows that do face abutting residential units. Further, conditions have been added to limit outdoor uses abutting residential, restrict delivery periods, modify lighting to prevent off-site glare, and minimize use of balconies.

4. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

The project is suitable for the proposed location, with the incorporation of conditions of approval that mitigate impacts related to the following uses: hotel, meeting rooms, and late

night and 24-hour operations. These conditions are imposed to ensure the operation does not create any adverse impacts on the City or surrounding community.

5. The subject site is:
 - a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and
 - b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

The site is 1.62 acres in size, with ingress/egress on Huntington Drive, provided through a 28-foot wide shared driveway access easement and an egress only driveway at the easterly portion of the project. The project site is physically suitable to support the existing development. Onsite circulation is maintained with double, two-way drive aisles into the hotel parking areas, fire lanes that provide access to parking stalls, and sufficient room for emergency vehicle access. Conditions of approval have been included to provide for modifications to the median island and associated left-hand turn pocket, realignment of the Huntington Drive driveway, and the use of roll curb for certain areas to facilitate delivery and emergency vehicle turn movements.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (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; (b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) the project site has no value as habitat for endangered, rare, or threatened species; (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The City Council approves this Resolution No. 19-R-35, based on the findings listed above and the conditions listed in "Exhibit A", and recommends approval of Conditional Use Permit 19-04, for the use and operation of a hotel, with associated meeting rooms, food services, and café, and late night/24-hour uses located at 1230 Huntington Drive.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2019.

Mayor Tzeitel Paras-Caracci

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Resolution 19-R-35 was adopted by the City Council of said City of Duarte at a special meeting of said Council held on the _____ day of _____, 2019, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California

EXHIBIT A

Final Conditions of Approval
Conditional Use Permit 19-04
1230 Huntington Drive - Hawthorne Suites Hotel

1. Windows located within common hallways and stairways shall be tinted and/or provided window coverings, as approved by the Planning Division, to reduce light, glare, and visibility onto adjacent properties.
2. This approval is for the operation of a hotel or extended stay hotel, not to exceed 178 rooms, currently proposed as a Hawthorne Suites by Wyndham. Associated uses include a 2,570 square feet of meeting space, 2,280 square foot breakfast/dining room, 1,478 square foot café, 693 (Phase I) and 662 (Phase II) square feet of gym, outdoor pool, and related functions as presented in the staff report and project plans and described in the applicant's business proposal statement on file with the Planning Division.
3. Guests and hotel occupants shall not be permitted to register for periods of time longer than 30 days. Occupants may re-register for additional 30-day periods. The hotel operator shall not permit guests and/or occupants to attain tenant status.
4. Room cleaning services shall be provided on a regular basis. At minimum, rooms shall be cleaned each time a new guest registers and at least once a week for occupants that are staying for longer period of time.
5. The hotel operator shall comply with Chapter 3.05 (Transient Occupancy Tax) of the Duarte Municipal Code.
6. The lobby shall remain open on a 24-hour basis and be staffed by a minimum of two employees at any one time, one of which shall be part of hotel management staff. Said management staff shall be responsible for ensuring compliance with all conditions of this conditional use permit.
7. The breakfast/dining room/lounge area shall remain for the use of hotel guests only and may not be rented out or used separately by outside groups.
8. The hotel and café are required to implement "quiet hours" between the hours of 10:00 p.m. and 7:00 a.m., which includes, but is not limited to, restrictions on: playing music; idling vehicles for more than 5 minutes; using the pool and associated outdoor area; and other noise-generating activities. Any related signage shall be approved by the Planning Division prior to installation.
9. The café may be used by the hotel or leased to an independent tenant, subject to Planning and Business License approvals.
10. Use of the outdoor dining area associated with the café shall be limited to the hours of 7:00 a.m. to 10:00 p.m.
11. Alcohol beverage sales or service have not been proposed at the time of project submittal, has not been analyzed by staff, and are, therefore, not permitted through this entitlement.

If in the future alcoholic beverage service or sales is requested, a separate conditional use permit application would require Planning Commission approval.

12. Outdoor furnishings related to either the hotel or café, shall be cleaned, serviced, maintained and regularly replaced, and be free of damage; missing, peeling, and/or faded cracked paint; worn, torn, and/or faded materials.
13. Delivery hours shall be limited from 7:00 a.m. to 7:00 p.m., Monday-Saturday. No deliveries are allowed on Sunday.
14. Delivery vehicles are not permitted to honk or use other audible signals to summon or call hotel staff for services or loading activities. The Parking Management Plan shall include details on a system designed to facilitate delivery and loading activities and provide communications between the loading area and staff within the building.
15. Outdoor special events of any size, duration, or intensity, and irrespective of whether located within a temporary structure or not, proposed within the project's surface parking lot, shall be approved through a temporary use permit prior to the event.
16. Project operations and activities shall be maintained at reasonable audible levels, not to exceed the City Noise Regulations outlined in Chapter 9.68 of the Duarte Municipal Code. Any substantiated complaints regarding noise, sound or other audible impacts may require submittal of a Noise Study provided to the Community Development Director to address any noise concerns and propose appropriate measures as needed to comply with the City's noise ordinance. The Noise Study shall be paid for by the applicant and prepared by a qualified consultant to the satisfaction of the City. Continued concerns or violations may require a public hearing before the Planning Commission.
17. The business owner shall provide a security plan to the Community Development Department and Public Safety Department for review prior to certificate of occupancy issuance for each phase of the project. Cameras shall be installed on the exterior of the premises and subterranean levels capable of capturing footage of the parking lot(s), in locations approved by the Community Development and Public Safety Departments. The security plan shall include details on a closed circuit television system consisting of interior and exterior surveillance cameras and a digital video recorder (DVR) for recording surveillance camera footage. The security system hard drive shall save footage/data for a minimum of 30 days. The hard drive shall be locked, secured, and accessible only to the business owner and/or designees. All saved data shall be made available to the Public Safety Department and/or City personnel upon reasonable request. All components of the approved security plan shall be operational prior to implementing any new services allowed by this CUP and shall remain fully operational at all times. Any changes to the security system shall require review from the Community Development Department and Public Safety Department prior to implementing.
18. The property owner shall have the ability to post "No Trespassing" or other applicable Penal Code signs to allow necessary enforcement and/or removal of any activity that may be deemed a public nuisance or jeopardize the health, safety, and general welfare of the public. The location of the penal code signs shall be approved by the Planning Division prior to prior to installation.
19. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any

manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.

20. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan, which is reviewed and approved by the Community Development Director prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint, and shared parking require separate review and approval, as directed by the Town Center Specific Plan and Duarte Development Code.
21. In the event the Conditional Use Permit is not actively exercised for a continuous period of twelve (12) months, after Certificate of Occupancy issuance for the hotel building, the Conditional Use Permit and approval shall become invalid.
22. Any expansion or modification to the approved use as part of this conditional use permit, including, but not limited to, any substantial changes to the floor plan, additional services, transition from satellite location to main temple, or other changes that may affect or intensify the business operation, shall be reviewed by the Planning Division and may require Planning Commission approval of a new conditional use permit.
23. The project shall comply with all regulations of the Town Center Specific Plan Zone and any other applicable sections of both the Duarte Development Code and Duarte Municipal Code.
24. This CUP may be called for review or revocation at any time by City Staff, City Council, or Planning Commission if a violation of the approved conditions is alleged, or if it is alleged that project operations are creating a public nuisance, as substantiated by the Los Angeles County Sheriff's Department, Public Safety Department, or any other City Department. The applicant and successors shall operate the subject premises in a safe and sanitary manner at all times. Such review of the CUP may include any remedy available to the City that will prevent negative impacts on the property and surrounding developments. Problems or continued/repeated violations of any Municipal Code, conditions of approval, or any other governmental regulations may be grounds for initiation of proceedings for the revocation of this CUP before the Planning Commission pursuant to Section 19.152.030 of the Duarte Development Code.
25. This entitlement shall be contingent upon the privileges being utilized within 12 months from the issuance of a Certificate of Occupancy for the hotel building.
26. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify, and hold harmless the City of Duarte and its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, and employees to challenge, set aside, void, or annul the approval of the project or from any other action pertaining to this application or the granting of this conditional use permit which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION NO. 19-R-36

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE DENYING AN APPEAL FILED BY LOZEAU DRURY, LLP ON BEHALF OF THE SUPPORTERS ALLIANCE FOR ENVIRONMENTAL RESPONSIBILITY AND UPHOLDING THE PLANNING COMMISSION DETERMINATION THAT THE PROPOSED CONSTRUCTION OF A NEW HOTEL LOCATED WITHIN THE TOWN CENTER SPECIFIC PLAN AT 1230 HUNTINGTON DRIVE MEETS THE REQUIRED FINDINGS UNDER DUARTE DEVELOPMENT CODE SECTION 19.122.050(E) AND CONFORMS TO THE APPLICABLE STANDARDS IN DUARTE DEVELOPMENT CODE SECTIONS 19.122.040 & 19.44.010 AND THUS APPROVES SITE PLAN AND DESIGN REVIEW CASE 2019-41, SUBJECT TO CONDITIONS OF APPROVAL

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sf) of meeting space, 2,280 square feet breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan Zone, Town Center Commercial Core, Area 1 designation, which provides standards and guidelines for commercial developments; and

WHEREAS, the proposed project requires the approval of a Tier 3 Community Benefits Plan, which includes two selected community benefits, Public Art, and Enhanced Transportation Demand Management, pursuant to Section 3.5.1 and 3.5.2 of the Town Center Specific Plan; and

WHEREAS, Section 7.3.4 (Review and Approval Process) of the Town Center Specific Plan requires all projects proposed within the Specific Plan area to comply with Article 7 of the Duarte Development Code for review requirements and process for approval; and

WHEREAS, Section 7.3.4 (Administrative Adjustments) of the Town Center Specific Plan requires the justification of findings for an Administrative Adjustment, which is being considered for the front building setback; and

WHEREAS, Table 7-2 listed in Section 19.122.030.B of Article 7 of the Duarte Development Code requires a recommendation from the Architectural Review Board and approval from the Planning Commission for all new commercial construction; and

WHEREAS, on November 11, 2019, the Architectural Review Board reviewed the plans for Site Plan and Design Review case 2019-41 and recommended approval to the Planning Commission subject to conditions; and

WHEREAS, on November 18, 2019, the Planning Commission of the City of Duarte held a duly noticed public hearing in the City Council Chambers for Site Plan and Design Review 19-41, considered the analysis and recommendation provided in the staff report and all information, evidence, and public testimony received, and adopted PC Resolution 19-14, approving Site Plan and Design Review 19-41; and

WHEREAS, Chapter 19.144 of the Duarte Development Code provides procedures for the appeal of decisions rendered by the Planning Commission; and

WHEREAS, on December 2, 2019, attorneys Lozeau Drury, LLP, on behalf of the Supporters Alliance for Environmental Responsibility, filed an appeal of the Planning

Commission decision to approve Site Plan and Design Review 19-41 with the Duarte City Clerk in compliance with Chapter 19.144 of the Duarte Development Code; and

WHEREAS, on December 23, 2019 the City Council of the City of Duarte held a duly noticed public hearing to receive oral and written testimony related to the appeal of Site Plan and Design Review 19-41; and

WHEREAS, the City Council has considered the analysis and recommendation provided in the staff report for the appeal of Conditional Use Permit 19-04 and all of the information, evidence and public testimony received at the public hearing held on December 23, 2019, at 7:00 p.m. in the City Council Chambers.

NOW THEREFORE, the City Council of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR SITE PLAN AND DESIGN REVIEW

The City Council finds and determines as follows, findings for Site Plan and Design Review, as set forth in DDC Section 19.122.050(E), as the proposed development is:

1. Consistent with the General Plan and is in compliance with all applicable provisions of the Duarte Development Code and all other City ordinances and regulations:

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan, including the intent and purpose, permitted uses, and other development standards. Furthermore, the project meets the overarching objectives of the Town Center Specific Plan by developing an appropriate mix of housing and commercial development to sustain the needs of the community and revitalize existing developments and transform vacant and underutilized properties to create a synergistic and lively town center.

2. To be constructed on a parcel that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development:

The subject property consists of one parcel, 1.62 acres in size, which is adequate for the construction and operation of a hotel development of this size and style, as shown on the proposed plans. Furthermore, the project meets the development standards of the Town Center Specific Plan for Town Center Commercial Core designation under Area 1.

3. In compliance with the applicable criteria specified in Subsection 19.122.040(D), and the site is suitable for the proposed development; and

- a. *Compatibility. The project development has been designed in a manner that will provide a visual enhancement and improvement to the property, surrounding community, and Huntington Drive corridor. The development complies with the requirements outlined in the Town Center Specific Plan and is consistent with the vision, goals, and objectives of the Town Center Specific Plan.*

- b. *Architectural Design and Detail. The project is designed in a contemporary style with*

many traditional materials, creating a visual enhancement along Huntington Drive. The first floor and lobby portion of the hotel are clad in red brick, gray stone, and anodized aluminum to create a commercial storefront. Upper floors are presented in a smooth troweled stucco and corrugated metal wall panels. Two prominent tower elements flank both buildings, providing vertical relief and modulating building massing.

c. *Landscape, Lighting, Parking, Signs, and Other Design Details.*

- *Equipment and Utilities.* Existing overhead utility powerlines will be undergrounded. All new service and utilities will be installed in a manner that screens them from the public right-of-way. New equipment located on the roof will be screened behind parapet walls, ground-mounted in rear or side yard areas, or underground, and screened from the public right-of-way.
- *Fences/Walls.* All fences and walls will be designed to complement the overall design of the project, while providing a sense of security. Walls, up to eight-feet in height, or other screening materials will require review and approval from the Planning Division prior to construction. Additionally, any new retaining walls will require plan check review and approval from the City's Building and Safety Department prior to construction.
- *Landscaping.* The project includes the installation of landscape onsite throughout the entire property, and offsite along Huntington Drive. All landscape proposal will require separate review and approval to ensure the landscape areas have been designed to meet the intent and purpose of Chapter 19.40 (Landscaping) of the Duarte Development Code, and will complement the project by providing a welcoming appeal along Huntington Drive. Additionally, all new trees planted within the City right-of-way will require additional approval from the Public Works Division and must comply with the City's Huntington Drive Street Tree Plan.
- *Lighting.* The project does not include the approval of lighting. All future exterior lighting proposals will require separate review and approval as necessary to ensure the fixture complements the overall design of the project and the performance standards for outdoor lighting listed in Section 19.50.070 of the Duarte Development Code are complied with.

Parking. The project includes a two-level subterranean parking garage that is available for guests, employees and meeting room use. The project has also elected the enhanced transportation demand management community benefit bonus, which provides multi-modal alternatives to vehicle usage. Parking for Phase II does not meet the current parking standards. A condition has been added that addresses parking for Phase II before submittal of development plans, including options to allow flexible requirements to meet the then current standards. With the added conditions of approval related to parking, the project will provide adequate off-street parking.

- *Signs.* The project does not include the approval of signs. All future signs will require separate review and approval from the Planning Division to ensure they meet the requirements of the Town Center Specific Plan.

4. Designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property.

The site is sufficient in size and shape to accommodate the hotel project. The project is part

of the Town Center Specific Plan, Town Center Commercial Core designation, which encourages hotel development. The project also includes a variety of improvements such as a modified median island, two community benefit bonuses (public art and enhanced transportation demand management), and widened sidewalks with pedestrian lighting that are designed to enhance the overall project and create a stronger public and pedestrian connection. The project is suitable for the site and is unlikely to create any adverse impacts on the surrounding community.

SECTION 3. FINDINGS FOR ADMINISTRATIVE ADJUSTMENTS

The City Council finds and determines as follows, findings for Administrative Adjustments, as set forth in Section 7.3.4 of the Town Center Specific Plan, as the proposed development is:

1. Development Area. The requested adjustment will not interfere with the purpose and intent of the regulations for the Development Area in which the property is located.

The slight reduction in street wall height will be accomplished through the integration of decorative and opaque railings that help to emulate the streetscape desired by the Specific Plan.

2. Adjacent Property. The approval or conditional approval of the adjustment will not be injurious to adjacent property.

The adjustment triggered a condition requiring more opaque railing materials, which will help to buffer balcony activities from residential uses to the west.

3. General Plan. The approval or conditional approval of the adjustment will promote the general welfare and will not adversely affect the general plan of the city.

The adjustment continues to promote the goals and objectives of both the Town Center Specific Plan and the Duarte General Plan.

4. Superior Design. The plans for construction and/or development resulting from approval or conditional approval of the adjustment results in a superior design solution which enhances the visual quality, use, and function of the site and surrounding area.

The use of a taller street wall or decorative and more opaque railing materials will enhance the design of the building and continue to allow functionality of the balcony space.

5. Special Circumstances. There are special circumstances that justify a deviation in the minimum required standard.

The proposed street wall serves as a second story balcony that helps to create visual interest in the building and fosters enlivening space in the Town Center area.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (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; (b) The proposed development occurs within city limits on a project site of no more than five

acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The City Council approves Site Plan and Design Review Case 2019-41 based on the findings listed in Section 3 and 4, and the conditions of approval listed in "Exhibit A".

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2019.

Mayor Tzeitel Paras-Caracci

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Resolution 19-R-36 was adopted by the City Council of said City of Duarte at a special meeting of said Council held on the _____ day of _____, 2019, by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California

EXHIBIT A

Final Conditions of Approval
Site Plan & Design Review Case 2019-41
1230 Huntington Drive - Hawthorne Suites Hotel

Site Planning/Circulation

1. The shared drive access easement between the project and the residential condominiums shall be repaired and/or replaced as determined by the City Engineer. A circulation and roadway improvement plan shall be provided to the City of Duarte for review and shall include improvements to all public roadways, driveways and access easements, sidewalks/pedestrian areas, and landscaped streetscaping associated with or impacted by the project. Said shared drive access easement shall be regularly cleaned, and maintained in good working order by the owner.
2. All entrances from public streets, entrances to the parking lot, drop-off areas, and crossing points for pedestrians and bicycle traffic shall be finished with special/decorative paving. A variation of paving colors, textures and materials shall be incorporated, as specified within the Town Center Specific Plan (TCSP). Details on the decorative paving shall be included with the roadway and circulation improvement plans mentioned above.
3. The shared drive access easement document shall be revised to address current ownership, maintenance, and cleaning, amongst other topics, as determined by the City Engineer. Revisions to the easement document shall be made, recorded, and proof of recordation provided to the City Engineer prior to reconstruction or repair of said easement.
4. The Monrovia Convalescent Hospital pole sign shall be removed prior to grading permit issuance.
5. The following conditions, as recommended by the project's traffic engineer, shall be incorporated into the project plans submitted into Plan Check, subject to City Engineer approval:
 - a. Modify existing center median on Huntington Drive to accommodate the re-alignment of the project access/alley driveway, per the conceptual recommendations shown in Exhibit D of the RK Engineering Group Circulation and Traffic Assessment.
 - b. Provide a minimum 90' westbound left turn storage pocket with 50' of transition on Huntington Drive at the project access driveway/alley.
 - c. In order to accommodate larger trucks, emergency vehicles and trash/delivery trucks, the driveway alignment shall be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90-degree intersection also improves corner sight distance.
 - d. Install stop sign, stop bar and stop legend on the project access driveway/alley at the intersection of Huntington Drive.
 - e. Sight distance at all project access points shall be established and maintained per City of Duarte design standards.
 - f. Traffic operations at the project site should be reviewed and monitored once the project is operational, and in particular at the intersection of Huntington Drive and the Alley. Should left turn movements from the alley become an issue, the project should

- perform a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.
- g. Should the City request bulb-outs to be installed on Huntington Drive, a painted transition shall be installed to the west of the project driveway, as shown in Exhibit E of the RK Engineering Group Circulation and Traffic Assessment.
 - h. Install a rolled curb along the outside edge of the drop-off/roundabout to accommodate any over-swing incurred by large emergency vehicles.
 - i. The final site plan should be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.
 - j. Provide pedestrian access points and sidewalks from the site to Huntington Drive.
- 6. The sidewalk along Huntington Drive shall be replaced and widened by two (2) feet in width for the full extent of the project boundary. Pedestrian-scale lighting, street trees, and public street furniture shall be installed along the full extent of the project boundary, as part of the sidewalk improvements, pursuant to the requirements of the Town Center Specific Plan. Said improvements shall be incorporated into civil plans submitted to the City Engineer.
 - 7. Direct and Americans with Disabilities Act-compliant access from Huntington Drive and the parking lot to the Café should be incorporated into the project's design, which may include the need for inclusion of a sidewalk along the west side of the Phase I building.
 - 8. Red curb or no parking signs shall be installed and maintained on the 28' wide shared access drive easement, subject to review and approval of the City Engineer.
 - 9. The project shall provide undergrounding of new and existing power and telephone lines within the street right-of-way adjacent to the property being developed, as related to and further discussed in Chapter 16.30.010 of the Duarte Municipal Code. The City Engineer may allow for the payment of an in-lieu fee for the undergrounding of said lines, depending upon the scheduling of undergrounding projects within the vicinity, and in coordination with local utility companies.
 - 10. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.
 - 11. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan (PMP), that is reviewed and approved prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint and shared parking require separate review and approval, as directed by the TCSP and Duarte DDC.
 - 12. The parking shall be constructed in substantial compliance with the approved conceptual plans, conditions of approval and the requirements of the TCSP, including parking stall width and depth, aisle depth, and adequate turn-around areas for efficient circulation. A separate parking lot plan shall be submitted to the Public Works Division and Planning Division for review prior to Building plan check submittal.

13. Proper headlight glare screening shall be incorporated into the surface parking lot design along the perimeter of the parking area with the use of landscaping, landscape berms or low walls at a minimum height of 42 inches.
14. Any proposal to install photovoltaic canopy panels shall require separate review and approval from the City of Duarte prior to beginning Building and Safety plan check. Details on the photovoltaic canopy, including height, location, color and material finishes, among others, shall be provided for review.
15. Any proposal to install vehicle control gates or other similar devices shall be reviewed and approved by the City Engineer prior installation or use.
16. The surface parking lot shall include adequate lighting to ensure the safety and security of vehicles and pedestrians. Lighting shall be designed to be prevent direct glare or reflections onto adjacent properties and rights-of-way. An exterior lighting plan, prepared by an electrical engineer or other lighting professional accepted by the City, shall be provided to the City of Duarte for review prior to Building and Safety plan check and shall include cut-section drawings, manufacturers brochures, illumination levels/lighting distribution, and any additional information as needed for all proposed exterior lighting. Separate review fees shall apply.
17. If proposed, provide details on the installation of the electric vehicle charging stations. The placement of the charging stations shall not impede into the minimum required dimensions of parking stalls.
18. Additional landscape screening and enhancement will need to occur at: the west side of the Phase II building, south side of the Phase II building, along the east property line abutting the pool, and near the transformer. Such enhancement may need to include green screens, landscape walls, cascading plants, and/or privacy landscaping, as to be included in and approved as part of the landscape plan.
19. Adequate soil depth shall be provided within the building's front setback to allow the growth of landscaping, including trees. As such, the subterranean level of the Phase I building shall be moved back to the front setback line, or the soil depth shall be increased to a dimension to be determined by the project engineer and landscape architect and approved by the City Engineer and Planning Division.
20. A complete landscape and irrigation plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material. All landscaping and irrigation shall comply with development standards listed in Chapter 3, and abide by the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.
21. A complete hardscape and outdoor furnishings plan, prepared by a landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. Required bicycle parking, per the TCSP, and bicycle rack or locker designs should be incorporated into the plan. The plan shall also include cut-section drawings, manufacturer brochures, and or samples/swatches (if necessary), and any additional information as needed to depict proposed hardscapes and furnishings. Said plan shall be designed in concert with the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.

22. Walls up to eight (8) feet in height or another approved alternative, shall be incorporated into the project plans along the east property line, specifically to provide privacy for the pool area, and to better screen the abutting gas station and office buildings.
23. A wall, fence, and/or gate plan shall be submitted to the Planning Division for review and approval prior to permit issuance. Walls/fences/gates shall contain a decorative design using decorative and high-quality materials. All walls shall be constructed to provide security and separation between adjacent properties.

Architectural/Design/Color & Materials

24. Windows located within common hallways and stairways shall be tinted and/or provided window coverings, as approved by the Planning Division, to reduce light, glare and visibility onto adjacent properties.
25. The front street wall must be increased in height and/or the balcony railing will need to be decorative with an increase in opacity. Final design details of front elevation balcony wall and railing shall be reviewed and approved by the Community Development Director prior to plan check submittal.
26. The elevations of the entire building shall be reviewed and approved by the Planning Division prior to permit issuance. Final review shall include approval of the color palette, placement of colors, and all finished building materials, including but not limited to the type, color, texture, and/or placement. All finished building materials incorporated into the building design shall be of high quality and high durability, and shall take into consideration locations that may be more vulnerable to damage or potential maintenance concerns. Final building design, colors and materials shall be in substantial compliance with the conceptual plans, and color and material palette approved by the Duarte Architectural Review Board.
27. All windows and doors, including commercial storefronts, shall require final approval from the Planning Division prior to permit issuance. A separate window and door plan with an accurate window and door schedule shall be provided to the Planning Division for review prior to submitting to Building and Safety plan check. The schedule shall list the window and door types and their locations. The plan shall include all necessary details on the type, color, and material of all proposed windows and doors; sections/detail drawings depicting the use of trims, moldings, mullions, and storefront systems (including kick plates where appropriate).
28. Any trash enclosures (not located within the building), ground-level mechanical and utility screening, and similar screening elements shall require final approval from the Planning Division prior to permit issuance.
29. All signs shall require separate review and approval. All signs shall be designed in compliance with Chapter 3.6.14 of the TCSP.
30. Exterior, architectural building lighting shall be incorporated into the project. Exterior lighting, including site, parking and architectural building, shall require final approval from the Planning Division prior to issuance of building permits. Lighting fixtures shall be of high quality and decorative form and shall be designed to prevent offsite glare. A lighting plan with a photometric analysis prepared by licensed engineer or approved equivalent shall be provided to the Planning Division for review and. The lighting plan shall include cut-section

drawings, manufacture brochure, illumination levels/lighting distribution, and any additional information as needed. Separate review fees may apply.

31. Provide a mechanical screening plan as part of the development plan package submitted into the Plan Check process, which should show, at minimum: placement, location and height of proposed mechanical equipment, and related parapets, mansards or other architectural screens.
32. Mechanical equipment and related ducts, vents and other apparatus, including HVAC, shall be screened from public view. Vents, pipes, caps, hoods, and other roof penetrations that must be installed on the roof shall be painted or finished to match the roof color.

Public Works

33. The Low Impact Development (LID) Plan shall be under the review and approval authority of the City of Duarte Engineer. The following shall be prepared by a professional registered engineer and submitted to the Engineering/Public Works Division for review:
 - a. LID Plan. A LID Plan shall be submitted to the Engineering/Public Works Division for review. The LID plan shall provide a comprehensive and technical discussion of how the proposed project will comply with the City's stormwater program requirements. LID Guidance and implementation can be obtained from Los Angeles County Public Works LID Standards Manual. Contact the Duarte Public Works Division for more information. The LID plan shall be approved prior issuance of grading permits.
 - b. Civil Plans. Two (2) sets of complete civil plans shall be submitted to the Engineering/Public Works Division for review, accurately showing all existing public improvements near the subject development (e.g., street lights, signs, utility vaults and boxes, bus stops, street trees, catch basins, etc.) and shall clearly indicating any proposed modifications to the existing public improvements. Such proposed modifications to the public improvements shall require approval from the City Engineer and Community Development Director prior to issuance of any building permit and/or grading permit.
 - c. Soils/Geology report and Hydrology Study.
 - d. A detailed grading and drainage plan, including all supporting information and design criteria. The grading and drainage plan shall be approved by the City Engineer prior to the issuance of a grading permit.
 - e. A detailed utility plan, including transformer, backflow and FPV valve locations.
34. The property owner/developer shall replace the sidewalk adjacent to the project site on Huntington Drive for the full extent of project site boundaries (from east PL to west PL), which may include the curb and gutter as needed, including any damages as a result of construction. The sidewalk shall be widened an additional two (2) feet and contain a separate decorative color and/or design as required by the Town Center Specific Plan. The sidewalks shall be constructed with concrete; the public portion of the sidewalk may require integrally colored concrete. Contact the Public Works Division for details on the specific concrete color.
35. The property owner/developer shall construct new driveway approaches on Huntington Drive according to City standards. Decorative stamped concrete shall be installed behind the approach. The driveway approach and ramps shall be approved by the City Engineer prior to construction and shall require the issuance of a public right-of-way permit. The approach and driveway shall be designed to ensure the safety of vehicles entering and exiting the parking garage, as well as pedestrians crossing the driveway.

36. All trees within the City right-of-way along Huntington Drive shall be replaced and/or installed pursuant to the City's adopted Street Tree Plan for Huntington Drive; all sidewalk tree wells shall be consistent with the City's tree well design, as noted in the design guidelines of the Town Center Specific Plan and shall require a right of way permit from the Public Works Division prior to installation.
37. The property owner/developer shall construct bulbout(s) and/or parklet(s) along the frontage of the property, pursuant to the guidelines of Chapter 4 of the Town Center Specific Plan, and subject to review and approval of the City Engineer prior to construction, and shall require the issuance of a public right-of-way permit.
38. All utility facilities within the public right of way including but not limited to conduit, cable, cabinets, transformers, control boxes, etc. shall be placed underground with any access panels flush with the ground surface. If there are physical constraints restricting the placement of utility facilities underground, the developer shall provide clear engineering reasons why above ground facilities cannot be installed with underground vaults/handholes. Additionally, all utility services stubbed to the site that will not be used to serve the development shall be properly abandoned. The applicant/owner shall provide a master utility map to the City of Duarte for review prior to installation.
39. The property owner shall obtain an encroachment permit from the Public Works Division for any encroachments into and/or over the public right of way. A plan showing any proposed encroachments, including height/clearance and the distance of the encroachment, shall be provided to the Public Works Division for approval prior to issuance of building permits.
40. All trenching/potholing/street cuts shall be fixed permanently within five (5) working days following the completion and acceptance of the backfill, or as otherwise approved by the City Engineer. Two inches of temporary asphalt concrete is required immediately following completion of the backfill. If plates are necessary, they shall be placed flush to the road surface and tack welded together if two or more plates are used. If plates are necessary, then under no circumstance shall a trench remain plated longer than 48 hours, or as otherwise approved by the City Engineer.
41. Connector Pipe Units shall be installed in all catch basins along the project site, if applicable. All installations shall be inspected/verified by the Public Works Division prior to issuance of Certificate of Occupancy.
42. Traffic control work (delineation and signage) shall comply with the California Manual on Uniform Traffic Control Devices. A traffic control plan shall be submitted to the Public Works Division for review and approved prior to beginning construction and/or grading.
43. The applicant/owner and all representatives shall comply with the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004001, Order No. R4-2012-075, and amendments, issued by the California Regional Water Quality Control Board, Los Angeles Region. Construction activities that disturb one acre or more are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and to obtain a Construction General Permit (CGP) from the State Water Resources Control Board to discharge stormwater. A copy of the permit shall be provided to the Public Works Division to keep on file and ensure compliance.

44. The applicant/owner is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure shall be included in the SWPPP and implemented as approved by the Duarte City Engineer:
 - a. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - b. Ensure that concrete supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
 - c. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
45. Vehicular access to public streets and residential driveways shall remain unobstructed during the construction period.
46. The applicant/owner shall incorporate and comply with all regulations, policies and standards regarding water, sewer, and storm water.
47. Sewer connection fees shall be paid directly to the Los Angeles County Sanitation District. Proof of payment shall be provided prior to issuance of the grading permit.

General

48. A final inspection shall be made by the Planning Division prior to final of any building permits to ensure that all conditions have been met.
49. Any revisions to the site plan, elevations, colors, and materials in addition to those listed as conditions of approval, shall be reviewed and approved by the Planning Division prior to installation; such changes may require review and approval from the Architectural Review Board.
50. The buildings have been proposed as a Tier 3 Community Benefit Bonus project, and are required to choose a minimum of two community benefits. The project has elected for the following:
 - a. Public Art – Decorative cut metal panels, or public art as otherwise approved, on the upper portions of the west and/or east of the Phase I building. Said public art shall be detailed and provided as a separate review submittal and be approved by the Architectural Review Board prior to the completion of the plan check process. Changes to the approved application of public art shall require review and approval of the Architectural Review Board.
 - i. Public art shall not be commercial in nature.
 - ii. Public art shall maintain the primary purpose of the display of visual art, including but not limited to paintings, prints, photographs, fountains, and sculptures.
 - iii. Public art shall be an original, creative work by an individual or group.
 - iv. Public art shall be placed in a highly visible and accessible location either on public or private property.
 - v. Public art shall be valued at one-half of one percent (0.5%) of the cost of construction over \$100,000. Optionally, developers may contribute an amount equal to the value of the required art to the City or donate a comparably valued piece of art to the City.

- b. Enhanced Transportation Demand Management Program – Approved in concept as described on the attached Incentives Plan.
 - i. Prior to certificate of occupancy issuance, the applicant shall prepare and provide a complete and detailed Enhanced Transportation Demand Management Plan for review and approval by the Community Development Director. Said plan should include and expand upon the programs and benefits explained conceptually in the Incentives Plan.
 - ii. A fully functioning Enhanced Transportation Demand Management Program shall begin upon issuance of a certificate of occupancy.
 - iii. A minimum five-year commitment to the Enhanced Transportation Demand Management Program is required.
 - iv. An annual report of the Enhanced Transportation Demand Management Program shall be provided to the Planning Division for review at the end of each calendar year. Details on the metrics and information contained in the annual report shall be further described in the Enhanced Transportation Demand Management Plan.
 - v. The City shall have the right to audit or inspect elements of the Enhanced Transportation Demand Management Program at the City's request.
- 51. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material.
- 52. All utilities for direct service to the project shall be installed underground and concealed from view, as approved by the Planning Division.
- 53. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit.
- 54. Construction of the project shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, including Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.
- 55. The project shall comply with all the regulations of the Town Center Commercial Core designation (Area 1) of the Town Center Specific Plan, the Duarte Development Code, and the Duarte Municipal Code, including the intent and purpose, permitted uses, development standards, and any other applicable sections.
- 56. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District for more information.
- 57. Plans and all required plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building & Safety shall be obtained prior to the issuance of permits. Construction drawings, including the site plan, elevations, and colors shall be consistent and in substantial compliance with the conceptual approval and any required conditions of the City Council.
- 58. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.

59. Building permits for all phases of the project must be issued within one-year from the date of approval from the City Council or the application and approval shall expire.
60. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.



COPY

stamped "copy" due to digital signature on letter (not original signature)

T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

RECEIVED

DEC - 2 2019

CITY OF DUARTE

BY E-MAIL AND OVERNIGHT MAIL

December 2, 2019

Mayor Tzeitel Paras-Caracci
City Council
City Clerk Marla Akana
City of Duarte
Duarte City Hall
1600 Huntington Drive
Duarte, CA 91010
makana@accessduarte.com

**RE: Appeal of Planning Commission Approval of
Conditional Use Permit 2019-04; Site Plan and Design Review
Case 2019-41, New Hotel, 1230 Huntington Drive
Objection to CEQA Exemption**

Mayor Paras-Caracci, Honorable Members of the City Council, and City Clerk Akana:

I am writing on behalf of the Supporters Alliance for Environmental Responsibility ("SAFER") and its members living and/or working in or near Duarte to appeal the Planning Commission's decision of November 18, 2019 to approve Conditional Use Permit 2019-04; Site Plan and Design Review Case 2019-41, for the operation and construction of a 178-room hotel, currently proposed as a Hawthorne Suites by Wyndham ("Project"). This appeal is filed pursuant to Municipal Code section 19.144.030, is timely filed within 15 days of the Planning Commission's decision, and is accompanied by the required filing fee of \$250. The reasons for the appeal are set forth in the attached letter, which was submitted to the Planning Commission prior to its decision.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard Drury'.

Richard Toshiki Drury
LOZEAU DRURY LLP

Cc: Thai Phan tphan@rutan.com
David B. Cosgrove dcosgrove@rutan.com

CITY OF DUARTE CA

DATE : 12/2/2019 9:55 AM
OPER : COUNTER
TKBY : RB
TERM : 4
REC# : R00082824

30 City Hall 250.00
LA Deposition Inc 250.00
Appeal - Conditional Use Permit/Design 2
100-4904 -250.00

CH-CK 250.00 REF:372579

APPLIED 250.00
TENDERED 250.00
CHANGE 0.00



ORIGINAL

T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

BY E-MAIL AND OVERNIGHT MAIL

November 15, 2019

City of Duarte Planning Commission
Duarte City Hall
1600 Huntington Drive
Duarte, CA 91010
c/o Jason Golding goldingj@accessduarte.com

Craig Hensley, Community Development Director
Jason Golding, Planning Manager
Community Development Department
City of Duarte
1600 Huntington Drive
Duarte, CA 91010
chensley@accessduarte.com

**RE: Conditional Use Permit 2019-04; Site Plan and Design Review
Case 2019-41, New Hotel, 1230 Huntington Drive
Objection to CEQA Exemption**

Honorable Members of the Planning Commission, Mr. Hensley and Mr. Golding:

I am writing on behalf of the Supporters Alliance for Environmental Responsibility ("SAFER") and its members living and/or working in or near Duarte concerning Conditional Use Permit 2019-04; Site Plan and Design Review Case 2019-41, for the operation and construction of a 178-room hotel, currently proposed as a Hawthorne Suites by Wyndham. Total proposed floor area is 104,423 sf. The project is divided into two-phases. Phase one involves the construction of a 72 room, five-story hotel with a lobby, 2,570 square feet (sf) of meeting space, 2,280 sf breakfast/dining room, and a 1,478 cafe. Parking is provided at-grade and within a one-level subterranean parking lot. Phase two proposes a 106 room, five-story hotel and associated 662 sf gym, adjacent to phase one. Parking is provided within a two-level subterranean parking lot. The hotel plans to operate 24 hours a day. ("Project").

The City of Duarte ("City") has exempted the Project entirely from all CEQA review pursuant to the Class 32 CEQA exemption for "Infill Projects." (CEQA Guidelines section 15332). As discussed below the CEQA exemption is improper because the Project will have significant impacts relating to traffic, noise, air quality, or water quality.

I. LEGAL STANDARD

CEQA mandates that "the long-term protection of the environment...shall be the guiding criterion in public decisions" throughout California. PRC § 21001(d). A "project" is "the whole of an action" directly undertaken, supported, or authorized by a public agency "which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." PRC § 21065; CEQA Guidelines, 14 CCR § 15378(a). For this reason, CEQA is concerned with an action's ultimate "impact on the environment." *Bozung v. LAFCO* (1975) 13 Cal.3d 263, 283. CEQA requires environmental factors to be considered at the "earliest possible stage . . . before [the project] gains irreversible momentum," *Id.* 13 Cal.3d at 277, "at a point in the planning process where genuine flexibility remains." *Sundstrom v. Mendocino County* (1988) 202 Cal.App.3d 296, 307.

To achieve its objectives of environmental protection, CEQA has a three-tiered structure. 14 CCR § 15002(k); *Committee to Save the Hollywoodland Specific Plan v. City of Los Angeles* (2008) 161 Cal.App.4th 1168, 1185-86 ("*Hollywoodland*"). First, if a project falls into an exempt category, or it can be seen with certainty that the activity in question will not have a significant effect on the environment, no further agency evaluation is required. *Id.* Second, if there is a possibility the project will have a significant effect on the environment, the agency must perform an initial threshold study. *Id.*; 14 CCR § 15063(a). If the study indicates that there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment the agency may issue a negative declaration. *Id.*, 14 CCR §§ 15063(b)(2), 15070. Finally, if the project will have a significant effect on the environment, an environmental impact report ("EIR") is required. *Id.* Here, since the City exempted the Project from CEQA entirely, we are at the first step of the CEQA process.

A. CEQA Exemptions.

CEQA identifies certain classes of projects which are exempt from the provisions of CEQA. These are called categorical exemptions. 14 CCR §§ 15300, 15354. "Exemptions to CEQA are narrowly construed and "[e]xemption categories are not to be expanded beyond the reasonable scope of their statutory language." (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 125.)

The determination as to the appropriate scope of a categorical exemption is a question of law subject to independent, or de novo, review. (*San Lorenzo Valley Community Advocates for Responsible Education v. San Lorenzo Valley Unified School Dist.*, (2006) 139 Cal. App. 4th 1356, 1375 ("[Q]uestions of interpretation or application of the requirements of CEQA are matters of law. (Citations.) Thus, for example, interpreting the scope of a CEQA exemption presents 'a question of law, subject to de novo review by this court.' (Citations).")

The City has issued a notice of exemption alleging that the Project is exempt from CEQA review as an "in-fill" project (Class 32).

B. Exceptions to CEQA Exemptions.

There are several exceptions to the categorical exemptions. 14 CCR § 15300.2. At least two exceptions are relevant here:

- (1) Significant Effects. A project may never be exempted from CEQA if there is a "fair argument" that the project may have significant environmental impacts due to "unusual circumstances." 14 CCR §15300.2(c). The Supreme Court has held that since the agency may only exempt activities that do not have a significant effect on the environment, a fair argument that a project will have significant effects precludes an exemption. *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 204.
- (2) Cumulative Impacts. A project may not be exempted from CEQA review "when the cumulative impact of successive projects of the same type in the same place, over time is significant."

C. Limitations to In-Fill Exemption.

The Class 32 In-Fill exemption can only be applied when "[t]he project site has no value as habitat for endangered, rare or threatened species" or where "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality." 14 Cal. Admin. Code §§ 15332(c), (d).

II. ANALYSIS

A. The Project Will Have Significant Indoor Air Quality Impacts.

The City fails to address the significant health risks posed by the Project from formaldehyde, a toxic air contaminant ("TAC"). Certified Industrial Hygienist, Francis Offermann, PE, CIH, has conducted a review of a very similar hotel Project. Mr. Offermann is one of the world's leading experts on indoor air quality, in particular emissions of formaldehyde, and has published extensively on the topic. As discussed below and set forth in Mr. Offermann's comments, the Project's emissions of formaldehyde to air will result in very significant cancer risks to future residents at the Project's apartments. These impacts must be addressed in a CEQA document. Mr. Offermann's comment and curriculum vitae are attached as Exhibit A.

Due to the shortness of time, Mr. Offermann was not able to prepare comments specific to this Project. The staff report was released late on Thursday, Nov. 14, providing only two business days prior to the hearing on Monday, Nov. 18 to review the Project and prepare comments. However, we reserve the right to supplement these comments on appeal.

Formaldehyde is a known human carcinogen and listed by the State as a TAC. SCAQMD has established a significance threshold of health risks for carcinogenic TACs of 10 in a million and a cumulative health risk threshold of 100 in a million. The CEQA

Exemption fails to acknowledge the significant indoor air emissions that will result from the Project. Specifically, there is no discussion of impacts or health risks, no analysis, and no identification of mitigations for significant emissions of formaldehyde to air from the Project.

Mr. Offermann explains that many composite wood products typically used in home and apartment building construction contain formaldehyde-based glues which off-gas formaldehyde over a very long time period. He states, "The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particle board. These materials are commonly used in residential, office, and retail building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims." (Ex. A, pp. 2-3.)

Mr. Offermann states that future residents of the similar project will be exposed to a cancer risk from formaldehyde of approximately 125 per million, assuming all materials are compliant with the California Air Resources Board's formaldehyde airborne toxics control measure. (Ex. A, p. 3.) This is more than 12 times the SCAQMD's CEQA significance thresholds for airborne cancer risk of 10 per million and 100 in a million for cumulative risks. (*Id.*) Mr. Offermann concludes that these significant environmental impacts must be analyzed in an EIR and mitigation measures should be imposed to reduce the risk of formaldehyde exposure. (Ex. A, pp. 5, 10-12.) He prescribes a methodology for estimating the Project's formaldehyde emissions in order to do a more project-specific health risk assessment. (*Id.*, pp. 5-8.) Mr. Offermann also suggests several feasible mitigation measures, such as requiring the use of no-added-formaldehyde composite wood products, which are readily available. (*Id.*, pp. 10-12.) Mr. Offermann also suggests requiring air ventilation systems which would reduce formaldehyde levels. (*Id.*) Since the CEQA Exemption does not analyze this impact at all, none of these or other mitigation measures have been considered.

When a Project exceeds a duly adopted CEQA significance threshold, as here, this alone establishes substantial evidence that the project will have a significant adverse environmental impact. Indeed, in many instances, such air quality thresholds are the only criteria reviewed and treated as dispositive in evaluating the significance of a project's air quality impacts. (See, e.g. *Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960 [County applies Air District's "published CEQA quantitative criteria" and "threshold level of cumulative significance"]; see also *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 110-111 ["A 'threshold of significance' for a given environmental effect is simply that level at which the lead agency finds the effects of the project to be significant"].) The California Supreme Court made clear the substantial importance that an air district significance threshold plays in

providing substantial evidence of a significant adverse impact. (*Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 327 [“As the [South Coast Air Quality Management] District’s established significance threshold for NOx is 55 pounds per day, these estimates [of NOx emissions of 201 to 456 pounds per day] constitute substantial evidence supporting a fair argument for a significant adverse impact.”].) Since expert evidence demonstrates that the Project will exceed the SCAQMD’s CEQA significance threshold, there is substantial evidence that an “unstudied, **potentially significant environmental effect**” exists. (See *Friends of Coll. of San Mateo Gardens v. San Mateo Cty. Cmty. Coll. Dist.* (2016) 1 Cal.5th 937, 958 [emphasis added].) As a result, the City must prepare an EIR for the Project to address this impact and identify enforceable mitigation measures.

The failure of the City to address the Project’s formaldehyde emissions is contrary to the California Supreme Court’s decision in *California Building Industry Ass’n v. Bay Area Air Quality Mgmt. Dist.* (2015) 62 Cal.4th 369, 386 (“CBIA”). In that case, the Supreme Court expressly holds that potential adverse impacts to future users and residents from pollution generated by a proposed project **must be addressed** under CEQA. At issue in CBIA was whether the Air District could enact CEQA guidelines that advised lead agencies that they must analyze the impacts of adjacent environmental conditions on a project. The Supreme Court held that CEQA does not generally require lead agencies to consider the environment’s effects on a project. (CBIA, 62 Cal.4th at 800-01.) However, to the extent a project may exacerbate existing environmental conditions at or near a project site, those would still have to be considered pursuant to CEQA. (*Id.* at 801.) In so holding, the Court expressly held that CEQA’s statutory language required lead agencies to disclose and analyze “impacts on **a project’s users or residents** that arise **from the project’s effects** on the environment.” (*Id.* at 800 [emphasis added].)

The carcinogenic formaldehyde emissions identified by Mr. Offermann are not an existing environmental condition. Those emissions to the air will be from the Project. People will be residing in and using the Project once it is built and begins emitting formaldehyde. Once built, the Project will begin to emit formaldehyde at levels that pose significant direct and cumulative health risks. The Supreme Court in CBIA expressly finds that this type of air emission and health impact by the project on the environment and a “project’s users and residents” must be addressed in the CEQA process. The existing TAC sources near the Project site would have to be considered in evaluating the cumulative effect on future residents of both the Project’s TAC emissions as well as those existing off-site emissions.

The Supreme Court’s reasoning is well-grounded in CEQA’s statutory language. CEQA expressly includes a project’s effects on human beings as an effect on the environment that must be addressed in an environmental review. “Section 21083(b)(3)’s express language, for example, requires a finding of a ‘significant effect on the environment’ (§ 21083(b)) whenever the ‘environmental effects of a project will cause substantial adverse effects *on human beings*, either directly or indirectly.” (CBIA, 62

Cal.4th at 800 [emphasis in original].) Likewise, “the Legislature has made clear—in declarations accompanying CEQA’s enactment—that public health and safety are of great importance in the statutory scheme.” (*Id.*, citing e.g., §§ 21000, subds. (b), (c), (d), (g), 21001, subds. (b), (d).) It goes without saying that the thousands of future residents at the Project are human beings and the health and safety of those residents must be subjected to CEQA’s safeguards.

The City has a duty to investigate issues relating to a project’s potential environmental impacts. (See *County Sanitation Dist. No. 2 v. County of Kern*, (2005) 127 Cal.App.4th 1544, 1597–98. [“[U]nder CEQA, the lead agency bears a burden to investigate potential environmental impacts.”].) The proposed office buildings will have significant impacts on air quality and health risks by emitting cancer-causing levels of formaldehyde into the air that will expose future residents to cancer risks potentially in excess of SCAQMD’s threshold of significance for cancer health risks of 10 in a million. Likewise, when combined with the risks posed by the nearby TAC sources, the health risks inside the project may exceed SCAQMD’s cumulative health risk threshold of 100 cancers in a million. Currently, outside of Mr. Offermann’s comments, the City does not have any idea what risks will be posed by formaldehyde emissions from the Project or the residences. As a result, the City must include an analysis and discussion in an EIR which discloses and analyzes the health risks that the Project’s formaldehyde emissions may have on future residents and identifies appropriate mitigation measures.

Since the Project will have significant air quality impacts, it may not be exempted pursuant to the Class 32 CEQA exemption.

B. The Project May Have Significant Impacts Related to Air Quality, Traffic, Noise, or Water Quality.

Since the staff report was released only two business days prior to the hearing, it was not possible to conduct expert analysis. However, it is possible that the Project may have significant impacts related to air quality, traffic, noise and/or water quality. We reserve the right to supplement these comments on appeal.

For example, according to the Bay Area Air Quality Management District (“BAAQMD”), a hotel with more than 83 rooms is likely to have significant greenhouse gas impacts. (Exhibit B). Since the Project will have 178 rooms, it is likely to have significant GHG air quality impacts.

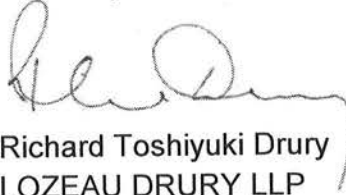
SAFER reserves the right to submit additional analysis on these issues on appeal from the Planning Commission’s decision if necessary.

1230 Huntington Drive
November 15, 2019
Page 7 of 7

III. CONCLUSION

SAFER requests that the City withdraw the CEQA Exemption and prepare a CEQA document to analyze and mitigate the Project's adverse environmental impacts. Thank you for considering our comments.

Sincerely,



Richard Toshiyuki Drury
LOZEAU DRURY LLP

Cc: Thai Phan tphan@rutan.com
David B. Cosgrove dcosgrove@rutan.com

EXHIBIT A



INDOOR ENVIRONMENTAL ENGINEERING



1448 Pine Street, Suite 103 San Francisco, California 94109

Telephone: (415) 567-7700

E-mail: offer mann@IEE-SF.com

<http://www.ice-sf.com>

Date: October 29, 2019

To: Richard Drury
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, California 94612

From: Francis J. Offermann PE CIH

Subject: Indoor Air Quality: 2005 James M. Wood Boulevard Hotel Project – Los Angeles (IEE File Reference: P-4302)

Pages: 15

Indoor Air Quality Impacts

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014). Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek. Indoor air quality also is a serious concern for workers in hotels, offices and other business establishments.

The concentrations of many air pollutants often are elevated in homes and other buildings relative to outdoor air because many of the materials and products used indoors contain and release a variety of pollutants to air (Hodgson et al., 2002; Offermann and Hodgson,

2011). With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and the reduction of indoor sources of the contaminants.

Indoor Formaldehyde Concentrations Impact. In the California New Home Study (CNHS) of 108 new homes in California (Offermann, 2009), 25 air contaminants were measured, and formaldehyde was identified as the indoor air contaminant with the highest cancer risk as determined by the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), No Significant Risk Levels (NSRL) for carcinogens. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (i.e., ten in one million cancer risk) and for formaldehyde is 40 $\mu\text{g}/\text{day}$. The NSRL concentration of formaldehyde that represents a daily dose of 40 μg is 2 $\mu\text{g}/\text{m}^3$, assuming a continuous 24-hour exposure, a total daily inhaled air volume of 20 m^3 , and 100% absorption by the respiratory system. All of the CNHS homes exceeded this NSRL concentration of 2 $\mu\text{g}/\text{m}^3$. The median indoor formaldehyde concentration was 36 $\mu\text{g}/\text{m}^3$, and ranged from 4.8 to 136 $\mu\text{g}/\text{m}^3$, which corresponds to a median exceedance of the 2 $\mu\text{g}/\text{m}^3$ NSRL concentration of 18 and a range of 2.3 to 68.

Therefore, the cancer risk of a resident living in a California home with the median indoor formaldehyde concentration of 36 $\mu\text{g}/\text{m}^3$, is 180 per million as a result of formaldehyde alone. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the South Coast Air Quality Management District (SCAQMD, 2015).

Besides being a human carcinogen, formaldehyde is also a potent eye and respiratory irritant. In the CNHS, many homes exceeded the non-cancer reference exposure levels (RELs) prescribed by California Office of Environmental Health Hazard Assessment (OEHHA, 2017b). The percentage of homes exceeding the RELs ranged from 98% for the Chronic REL of 9 $\mu\text{g}/\text{m}^3$ to 28% for the Acute REL of 55 $\mu\text{g}/\text{m}^3$.

The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and

particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims.

In January 2009, the California Air Resources Board (CARB) adopted an airborne toxics control measure (ATCM) to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, and also furniture and other finished products made with these wood products (California Air Resources Board 2009). While this formaldehyde ATCM has resulted in reduced emissions from composite wood products sold in California, they do not preclude that homes built with composite wood products meeting the CARB ATCM will have indoor formaldehyde concentrations that are below cancer and non-cancer exposure guidelines.

A follow up study to the California New Home Study (CNHS) was conducted in 2016-2018 (Chan et. al., 2018), and found that the median indoor formaldehyde in new homes built after the 2009 CARB formaldehyde ATCM had lower indoor formaldehyde concentrations, with a median indoor concentrations of 25 $\mu\text{g}/\text{m}^3$ as compared to a median of 36 $\mu\text{g}/\text{m}^3$ found in the 2007 CNHS.

Thus, while new homes built after the 2009 CARB formaldehyde ATCM have a 30% lower median indoor formaldehyde concentration and cancer risk, the median lifetime cancer risk is still 125 per million for homes built with CARB compliant composite wood products, which is more than 12 times the OEHHA 10 in a million cancer risk threshold (OEHHA, 2017a).

With respect to this project, the buildings at the 2005 James M. Wood Boulevard Hotel Project in Los Angeles, CA, consist of a hotel.

The employees of the hotel are expected to experience significant indoor exposures (e.g., 40 hours per week, 50 weeks per year). These exposures for employees are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in offices, warehouses, residences and hotels.

Because these buildings will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor warehouse formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 25 $\mu\text{g}/\text{m}^3$.

Assuming that the hotel employees work 8 hours per day and inhale 20 m^3 of air per day, the formaldehyde dose per work-day at the offices is 167 $\mu\text{g}/\text{day}$.

Assuming that these employees work 5 days per week and 50 weeks per year for 45 years (start at age 20 and retire at age 65) the average 70-year lifetime formaldehyde daily dose is 73.6 $\mu\text{g}/\text{day}$.

This is 1.84 times the NSRL (OEHHA, 2017a) of 40 $\mu\text{g}/\text{day}$ and represents a cancer risk of 18.4 per million, which exceeds the CEQA cancer risk of 10 per million. This impact should be analyzed in an environmental impact report ("EIR"), and the agency should impose all feasible mitigation measures to reduce this impact. Several feasible mitigation measures are discussed below and these and other measures should be analyzed in an EIR.

While measurements of the indoor concentrations of formaldehyde in residences built with CARB Phase 2 Formaldehyde ATCM materials (Chan et. al., 2018), indicate that indoor formaldehyde concentrations in buildings built with similar materials (e.g. hotels, residences, offices, warehouses, schools) will pose cancer risks in excess of the CEQA cancer risk of 10 per million, a determination of the cancer risk that is specific to this project and the materials used to construct these buildings can and should be conducted prior to completion of the environmental review.

The following describes a method that should be used prior to construction in the environmental review under CEQA, for determining whether the indoor concentrations resulting from the formaldehyde emissions of the specific building materials/furnishings selected for the building exceed cancer and non-cancer guidelines. Such a design analyses

can be used to identify those materials/furnishings prior to the completion of the City's CEQA review and project approval, that have formaldehyde emission rates that contribute to indoor concentrations that exceed cancer and non-cancer guidelines, so that alternative lower emitting materials/furnishings may be selected and/or higher minimum outdoor air ventilation rates can be increased to achieve acceptable indoor concentrations and incorporated as mitigation measures for this project.

Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment.

This formaldehyde emissions assessment should be used in the environmental review under CEQA to assess the indoor formaldehyde concentrations from the proposed loading of building materials/furnishings, the area-specific formaldehyde emission rate data for building materials/furnishings, and the design minimum outdoor air ventilation rates. This assessment allows the applicant (and the City) to determine before the conclusion of the environmental review process and the building materials/furnishings are specified, purchased, and installed if the total chemical emissions will exceed cancer and non-cancer guidelines, and if so, allow for changes in the selection of specific material/furnishings and/or the design minimum outdoor air ventilations rates such that cancer and non-cancer guidelines are not exceeded.

1.) Define Indoor Air Quality Zones. Divide the building into separate indoor air quality zones, (IAQ Zones). IAQ Zones are defined as areas of well-mixed air. Thus, each ventilation system with recirculating air is considered a single zone, and each room or group of rooms where air is not recirculated (e.g. 100% outdoor air) is considered a separate zone. For IAQ Zones with the same construction material/furnishings and design minimum outdoor air ventilation rates. (e.g. hotel rooms, apartments, condominiums, etc.) the formaldehyde emission rates need only be assessed for a single IAQ Zone of that type.

2.) Calculate Material/Furnishing Loading. For each IAQ Zone, determine the building material and furnishing loadings (e.g., m^2 of material/ m^2 floor area, units of furnishings/ m^2 floor area) from an inventory of all potential indoor formaldehyde sources, including flooring, ceiling tiles, furnishings, finishes, insulation, sealants, adhesives, and any

products constructed with composite wood products containing urea-formaldehyde resins (e.g., plywood, medium density fiberboard, particleboard).

3.) Calculate the Formaldehyde Emission Rate. For each building material, calculate the formaldehyde emission rate ($\mu\text{g}/\text{h}$) from the product of the area-specific formaldehyde emission rate ($\mu\text{g}/\text{m}^2\text{-h}$) and the area (m^2) of material in the IAQ Zone, and from each furnishing (e.g. chairs, desks, etc.) from the unit-specific formaldehyde emission rate ($\mu\text{g}/\text{unit-h}$) and the number of units in the IAQ Zone.

NOTE: As a result of the high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014), most manufacturers of building materials furnishings sold in the United States conduct chemical emission rate tests using the California Department of Health “Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers”, (CDPH, 2017), or other equivalent chemical emission rate testing methods. Most manufacturers of building furnishings sold in the United States conduct chemical emission rate tests using ANSI/BIFMA M7.1 Standard Test Method for Determining VOC Emissions (BIFMA, 2018), or other equivalent chemical emission rate testing methods.

CDPH, BIFMA, and other chemical emission rate testing programs, typically certify that a material or furnishing does not create indoor chemical concentrations in excess of the maximum concentrations permitted by their certification. For instance, the CDPH emission rate testing requires that the measured emission rates when input into an office, school, or residential model do not exceed one-half of the OEHHA Chronic Exposure Guidelines (OEHHA, 2017b) for the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017). These certifications themselves do not provide the actual area-specific formaldehyde emission rate (i.e., $\mu\text{g}/\text{m}^2\text{-h}$) of the product, but rather provide data that the formaldehyde emission rates do not exceed the maximum rate allowed for the certification. Thus for example, the data for a certification of a specific type of flooring may be used to calculate that the area-specific emission rate of formaldehyde is less than $31 \mu\text{g}/\text{m}^2\text{-h}$, but not the actual measured specific emission rate, which may be 3, 18, or $30 \mu\text{g}/\text{m}^2\text{-h}$. These area-specific emission rates determined from the product

certifications of CDPH, BIFA, and other certification programs can be used as an initial estimate of the formaldehyde emission rate.

If the actual area-specific emission rates of a building material or furnishing is needed (i.e. the initial emission rates estimates from the product certifications are higher than desired), then that data can be acquired by requesting from the manufacturer the complete chemical emission rate test report. For instance if the complete CDPH emission test report is requested for a CDHP certified product, that report will provide the actual area-specific emission rates for not only the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017), but also all of the cancer and reproductive/developmental chemicals listed in the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), all of the toxic air contaminants (TACs) in the California Air Resources Board Toxic Air Contamination List (CARB, 2011), and the 10 chemicals with the greatest emission rates.

Alternatively, a sample of the building material or furnishing can be submitted to a chemical emission rate testing laboratory, such as Berkeley Analytical Laboratory (<https://berkeleyanalytical.com>), to measure the formaldehyde emission rate.

4.) Calculate the Total Formaldehyde Emission Rate. For each IAQ Zone, calculate the total formaldehyde emission rate (i.e. $\mu\text{g/h}$) from the individual formaldehyde emission rates from each of the building material/furnishings as determined in Step 3.

5.) Calculate the Indoor Formaldehyde Concentration. For each IAQ Zone, calculate the indoor formaldehyde concentration ($\mu\text{g/m}^3$) from Equation 1 by dividing the total formaldehyde emission rates (i.e. $\mu\text{g/h}$) as determined in Step 4, by the design minimum outdoor air ventilation rate (m^3/h) for the IAQ Zone.

$$C_{in} = \frac{E_{total}}{Q_{oa}} \quad (\text{Equation 1})$$

where:

C_{in} = indoor formaldehyde concentration ($\mu\text{g/m}^3$)

E_{total} = total formaldehyde emission rate ($\mu\text{g/h}$) into the IAQ Zone.

Q_{oa} = design minimum outdoor air ventilation rate to the IAQ Zone (m^3/h)

The above Equation 1 is based upon mass balance theory, and is referenced in Section 3.10.2 “Calculation of Estimated Building Concentrations” of the California Department of Health “Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers”, (CDPH, 2017).

6.) Calculate the Indoor Exposure Cancer and Non-Cancer Health Risks. For each IAQ Zone, calculate the cancer and non-cancer health risks from the indoor formaldehyde concentrations determined in Step 5 and as described in the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines; Guidance Manual for Preparation of Health Risk Assessments (OEHHA, 2015).

7.) Mitigate Indoor Formaldehyde Exposures of exceeding the CEQA Cancer and/or Non-Cancer Health Risks. In each IAQ Zone, provide mitigation for any formaldehyde exposure risk as determined in Step 6, that exceeds the CEQA cancer risk of 10 per million or the CEQA non-cancer Hazard Quotient of 1.0.

Provide the source and/or ventilation mitigation required in all IAQ Zones to reduce the health risks of the chemical exposures below the CEQA cancer and non-cancer health risks.

Source mitigation for formaldehyde may include:

- 1.) reducing the amount materials and/or furnishings that emit formaldehyde
- 2.) substituting a different material with a lower area-specific emission rate of formaldehyde

Ventilation mitigation for formaldehyde emitted from building materials and/or furnishings may include:

- 1.) increasing the design minimum outdoor air ventilation rate to the IAQ Zone.

NOTE: Mitigating the formaldehyde emissions through use of less material/furnishings, or use of lower emitting materials/furnishings, is the preferred mitigation option, as mitigation with increased outdoor air ventilation increases initial and operating costs associated with

the heating/cooling systems.

Outdoor Air Ventilation Impact. Another important finding of the CNHS, was that the outdoor air ventilation rates in the homes were very low. Outdoor air ventilation is a very important factor influencing the indoor concentrations of air contaminants, as it is the primary removal mechanism of all indoor air generated air contaminants. Lower outdoor air exchange rates cause indoor generated air contaminants to accumulate to higher indoor air concentrations. Many homeowners rarely open their windows or doors for ventilation as a result of their concerns for security/safety, noise, dust, and odor concerns (Price, 2007). In the CNHS field study, 32% of the homes did not use their windows during the 24-hour Test Day, and 15% of the homes did not use their windows during the entire preceding week. Most of the homes with no window usage were homes in the winter field session. Thus, a substantial percentage of homeowners never open their windows, especially in the winter season. The median 24-hour measurement was 0.26 ach, with a range of 0.09 ach to 5.3 ach. A total of 67% of the homes had outdoor air exchange rates below the minimum California Building Code (2001) requirement of 0.35 ach. Thus, the relatively tight envelope construction, combined with the fact that many people never open their windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations.

The 2005 James M. Wood Boulevard Hotel Project in Los Angeles, CA is a hotel, which is located close to roads with moderate to high traffic (e.g. James M. Wood Boulevard, S. Alvarado Street etc.). As a result of these outdoor sources of noise, this area has been determined by the Mitigative Negative Declaration/Initial Study (Meridian Consultants, 2019) to be a sound impacted area, with existing noise levels reported in Table 4.12-1 ranging from 61.0 dBA to 67.2 dBA Leq.

As a result of the high outdoor noise levels, the current project will require the need for mechanical supply of outdoor air ventilation air to allow for a habitable interior environment with closed windows and doors. Such a ventilation system would allow windows and doors to be kept closed at the occupant's discretion to control exterior noise within residential interiors.

PM_{2.5} Outdoor Concentrations Impact. An additional impact of the nearby motor vehicle traffic associated with this project, are the outdoor concentrations of PM_{2.5}. The SCAQMD has determined that the South Coast Air Basin, where this project is located, is a non-attainment area for PM_{2.5}.

An air quality analyses should to be conducted to determine the concentrations of PM_{2.5} in the outdoor and indoor air that people inhale each day. This air quality analyses needs to consider the cumulative impacts of the project related emissions, existing and projected future emissions from local PM_{2.5} sources (e.g. stationary sources, motor vehicles, and airport traffic) upon the outdoor air concentrations at the project site. If the outdoor concentrations are determined to exceed the California and National annual average PM_{2.5} exceedence concentration of 12 µg/m³, or the National 24-hour average exceedence concentration of 35 µg/m³, then the buildings need to have a mechanical supply of outdoor air that has air filtration with sufficient PM_{2.5} removal efficiency, such that the indoor concentrations of outdoor PM_{2.5} particles is less than the California and National PM_{2.5} annual and 24-hour standards.

It is my experience that based on the projected combination of high traffic and airport noise levels, the annual average concentration of PM_{2.5} will exceed the California and National PM_{2.5} annual and 24-hour standards and warrant installation of high efficiency air filters (i.e. MERV 13 or higher) in all mechanically supplied outdoor air ventilation systems.

Indoor Air Quality Impact Mitigation Measures

The following are recommended mitigation measures to minimize the impacts upon indoor quality:

- indoor formaldehyde concentrations
- outdoor air ventilation
- PM_{2.5} outdoor air concentrations

Indoor Formaldehyde Concentrations Mitigation. Use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins or ultra-low emitting formaldehyde (ULEF) resins (CARB, 2009). Other projects such as the AC by Marriott Hotel – West San Jose Project (Asset Gas SC Inc.) and 2525 North Main Street, Santa Ana (AC 2525 Main LLC, 2019) have entered into settlement agreements stipulating the use of composite wood materials only containing NAF or ULEF resins.

Alternatively, conduct the previously described Pre-Construction Building Material/Furnishing Chemical Emissions Assessment, to determine that the combination of formaldehyde emissions from building materials and furnishings do not create indoor formaldehyde concentrations that exceed the CEQA cancer and non-cancer health risks.

It is important to note that we are not asking that the builder to “speculate” on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health “Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers”, (CDPH, 2017), and use the procedure described earlier (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Outdoor Air Ventilation Mitigation. Provide each habitable room with a continuous mechanical supply of outdoor air that meets or exceeds the California 2016 Building Energy Efficiency Standards (California Energy Commission, 2015) requirements of the greater of 15 cfm/occupant or 0.15 cfm/ft² of floor area. Following installation of the system conduct testing and balancing to insure that required amount of outdoor air is entering each habitable room and provide a written report documenting the outdoor airflow rates. Do not use exhaust only mechanical outdoor air systems, use only balanced outdoor air supply and exhaust systems or outdoor air supply only systems. Provide a manual for the occupants or maintenance personnel, that describes the purpose of the mechanical outdoor air system and the operation and maintenance requirements of the system.

PM_{2.5} Outdoor Air Concentration Mitigation. Install air filtration with sufficient PM_{2.5} removal efficiency (e.g. MERV 13 or higher) to filter the outdoor air entering the mechanical outdoor air supply systems, such that the indoor concentrations of outdoor PM_{2.5} particles are less than the California and National PM_{2.5} annual and 24-hour standards. Install the air filters in the system such that they are accessible for replacement by the occupants or maintenance personnel. Include in the mechanical outdoor air ventilation system manual instructions on how to replace the air filters and the estimated frequency of replacement.

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EXHIBIT B



Table 3-1
Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes

Land Use Type	Operational Criteria Pollutant Screening Size	Operational GHG Screening Size	Construction-Related Screening Size
Single-family	325 du (NOX)	56 du	114 du (ROG)
Apartment, low-rise	451 du (ROG)	78 du	240 du (ROG)
Apartment, mid-rise	494 du (ROG)	87 du	240 du (ROG)
Apartment, high-rise	510 du (ROG)	91 du	249 du (ROG)
Condo/townhouse, general	451 du (ROG)	78 du	240 du (ROG)
Condo/townhouse, high-rise	511 du (ROG)	92 du	252 du (ROG)
Mobile home park	450 du (ROG)	82 du	114 du (ROG)
Retirement community	487 du (ROG)	94 du	114 du (ROG)
Congregate care facility	657 du (ROG)	143 du	240 du (ROG)
Day-care center	53 ksf (NOX)	11 ksf	277 ksf (ROG)
Elementary school	271 ksf (NOX)	44 ksf	277 ksf (ROG)
Elementary school	2747 students (ROG)	-	3904 students (ROG)
Junior high school	285 ksf (NOX)	-	277 ksf (ROG)
Junior high school	2460 students (NOX)	46 ksf	3261 students (ROG)
High school	311 ksf (NOX)	49 ksf	277 ksf (ROG)
High school	2390 students (NOX)	-	3012 students (ROG)
Junior college (2 years)	152 ksf (NOX)	28 ksf	277 ksf (ROG)
Junior college (2 years)	2865 students (ROG)	-	3012 students (ROG)
University/college (4 years)	1760 students (NOX)	320 students	3012 students (ROG)
Library	78 ksf (NOX)	15 ksf	277 ksf (ROG)
Place of worship	439 ksf (NOX)	61 ksf	277 ksf (ROG)
City park	2613 acres (ROG)	600 acres	67 acres (PM10)
Racquet club	291 ksf (NOX)	46 ksf	277 ksf (ROG)
Racquetball/health	128 ksf (NOX)	24 ksf	277 ksf (ROG)
Quality restaurant	47 ksf (NOX)	9 ksf	277 ksf (ROG)
High turnover restaurant	33 ksf (NOX)	7 ksf	277 ksf (ROG)
Fast food rest. w/ drive thru	6 ksf (NOX)	1 ksf	277 ksf (ROG)
Fast food rest. w/o drive thru	8 ksf (NOX)	1 ksf	277 ksf (ROG)
Hotel	489 rooms (NOX)	83 rooms	554 rooms (ROG)
Motel	688 rooms (NOX)	106 rooms	554 rooms (ROG)
Free-standing discount store	76 ksf (NOX)	15 ksf	277 ksf (ROG)
Free-standing discount superstore	87 ksf (NOX)	17 ksf	277 ksf (ROG)
Discount club	102 ksf (NOX)	20 ksf	277 ksf (ROG)
Regional shopping center	99 ksf (NOX)	19 ksf	277 ksf (ROG)
Electronic Superstore	95 ksf (NOX)	18 ksf	277 ksf (ROG)
Home improvement superstore	142 ksf (NOX)	26 ksf	277 ksf (ROG)
Strip mall	99 ksf (NOX)	19 ksf	277 ksf (ROG)
Hardware/paint store	83 ksf (NOX)	16 ksf	277 ksf (ROG)
Supermarket	42 ksf (NOX)	8 ksf	277 ksf (ROG)
Convenience market (24 hour)	5 ksf (NOX)	1 ksf	277 ksf (ROG)
Convenience market with gas pumps	4 ksf (NOX)	1 ksf	277 ksf (ROG)
Bank (with drive-through)	17 ksf (NOX)	3 ksf	277 ksf (ROG)
General office building	346 ksf (NOX)	53 ksf	277 ksf (ROG)



Table 3-1
Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes

Land Use Type	Operational Criteria Pollutant Screening Size	Operational GHG Screening Size	Construction-Related Screening Size
Office park	323 ksf (NOX)	50 ksf	277 ksf (ROG)
Government office building	61 ksf (NOX)	12 ksf	277 ksf (ROG)
Government (civic center)	149 ksf (NOX)	27 ksf	277 ksf (ROG)
Pharmacy/drugstore w/ drive through	49 ksf (NOX)	10 ksf	277 ksf (ROG)
Pharmacy/drugstore w/o drive through	48 ksf (NOX)	10 ksf	277 ksf (ROG)
Medical office building	117 ksf (NOX)	22 ksf	277 ksf (ROG)
Hospital	226 ksf (NOX)	39 ksf	277 ksf (ROG)
Hospital	334 beds (NOX)	84 ksf	337 beds (ROG)
Warehouse	864 ksf (NOX)	64 ksf	259 ksf (NOX)
General light industry	541 ksf (NOX)	121 ksf	259 ksf (NOX)
General light industry	72 acres (NOX)	-	11 acres (NOX)
General light industry	1249 employees (NOX)	-	540 employees (NOX)
General heavy industry	1899 ksf (ROG)	-	259 ksf (NOX)
General heavy industry	281 acres (ROG)	-	11 acres (NOX)
Industrial park	553 ksf (NOX)	65 ksf	259 ksf (NOX)
Industrial park	61 acres (NOX)	-	11 acres (NOX)
Industrial park	1154 employees (NOX)	-	577 employees (NOX)
Manufacturing	992 ksf (NOX)	89 ksf	259 ksf (NOX)

Notes: du = dwelling units; ksf = thousand square feet; NO_x = oxides of nitrogen; ROG = reactive organic gases.

Screening levels include indirect and area source emissions. Emissions from engines (e.g., back-up generators) and industrial sources subject to Air District Rules and Regulations embedded in the land uses are not included in the screening estimates and must be added to the above land uses.

Refer to Appendix D for support documentation.

Source: Modeled by EDAW 2009.

3.2. COMMUNITY RISK AND HAZARD IMPACTS

Please refer to Chapter 5 for discussion of screening criteria for local community risk and hazard impacts.

3.3. CARBON MONOXIDE IMPACTS

This preliminary screening methodology provides the Lead Agency with a conservative indication of whether the implementation of the proposed project would result in CO emissions that exceed the *Thresholds of Significance* shown in Table 2-3.

The proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria is met:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.



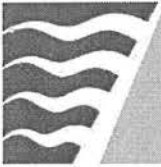
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

3.4. ODOR IMPACTS

Table 3-3 presents odor screening distances recommended by BAAQMD for a variety of land uses. Projects that would site a new odor source or a new receptor farther than the applicable screening distance shown in Table 3-3 from an existing receptor or odor source, respectively, would not likely result in a significant odor impact. The odor screening distances in Table 3-3 should not be used as absolute screening criteria, rather as information to consider along with the odor parameters and complaint history. Refer to *Chapter 7 Assessing and Mitigating Odor Impacts* for comprehensive guidance on significance determination.

Table 3-3 Odor Screening Distances	
Land Use/Type of Operation	Project Screening Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Confined Animal Facility/Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	1 mile
Metal Smelting Plants	2 miles
Refer to Appendix D for support documentation.	

Facilities that are regulated by CalRecycle (e.g. landfill, composting, etc.) are required to have Odor Impact Minimization Plans (OIMP) in place and have procedures that establish fence line odor detection thresholds. The Air District recognizes a Lead Agency's discretion under CEQA to use established odor detection thresholds as thresholds of significance for CEQA review for CalRecycle regulated facilities with an adopted OIMP.



3.5. CONSTRUCTION-RELATED IMPACTS

3.5.1. Criteria Air Pollutants and Precursors

This preliminary screening provides the Lead Agency with a conservative indication of whether the proposed project would result in the generation of construction-related criteria air pollutants and/or precursors that exceed the *Thresholds of Significance* shown in Table 2-4.

If all of the following *Screening Criteria* are met, the construction of the proposed project would result in a less-than-significant impact from criteria air pollutant and precursor emissions.

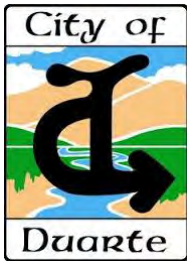
1. The project is below the applicable screening level size shown in Table 3-1; and
2. All *Basic Construction Mitigation Measures* would be included in the project design and implemented during construction; and
3. Construction-related activities would not include any of the following:
 - a. Demolition;
 - b. Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
 - c. Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);
 - d. Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or
 - e. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

3.5.2. Community Risk and Hazards

Chapter 5, *Assessing and Mitigating Local Community Risk and Hazard Impacts*, contains information on screening criteria for local risk and hazards.



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**CITY OF DUARTE
PLANNING COMMISSION
MINUTES
November 18, 2019**

**Planning Commission
Commissioners**
Paula Watson-Gardner, Chair
Tina Heany, Vice-Chair
George K. Farra
Sara Vasquez
Wally Wolff

1. CALL TO ORDER AND NOTATION OF ANY ABSENCES:

Chairperson Watson-Gardner called the meeting to order at 7:01 p.m. The following were in attendance:

PRESENT: Watson-Gardner, Heany, Farra and Vasquez
ABSENT: Wolff
STAFF: Hensley, Golding, Galeazzi, Hernandez
CITY ATTORNEY: Phan

2. PLEDGE OF ALLEGIANCE:

Heany led the Pledge of Allegiance.

3. APPROVAL OF MINUTES: [October 21, 2019](#)

Heany moved to approve the minutes of October 21, 2019. Seconded by Vasquez. Motion was approved 2-0-2-1. (Vote: Yes: Heany, Vasquez; No: None; Abstain: Watson-Gardner, Farra; Absent: Wolff;).

4. ORAL COMMUNICATIONS ITEMS NOT ON THE AGENDA:

Chairperson Watson-Gardner opened Oral Communications for items not on the Agenda. Seeing none the item was closed.

5. PUBLIC HEARINGS:

A. Conditional Use Permit 19-04 and Site Plan and Design Review 19-41: A request to construct and operate a five-story, 178 room hotel and associated uses at 1230 Huntington Drive

Attachments: [Staff Report CUP 19-04, SPDR 19-41, PC Resolution 19-13 & 19-14](#)

Jason Golding, Planning Manager presented a staff report and a PowerPoint presentation. He indicated that the Applicant and their team were present and available for questions.

Hensley indicated that the City Attorney will be addressing the letter received from Lozeau-Drury law firm after the Public Hearing.

Golding responded to Commissioners questions regarding the project.

Hany Malak, Mckently Malak Architects from Pasadena California thanked Staff for the well-presented project and addressed Commissioners' concerns regarding the project.

Farra requested that the following comments be reflected in the records: He asked for confirmation that the Applicant and Owner are aware that the City of Hope is constructing their own hotel and that there are no problems or issues as stated by the Applicant and Owner in the previous meeting. Mr. Malak stated that they are aware of the City of Hope hotel and discussed the intentions of their hotel that will be servicing not only the City of Hope but a wider audience in the City of Duarte and the residents.

Farra clarified that the City of Hope did not restrict itself to its own visitors or staff and the possibility of providing rooms to the public is still available, therefore asked Mr. Malak if his statement was still adequate. Mr. Malak responded absolutely, discussing the different dynamics of the hotels.

Chairperson Watson-Gardner opened the Public Hearing.

Steve Hernandez spoke in support of the project and stated concern regarding proposal.

David Jiang spoke in support of the project.

Octavio Lopez, son of parents that live at the condos spoke regarding unaddressed concerns of the distance between the hotel and condominiums, corridor traffic increase and mitigation, privacy issues, ungated parking and easy access.

Mr. Malak addressed concerns regarding the wall in the east side of the development, and how traffic circulation is directed towards a one-way exit onto Huntington Drive at the east side of the project.

Marla Lopez spoke regarding the concern of the homeless. She requested a barrier to be install between the condominium and entrance to the facility.

Chairperson closed the Public Hearing.

Hensley introduced Deputy City Attorney Thai Phan to address the letter received from the Lozeau-Drury Law Firm.

Deputy City Attorney Phan responded to the letter that was submitted by the law firm Lozeau-Drury representing Supporters Alliance for Environmental Responsibility (SAFER) opposing the determination that the project is exempt under CEQA. Phan explained that the infill exception in CEQA does apply in this situation and that the comment letter was incomplete, and the analysis of the complaint was incomplete. There is no substantial

evidence demonstrating that there is unusual circumstance in this case. This type of hotel is exactly what was envisioned in the Town Center Specific Plan. Phan also gave additional detail on the adequacy of the CEQA exemption.

Farra inquired about the author of the letter. Phan stated the letter is from Lozeau-Drury, the law firm representing the Supporters Alliance for Environmental Responsibility (SAFER).

Chairperson Watson-Gardner asked for a motion on the CUP 19-04 and SPDR 19-41. Farra made a motion to approve the item. Seconded by Heany.

Golding asked for clarification if the motion included conditions recommended/suggested by Heany regarding the tinting or other window covering in the westerly hallway facing residential condominium and the delivery hours 7:00 a.m. to 7:00 p.m. Monday through Saturday. Chairperson Watson-Gardner concurred to the amendment. Hensley asked if it was part of the motion, Farra stated it was not part of his motion, but had no objection on the amendment.

Chairperson Watson-Gardner asked for a motion with the amendment on the project. Farra made a motion and Seconded by Heany. Chairperson Watson-Gardner asked for a roll call vote.

Ayes: Watson-Gardner, Farra, Heany and Vasquez. The vote carried 4-0-0-1 (Absent: Wolff)

B. Conditional Use Permit 19-06: A request to operate a Kumon Tutoring Studio within an existing tenant suite located at 1026 Huntington Drive

Attachments: [Staff Report CUP 19-06 and PC Resolution 19-15](#)

Hensley introduced and welcomed new Planner Ivan Galeazzi.

Galeazzi presented staff report and answered questions from the Commission.

Chairperson opened Public Hearing.

Chairperson Watson-Gardner asked the Applicant Mr. Chen, about the number of Kumon centers that he operates. Mr. Chen responded that this will be his first operational center and provided background information of himself, discussed benefits and low- cost fees that would be provided to the students.

Chairperson Watson-Gardner closed the Public Hearing.

Chairperson Watson-Gardner called for a motion to approve CUP 19-06 and PC Resolution 19-15. Farra made a motion to approve the item. Seconded by Watson-Gardner. The motion was approved 4-0-0-1. (Absent Wolff)

6. **ITEMS FROM DIRECTOR:**

Hensley provided information on the approval of the Duarte Station Specific Plan & EIR and answered questions from the Commissioners.

Vasquez inquired about the closure of the Duarte Pizza business. Hensley and Golding provided information.

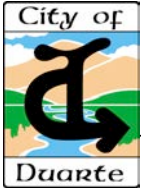
7. **ITEMS FROM COMMISSIONERS:**

Vasquez suggested creating a practice for a roll call for each propose project. Chairperson Watson-Gardner and Hensley commented on the matter.

8. **ADJOURNMENT: Monday, December 16, 2019**

Chairperson Watson-Gardner adjourned the meeting at 8:17 p.m.

Craig Hensley, Secretary



PLANNING COMMISSION STAFF REPORT

Date: November 18, 2019

Project: Conditional Use Permit 19-04 and Site Plan and Design Review 19-41

Subject: A request to construct and operate a new 178-room, two-phase Hawthorne Suites by Wyndham (extended stay) hotel, with subterranean parking and with 24-hour operations.

Location: 1230 Huntington Drive

Applicant: McKently-Malak Architects

SUMMARY

The proposed project is a request to allow the operation and construction of a 178-room extended stay hotel, currently proposed as a Hawthorne Suites by Wyndham. The total proposed floor area is 104,423 sf. and is divided into two-phases. Phase I involves the construction of a 72 room, five-story hotel with a lobby, meeting space, breakfast/dining room, and a café. Parking is provided at-grade and within a one-level subterranean parking lot. Phase II proposes a 106 room, five-story hotel and associated gym, adjacent to phase one. Parking is provided within a two-level subterranean parking lot. The hotel plans to operate 24 hours a day which is typical of a hotel. The project is considered a Tier 3 project, pursuant to the property's Town Center Specific Plan (TCSP) zoning, and has proposed two community benefit bonuses – Public Art and Enhanced Transportation Demand Management.

Consideration for the proposed hotel entails two different types of review approvals: development plan and design (architectural) review, and conditional use permit. The site plan and design (architectural) review portion of this project (SPDR 2019-41), includes but is not limited to: site plan design, circulation, architectural design, aesthetics, colors, and materials. The conditional use permit portion (CUP 19-04) of the project includes, but is not limited to: operational characteristics, uses, hours, and programming requires approval of a conditional use permit by the Duarte Planning Commission.

ENVIRONMENTAL

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (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; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

PROPERTY DESCRIPTION

The project site is located midblock on the southerly side of Huntington Drive, one parcel west of Buena Vista Street. The property is 1.62 acres in size, and includes an approximate 2,600 s.f. (28' wide) drive access easement shared with the owners of the 12-unit residential condominium complex to the west of the project site. The property is located in the newly created Town Center Specific Plan (TCSP), Town

Center Commercial Core land use designation, Area 1. Hotel and 24-hour uses require a conditional use permit, in addition to development plan and design review approval. Other abutting properties include the Monrovia Convalescent Hospital to the south, Union 76 service station to the east, and the Buena Vista Marketplace Shopping Center to the north.

PROJECT DESCRIPTION

Consideration for the proposed Hawthorne Suites by Wyndham hotel entails two different types of review approvals: development plan and design (architectural) review, and conditional use permit. The site plan and design (architectural) review portion of this project (SPDR 2019-41), includes but is not limited to: site plan design, circulation, architectural design, aesthetics, colors, and materials. The conditional use permit (CUP 2019-04) portion of the project, which includes, but is not limited to: operational characteristics, parking systems, uses, hours, and programming. The applicant requests approval of the following:

- **Site Plan and Design Review (SPDR) 2019-41:** A request to construct a project consisting of a total of 178 room hotel built in two phases. Phase I involves the construction of a 72 room, 65' high, five-story extended stay hotel with a lobby, 2,570 square feet (sf) of meeting space, 2,280 sf breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham. Parking is provided at-grade (8 stalls) and within a one-level subterranean parking lot (57 stalls). An interim surface parking lot, located at the future site of phase II, would provide 28 parking stalls. Phase II proposes a 106 room, 65' tall, five-story hotel and associated 662 sf gym, adjacent to phase I. Parking is provided within a two-level subterranean parking lot, 42 and 61 spaces respectively. The one-story lobby would serve both phase I and II hotels. A pool, barbeque, and covered trellis to serve both buildings is located along the easterly property line, east of the lobby. A circular driveway provides convenient drop-off and pick-up locations.
- **Conditional Use Permit (CUP) 2019-03:** A request to allow the 24-hour operation of the hotel project described above.

On November 11, 2019, the Architectural Review Board (ARB) considered SPDR 19-41. Adjacent residential owners were notified of the meeting. One resident from the neighboring condominium complex attended the meeting, but did not speak on the item. Staff also received one letter questioning several components of the project (see Exhibit E). At this meeting, the ARB unanimously recommended approval of SPDR 19-41 to the Planning Commission.

ANALYSIS

The project includes the construction of the two-phased hotel; the operations of the hotel, including, meeting rooms, breakfast/dining room, café; 24-hour continuous operations; and the consideration of two community benefit bonuses – Public Art and Enhanced Transportation Demand Management – based upon the applicant choosing a Tier 3 project, pursuant to the property's Town Center Specific Plan (TCSP) zoning. Hotel and associated uses require conditional use permit approval since they may impact the surrounding community and create a variety of concerns, if not properly regulated and conditioned.

The following narrative explores topics of concern and/or additional consideration associated with both the architectural design and site planning of the hotel, as well as, the operational characteristics of the project.

Site Plan and Design Review

Site Improvements & Circulation

The site plan has been designed to maximize building potential on the property. Circulation enters off of Huntington Drive along a 28' wide drive access easement shared with abutting residential condominium owners. The driveway will require improvement, possibly needing complete reconstruction. A condition has been added to address ownership, maintenance and cleaning of the shared drive access easement. Drop-off and pick-up will occur in a circular driveway in front of the lobby. A ramp descending near the circular driveway provides ingress and egress to the phase I subterranean parking area. An exit only-ramp, directly to Huntington Drive, is located along the easterly side of the parking area. Phase I proposes an at grade parking lot, at the location of the phase II building, to meet the project's parking requirements. Parking for Phase II does not meet the current parking standards. However, Staff is recommending a condition that addresses parking for phase II before submittal of development plans. Options will be incorporated to allow flexible requirements to meet the then current standards. Future access to phase II will be provided both through a surface-level driveway between hotel sites, a subterranean level connection, and through the shared drive access easement to the rear of the project site (which also leads to a second access point to the subterranean parking area). Pedestrian access will also require revisions in order to provide ADA accessibility directly from the street and an accessible path of travel to and from parking to the café.

Landscaping is provided in opportunity areas to make use of the limited available space. A landscaped strip is located along the front setback and near an outdoor dining patio associated with the café. Landscaping is also provided within the lobby area, along the east property line (near the pool) and within the westerly building edge facing adjacent residential. The at-grade parking lot associated with phase I will also be heavily landscaped. Staff is also recommending special landscape features, such as greenscreen walls, landscape walls or other enhancements along the west and south sides of the phase II building. Screening of adjacent commercial uses to the east will require the use of taller site walls (up to eight-feet from adjacent properties) or other landscape and retaining wall applications. Conditions requiring a comprehensive landscape, hardscape and irrigation plan, in addition to screening solutions for the east property line have been added as conditions of approval.

A series of public and on-site circulation improvements will also be required as a part of project consideration. Due to the existing public improvements in the vicinity and the project's design, a circulation and traffic assessment was required as part of the submittal. The attached RK Engineering Group Circulation and Traffic Assessment (Exhibit B) has been reviewed by the City Engineer and contains nearly a dozen recommendations for improvements both on and off-site. A few major concerns included in the Assessment address modifications to the existing median island, left-turn pocket, and project driveway to better provide access into the shared drive access easement; painted transitions to be installed to the west of the driveway to accommodate required bulb-out(s) in front of the hotel; and rolled-curb installation to facilitate emergency and delivery truck traffic within the circular driveway area. Sidewalk reconstruction, pedestrian light installation, and power pole undergrounding have been identified during site visits and plan review. These items have been addressed in the conditions of approval. An additional 2' easement or dedication on Huntington Drive has been incorporated to widen the sidewalk in front of the hotel.

Architecture & Design

The Architecture Review Board is supportive of the proposed architectural design of the building. It meets TCSP design guidelines; and provides a well-designed building with variations in massing and

scale, a variety of colors and materials, and compliments the overall design themes present on the campus.

Buildings for both phase I and II are designed in a matching architectural style, color and materials. Architecturally, the building has been designed in a contemporary style with many traditional materials. The first floor and lobby portion of the hotel are clad in red brick, gray stone, and anodized aluminum to create a commercial storefront. Upper floors are presented in a smooth troweled stucco and corrugated metal wall panels. The buildings main body colors are off-white, soft orange and a muted blue, with gray and dark brown accents. Two prominent tower elements flank both the west and east sides of the phase I building, providing vertical relief and modulating building massing. The towers feature large, decorative window systems that create a focal element and compliment remaining fenestration on the building. The westerly tower also incorporates a decorative shed roof element. Building two proposes two tower elements as well – at the northwest and southeast corners of the building. The northwest tower is designed to complement the westerly tower element on building I and also provide a focal feature for building II. There are no window-mounted mechanical systems, as with many hospitality buildings, proposed for this project. The project architect has addressed the proximity to abutting residential through minimizing the amount of hotel room windows facing the condominiums in phase I (although windows do exist, most of them are located within the stairwell of common hallway). For phase II, the building has been setback approximately 85' from the residences.

Discussions with the architect have addressed the primary concerns of staff related to rooftop mechanical equipment placement. At the time of ARB review, the plans had yet to incorporate the level of detail to independently verify the screening of mechanical equipment to meet City requirements. The applicant will be required to provide additional details to confirm that all rooftop mechanical equipment is screened from view through the use of parapets or otherwise located within penthouses or towers.

Most major buildings recently approved by the City have incorporated architectural building lighting. The applicant has incorporated exterior architectural lighting on the renderings, elevations, and materials board that meet the general intent of the TCSP. A future lighting plan, to be approved by staff after project approval, will address focused building lighting that improves the nighttime appearance of the hotel, provides a signature touch to focal features of the building elevations, and accounts for light spillover onto adjacent properties.

Town Center Specific Plan Requirements

The applicant has proposed a five-story building, which requires the selection of two (2), Tier 3 Community Benefit Bonuses, pursuant to Chapter 3.5.2 of the TCSP. The selected bonuses propose to incorporate a public art element and enhanced transportation demand management. For the purposes of the SPDR, the primary discussion relates to art. The proposal includes a 12' x 35' decorative cut metal screen, located in a prominent location high along the easterly tower on building I. Although the ARB was supportive of the cut metal panels, the final selection of the public art element will be deferred to the ARB for detailed consideration. Any public art element will be required to be: located in a highly visible location, created as an original and creative piece, non-commercial in nature, and be valued at one-half of one percent (0.5%) of the cost of construction over \$100,000. Due to the valuation of both building phases, there may be an opportunity to include a second metal panel or other art element on the westerly tower wall, which is currently proposed as a large blank stucco wall.

Two other unique elements to the TCSP pertain to wall floor height and front setbacks. Chapter 3.6.1 of the TCSP requires a minimum street wall of for buildings within 15' of the front property line. The plans indicate a 16'6" dimension to the top of the finished floor of the second story. Approximately 1' 6" of

decorative cornice/coping extends the height of the street wall to 18'. Staff feels an Administrative Adjustment (up to 20% deviation – 25' x 20% = 5') is warranted if either the front street wall is slightly increased in height or the balcony railing is made more decorative, with an increase in opacity. Chapter 3.6.3 relates to the front setback. A seven-foot (7') front setback has been designed with landscaping and an outdoor dining patio associated with the cafe, allowing it to exceed the maximum 5' setback of the TCSP.

Conditional Use Permit

Operations

Hawthorne Suites is an extended stay hotel product that plans on targeting local travelers, visitors and business persons. The hotel will provide a lobby area with mini-mart, 2,570 s.f. of meeting rooms, 2,280 s.f. of dining, lounge and breakfast area, and a gym and pool open from 6:00 a.m. to 10:00 p.m. A 1,478 s.f. café will also be located on the first floor of the hotel, which may be leased separately to an independent tenant. The applicant has not elected to serve alcoholic beverages at this time. In the event alcohol service is desired, the hotel or café operator would need to apply for a separate conditional use permit. The hotel will operate 24-hours a day and the first phase is staffed by approximately 20 persons, including two managers, and two porters related to the enhanced transportation demand management (ETDM) program selected by the applicant. Phase II staffing would be determined at a later time.

Transit occupancy tax will be collected from this project at the rate of 10%. Chapter 3.05 of the Duarte Municipal Code provides a complete set of regulations and requirements. In order to avoid tenancy issues, transient status, defined as a stay 30 days or less, is required for all hotel guests, and will be added as a condition of approval.

Enhanced Transportation Demand Management (ETDM)

The applicant is requesting one additional floor above the maximum number of floors allowed in the TCSP, which requires the selection of Tier 3 Community Benefit Bonuses. The second bonus is enhanced transportation demand management. As part of the ETDM program, the hotel will be providing a variety of transportation options that are designed to reduce vehicular traffic by providing transit, para-transit or multi-modal alternatives. As further described in the incentives plan (Exhibit C), the ETDM program would include:

- Free daily hotel provided shuttles to local destinations, such as the Gold Line Station, City of Hope, shopping;
- Free hotel provided shuttles to events, such as the Rose Parade, Santa Anita Racetrack or LA County Fairgrounds;
- Complimentary bike rentals;
- Public transportation information kiosk located in the hotel lobby; and
- Hotel employees will receive free Metro rail and bus passes and shuttle pick-up and drop-off.

The details of the ETDM program will be accomplished through the submittal and City approval of an Enhanced Transportation Demand Management Plan. The plan will include and expand upon the programs and benefits explained conceptually in the Incentives Plan and include TCSP zoning requirements, require annual reporting of the Program, and include auditing authority.

Parking

Parking for the several operations occurring within the hotel have been met for the phase I building, including parking for use of meeting rooms that are not used by on-site guests. Parking for Phase II does not meet the current parking standards. Staff is recommending a condition that addresses parking

for phase II before submittal of development plans. The gap between construction of phases will allow time for observing parking utilization for the variety of uses in the first phase. The condition is written to allow a variety of options to meet the then current standards, such as valet, shared, or joint-use parking; or the use of a parking study performed by a traffic engineer. Many of these options will require future entitlements. Staff is also recommending that parking operations be detailed, through a Parking Management Plan (PMP), to address on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel.

Noise, 24-hour Operations & Outdoor Activities

Although the project involves 24-hour operations, the majority of uses will occur inside of the hotel building. Due to the proximity of the residential condominiums, staff is recommending a handful of conditions to address possible noise and use impacts generated by the hotel. These conditions address delivery hours, restrictions on events held in the circular driveway and grade-level parking areas, and adherence to the Duarte Noise Ordinance.

RECOMMENDATION

The project proposes a well-designed hotel that serves as another building block in meeting the intent of the Town Center Specific Plan. Careful consideration has been put into the design of both the building and site plan to meet the requirements and guidelines of the Specific Plan and to mitigate proximity concerns with adjacent uses. The conditional use permit includes a series of conditions that acknowledge the unique set of circumstances related to parking, enhanced transportation demand management, and outdoor/noise uses in the vicinity, while providing assurances that any issues that affect the general public and adjacent neighborhoods can be addressed in the future, if warranted.

Based on the information provided in the Staff report, along with the required findings and conditions of approval, Staff recommends that Planning Commission review the information provided and adopt:

1. PC Resolution 19-13 approving Conditional Use Permit 19-04.
2. PC Resolution 19-14 approving Site Plan and Design Review 19-41.

Respectfully submitted,



Jason Golding
Planning Division Manager

ATTACHMENTS

- Exhibit A - Project Plans
- Exhibit B - RK Engineering Group Circulation and Traffic Assessment
- Exhibit C - Applicant's Incentives Plan
- Exhibit D - Business Operations Description
- Exhibit E - Neighbor letter
- Exhibit F - PC Resolution 19-13 (CUP)
- Exhibit G - PC Resolution 19-14 (SPDR)



1230 HUNTINGTON DRIVE DUARTE, CA 91010

35 Hugus Alley Suite 200
Pasadena California 91103-364
TEL 626 583 8348 FAX 626 583 838

1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

HUNTINGTON DRIVE

76 GAS STATION (N.A.P.)

OFFICE BUILDING (N.A.P.)

OFFICE BUILDING (N.A.P.)

QUARTER WAY (N.A.P.)

CONValesCENT HOSPITAL (N.A.P.)

HOTEL BLDG. PHASE 1

HOTEL BLDG. PHASE 2

KEY MAP

1230 Huntington Drive
Duarte, California 91010

[illegible]

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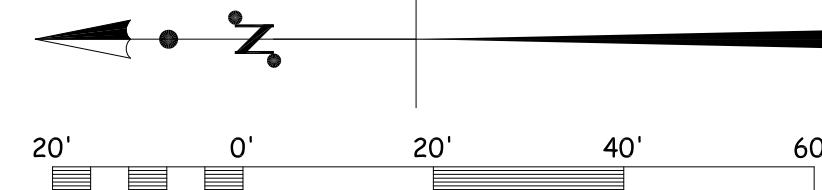
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DRAWN BY:	CHECKED BY: H.M.
DATE: 10.28.19	
SHEET DESCRIPTION:	

TITLE SHEET

T-100

**IN THE CITY OF DUARTE, COUNTY OF LOS ANGELES
STATE OF CALIFORNIA**

DATE OF SURVEY: 02-09-16
UPDATED SURVEY: 07-15-19



SCALE: 1" = 20'

NOT A PART OF
THIS SURVEY

NOT A PART OF THIS SURVEY

NOT A PART OF THIS SURVEY

ENCROACHMENT NOTES:
 XI EX. S'LY CBW OF EASTERN PROPERTY BEING SURVEYED ENCROACHES
 0.21' TO 0.34' ONTO S'LY NEIGHBOR'S PROPERTY.

AREAS:
 GROSS LAND AREA = 94,543 S.F. OR 2.170 ACRES. ZONING: ZONE: N

LOS ANGELES COUNTY BENCH MARK	
BM NUMBER	464482
YEAR	2005
ELEVATION	514.307 FT
DESCRIPTION	RDBM TAG IN N CB 2FT E/O B @ NE COR HUNTINGTON DR & BUENA VISTA ST.

**TRITECH
ENGINEERING
ASSOCIATES**

**SUBDIVISION
LAND SURVEY
CIVIL ENGINEERING
& DESIGN**

135 N. SAN GABRIEL BLVD.
SAN GABRIEL, CA 91775
TEL: (626) 570-1918 FAX: (626) 737-8786
EMAIL: info@tritechengineer.com

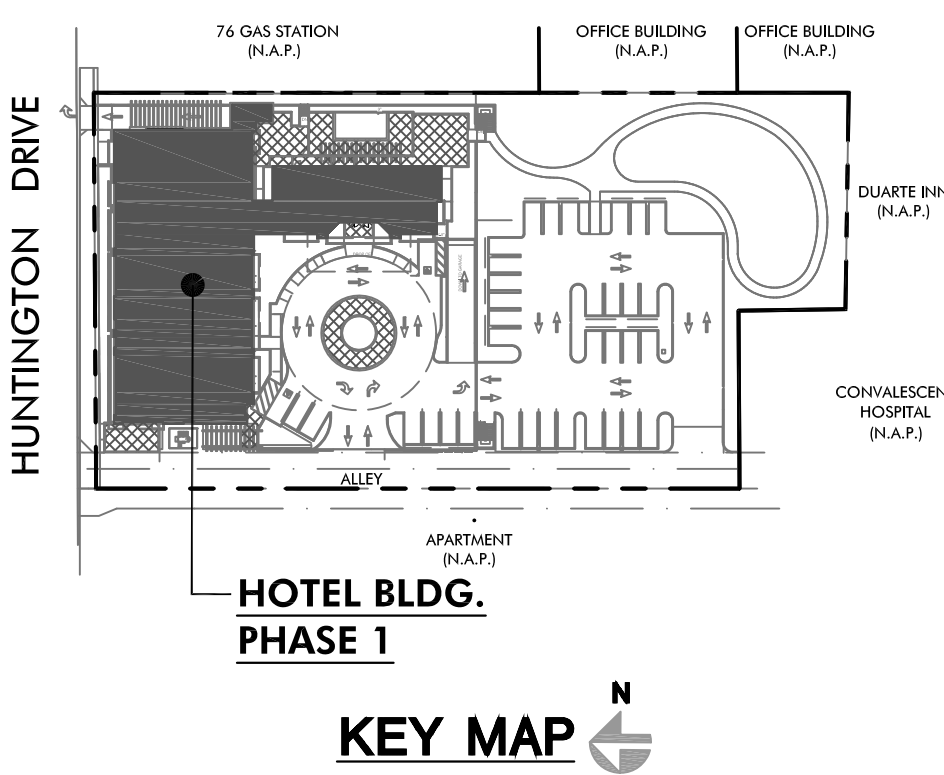
ALTA/ NSPS LAND TITLE SURVEY

SCALE: 1" = 20'	APN# : 8530-016-017 & -003	DRAWN BY: <i>Res</i>
DATE: 7/15/19		REVISED: C.M.

SHEET 1 OF 1

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

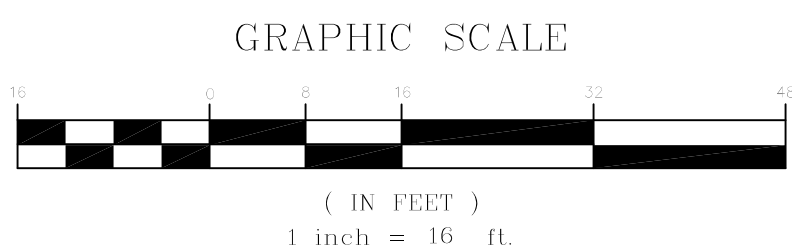
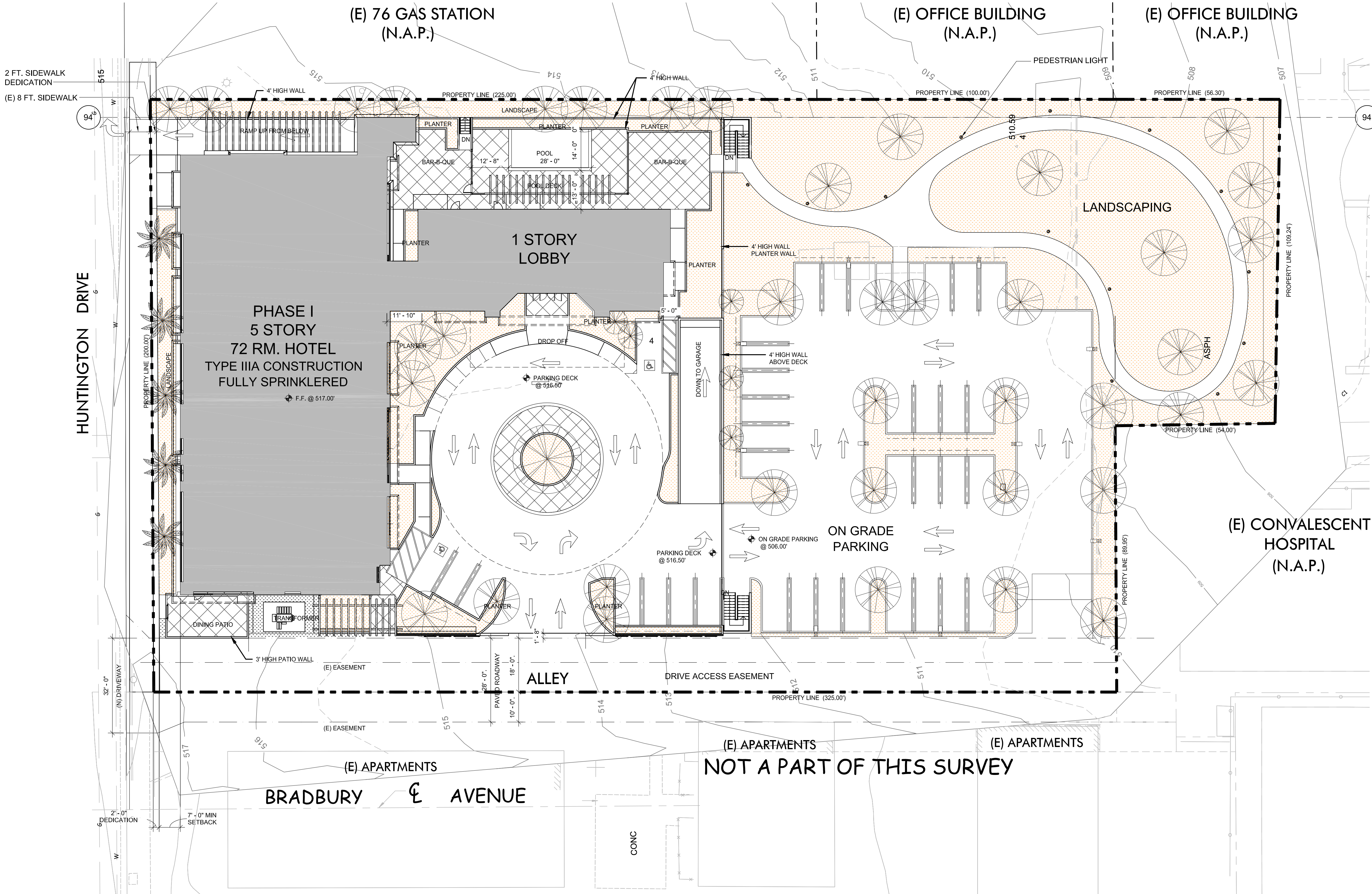
ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

AS INSTRUMENTS OF SERVICE, ALL DESIGNS, IDEAS, AND INFORMATION SHOWN ON THESE DRAWINGS ARE AND SHALL REMAIN THE PROPERTY OF MCKENTLY + ASSOCIATES. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS, OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF MCKENTLY + ASSOCIATES. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**OVERALL SITE PLAN
(PHASE I)**

SHEET NUMBER:
A010-1

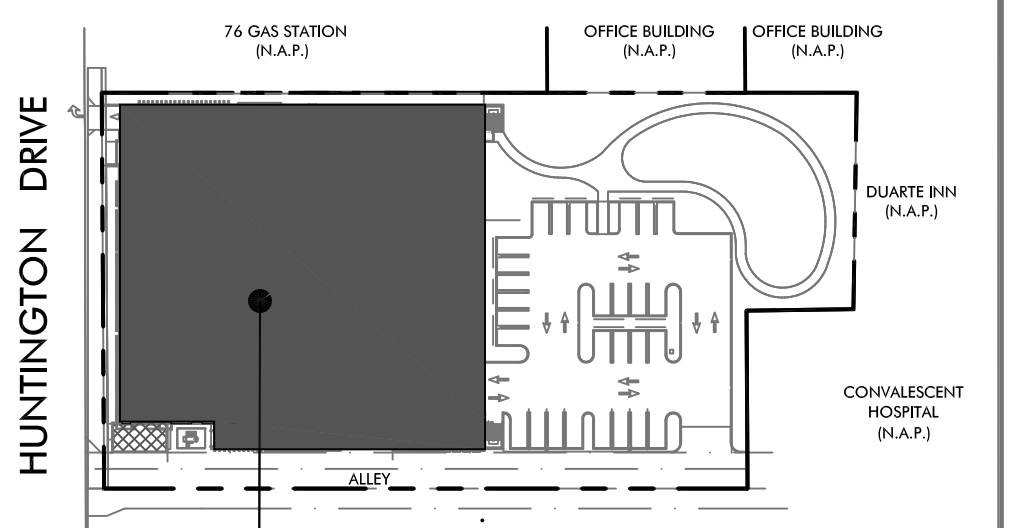


NOTE:
See Sheet T 100 for proposed building and parking summary.



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



BASEMENT LEVEL PARKING

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

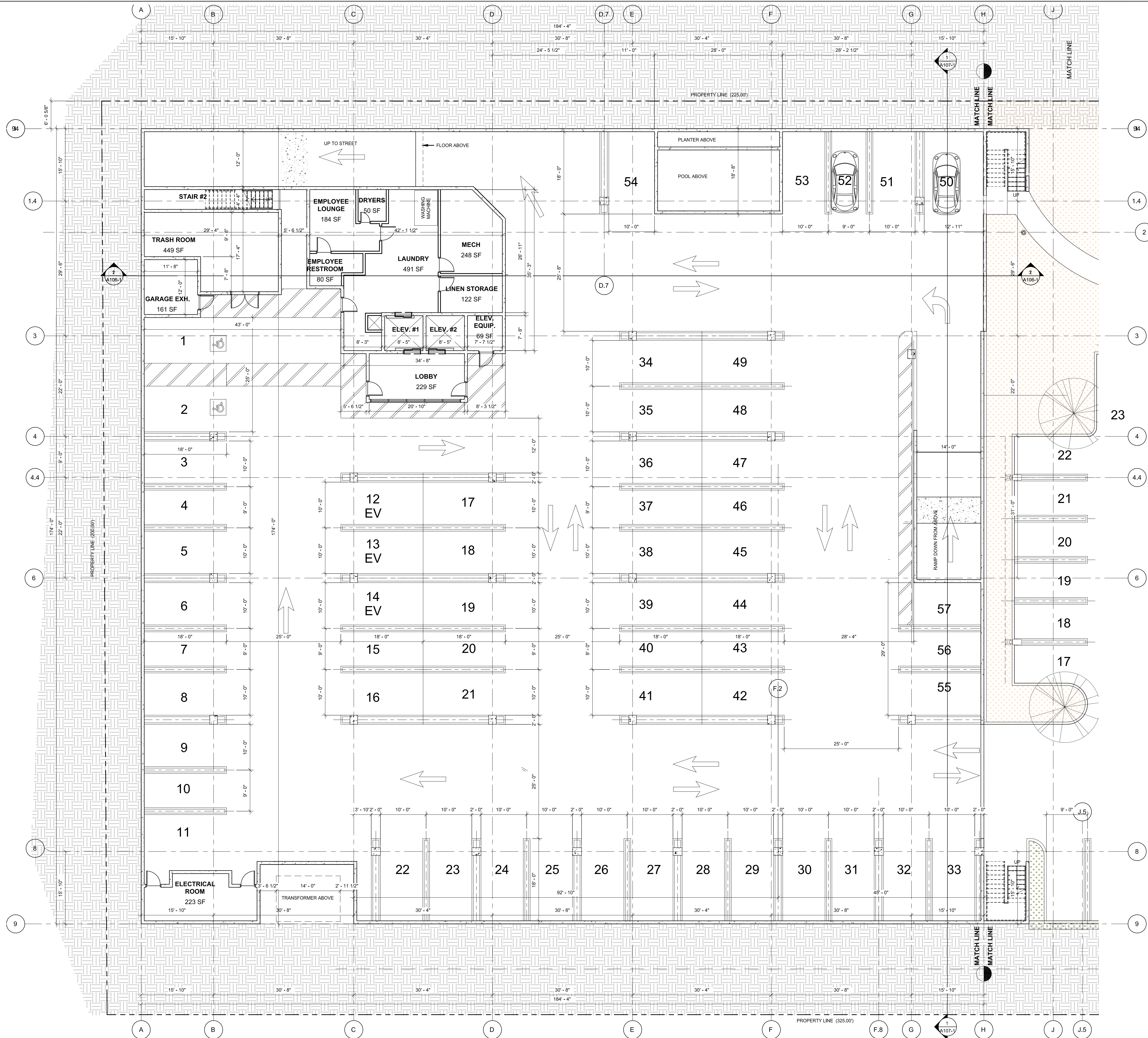
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**BASEMENT PARKING LEVEL 1
SEGMENT A (PHASE I)**

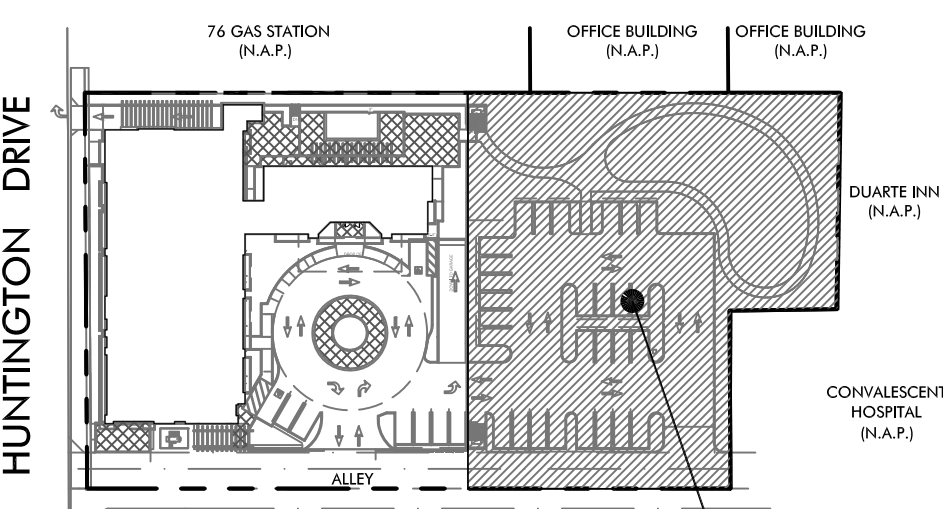
SHEET NUMBER:

A101-1A



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



BASEMENT LEVEL PARKING

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

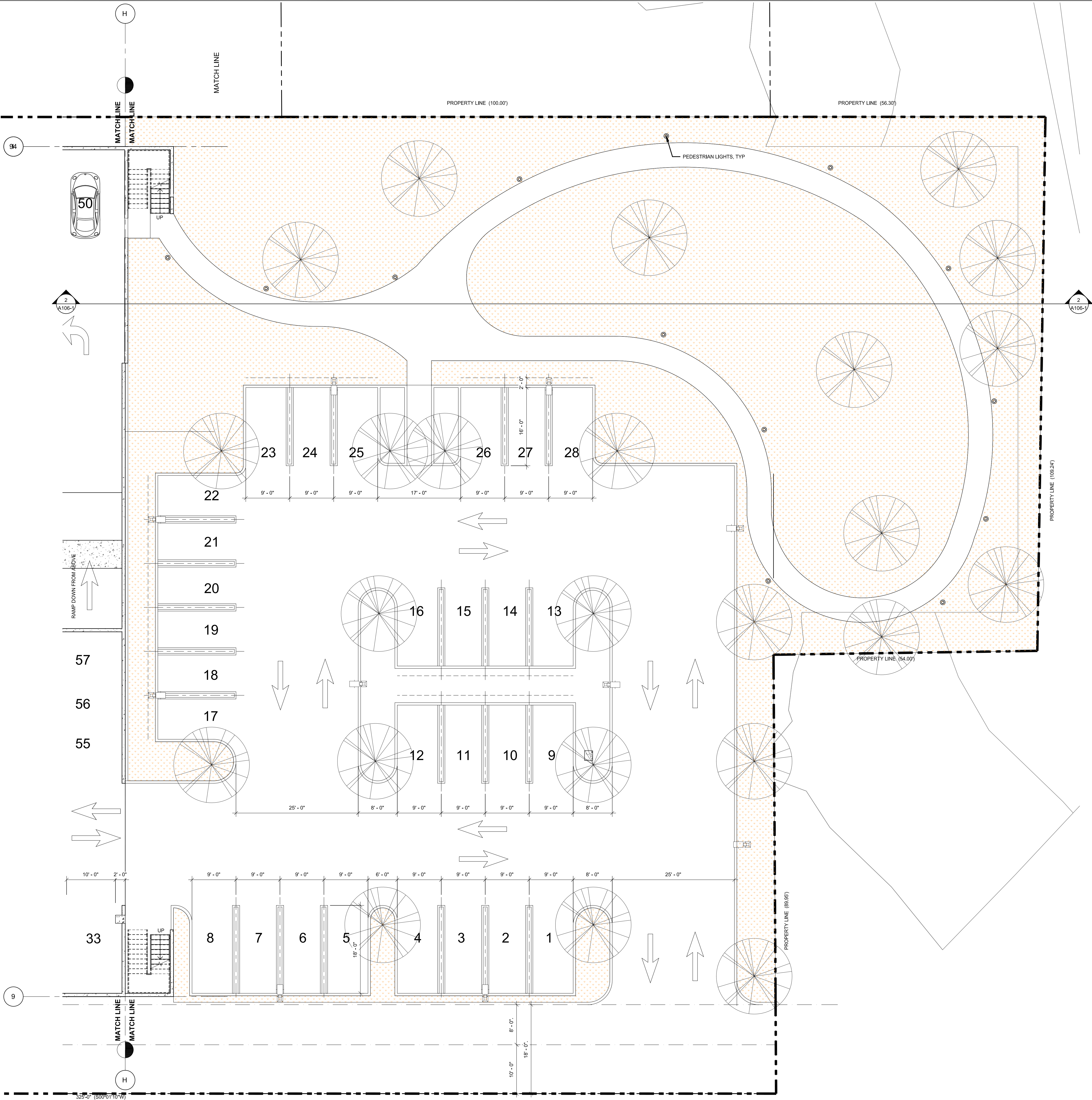
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

SEGMENT B (PHASE I)

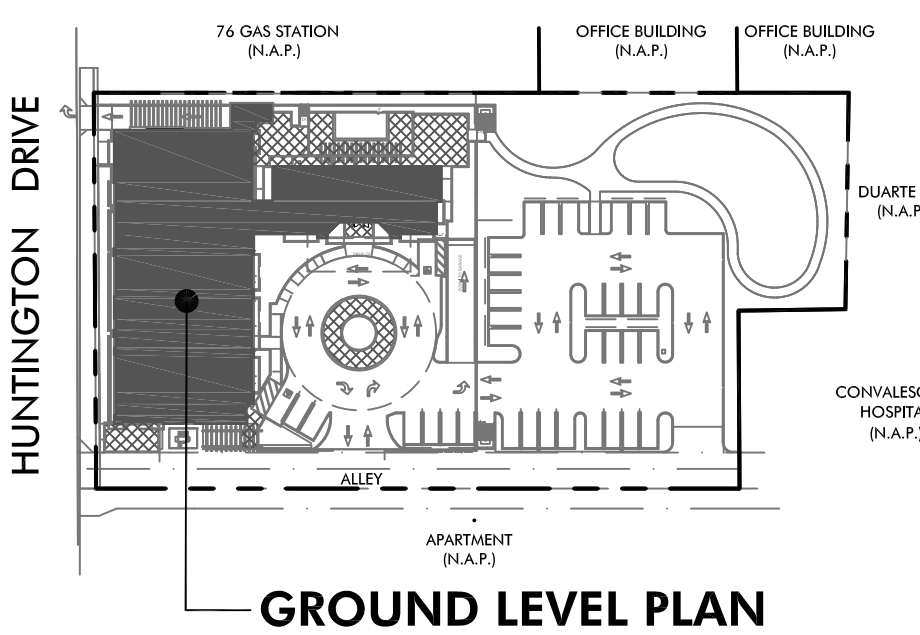
SHEET NUMBER:

A101-1B



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

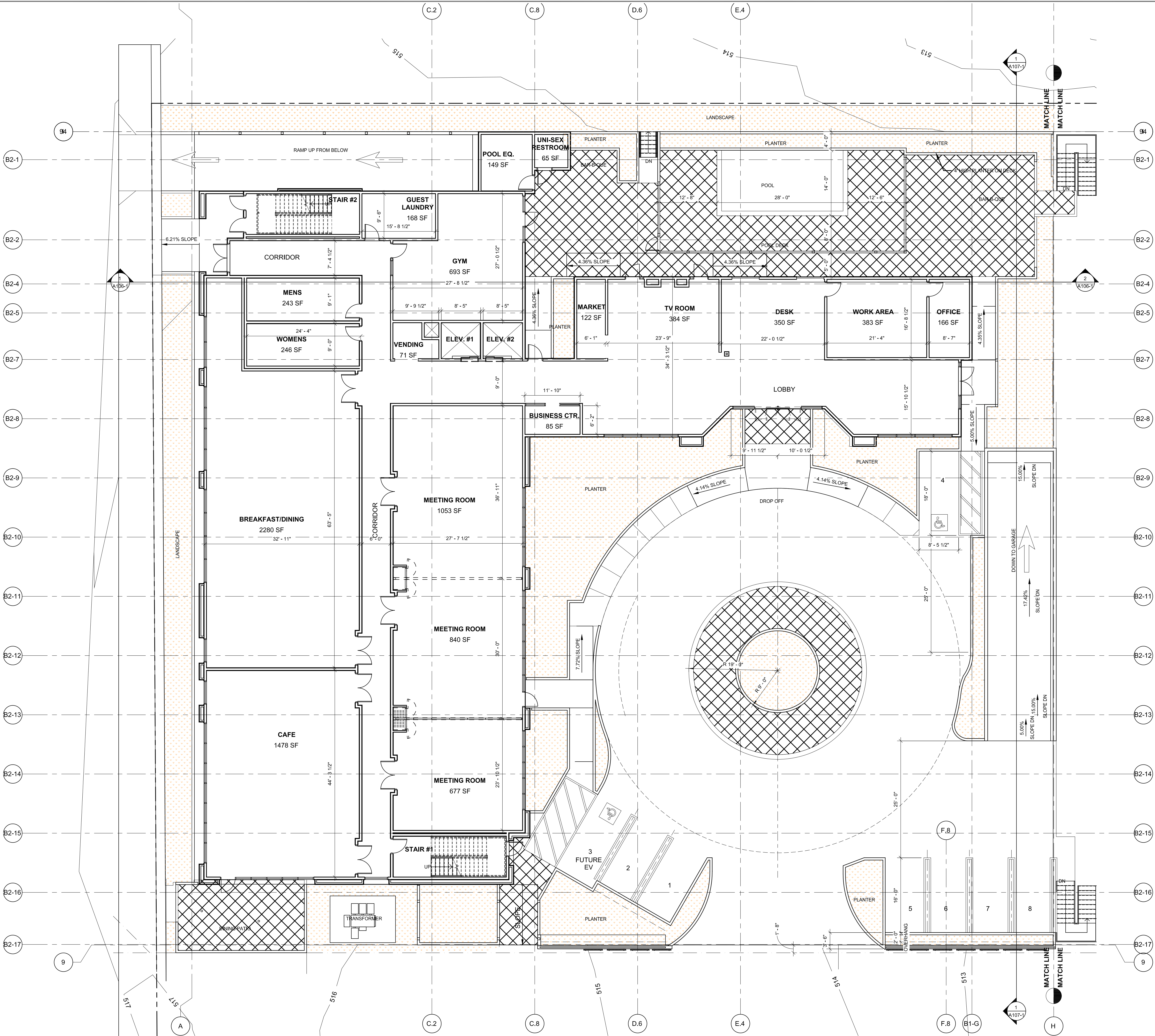
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**GROUND LEVEL PLAN
(PHASE I)**

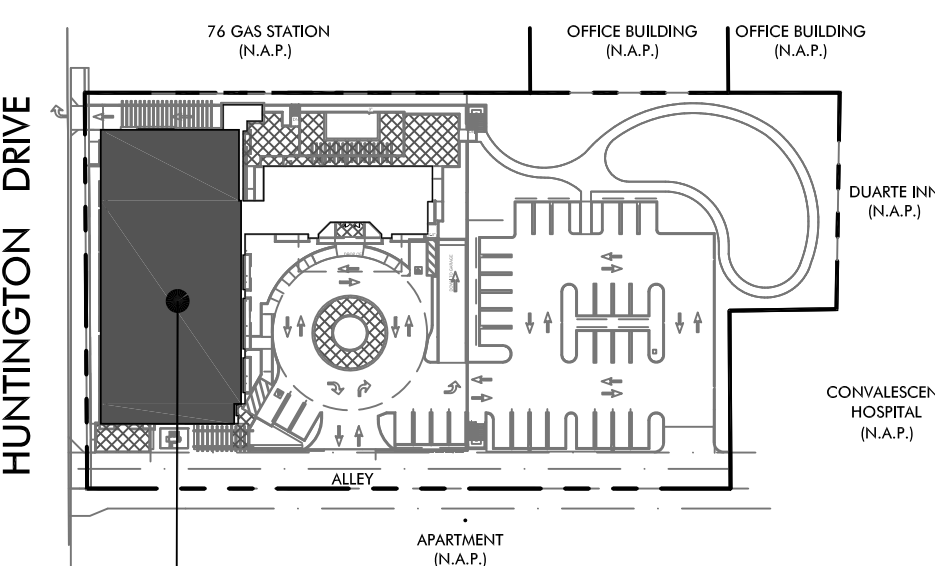
SHEET NUMBER:

A102-1



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



SECOND FLOOR PLAN

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

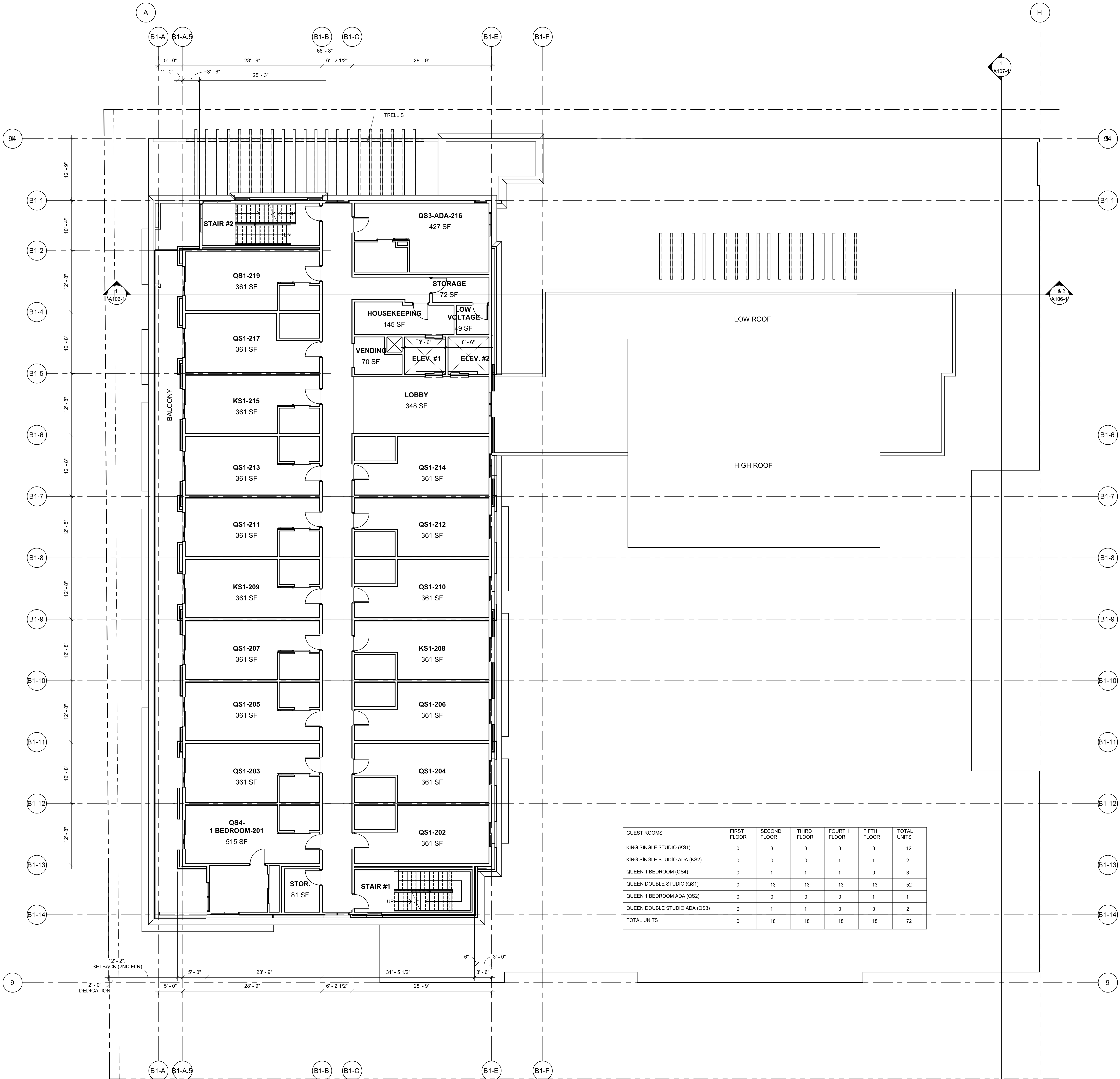
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**SECOND FLOOR PLAN/
LOBBY/LOW ROOF
(PHASE I)**

SHEET NUMBER:

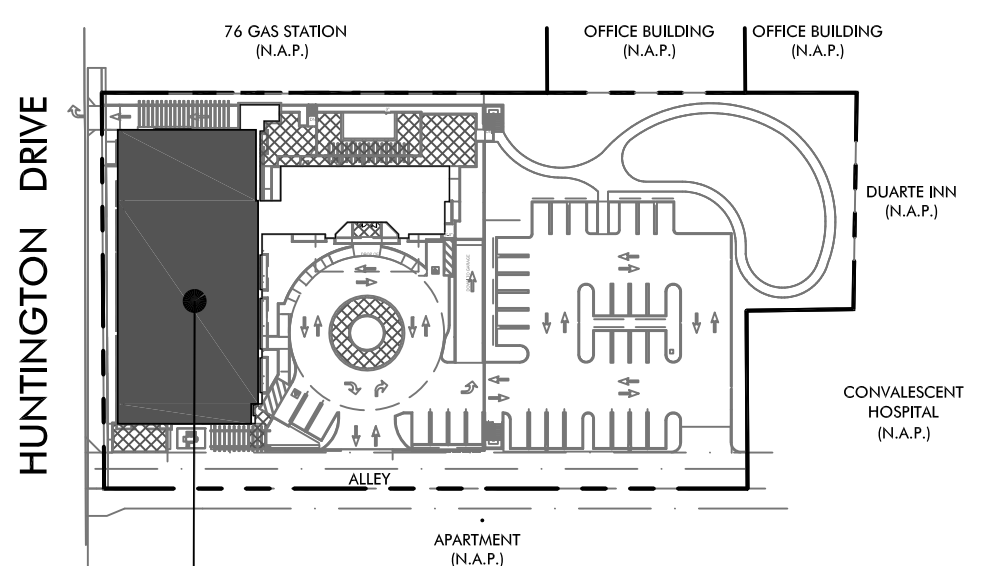
A103-1



GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING SINGLE STUDIO (KS1)	0	3	3	3	3	12
KING SINGLE STUDIO ADA (KS2)	0	0	0	1	1	2
QUEEN 1 BEDROOM (QS4)	0	1	1	1	0	3
QUEEN DOUBLE STUDIO (QS1)	0	13	13	13	13	52
QUEEN 1 BEDROOM ADA (QS2)	0	0	0	0	1	1
QUEEN DOUBLE STUDIO ADA (QS3)	0	1	1	0	0	2
TOTAL UNITS	0	18	18	18	18	72

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



THIRD & FOURTH FLOORS



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
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2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

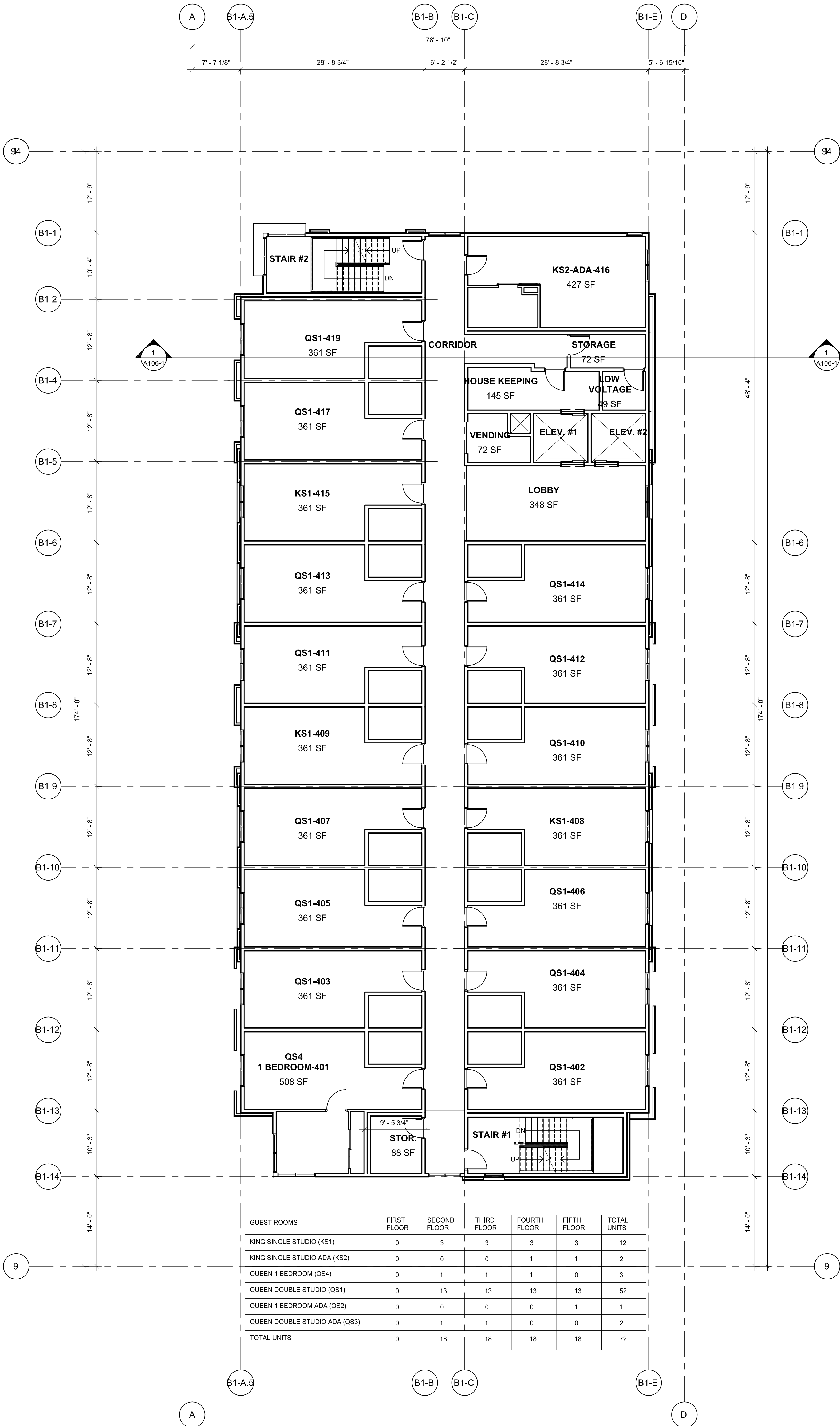
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**THIRD FLOOR &
FOURTH FLOOR PLANS
(PHASE I)**

SHEET NUMBER:

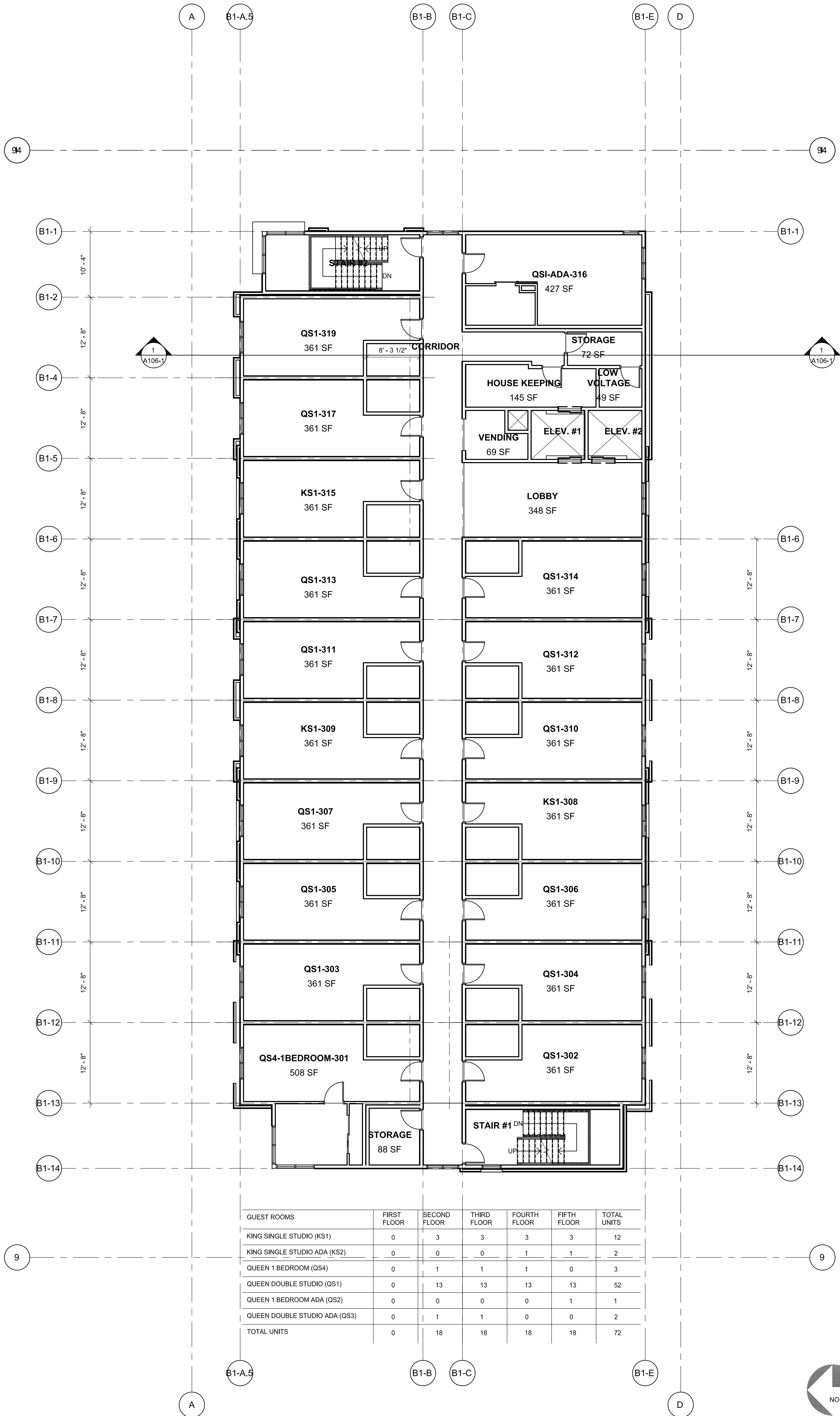
A104-1



FOURTH FLOOR (PHASE I)

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

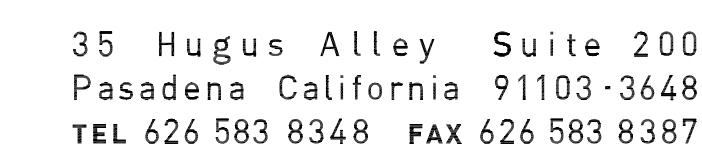
2



THIRD FLOOR (PHASE I)

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

1



CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

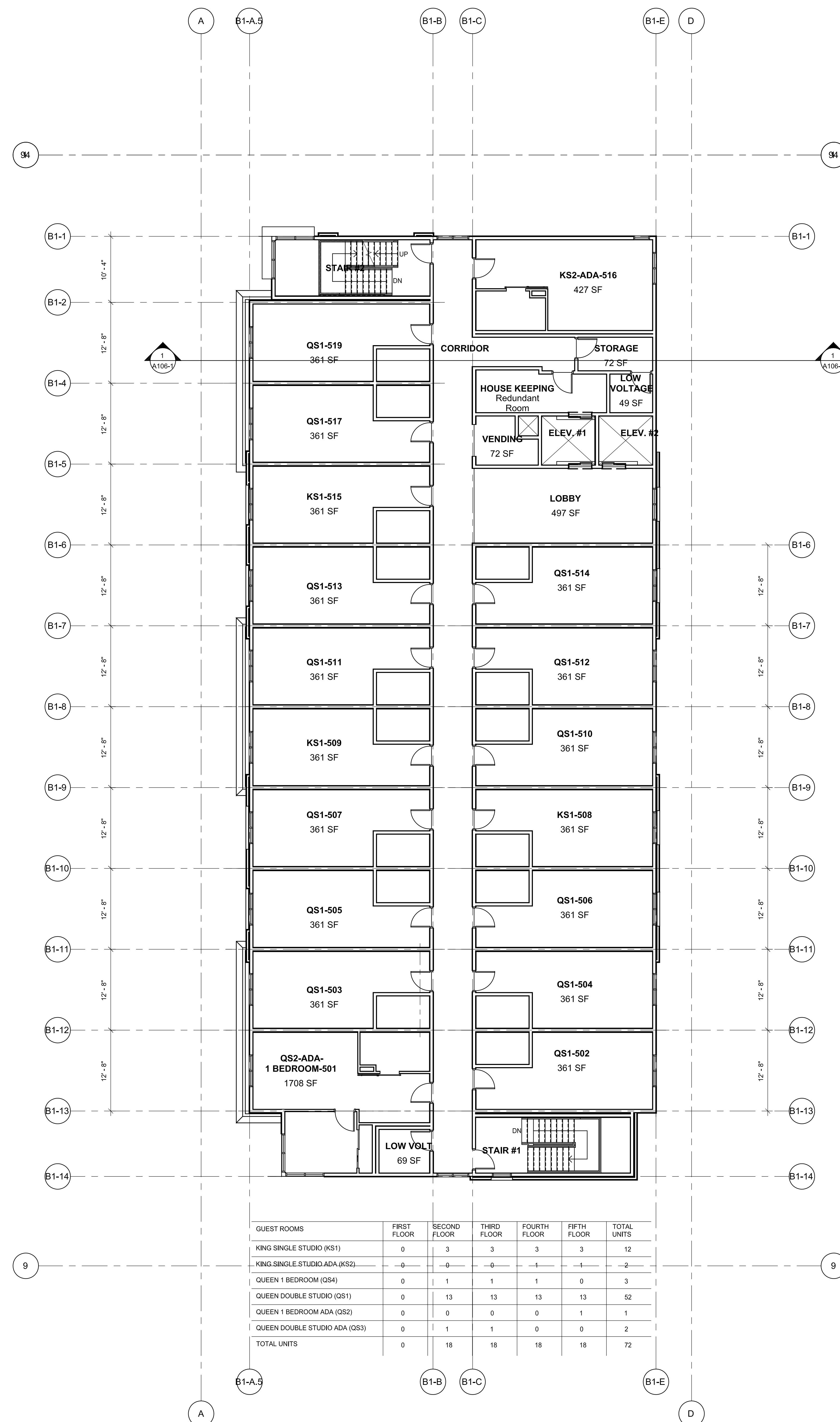


No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

JOB NUMBER: 18190FMA	
DRAWN BY:	CHECKED BY: H.M.
DATE: 10.28.19	
SHEET DESCRIPTION:	

SHEET NUMBER:

A105-1



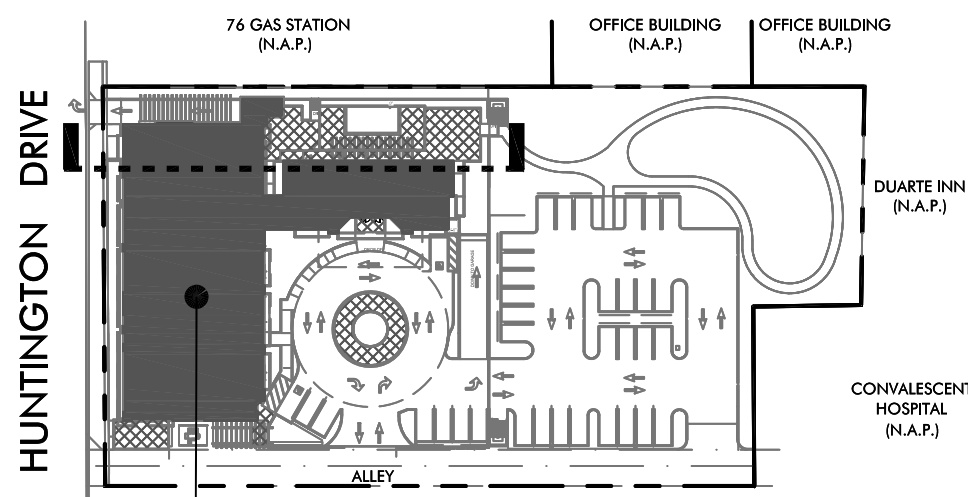
GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING SINGLE STUDIO (KS1)	0	3	3	3	3	12
KING SINGLE STUDIO ADA (KS2)	0	0	0	1	1	2
QUEEN 1 BEDROOM (QS4)	0	1	1	1	0	3
QUEEN DOUBLE STUDIO (QS1)	0	13	13	13	13	52
QUEEN 1 BEDROOM ADA (QS2)	0	0	0	0	1	1
QUEEN DOUBLE STUDIO ADA (QS3)	0	1	1	0	0	2
TOTAL UNITS	0	18	18	18	18	72

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



GROUND LEVEL PLAN

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
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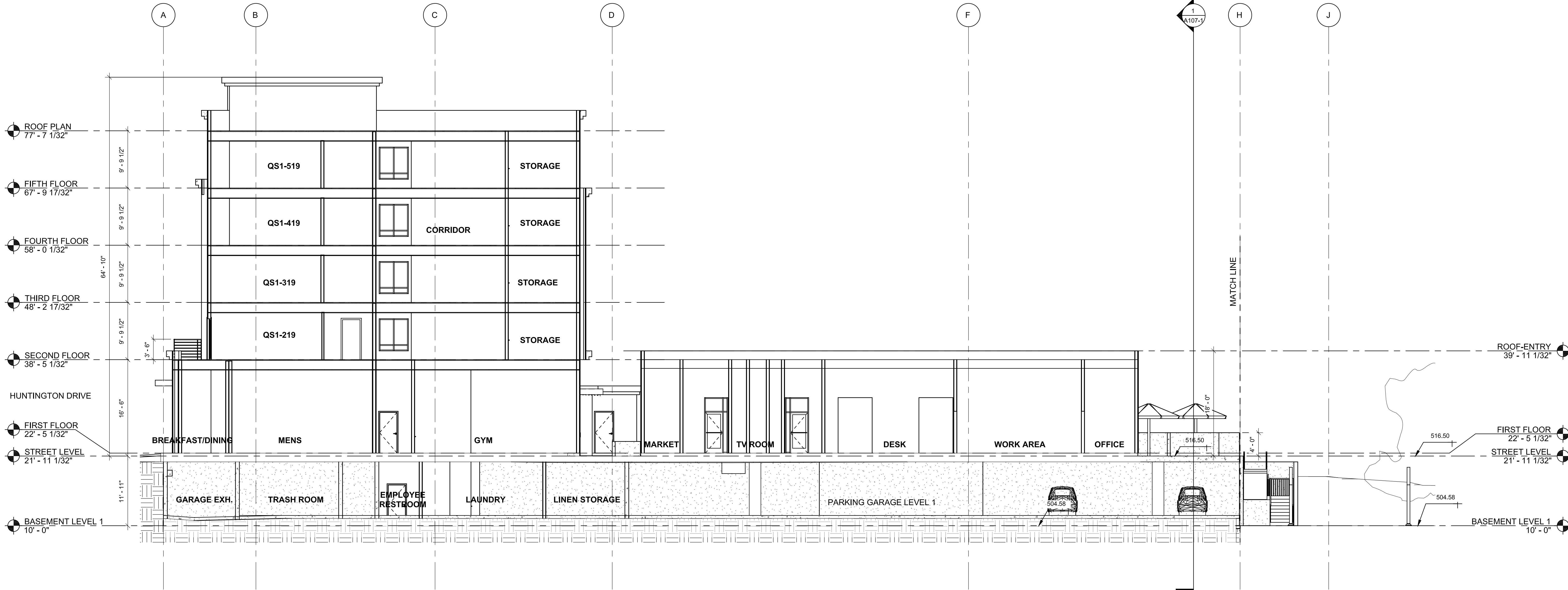
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**BUILDING SECTION
(PHASE I)**

SHEET NUMBER:

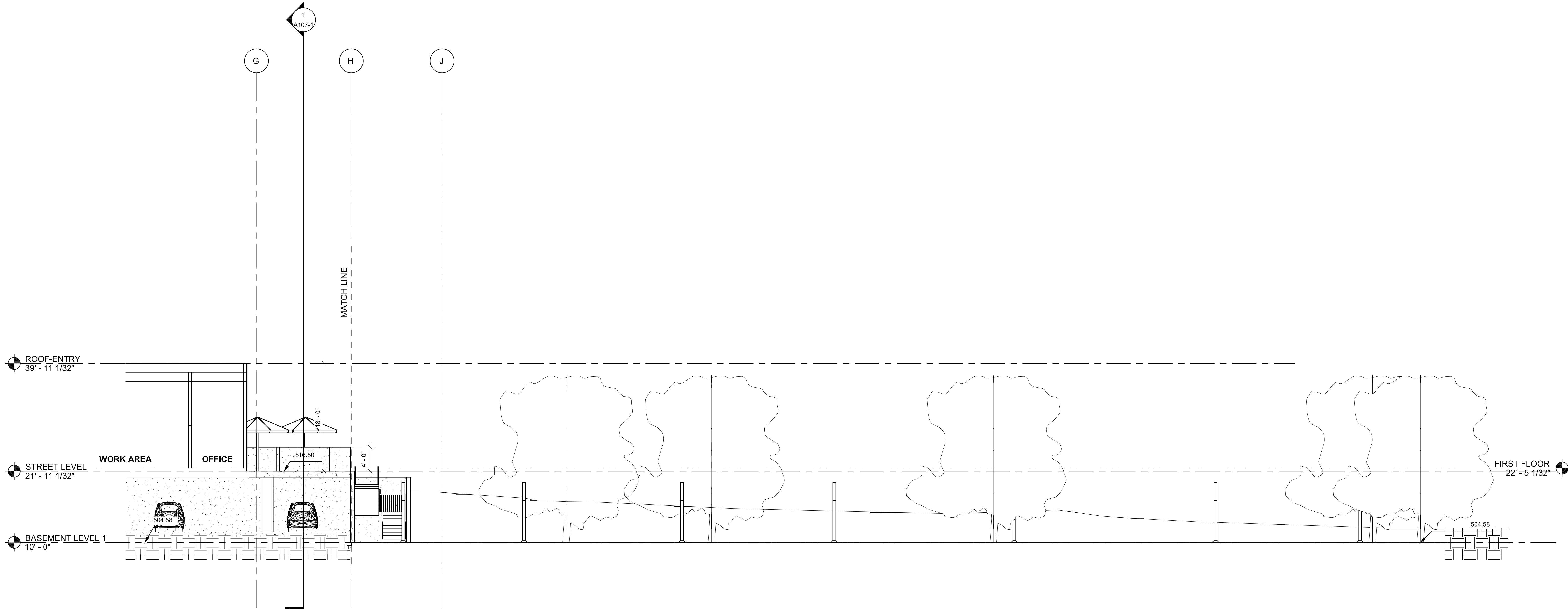
A106-1



BUILDING SECTION (PHASE I)

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

1



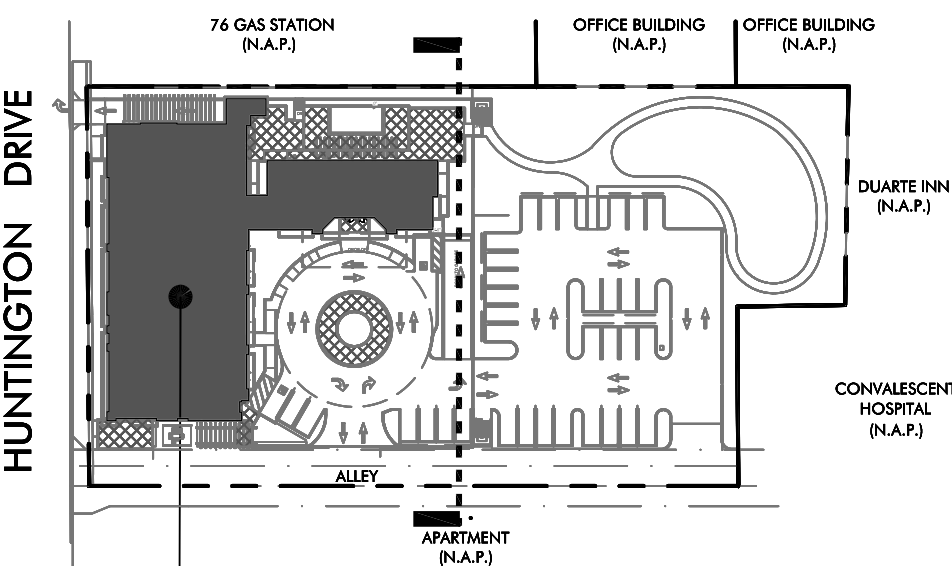
BUILDING SECTION CONT. (PHASE I)

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

2

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



GROUND LEVEL PLAN

KEY MAP

BUILDING SECTION (PHASE I)

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

1

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

BUILDING SECTION
(PHASE I)

SHEET NUMBER:

A107-1

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

-



PHASE - 1 NORTH ELEVATION AT HUNTINGTON DRIVE

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

1

CONT'. FINISH LEGEND

PAINT COLORS

- | | |
|--------|--|
| 1
A | PAIN
COLOR: DE 6372 LACE VAIL
BY: DUNN EDWARDS |
| 2
B | PAIN
COLOR: DE 6367 COVERED IN PLATINUM
BY: DUNN EDWARDS |
| 3
C | PAIN
COLOR: DEC 787 MYTHICAL BLUE
BY: DUNN EDWARDS |
| 4
D | PAIN
COLOR: DE 5257 FALL FOLIAGE
BY: DUNN EDWARDS |
| 5
E | PAIN
COLOR: 6385 BLACK BEAN
BY: DUNN EDWARDS |
| 6
F | PAIN
COLOR: 6376 LOOKING GLASS
BY: DUNN EDWARDS |



PHASE - 1 SOUTH ELEVATION

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

2

FINISH LEGEND

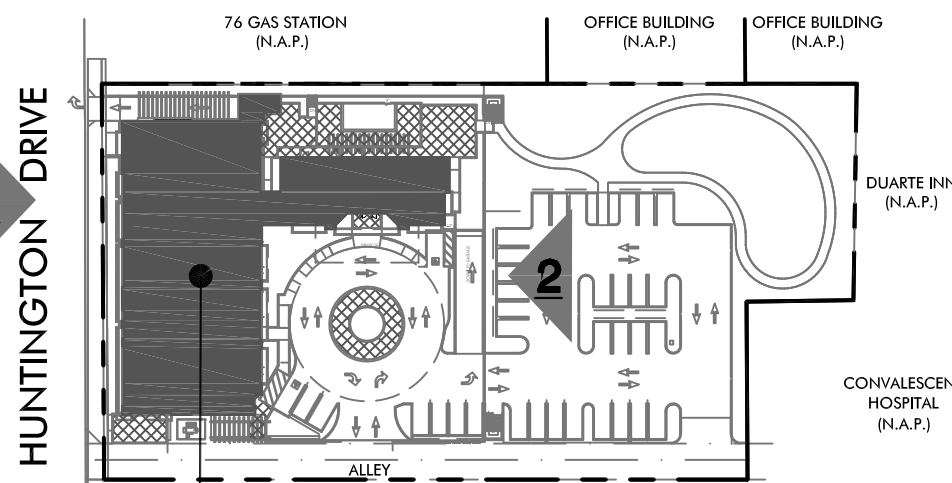
- | KEY | MATERIAL |
|---------|---|
| 1
- | STUCCO
MANUFACTURER: HIGHLAND STUCCO
SMOOTH STEEL TROWEL
PAINT COLOR: BY DUNN EDWARDS |
| 2
- | STOREFRONT
MANUFACTURER: EFCO
FINISH: BLACK ANODIZED ALUMINUM
MANUFACTURE: OLDCASTLE 1" LOW E-GLAZING
VIRACON V933 WARM GREY #2 |
| 3
- | A. STOREFRONT GLASS
B. SPANDREL GLASS |
| 4
- | AUTOMATIC ENTRANCE
MANUFACTURER: STANLEY
MODEL: DURA-GLIDE 2000 AUTOMATIC SLIDING DOOR
FINISH: BLACK ANODIZED ALUMINUM |
| 5
- | UNIT WINDOWS
MANUFACTURER: REHAU
MODEL: SYSTEM 4500 TILT TURN WINDOWS
COLOR: MIDNIGHT (SOLID) |
| 6
- | UNIT SLIDING DOORS
MANUFACTURER: REHAU
MODEL: SYSTEM 2100 SLIDING DOORS
COLOR: MIDNIGHT |
| 7
- | METAL WALL PANELS
MANUFACTURER: ATAS
MODEL: METAFOR
COLOR: SLATE GRAY |
| 8
- | BRICK VENEER
MANUFACTURER: GENERAL SHALE
MODEL / COLOR: DANBURY |
| 9
- | COPING
MANUFACTURER: BY GENERAL CONTRACTOR
COLOR: DE 6367 COVERED IN PLATINUM
BY DUNN EDWARDS |
| 10
- | STONE VENEER
MANUFACTURER: EL DORADO STONE
MODEL: LONGITUDE 24, 12"x24"
COLOR: SILENT GRAY |
| 11
- | STEEL CANOPY
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS |
| 12
- | STEEL EYEBROW
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS |
| 13
- | STEEL TRELLIS
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS |
| 14
- | STANDING SEAM METAL ROOF
MANUFACTURER: ATAS
MODEL: 1 1/2" FIELD-LOC SYSTEM
COLOR: SLATE GRAY 20 |
| 15
- | SLOPE ROOF EAVES
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: NATURAL WOOD - ARCHITECTURAL GRADE
COLOR: CALIFORNIA RUSTIC ST-130-BEHR PREMIUM
SEMI TRANS. WATERPROOFING STAIN/SEALER |
| 16
- | VERTICAL METAL KNEE BRACING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
PAINT BY DUNN EDWARDS |
| 17
- | CABLE / METAL RAILING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6385 BLACK BEAN
BY DUNN EDWARDS |
| 18
- | STEP LIGHTS
MANUFACTURER: BEGA
MODEL: 33046
COLOR: BLACK |
| 19
- | WALL SCONCE
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613-EC6W
COLOR: BLACK |
| 20
- | WALL SCONCE
MANUFACTURER: TMS LIGHTING LED
MODEL: TUCORE WALL LUMINAIRE, TUW-410-24
COLOR: MATTE BLACK |
| 21
- | TRELLIS LIGHTS
MANUFACTURE: LIGHTWAY
MODEL: PDSW-1-LED
COLOR: SATIN BLACK |
| 22
- | PEDESTRIAN POLE LIGHT
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613, PA4412
COLOR: BLACK |
| 23
- | WALL SCONCE (SERVICE DOORS)
MANUFACTURER: BEGA
MODEL: 33 224 LED
COLOR: BLACK |
| 24
- | LIGHT BOLLARDS
MANUFACTURER: LUMINUS
MODEL: MA30 MAYA-LED
COLOR: BLACK |
| 25
- | BIKE RACKS
MANUFACTURER: VICTOR STANLEY
MODEL: FREESIA BIKE RACK
COLOR: BLACK |
| 26
- | CMU BLOCK
MANUFACTURER: ORCO
MODEL: BURNISH BLOCK
COLOR: GRAY LW |
| 27
- | GREENSCREEN
MANUFACTURER: GREENSCREEN
COLOR: MATTE TEXTURE GREEN |
| 28
- | CONCRETE PAVING
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: ACID WASH FINISH, SAW CUT LINES
COLOR: NATURAL GRAY |
| 29
- | TRASH RECEPTACLES
MANUFACTURER: VICTOR STANLEY
MODEL: SDC-36
COLOR: BLACK |
| 30
- | PATIO FURNITURE
MANUFACTURER: EMU CONTRACT
TABLE
MODEL: CAMBI #802 MESH 36" SQ. 22A / IRON
ARM CHAIR
MODEL: SEGNO #268, 22A / IRON
UMBRELLAS:
ALUMINUM 118" SQ. W/ BASE
COLOR: WHITE CANOPY |
| 31
- | METAL CUT SCREENS
MANUFACTURER: ARTISAN PANELS INC.
MODEL: ABSTRACT 118 - DROPLETS
MODEL: ABSTRACT 138 - GRAVEL
FINISH: PAINTED ALUMINUM - SATIN BLACK |
| 32
- | LANDSCAPE POTS
MANUFACTURER: OLD TOWN FIBERGLASS
MODEL: PONTO (SIZE VARIES IN HT. AND DIA.)
COLOR: LIGHT GRAY 16 |
| 33
- | PARKING AREA LIGHTS
MANUFACTURER: KIM LIGHTING
MODEL: ALTITUDE 1
COLOR: BLACK |

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HOTEL BLDG.
PHASE 1**

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**

1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

AS INSTRUMENTS OF SERVICE, ALL DESIGNS, IDEAS, AND INFORMATION SHOWN ON THESE DRAWINGS ARE AND SHALL REMAIN THE PROPERTY OF MCKENTLY + ASSOCIATES. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS, OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF MCKENTLY + ASSOCIATES. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

JOB NUMBER: 18190FMA
DRAWN BY: /MH CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

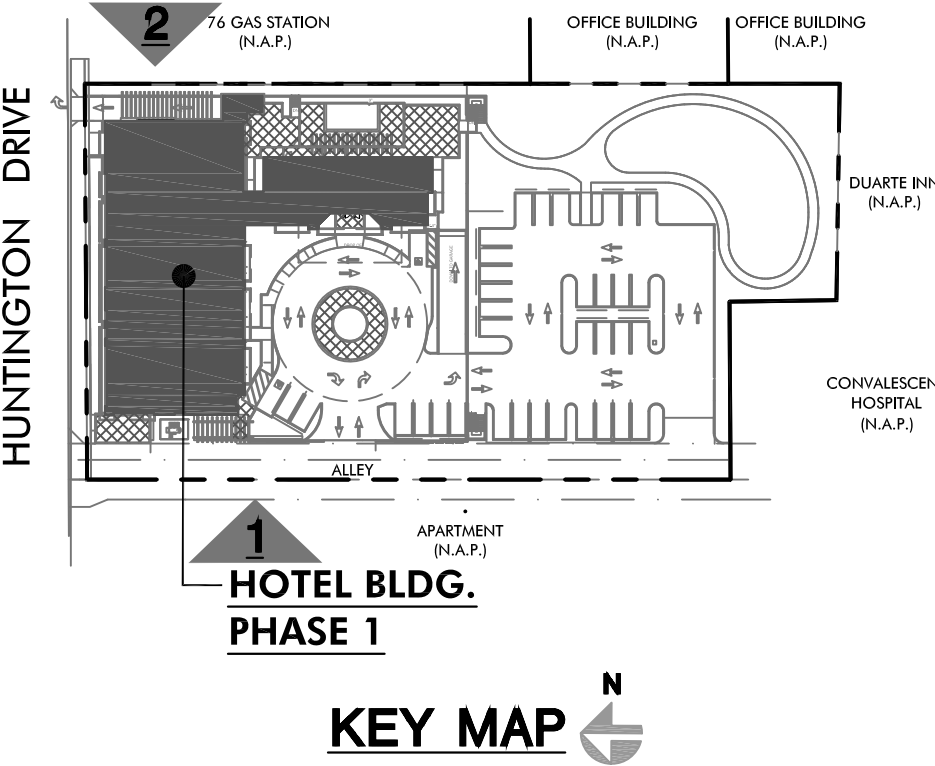
**PROPOSED
EXTERIOR ELEVATIONS
(PHASE 1)**

SHEET NUMBER:

A201-1

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



PHASE - 1 WEST ELEVATION

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

1

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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JOB NUMBER: 18190FMA
DRAWN BY: /MH CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

PROPOSED
EXTERIOR ELEVATIONS
(PHASE 1)

SHEET NUMBER:

A202-1

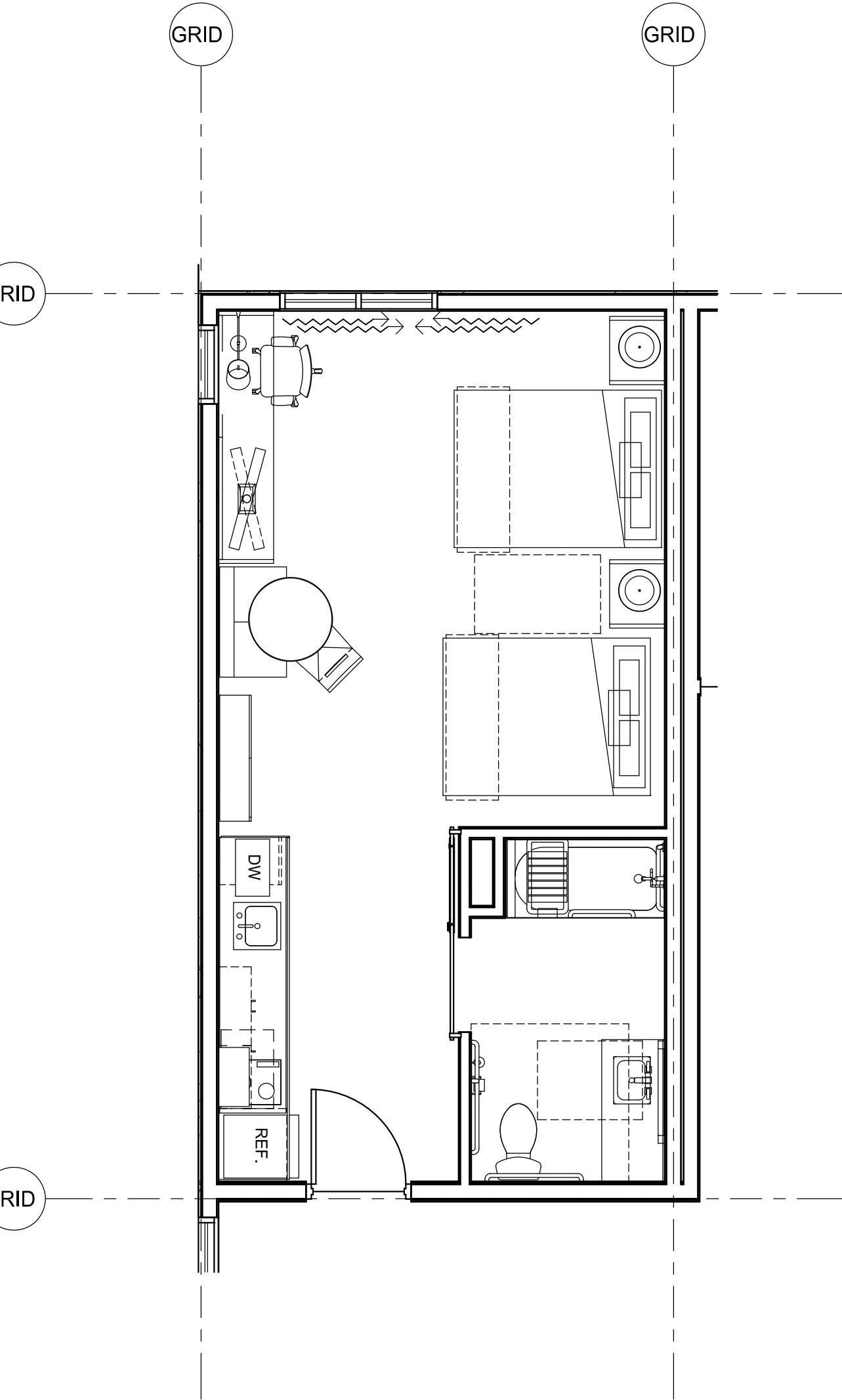
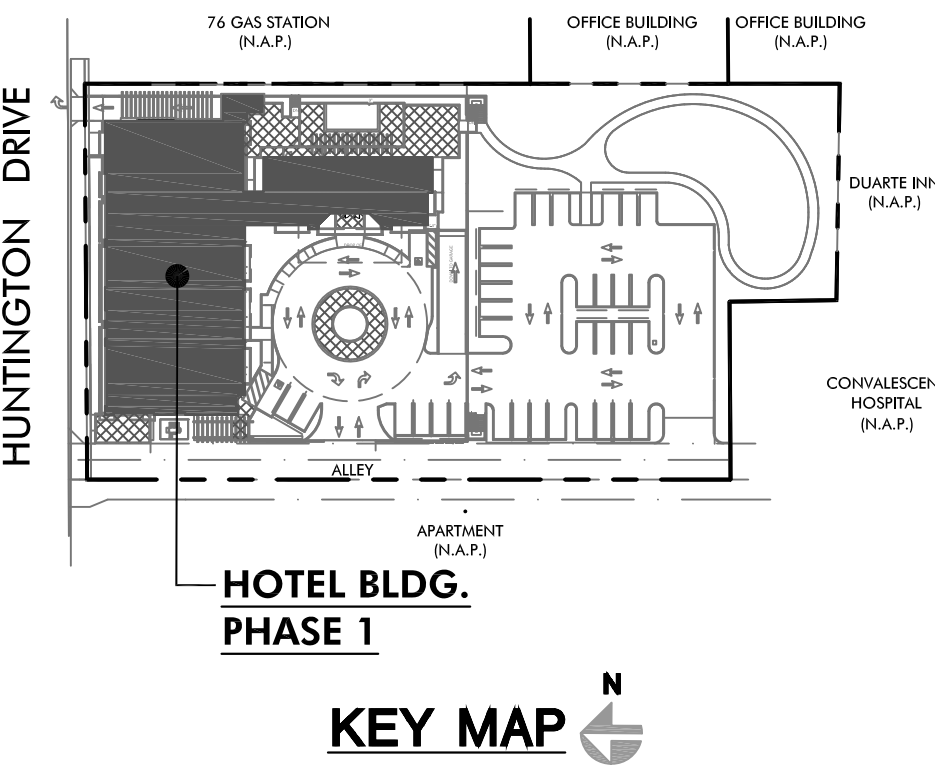
PHASE - 1 EAST ELEVATION

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

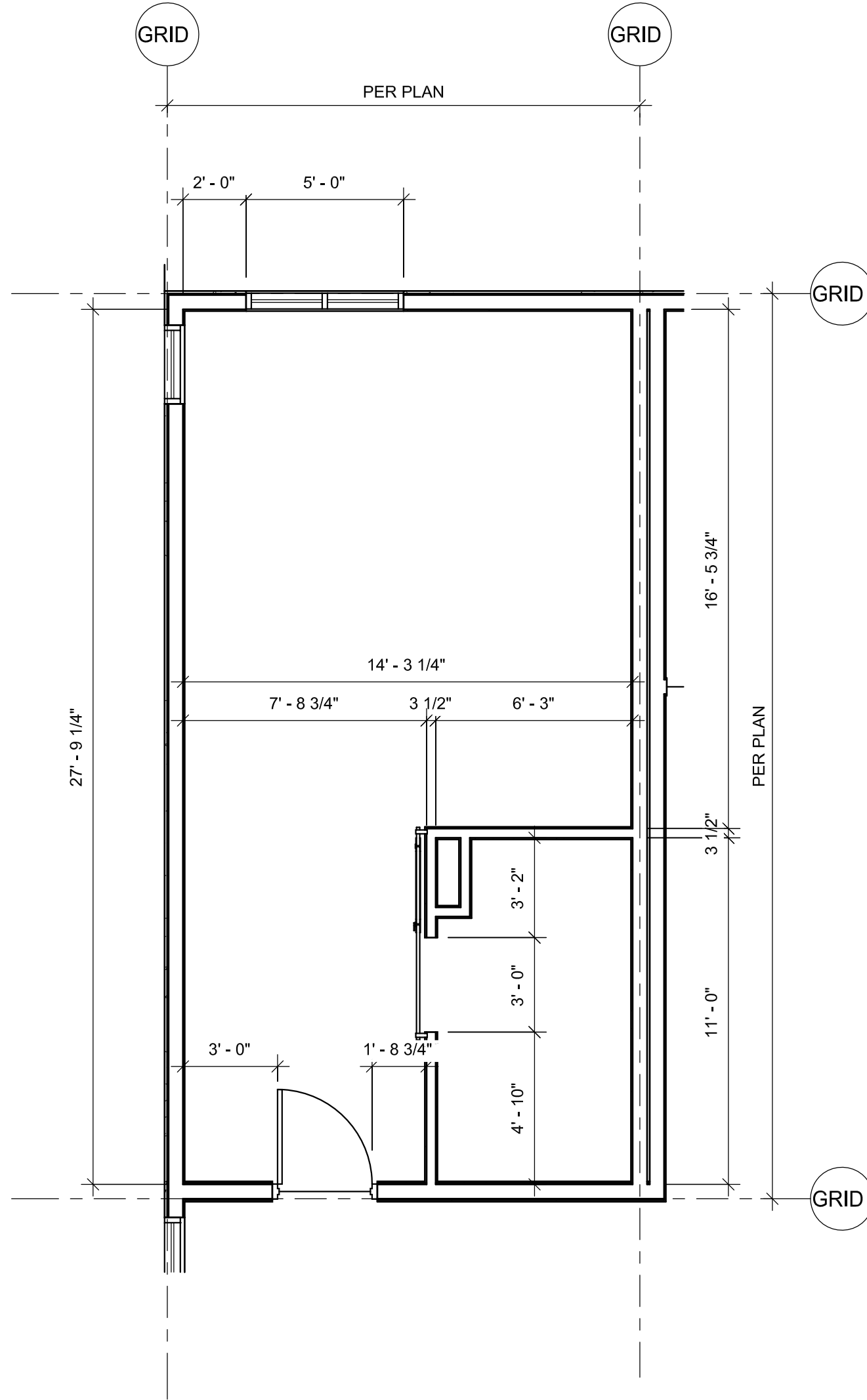
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A PROJECT FOR:

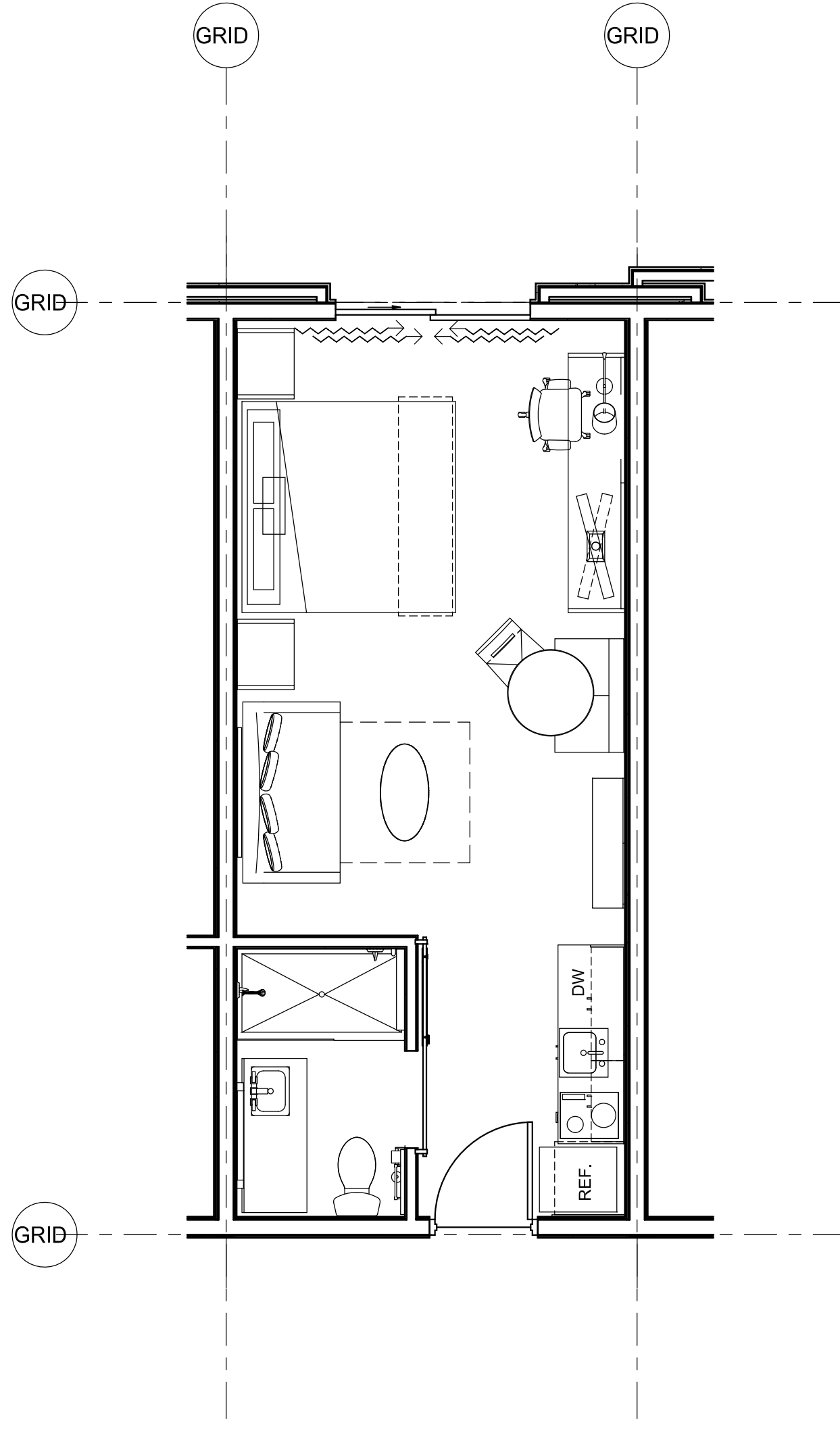
CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



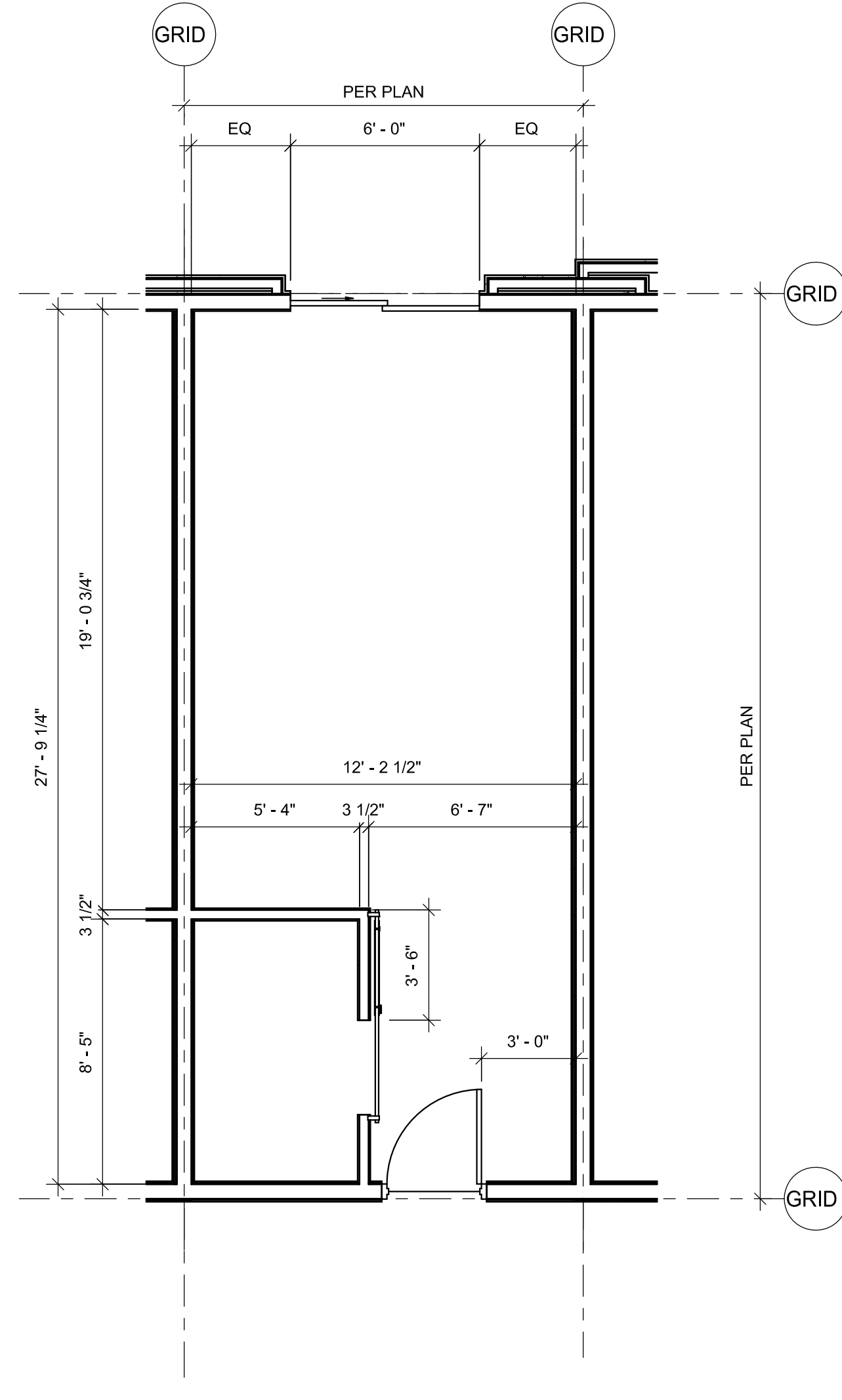
⑥ Phase 1-Queen Double ADA-FF&E (QS3)
1/4" = 1'-0"



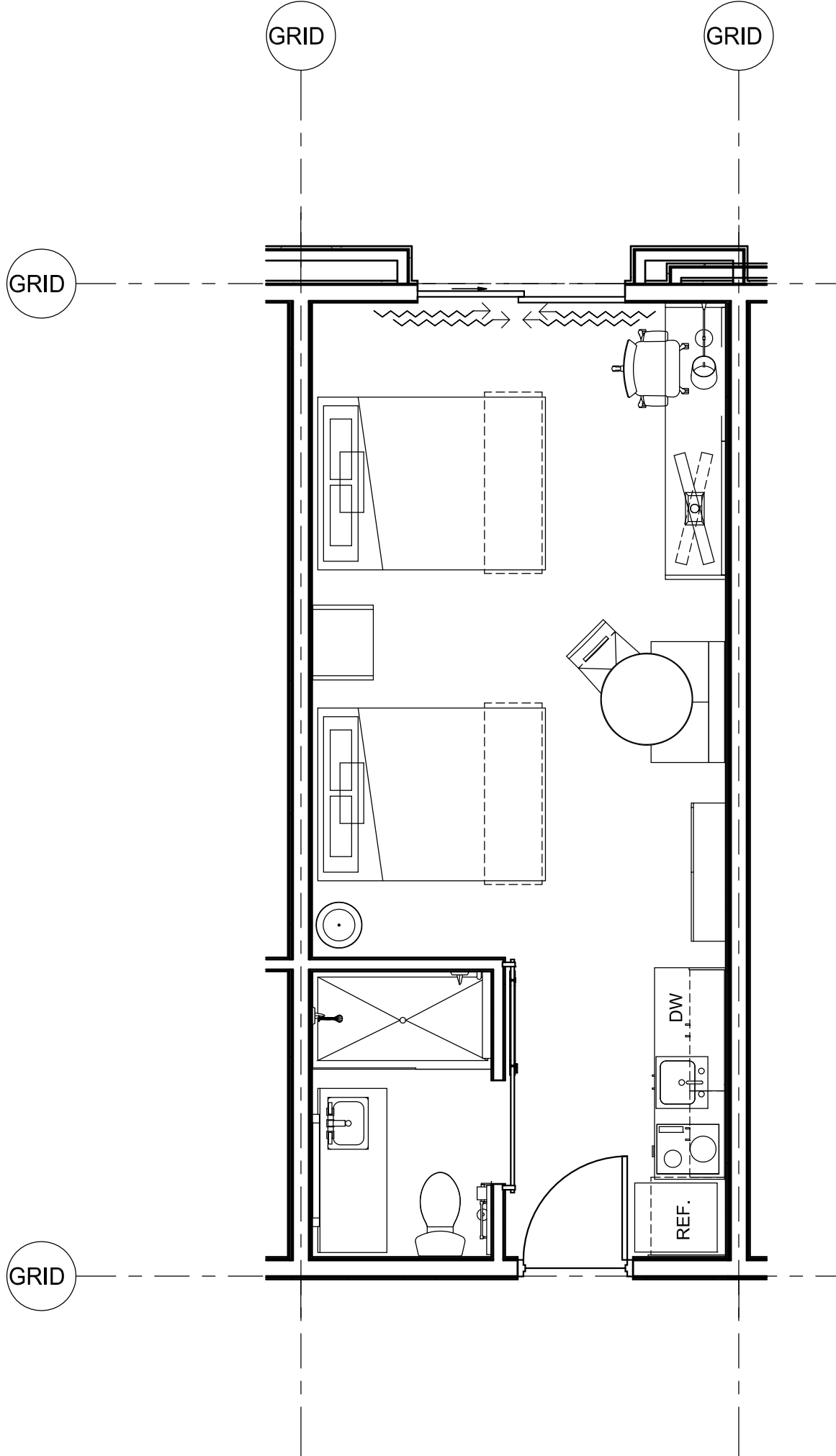
⑤ Phase 1-Queen Double ADA-Dim Plan (QS3)
1/4" = 1'-0"



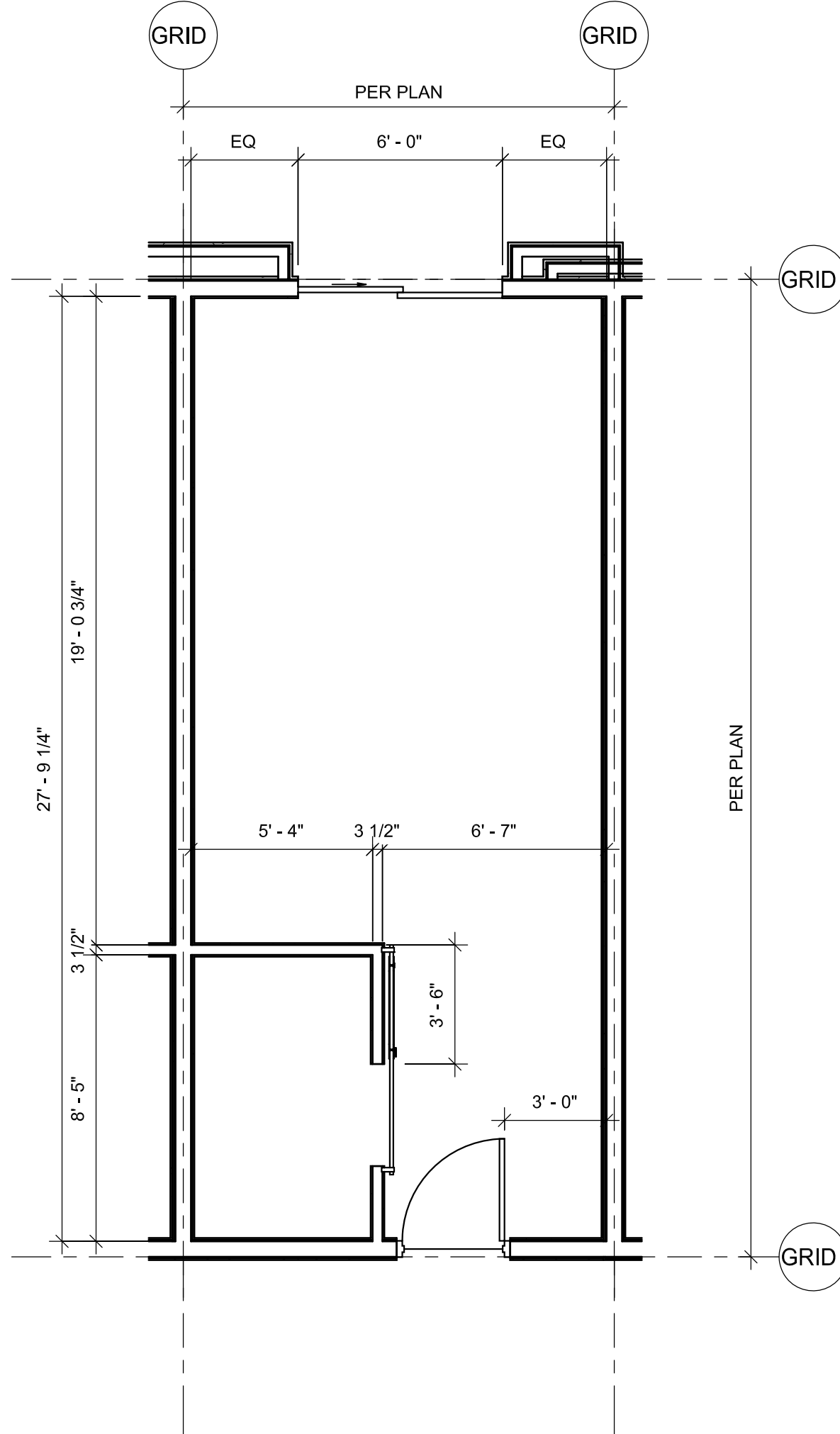
① Phase 1-King Single 1-FF&E (KS1)
1/4" = 1'-0"



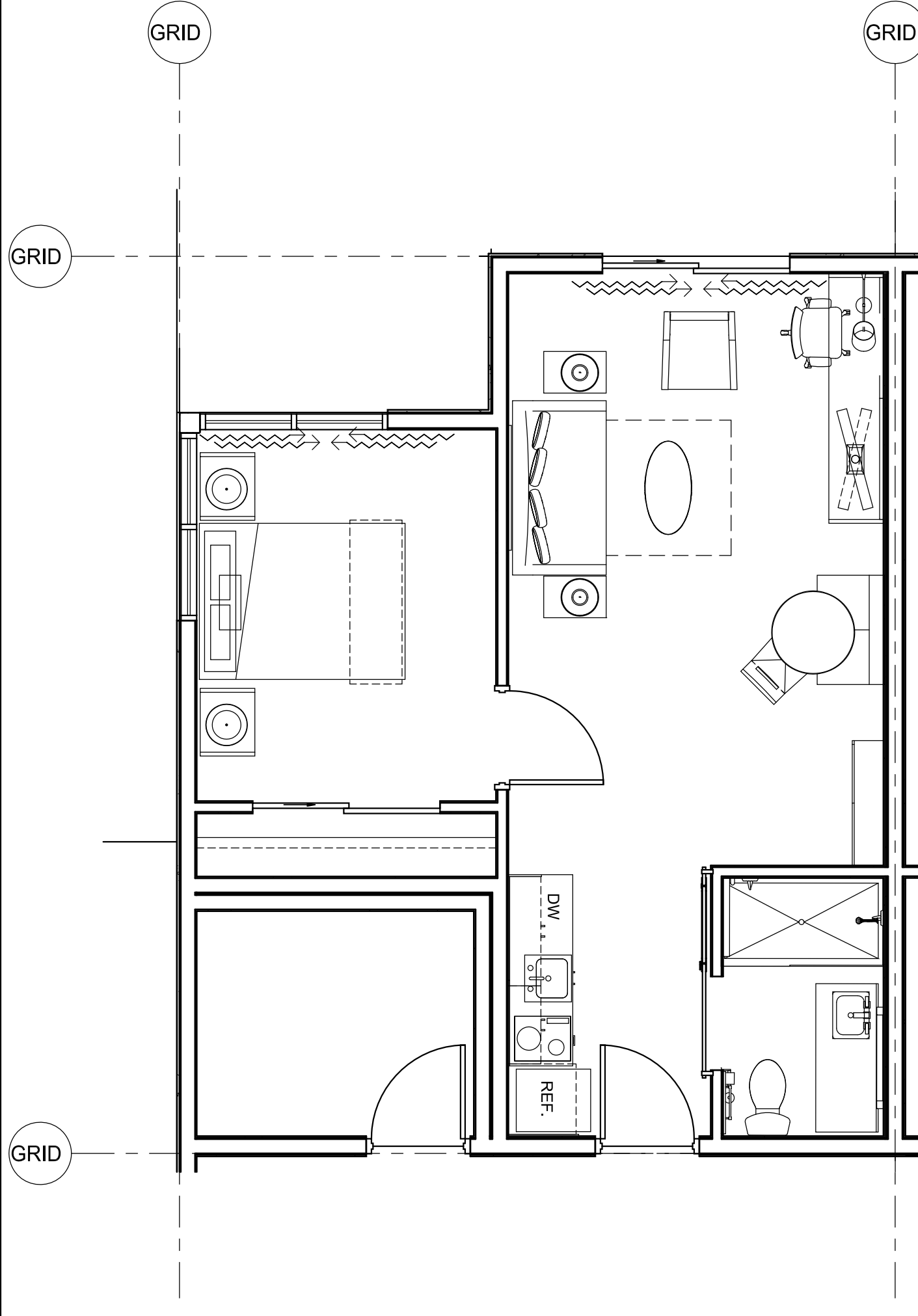
② Phase 1-King Single 1-Dim Plan (KS1)
1/4" = 1'-0"



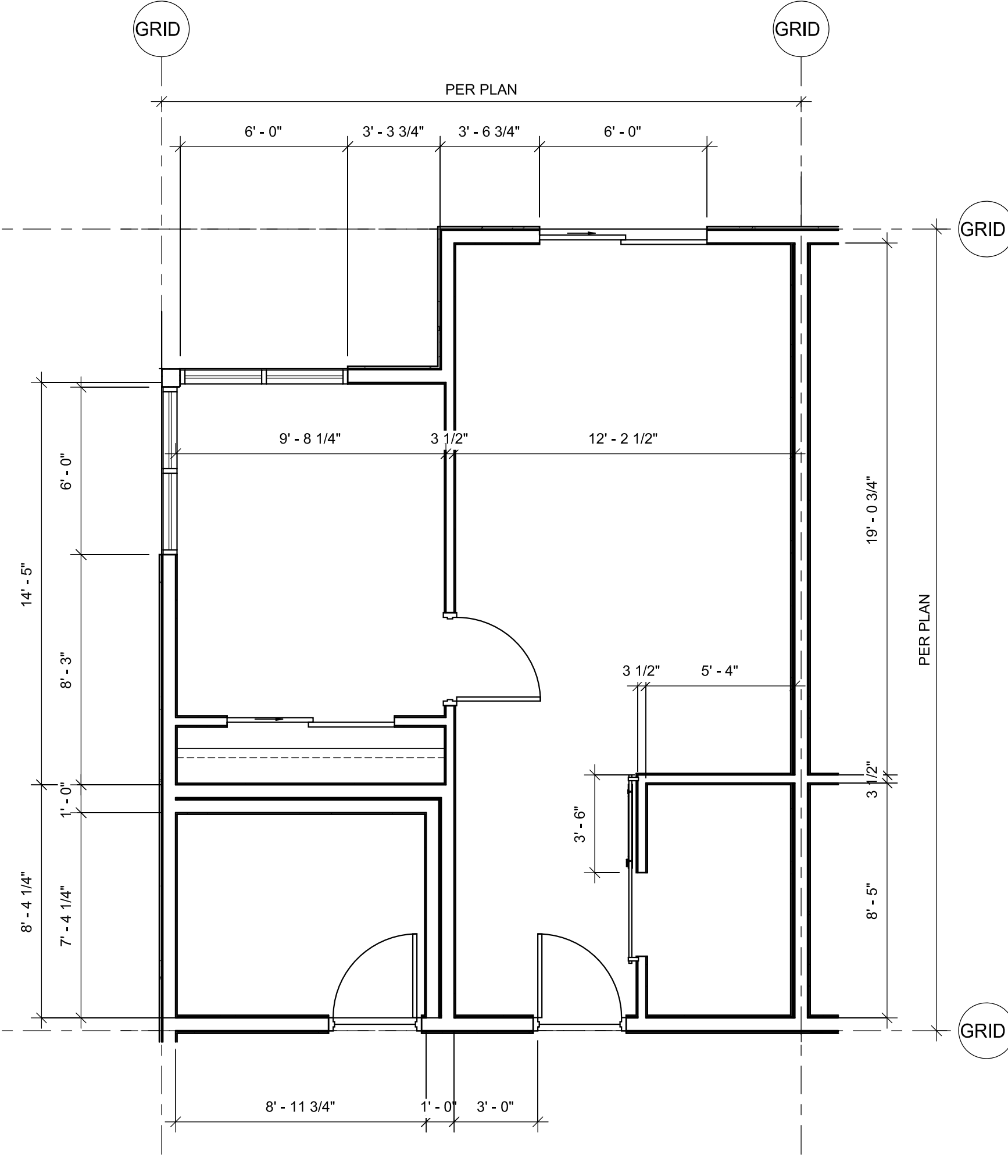
⑧ Phase 1-Queen Double 1-FF&E (QS1)
1/4" = 1'-0"



⑦ Phase 1-Queen Double 1-Dim Plan (QS1)
1/4" = 1'-0"



③ Phase 1-Queen Single 1 Bedroom-FF&E (QS4)
1/4" = 1'-0"



④ Phase 1-Queen Single 1 Bedroom-Dim Plan (QS4)
1/4" = 1'-0"

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

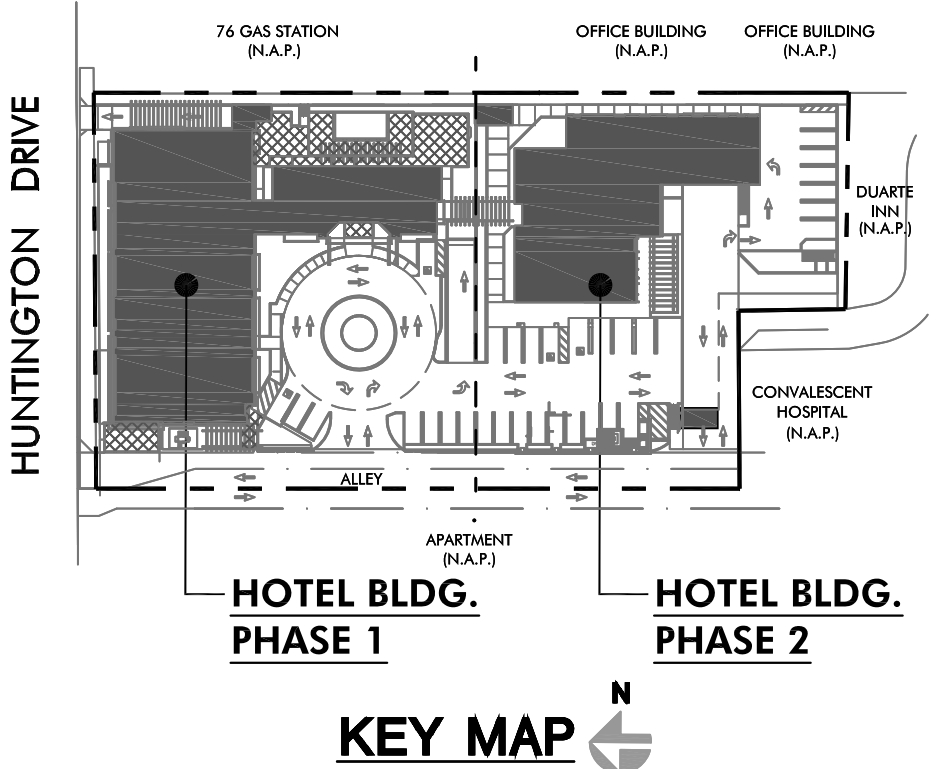
**ENLARGED PLANS -
(PHASE 1)**

SHEET NUMBER:

A401

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

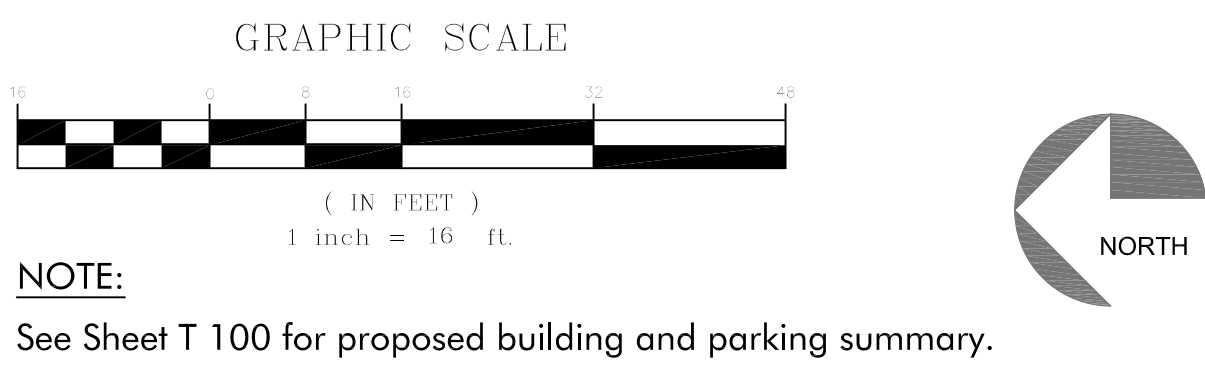
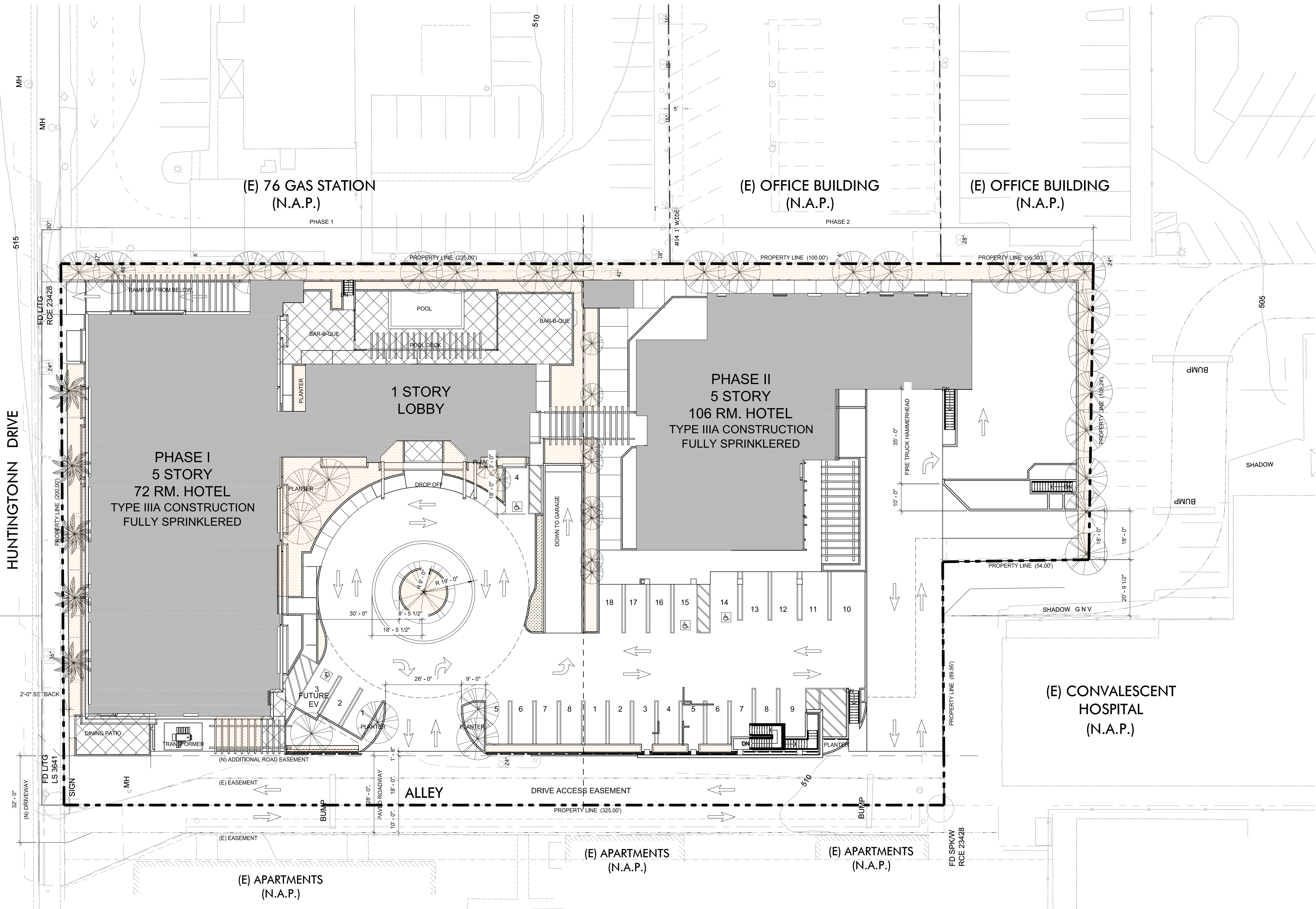
ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

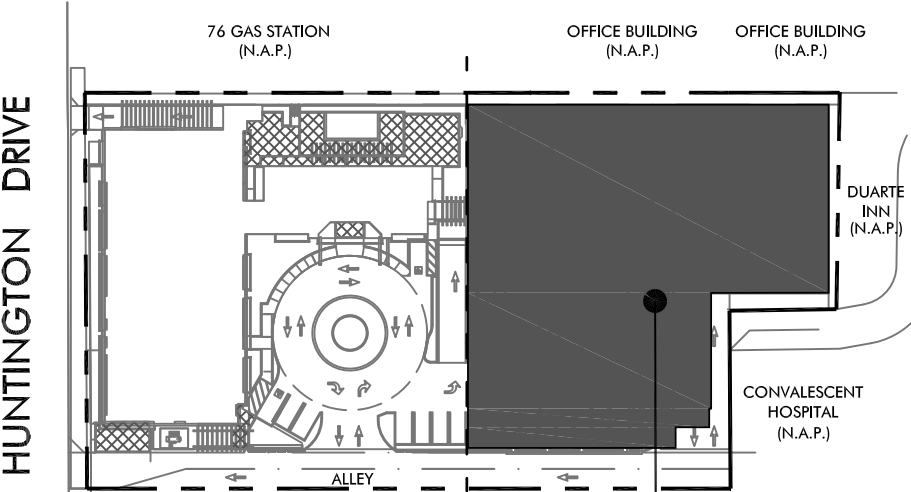
OVERALL SITE PLAN
(PHASE 2)

SHEET NUMBER:
A010-2



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



BASEMENT LEVEL PARKING

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

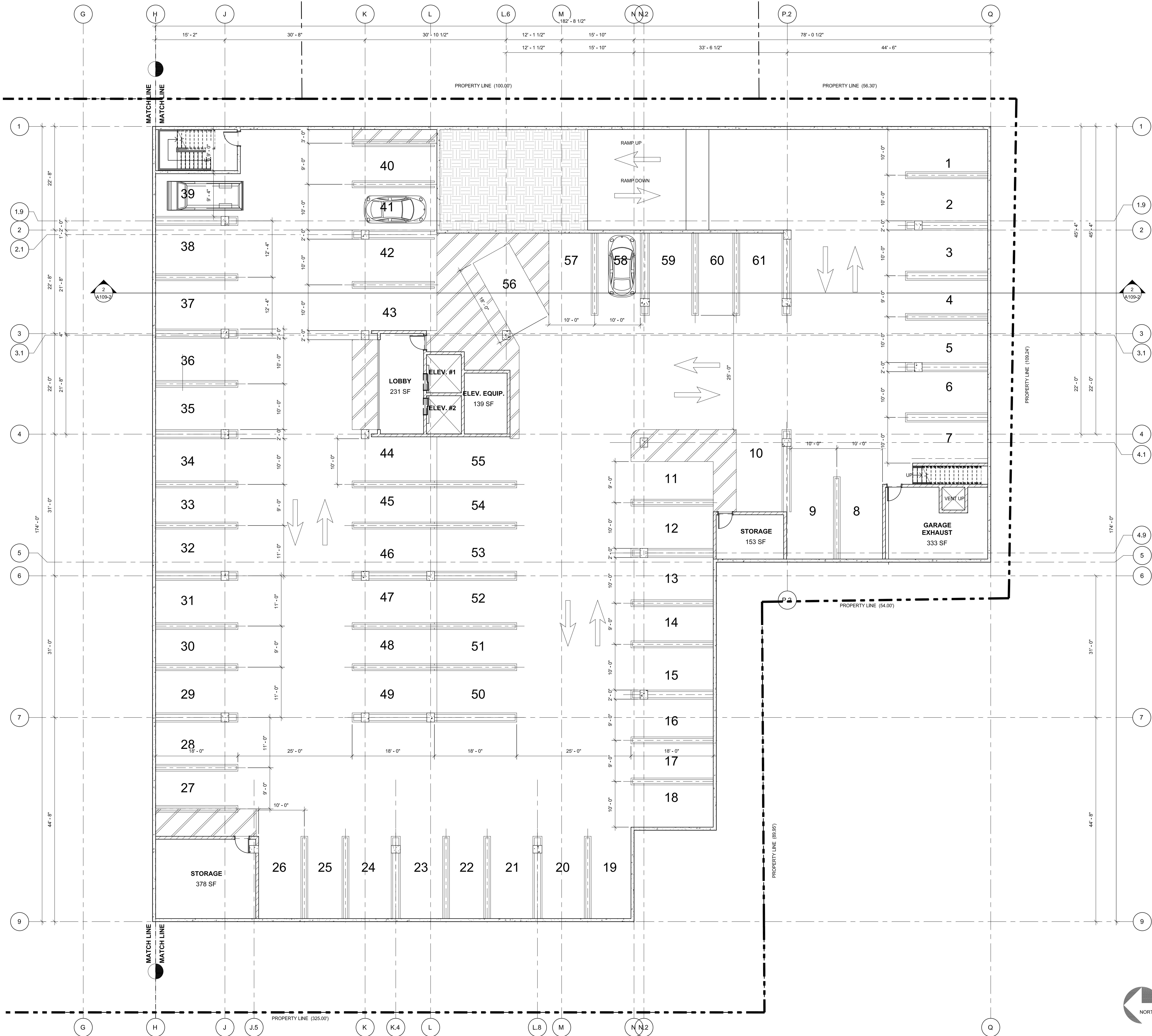
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

BASEMENT PARKING
LEVEL 2 (PHASE 2)

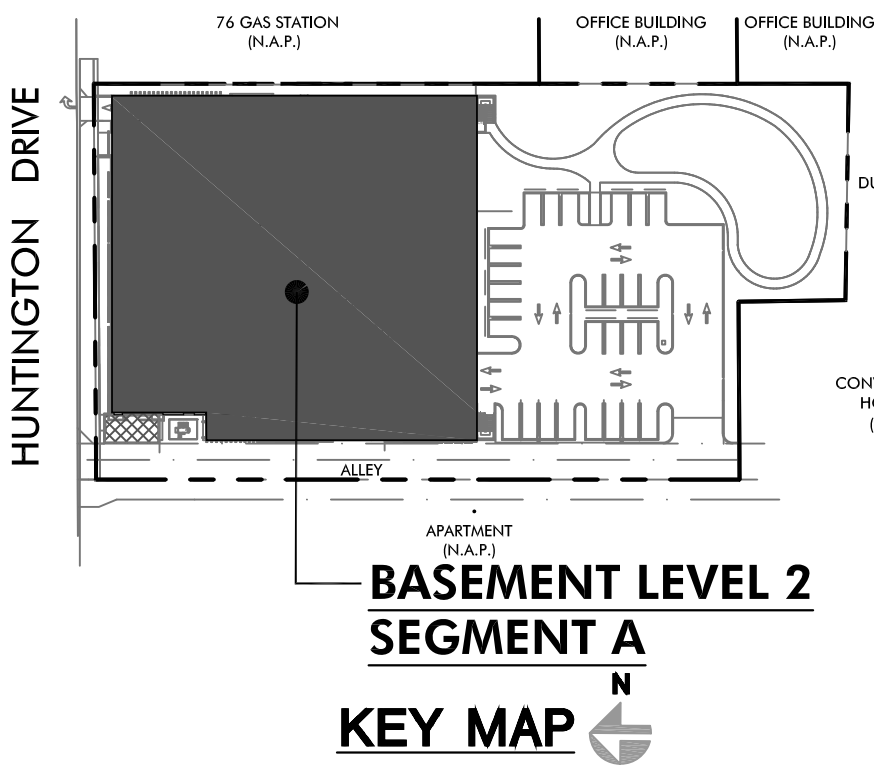
SHEET NUMBER:

A101-2



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

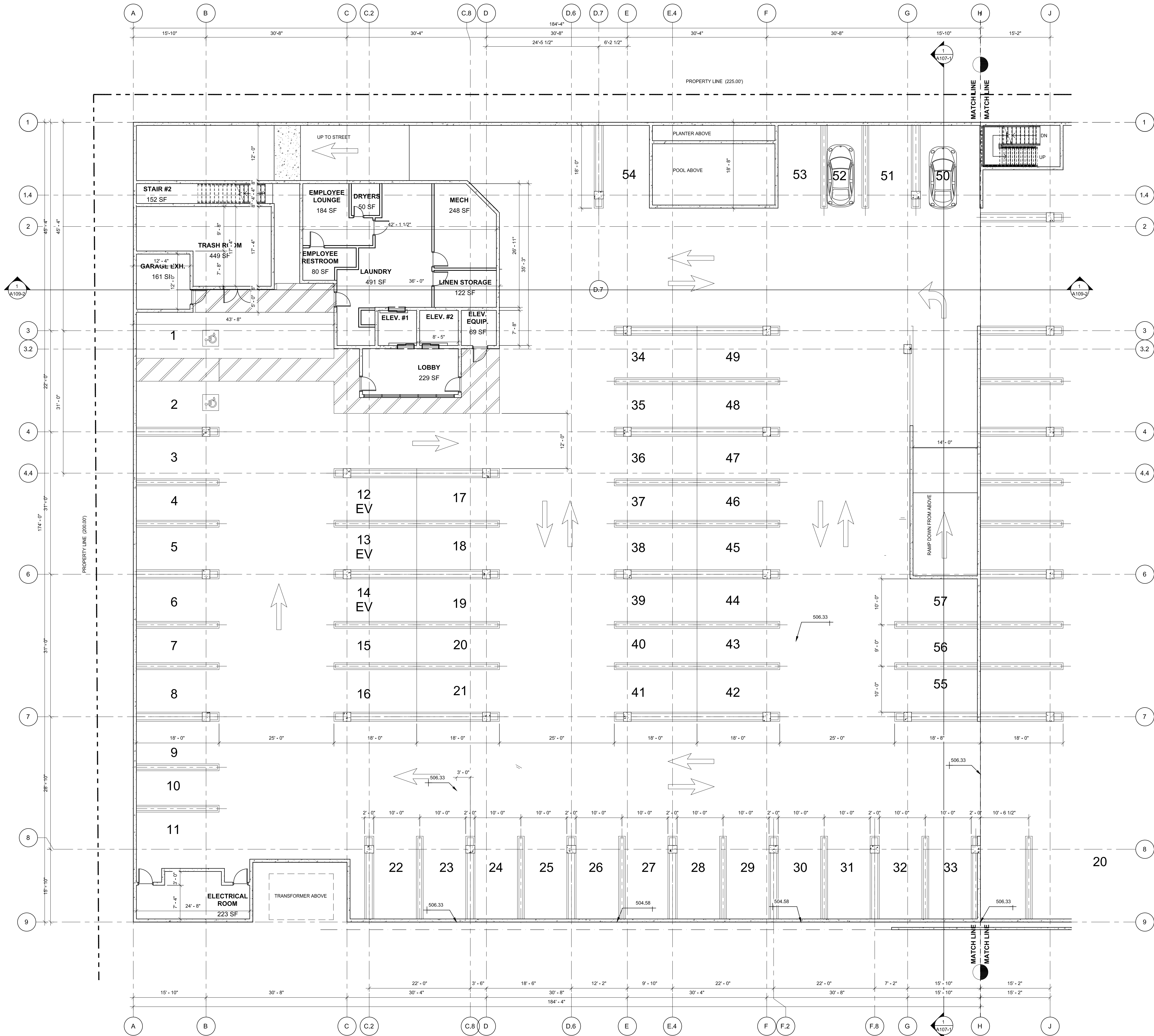
ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
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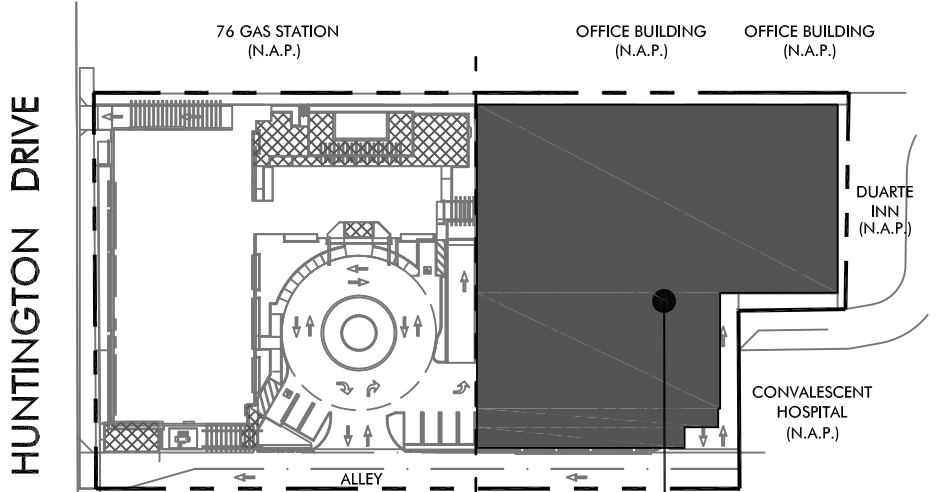
**BASEMENT PARKING LEVEL 1
SEGMENT A (PHASE 1)**

SHEET NUMBER:
A102-2A



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**BASEMENT LEVEL 2
SEGMENT B**

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
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2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

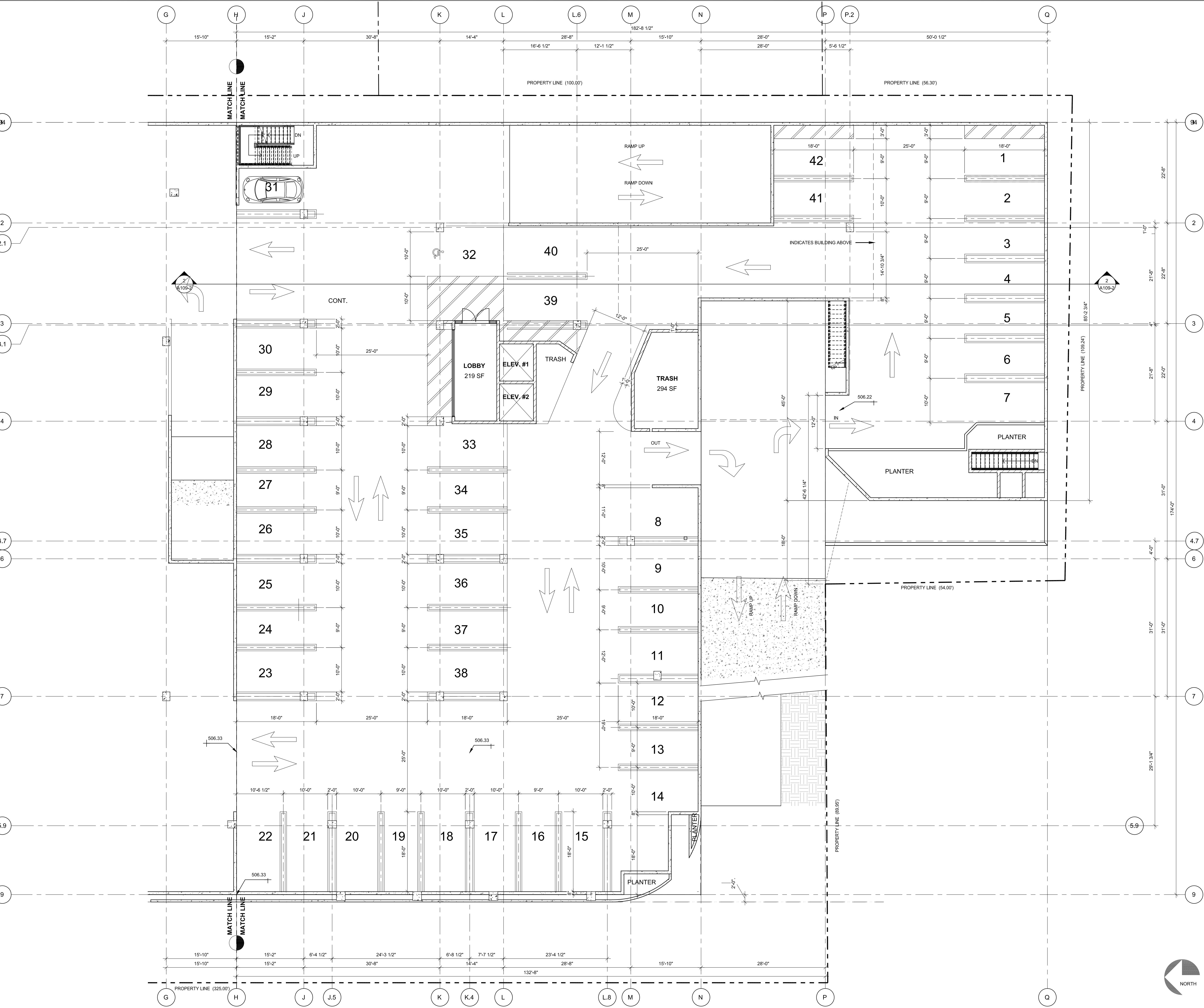
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**BASEMENT PARKING LEVEL 2
SEGMENT B (PHASE 2)**

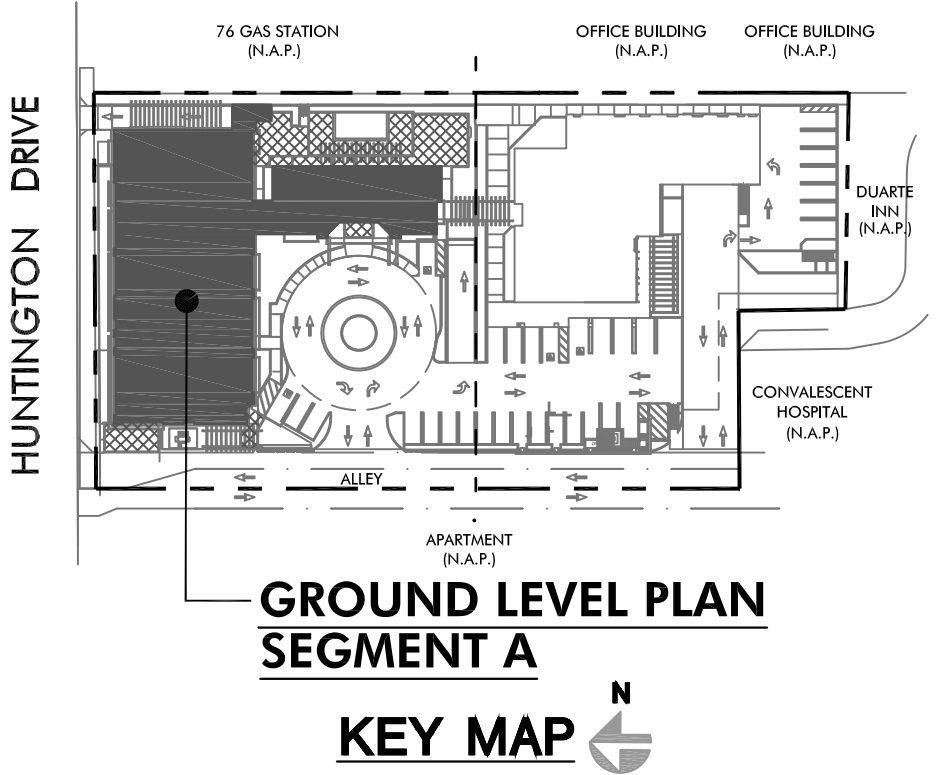
SHEET NUMBER:

A102-2B



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
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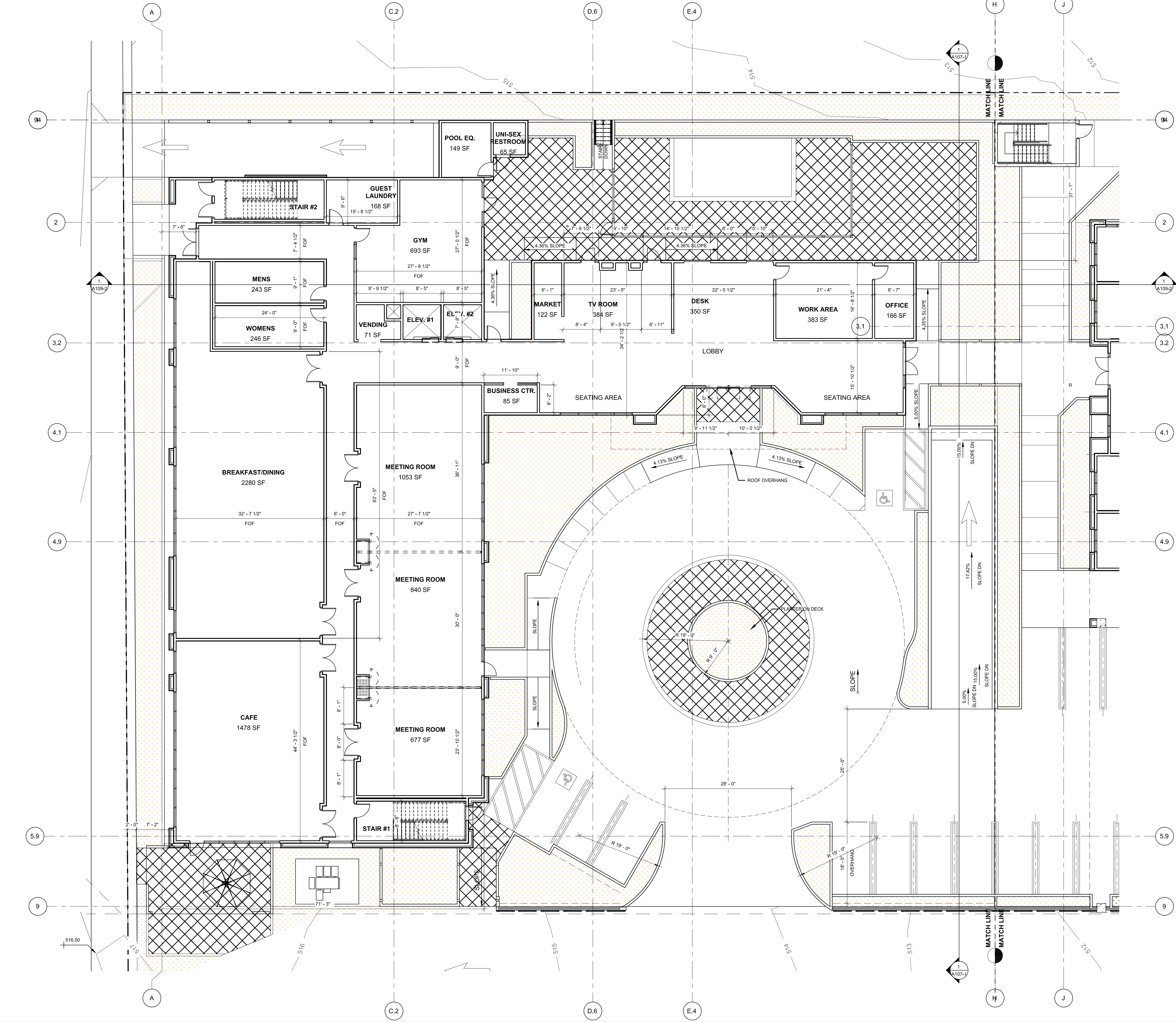
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**GROUND LEVEL PLAN
SEGMENT A (PHASE 1)**

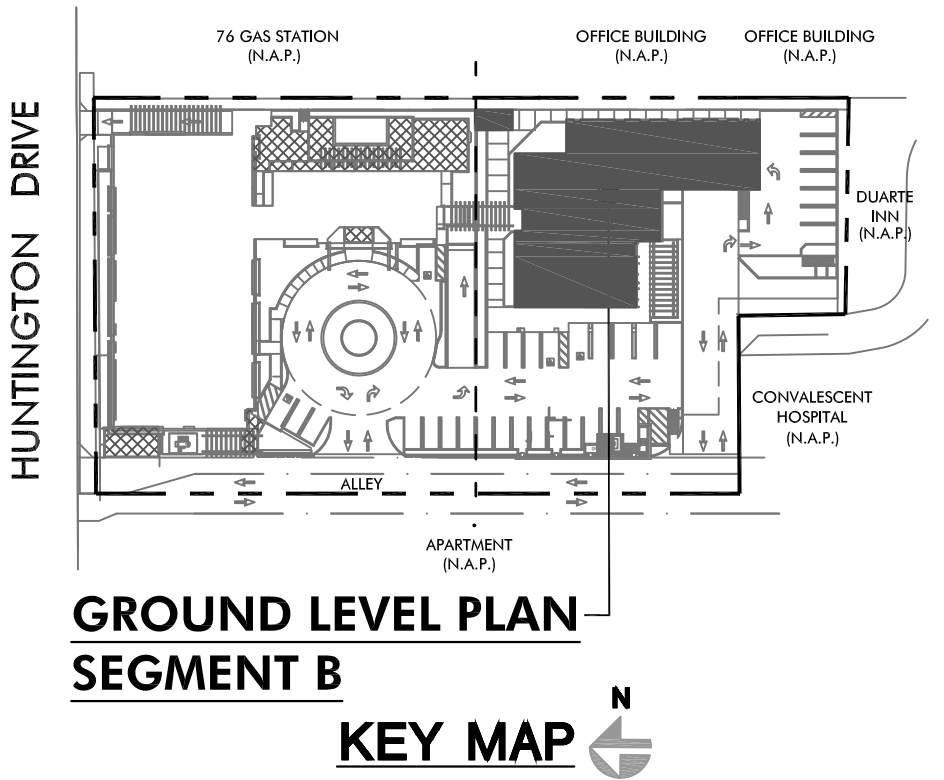
SHEET NUMBER:

A103A-2



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

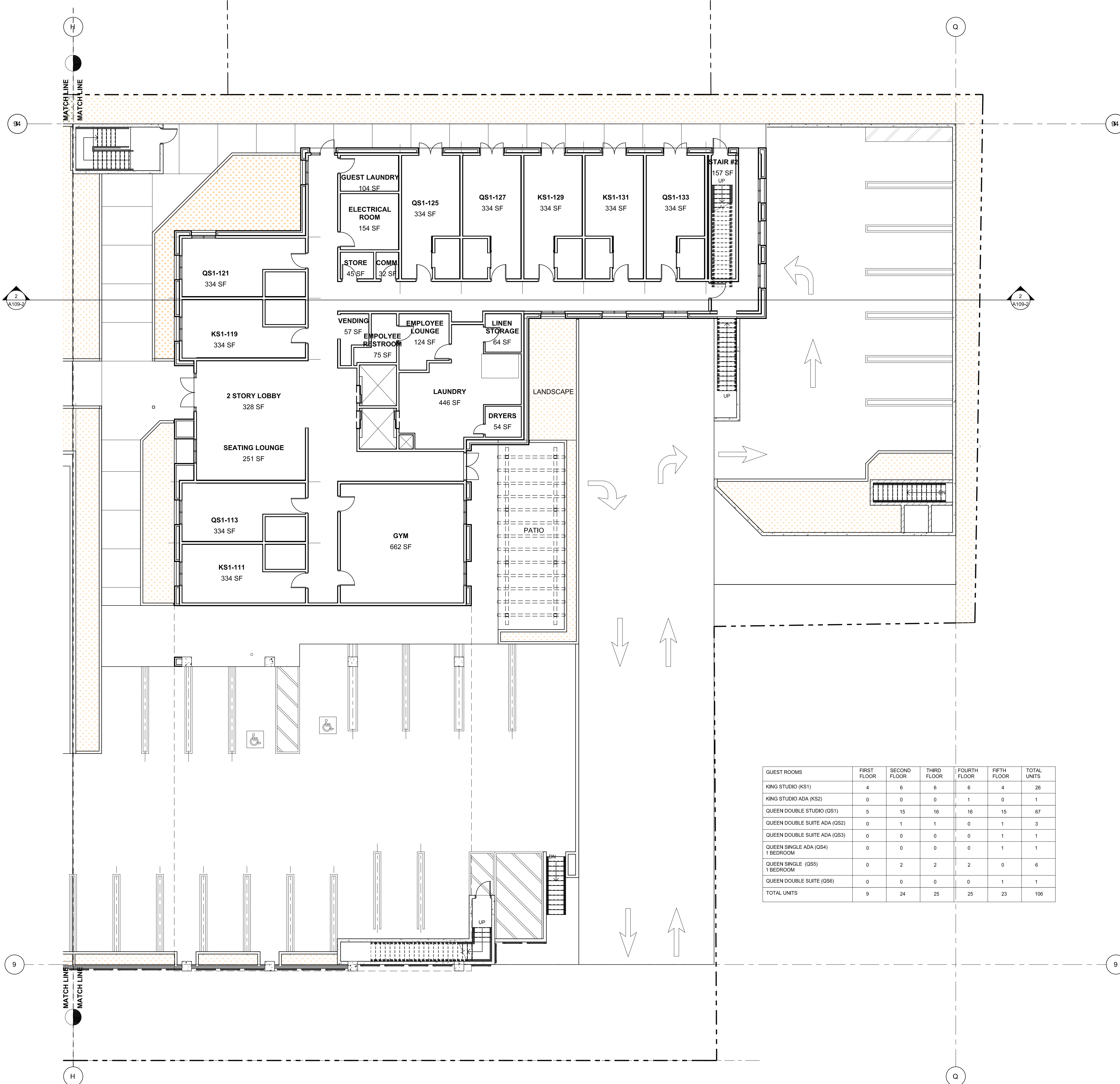
ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

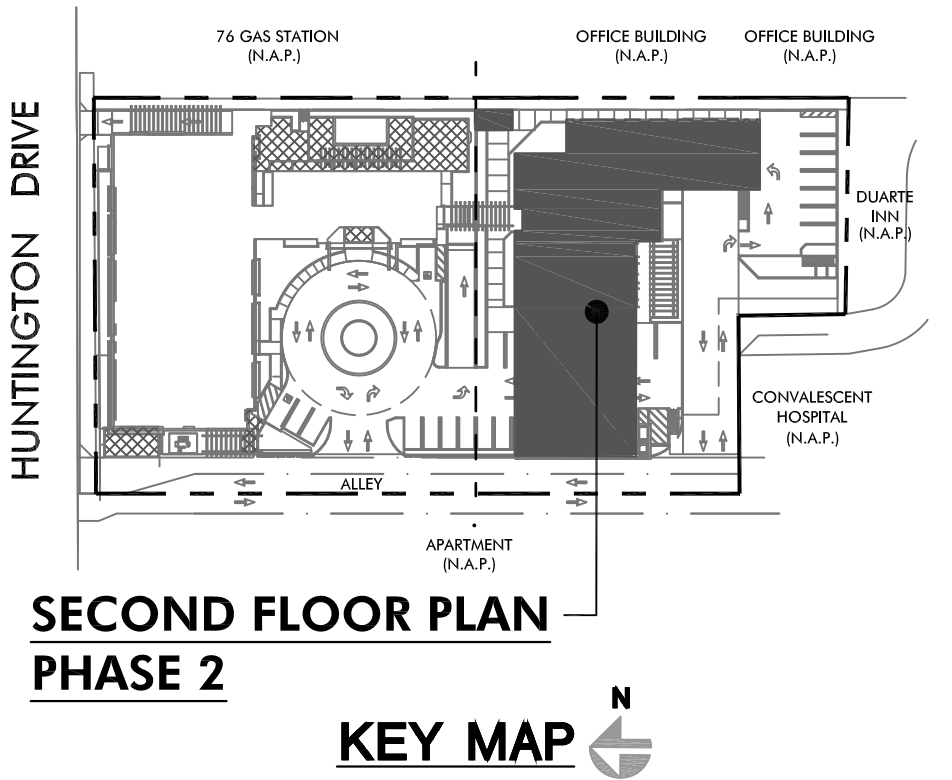
GROUND LEVEL PLAN
SEGMENT B (PHASE 2)

SHEET NUMBER:
A103B-2



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**SECOND FLOOR PLAN
PHASE 2**

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**SECOND FLOOR PLAN
(PHASE 2)**

SHEET NUMBER:

A104-2



GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING STUDIO (KS1)	4	6	6	6	4	26
KING STUDIO ADA (KS2)	0	0	0	1	0	1
QUEEN DOUBLE STUDIO (QS1)	5	15	16	16	15	67
QUEEN DOUBLE SUITE ADA (QS2)	0	1	1	0	1	3
QUEEN DOUBLE SUITE ADA (QS3)	0	0	0	0	1	1
QUEEN SINGLE ADA (QS4) 1 BEDROOM	0	0	0	0	1	1
QUEEN SINGLE (QS5) 1 BEDROOM	0	2	2	2	0	6
QUEEN DOUBLE SUITE (QS6)	0	0	0	0	1	1
TOTAL UNITS	9	24	25	25	23	106

A PROJECT FOR:

1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

[illegible]

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JOB NUMBER:	18190FMA
DRAWN BY:	CHECKED BY: H.M.
DATE:	10.28.19
SHEET DESCRIPTION:	

THIRD FLOOR PLAN
(PHASE 2)

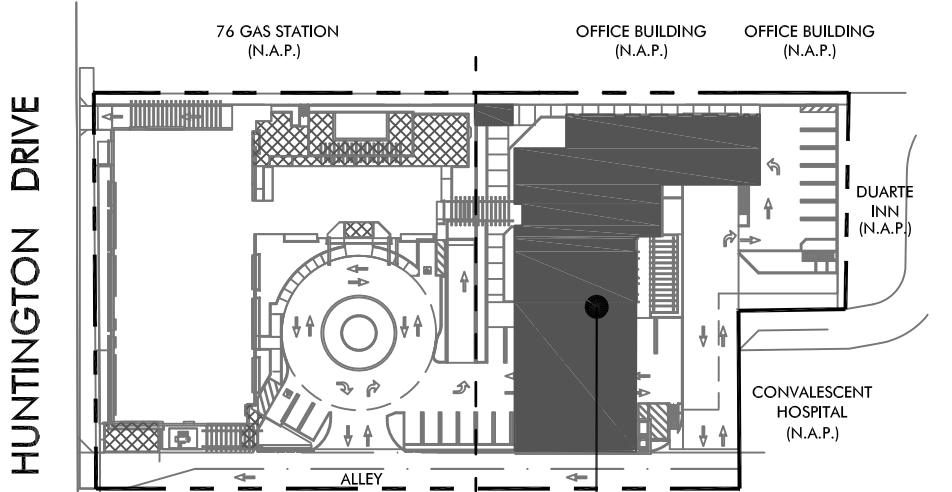
SHEET NUMBER:

A105-2



A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**FOURTH FLOOR PLAN
PHASE 2**

KEY MAP

**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**FOURTH FLOOR PLAN
(PHASE 2)**

SHEET NUMBER:

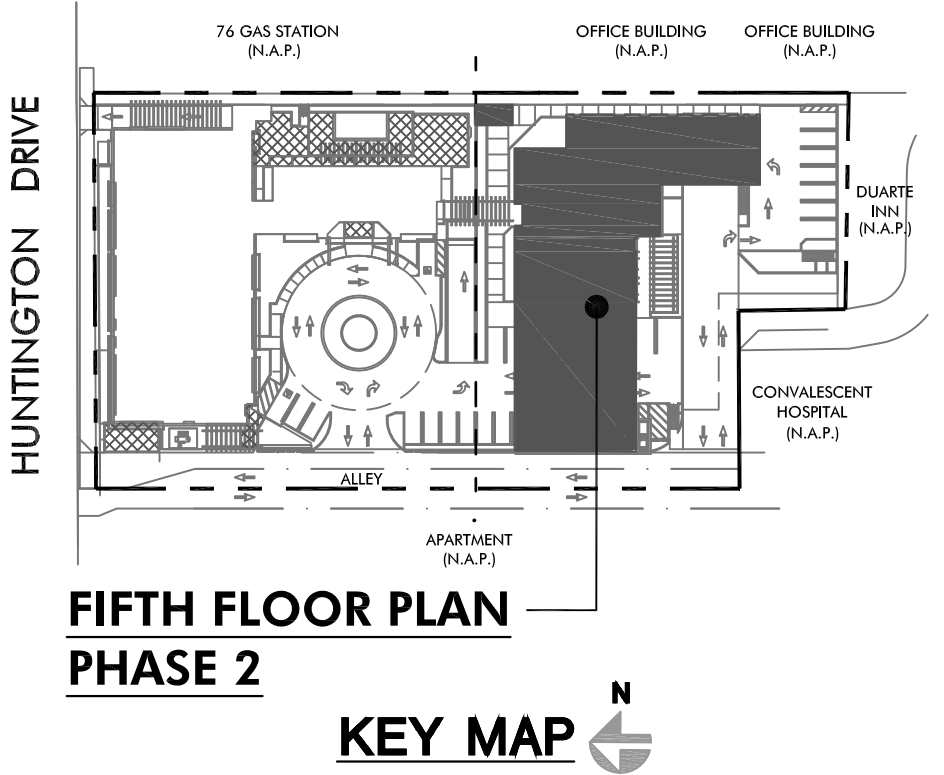
A106-2



GUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING STUDIO (KS1)	4	6	6	6	4	26
KING STUDIO ADA (KS2)	0	0	0	1	0	1
QUEEN DOUBLE STUDIO (QS1)	5	15	16	16	15	67
QUEEN DOUBLE SUITE ADA (QS2)	0	1	1	0	1	3
QUEEN DOUBLE SUITE ADA (QS3)	0	0	0	0	1	1
QUEEN SINGLE ADA (QS4) 1 BEDROOM	0	0	0	0	1	1
QUEEN SINGLE (QS5) 1 BEDROOM	0	2	2	2	0	6
QUEEN DOUBLE SUITE (QS6)	0	0	0	0	1	1
TOTAL UNITS	9	24	25	25	23	106

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**FIFTH FLOOR PLAN
(PHASE 2)**

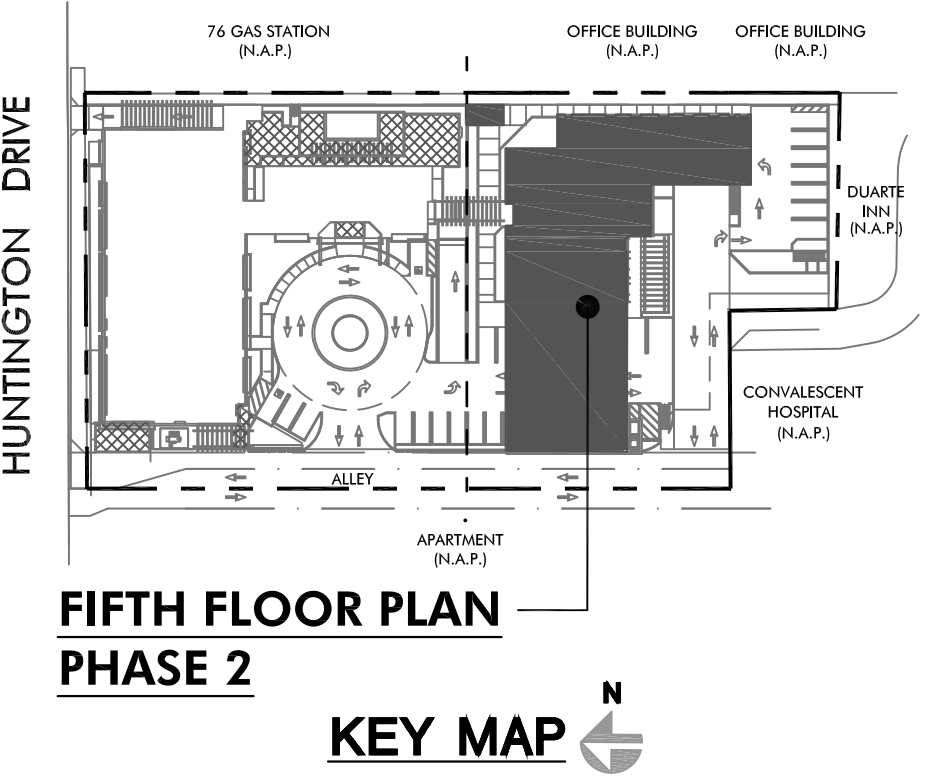
SHEET NUMBER:
A107-2



QUEST ROOMS	FIRST FLOOR	SECOND FLOOR	THIRD FLOOR	FOURTH FLOOR	FIFTH FLOOR	TOTAL UNITS
KING STUDIO (KS1)	4	6	6	6	4	26
KING STUDIO ADA (KS2)	0	0	0	1	0	1
QUEEN DOUBLE STUDIO (QS1)	5	15	16	16	15	67
QUEEN DOUBLE SUITE ADA (QS2)	0	1	1	0	1	3
QUEEN DOUBLE SUITE ADA (QS3)	0	0	0	0	1	1
QUEEN SINGLE ADA (QS4) 1 BEDROOM	0	0	0	0	1	1
QUEEN SINGLE (QS5) 1 BEDROOM	0	2	2	2	0	6
QUEEN DOUBLE SUITE (QS6)	0	0	0	0	1	1
TOTAL UNITS	9	24	25	25	23	106

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

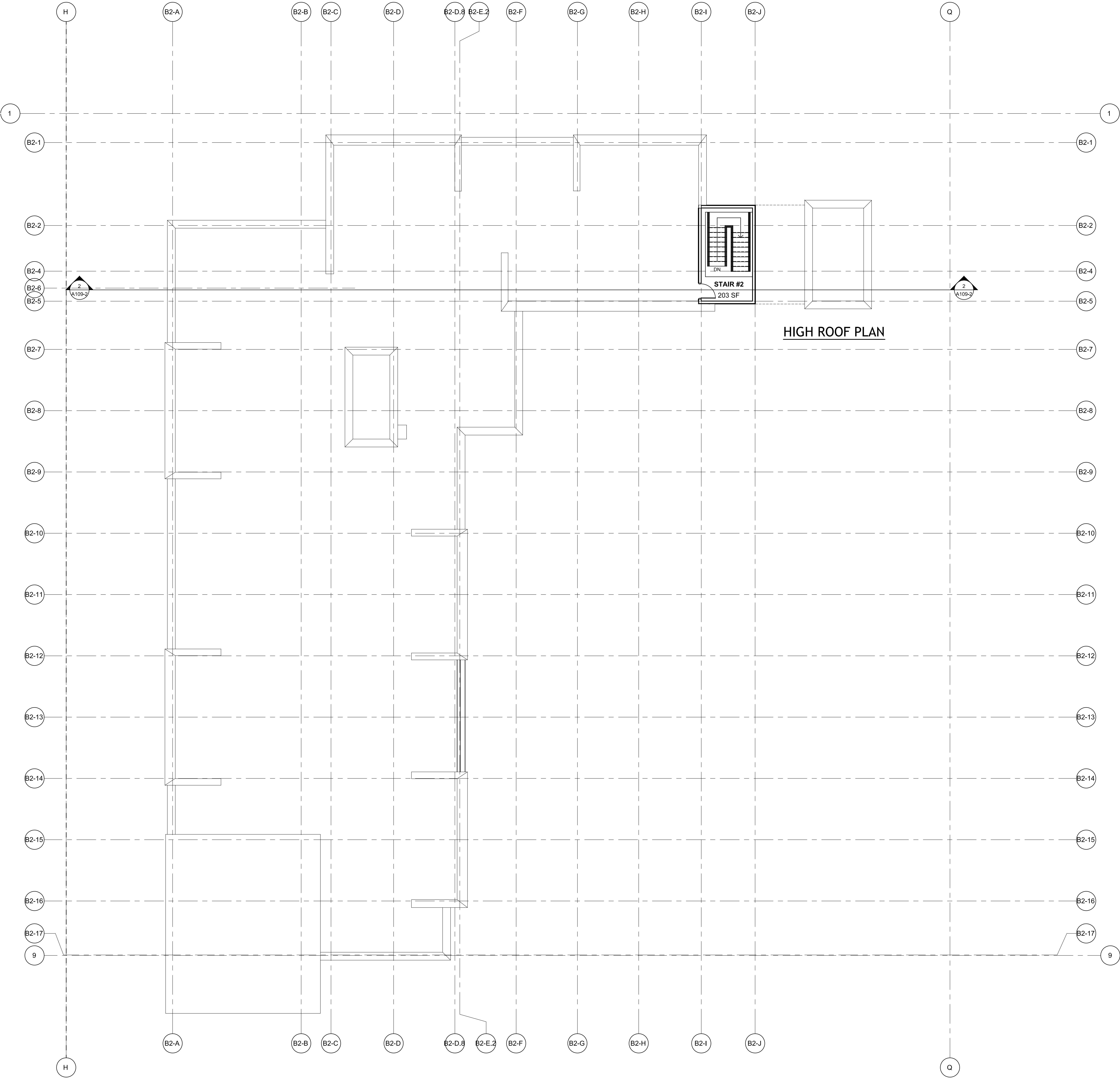
AS INSTRUMENTS OF SERVICE, ALL DESIGNS, IDEAS, AND INFORMATION SHOWN ON THESE DRAWINGS ARE AND SHALL REMAIN THE PROPERTY OF MCKENTLY + ASSOCIATES. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS, OR USED IN CONNECTION WITH ANY WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF MCKENTLY + ASSOCIATES. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

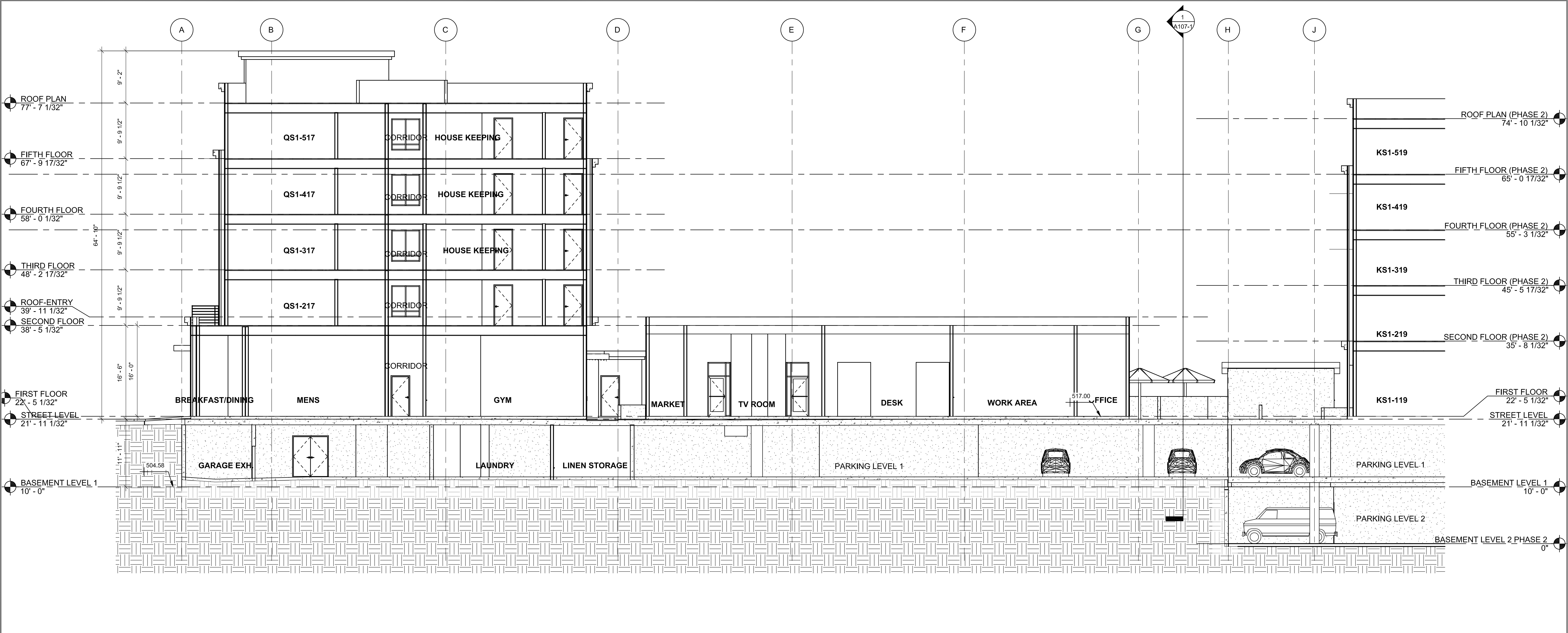
JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

ROOF PLAN
(PHASE 2)

SHEET NUMBER:

A108-2

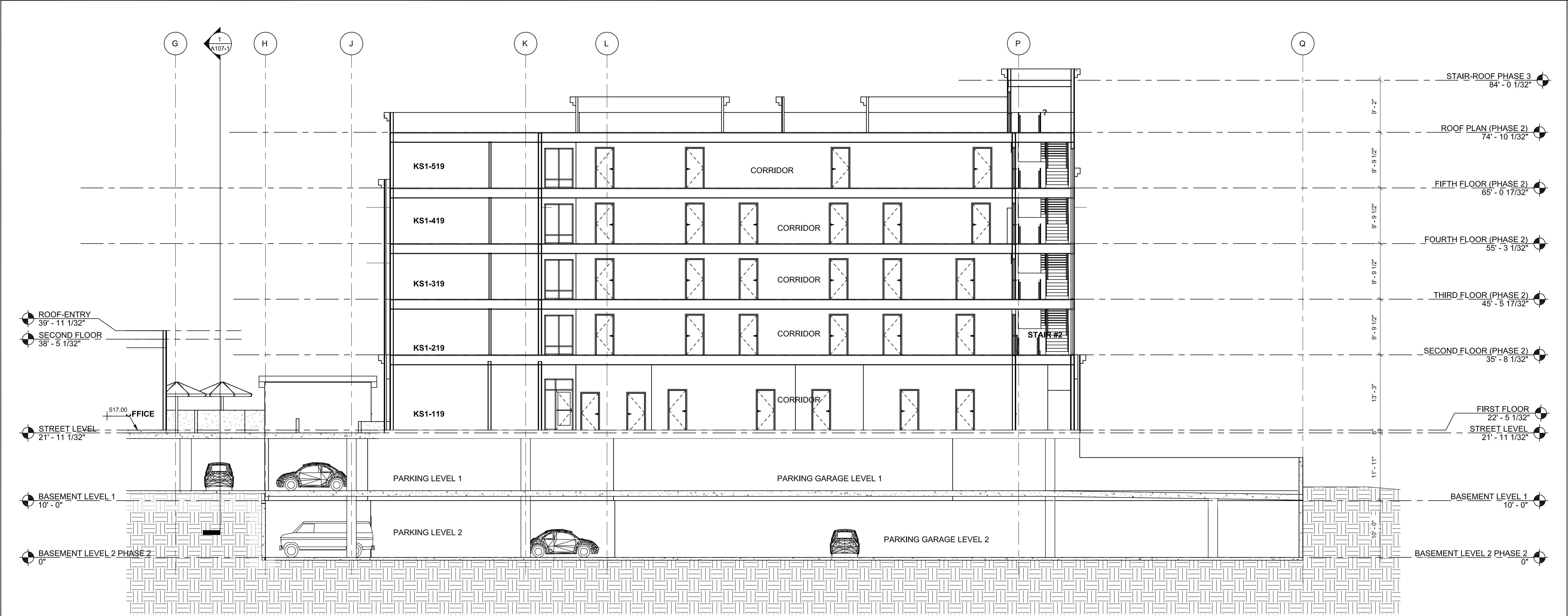




BUILDING SECTION (PHASE 2)

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

1



BUILDING SECTION CONT. (PHASE 1 & 2)

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

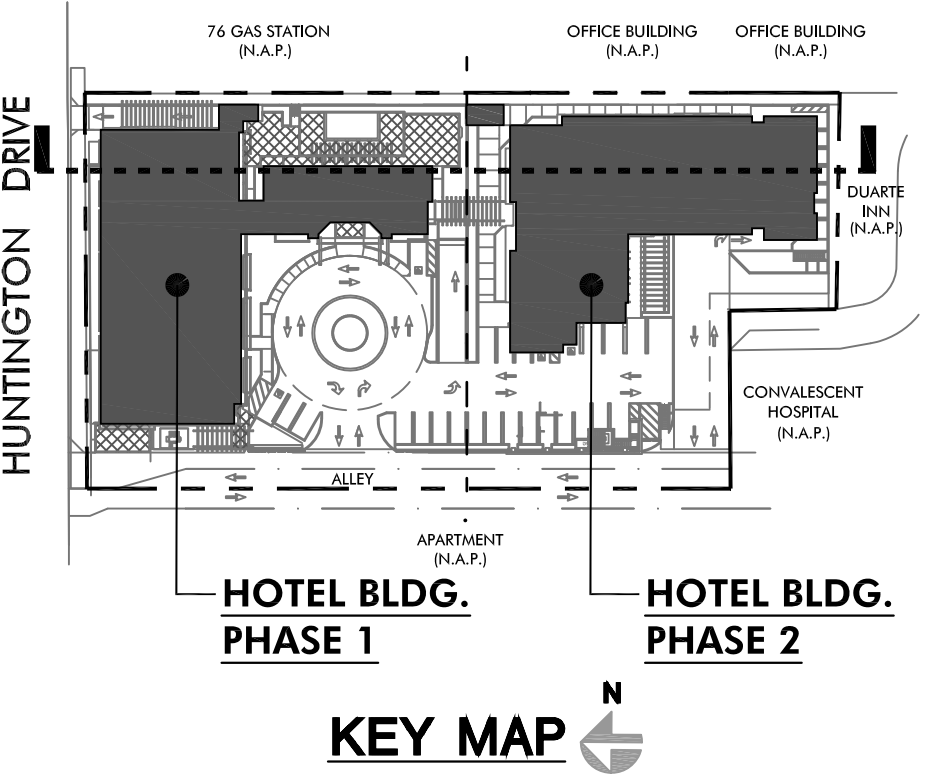
2

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS		
No.	DATE	DESCRIPTION
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

BUILDING SECTION
(PHASE 1 & 2)

SHEET NUMBER:
A109-2



PHASE - 2 NORTH ELEVATION

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

1

CONT'. FINISH LEGEND

PAINT COLORS

- A - PAINT
COLOR: DE 6372 LACE VAIL
BY: DUNN EDWARDS
- B - PAINT
COLOR: DE 6367 COVERED IN PLATINUM
BY: DUNN EDWARDS
- C - PAINT
COLOR: DEC 787 MYTHICAL BLUE
BY: DUNN EDWARDS
- D - PAINT
COLOR: DE 5257 FALL FOLIAGE
BY: DUNN EDWARDS
- E - PAINT
COLOR: 6385 BLACK BEAN
BY: DUNN EDWARDS
- F - PAINT
COLOR: 6376 LOOKING GLASS
BY: DUNN EDWARDS



PHASE - 2 SOUTH ELEVATION

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

2

FINISH LEGEND

KEY MATERIAL

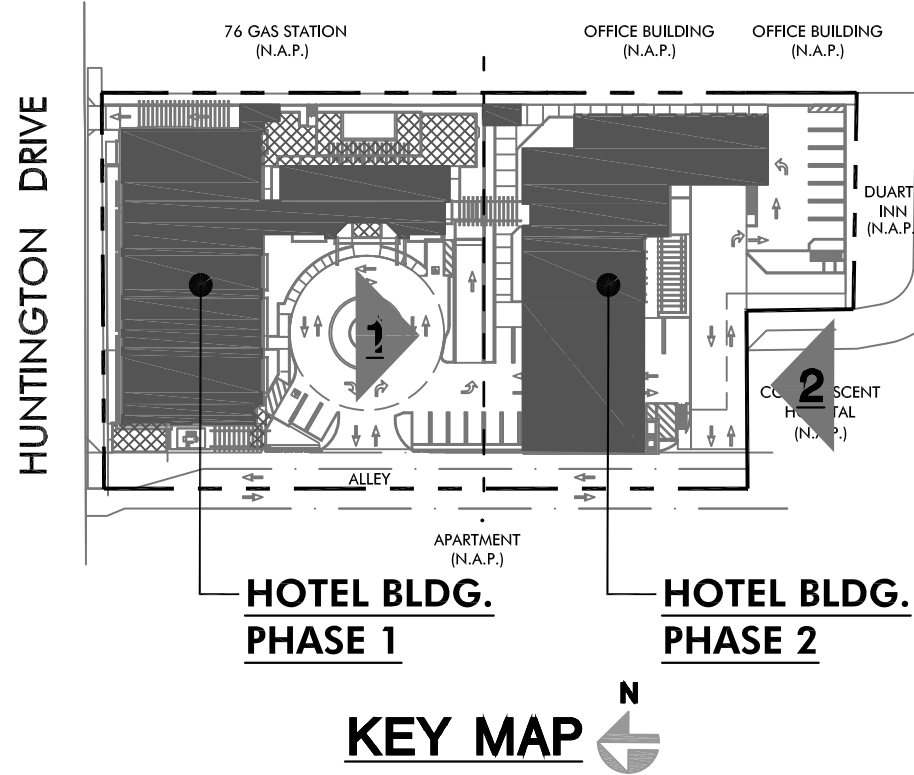
- 1 - STUCCO
MANUFACTURER: HIGHLAND STUCCO
SMOOTH STEEL TROWEL
PAINT COLOR: BY DUNN EDWARDS
- 2 - STOREFRONT
MANUFACTURER: EFCO
FINISH: BLACK ANODIZED ALUMINUM
MANUFACTURE: OLDCASTLE 1" LOW E-GLAZING
VIRACON V933 WARM GREY #2
A. STOREFRONT GLASS
B. SPANDREL GLASS
- 3 - AUTOMATIC ENTRANCE
MANUFACTURER: STANLEY
MODEL: DURA-GLIDE 2000 AUTOMATIC SLIDING DOOR
FINISH: BLACK ANODIZED ALUMINUM
- 4 - UNIT WINDOWS
MANUFACTURER: REHAU
MODEL: SYSTEM 4500 TILT TURN WINDOWS
COLOR: MIDNIGHT (SOLID)
- 5 - UNIT SLIDING DOORS
MANUFACTURER: REHAU
MODEL: SYSTEM 2100 SLIDING DOORS
COLOR: MIDNIGHT
- 6 - METAL WALL PANELS
MANUFACTURER: ATAS
MODEL: METAFOR
COLOR: SLATE GRAY
- 7 - BRICK VENEER
MANUFACTURER: GENERAL SHALE
MODEL / COLOR: DANBURY
- 8 - COPING
MANUFACTURER: BY GENERAL CONTRACTOR
COLOR: DE 6367 COVERED IN PLATINUM
BY DUNN EDWARDS
- 9 - STONE VENEER
MANUFACTURER: EL DORADO STONE
MODEL: LONGITUDE 24, 12"x24"
COLOR: SILENT GRAY
- 10 - STEEL CANOPY
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS
- 11 - STEEL EYEBROW
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS
- 12 - STEEL TRELLIS
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
BY DUNN EDWARDS
- 13 - STANDING SEAM METAL ROOF
MANUFACTURER: ATAS
MODEL: 1 1/2" FIELD-LOC SYSTEM
COLOR: SLATE GRAY 20
- 14 - SLOPE ROOF EAVES
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: NATURAL WOOD - ARCHITECTURAL GRADE
COLOR: CALIFORNIA RUSTIC ST-130S-BEHR PREMIUM
SEMI TRANS. WATERPROOFING STAIN/SEALER
- 15 - VERTICAL METAL KNEE BRACING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED STEEL
COLOR: DE 6376 LOOKING GLASS
PAINT BY DUNN EDWARDS
- 16 - CABLE / METAL RAILING
MANUFACTURE: BY GENERAL CONTRACTOR
FINISH: PAINTED
COLOR: DE 6385 BLACK BEAN
BY DUNN EDWARDS
- 17 - STEP LIGHTS
MANUFACTURER: BEGA
MODEL: 33046
COLOR: BLACK
- 18 - WALL SCONCE
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613-EC6W
COLOR: BLACK
- 19 - WALL SCONCE
MANUFACTURER: TMS LIGHTING LED
MODEL: TUCORE WALL LUMINAIRE, TUW-410-24
COLOR: MATTE BLACK
- 20 - TRELLIS LIGHTS
MANUFACTURE: LIGHTWAY
MODEL: PDSW-1-LED
COLOR: SATIN BLACK
- 21 - PEDESTRIAN POLE LIGHT
MANUFACTURER: LUMINUS
MODEL: ECLIPSE MINI - LED EC613, PA4412
COLOR: BLACK
- 22 - WALL SCONCE (SERVICE DOORS)
MANUFACTURER: BEGA
MODEL: 33 224 LED
COLOR: BLACK
- 23 - LIGHT BOLLARDS
MANUFACTURER: LUMINUS
MODEL: MA30 MAYA-LED
COLOR: BLACK
- 24 - BIKE RACKS
MANUFACTURER: VICTOR STANLEY
MODEL: FREESIA BIKE RACK
COLOR: BLACK
- 25 - CMU BLOCK
MANUFACTURER: ORCO
MODEL: BURNISH BLOCK
COLOR: GRAY LW
- 26 - GREENSCREEN
MANUFACTURER: GREENSCREEN
COLOR: MATTE TEXTURE GREEN
- 27 - CONCRETE PAVING
MANUFACTURER: BY GENERAL CONTRACTOR
FINISH: ACID WASH FINISH, SAW CUT LINES
COLOR: NATURAL GRAY
- 28 - TRASH RECEPTACLES
MANUFACTURER: VICTOR STANLEY
MODEL: SDC-36
COLOR: BLACK
- 29 - PATIO FURNITURE
MANUFACTURER: EMU CONTRACT
TABLE
MODEL: CAMBI #802 MESH 36" SQ. 22A / IRON
ARM CHAIR
MODEL: SEGNO #268, 22A / IRON
UMBRELLAS
ALUMINUM 118" SQ. W/ BASE
COLOR: WHITE CANOPY
- 30 - METAL CUT SCREENS
MANUFACTURER: ARTISAN PANELS INC.
MODEL: ABSTRACT 118 - DROPLETS
MODEL: ABSTRACT 138 - GRAVEL
FINISH: PAINTED ALUMINUM - SATIN BLACK
- 31 - LANDSCAPE POTS
MANUFACTURER: OLD TOWN FIBERGLASS
MODEL: PONTO (SIZE VARIES IN HT. AND DIA.)
COLOR: LIGHT GRAY 16
- 32 - PARKING AREA LIGHTS
MANUFACTURER: KIM LIGHTING
MODEL: ALTITUDE 1
COLOR: BLACK

**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
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JOB NUMBER: 18190FMA
DRAWN BY: /MH CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

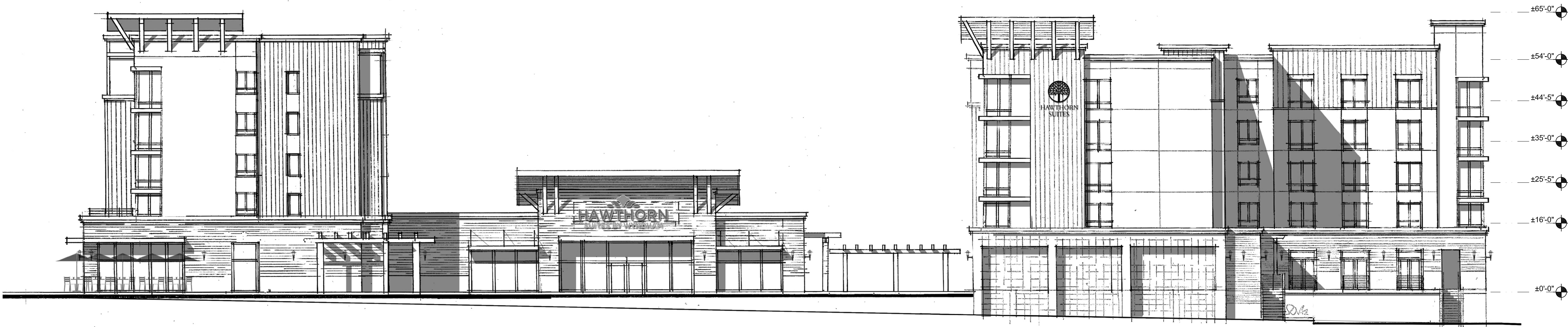
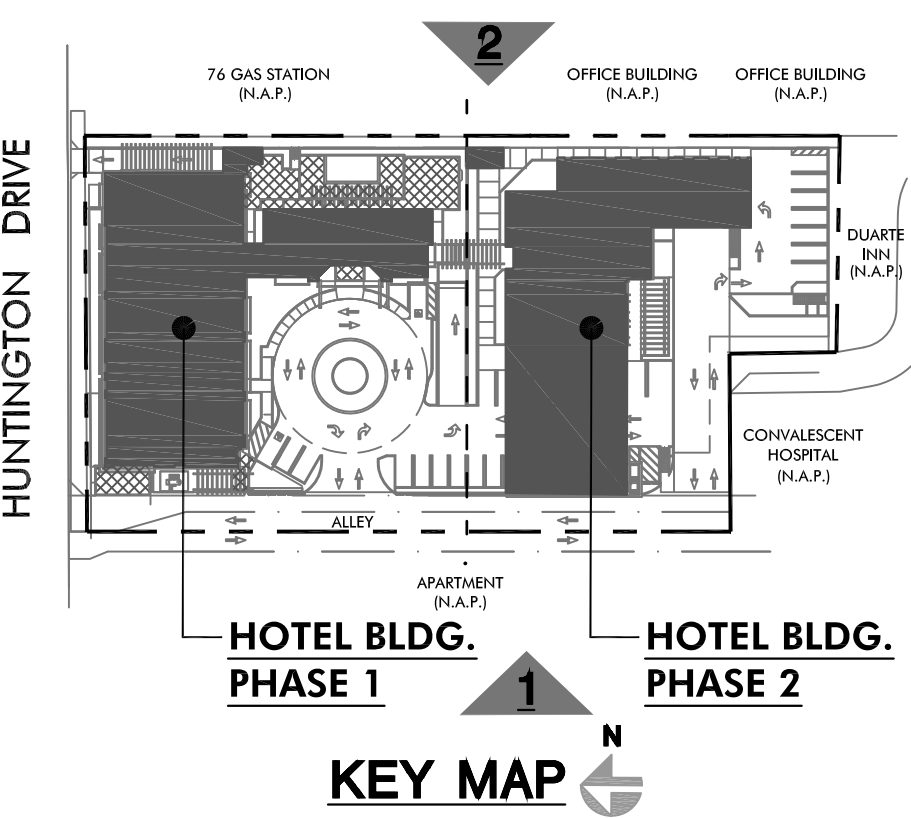
PROPOSED
EXTERIOR ELEVATIONS
(PHASE 2)

SHEET NUMBER:

A201-2

A PROJECT FOR:

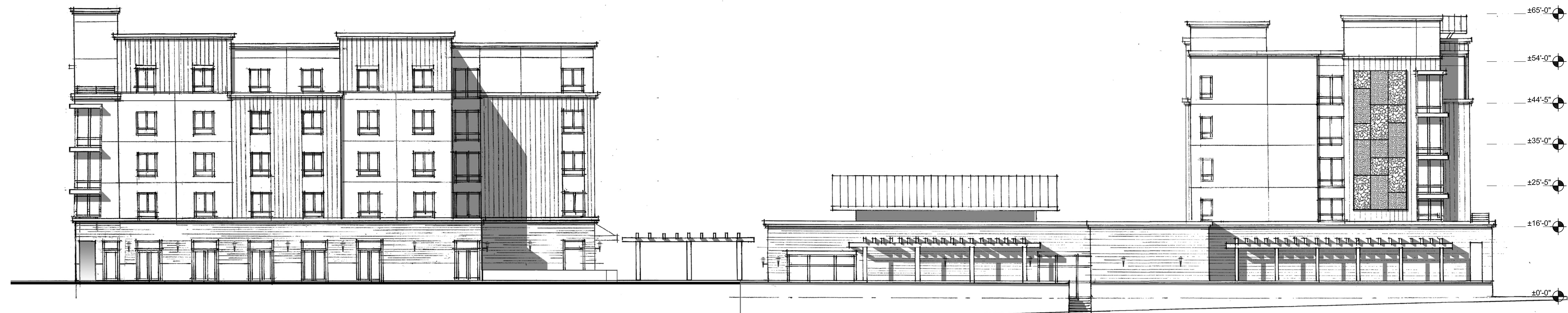
CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



PHASE - 2 WEST ELEVATION

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

1



PHASE - 2 EAST ELEVATION

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

2

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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SHEET DESCRIPTION:

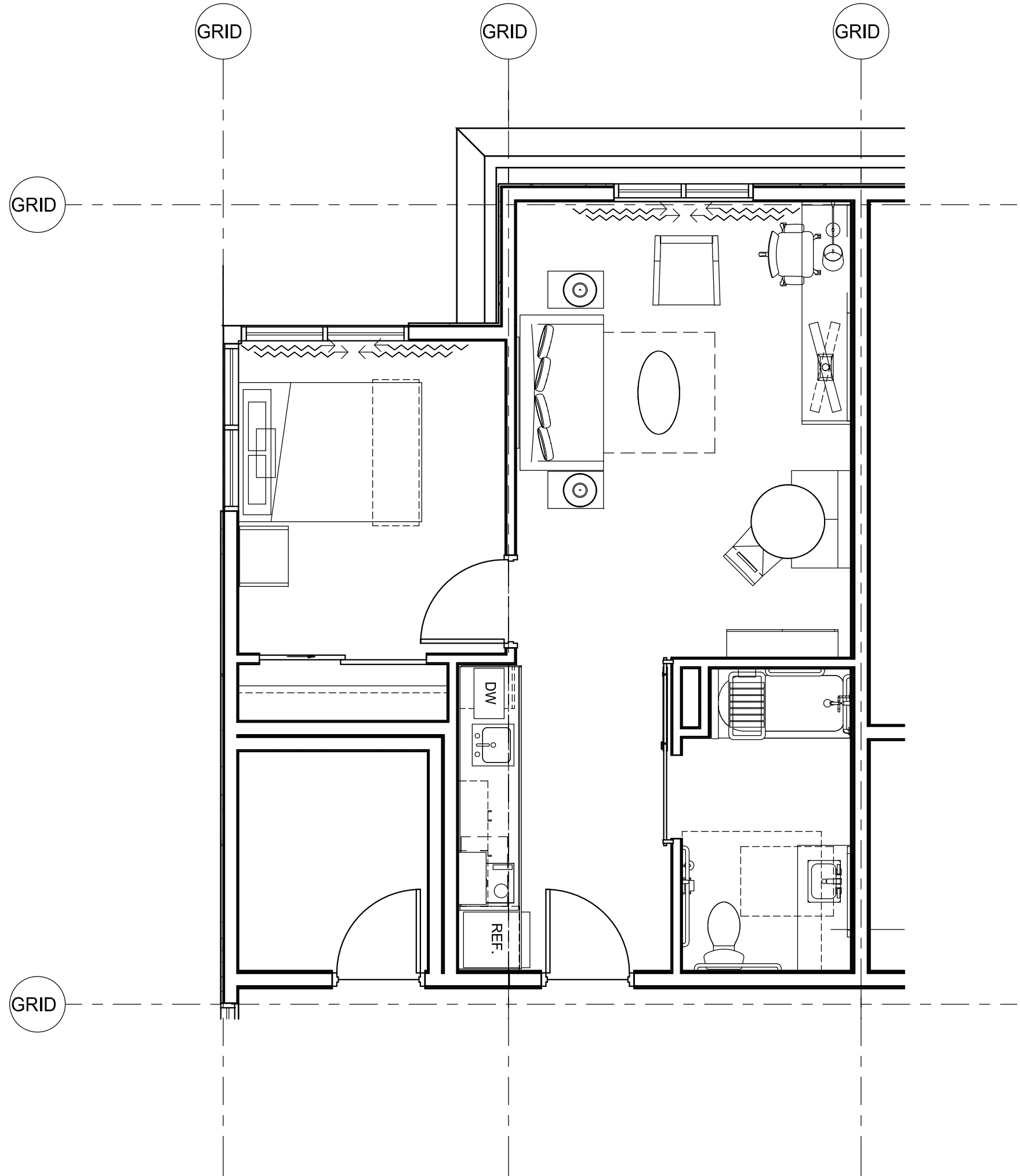
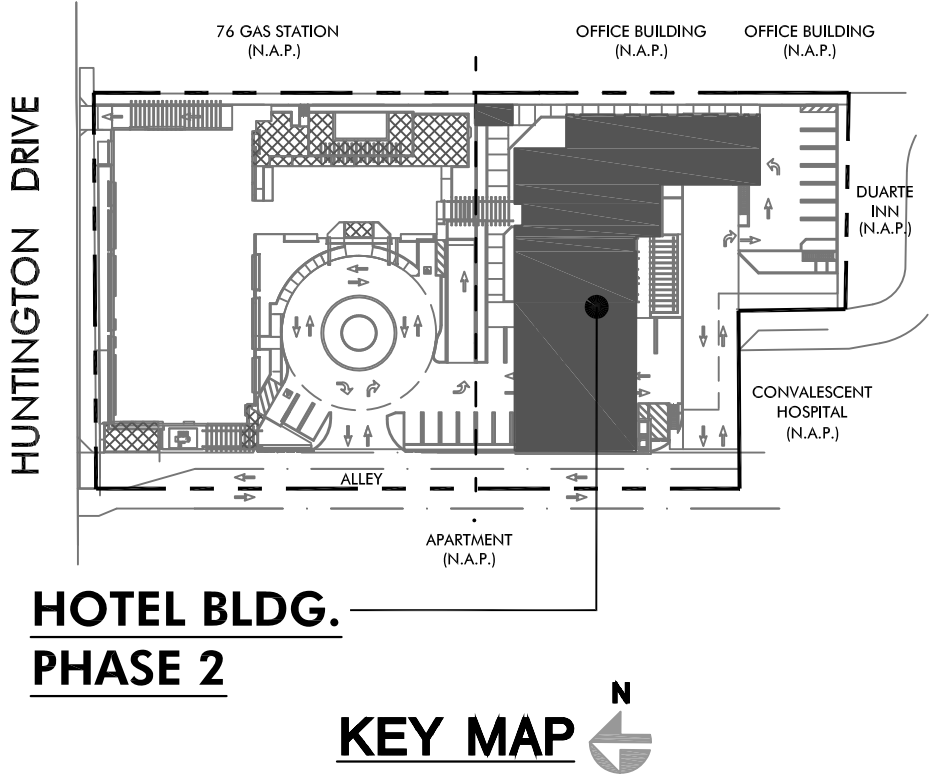
PROPOSED
EXTERIOR ELEVATIONS
(PHASE 1)

SHEET NUMBER:

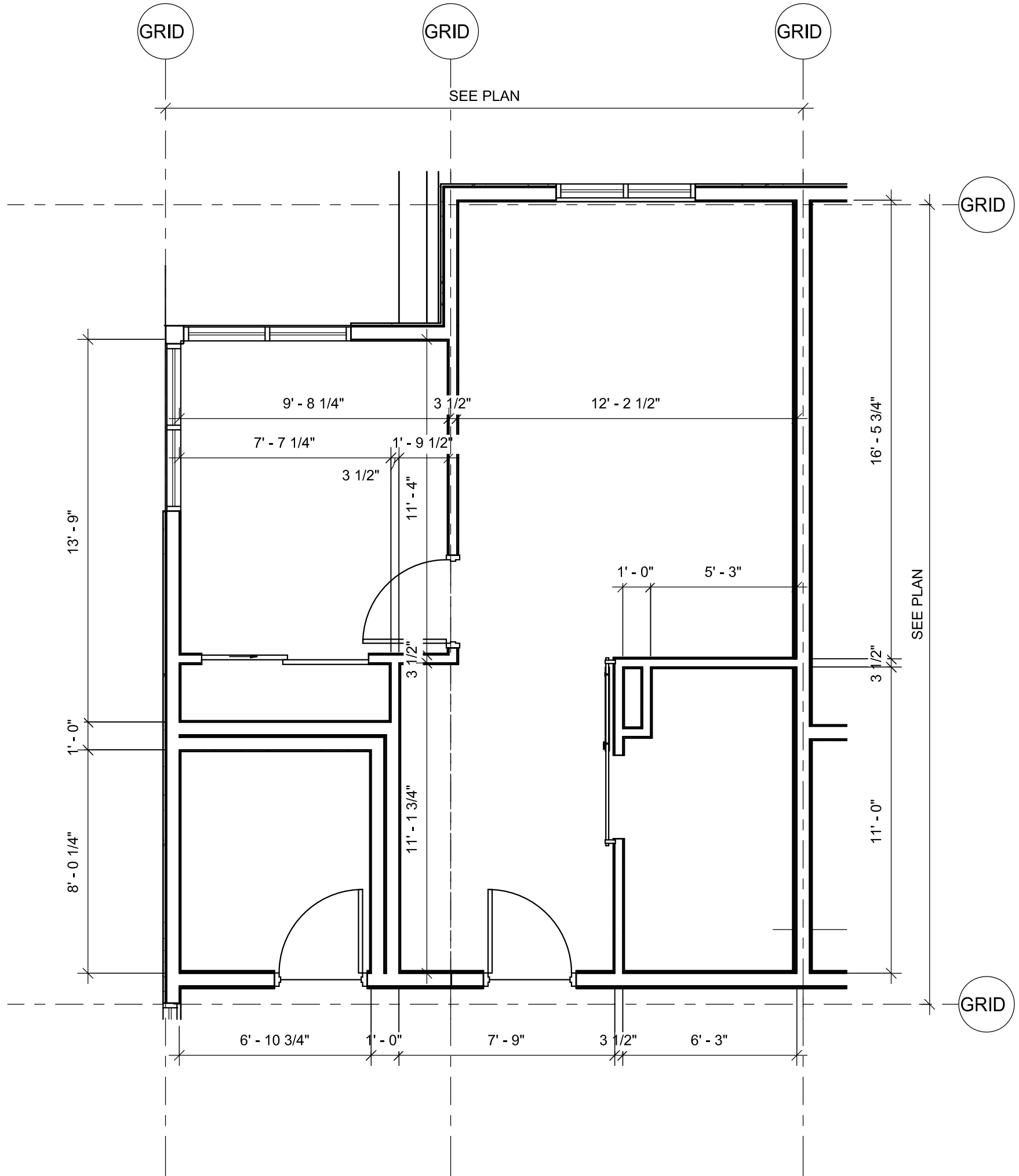
A202-2

A PROJECT FOR:

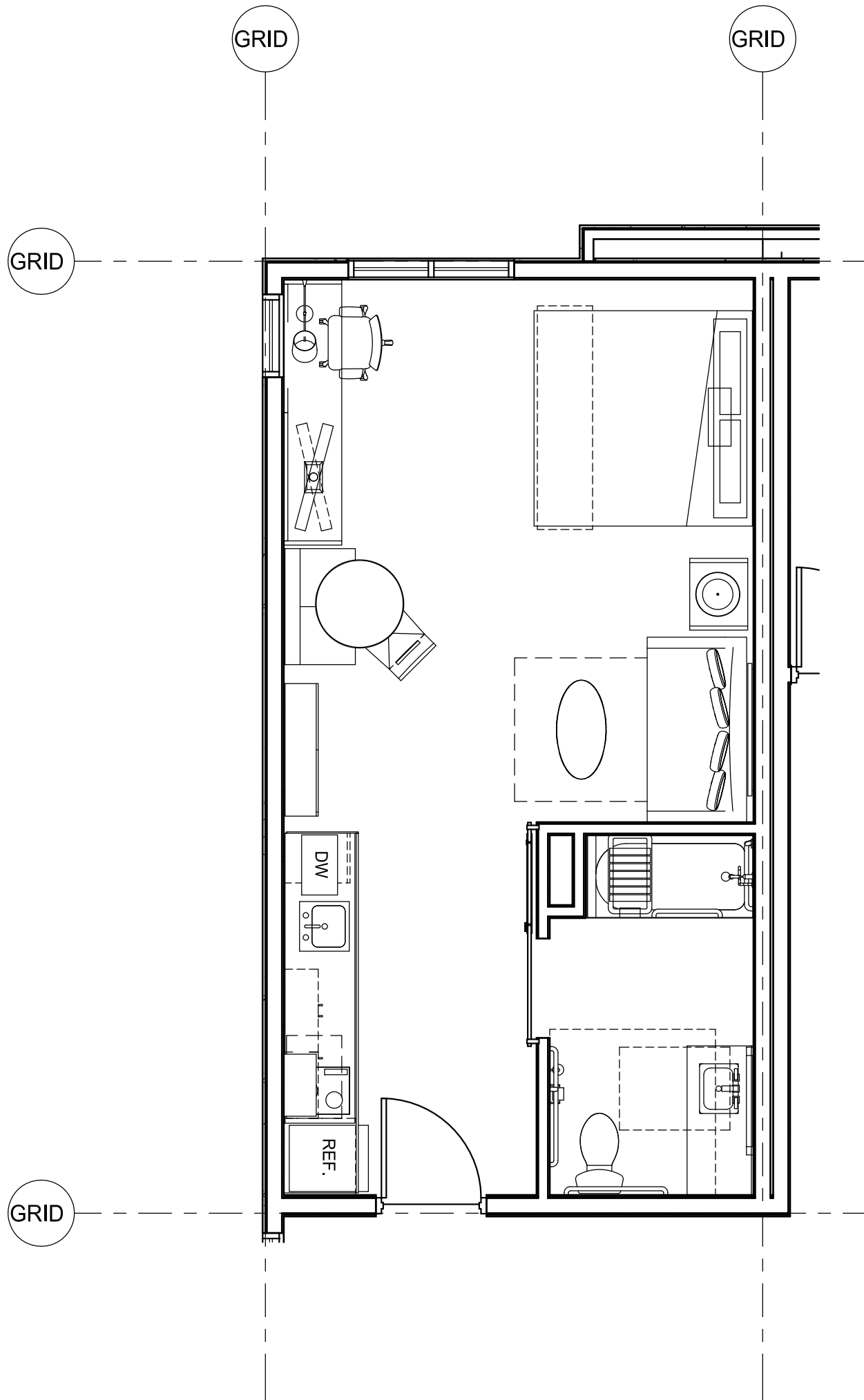
CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



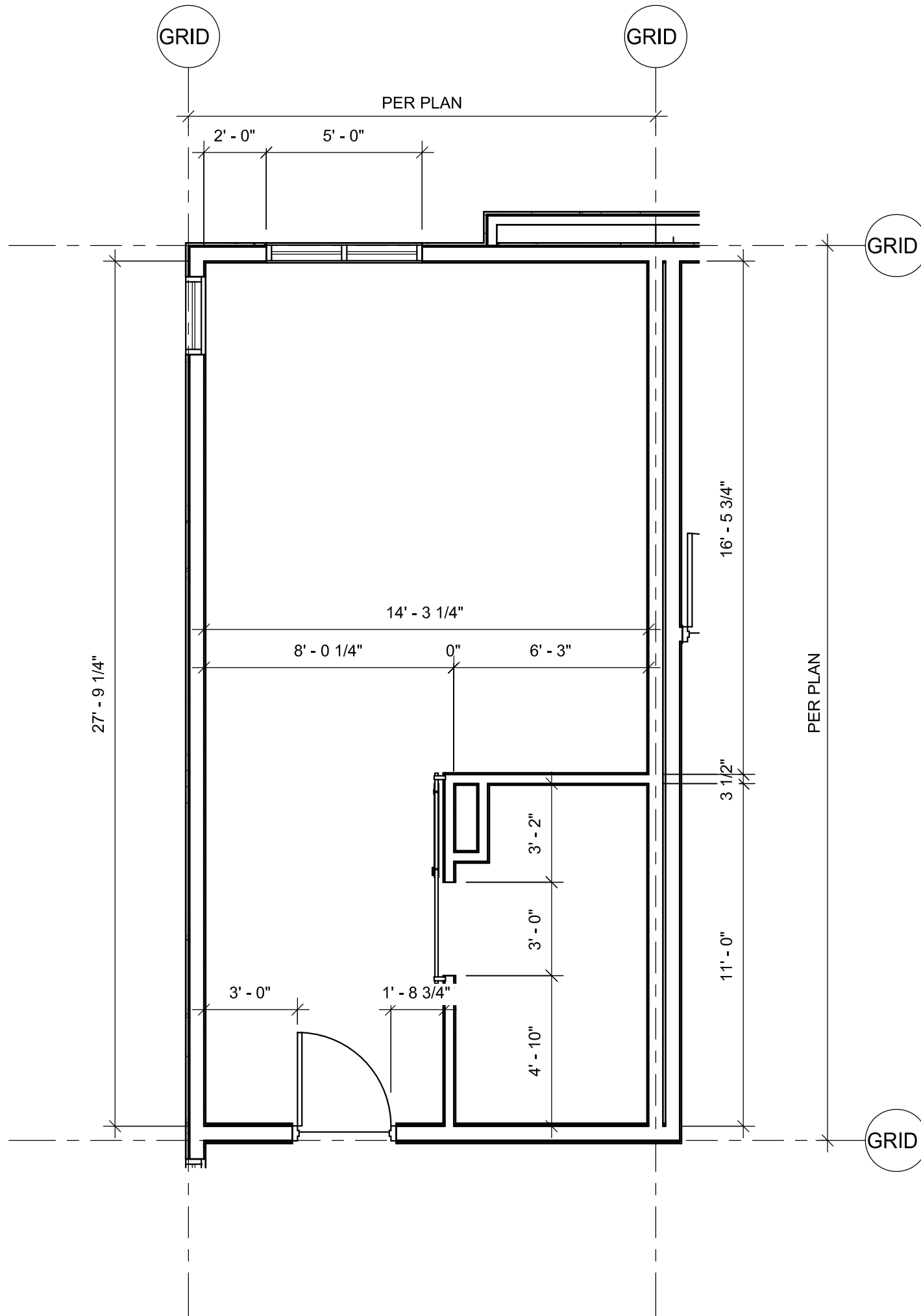
② Phase 1-Queen ADA 1 Bedroom-FF&E Plan (QS2)
1/4" = 1'-0"



① Phase 1-Queen ADA 1 Bedroom-Dim Plan (QS2)
1/4" = 1'-0"



④ Phase 1-King Studio ADA-FF&E Plan (KS2)
1/4" = 1'-0"



③ Phase 1-King Studio ADA-Dim Plan (KS2)
1/4" = 1'-0"

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

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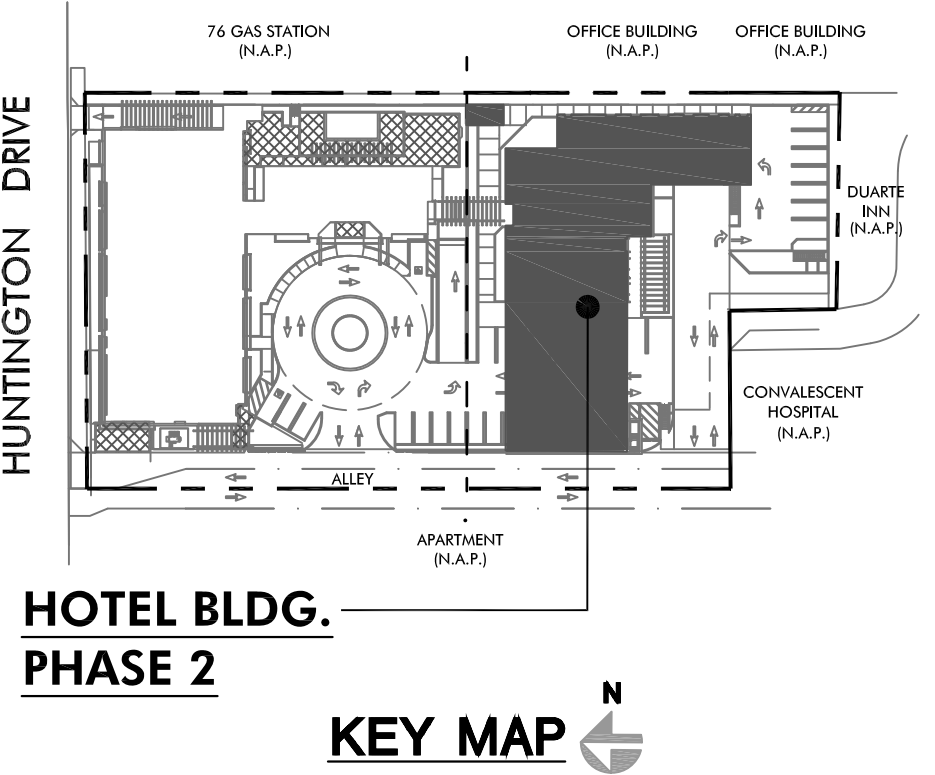
JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

ENLARGED PLANS -
(PHASE 2)

SHEET NUMBER:
A402

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HOTEL BLDG.
PHASE 2**

KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

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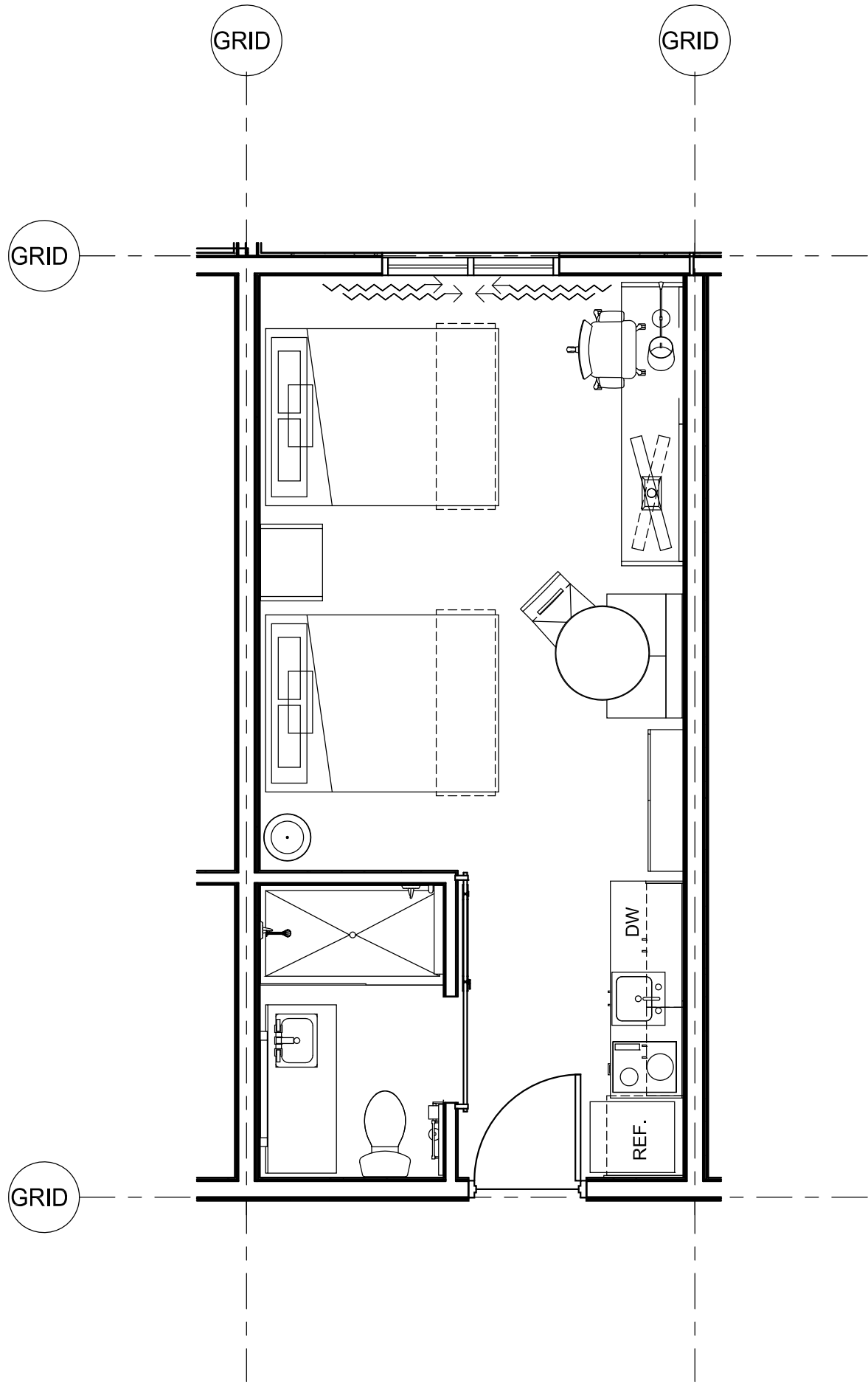
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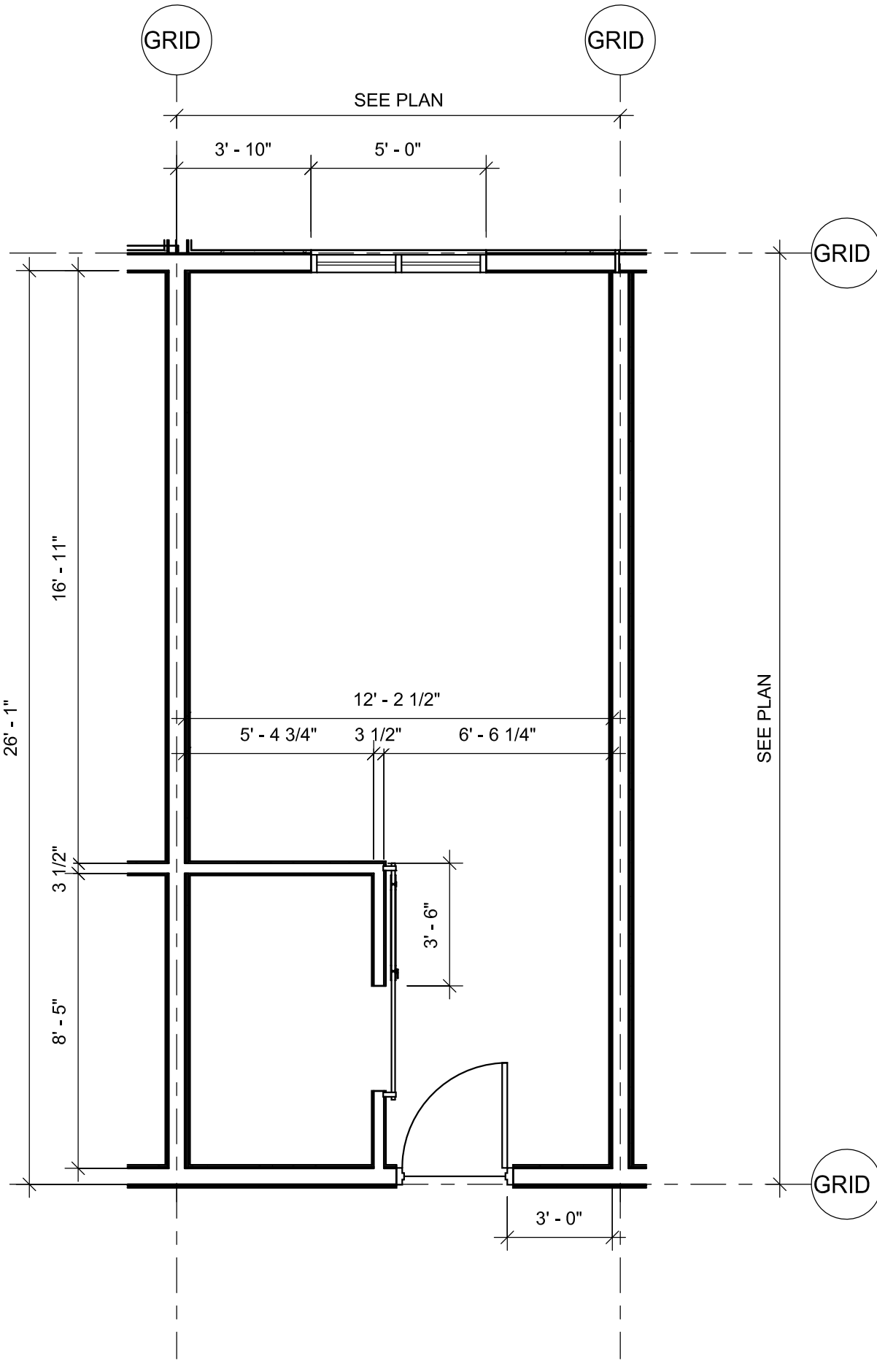
**ENLARGED PLANS -
(PHASE 2)**

SHEET NUMBER:

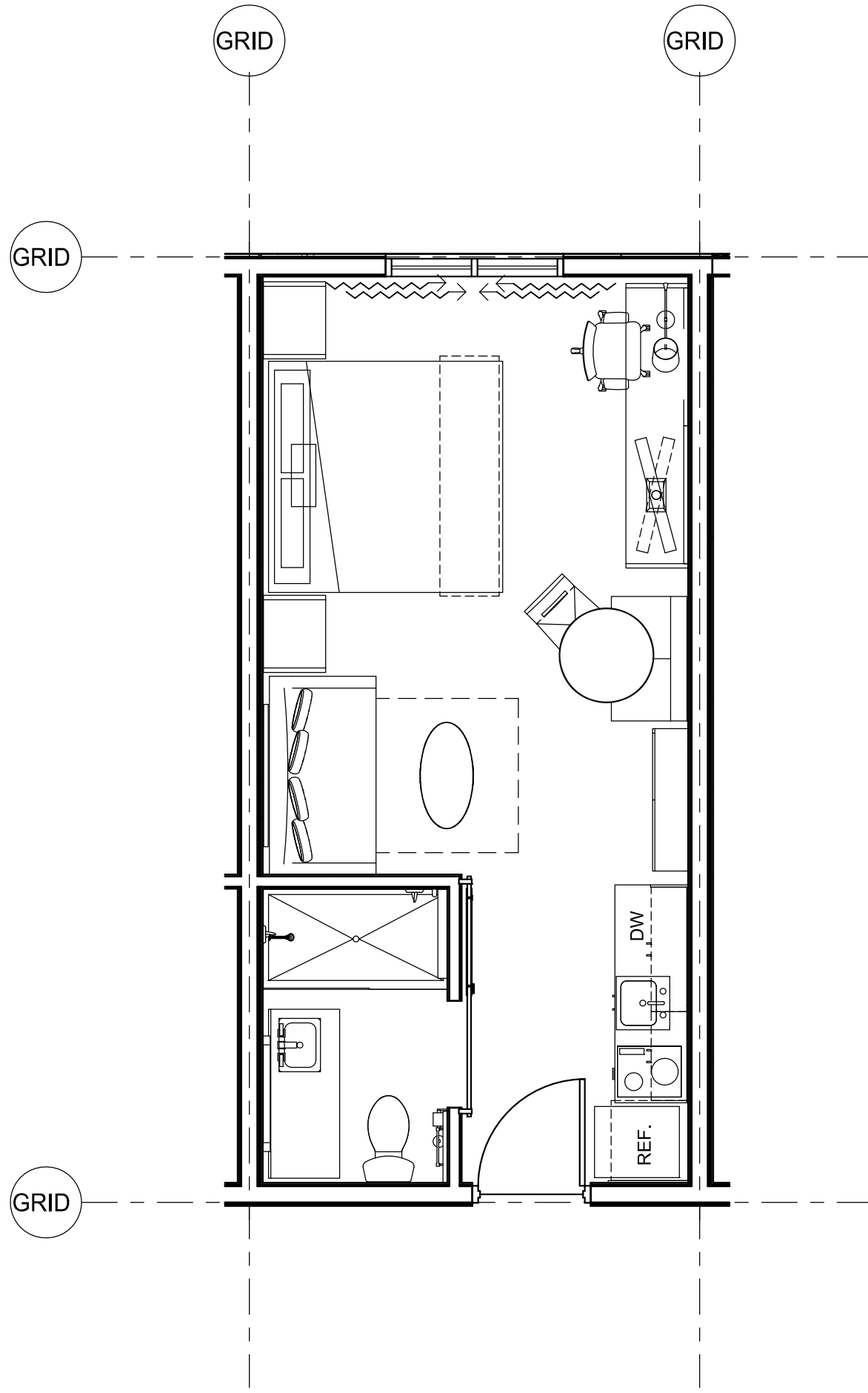
A403



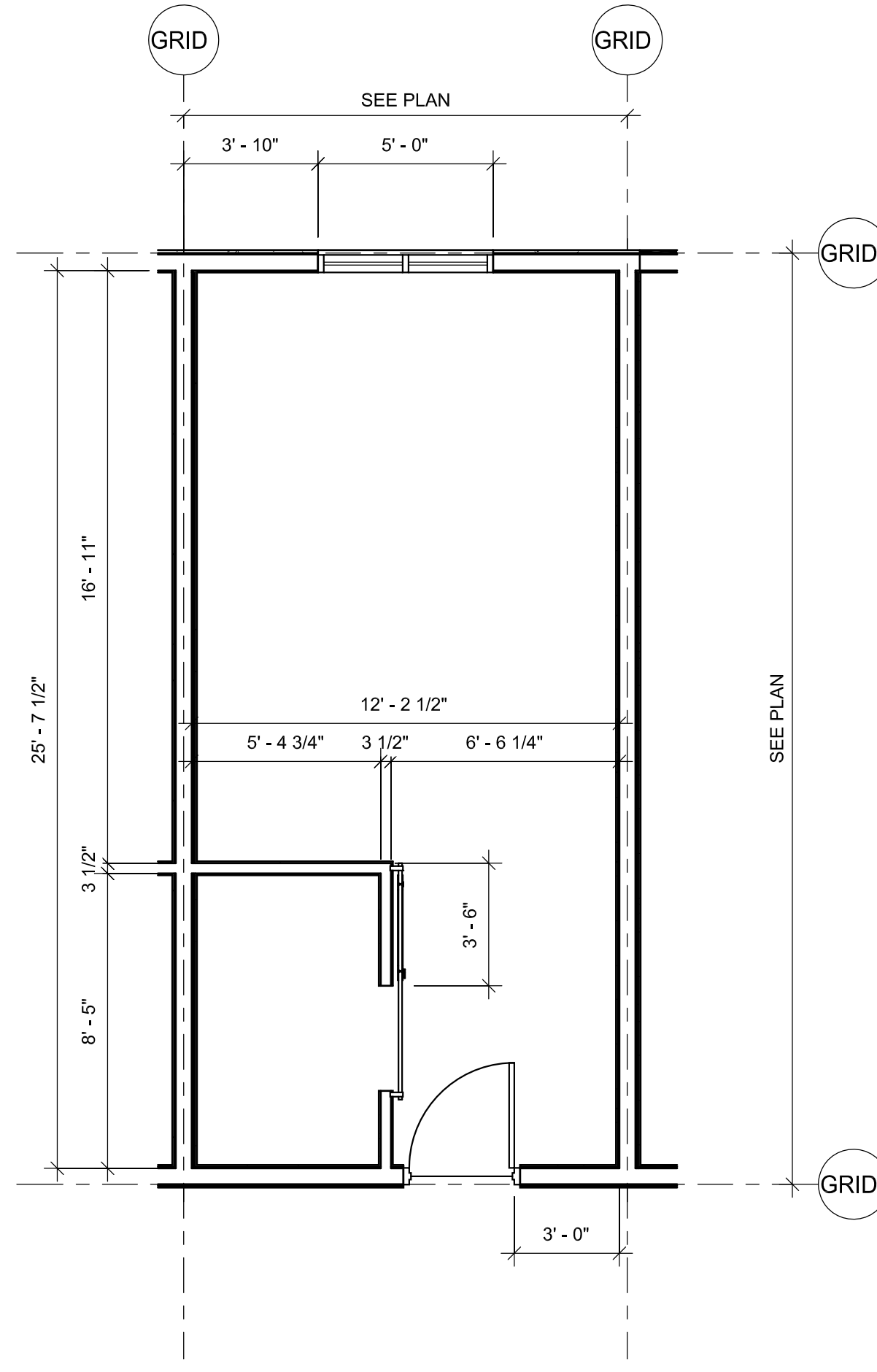
④ Phase 2-Queen Double Studio -FF&E (QS1)
1/4" = 1'-0"



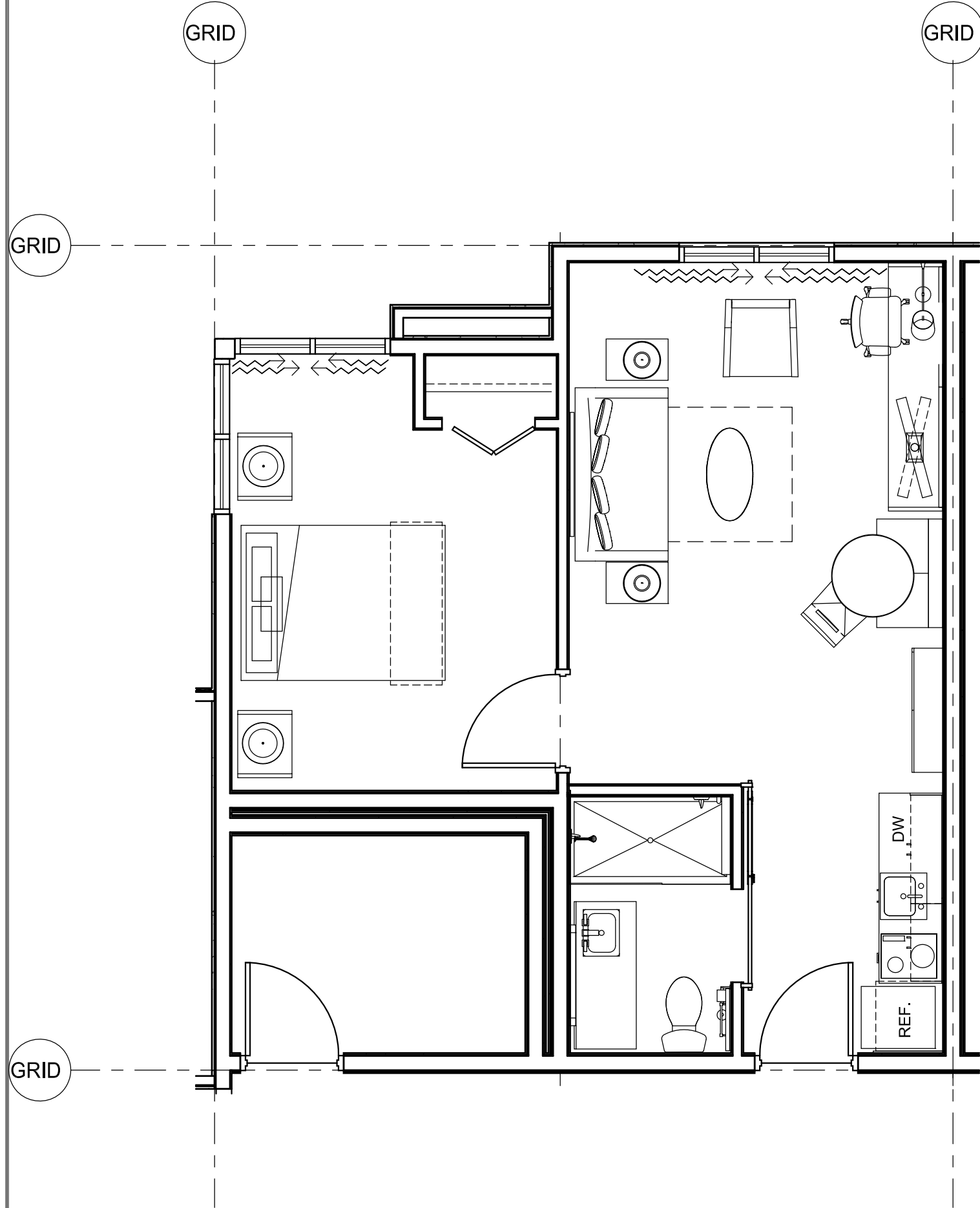
③ Phase 2-Queen Double Studio -Dim Plan (QS1)
1/4" = 1'-0"



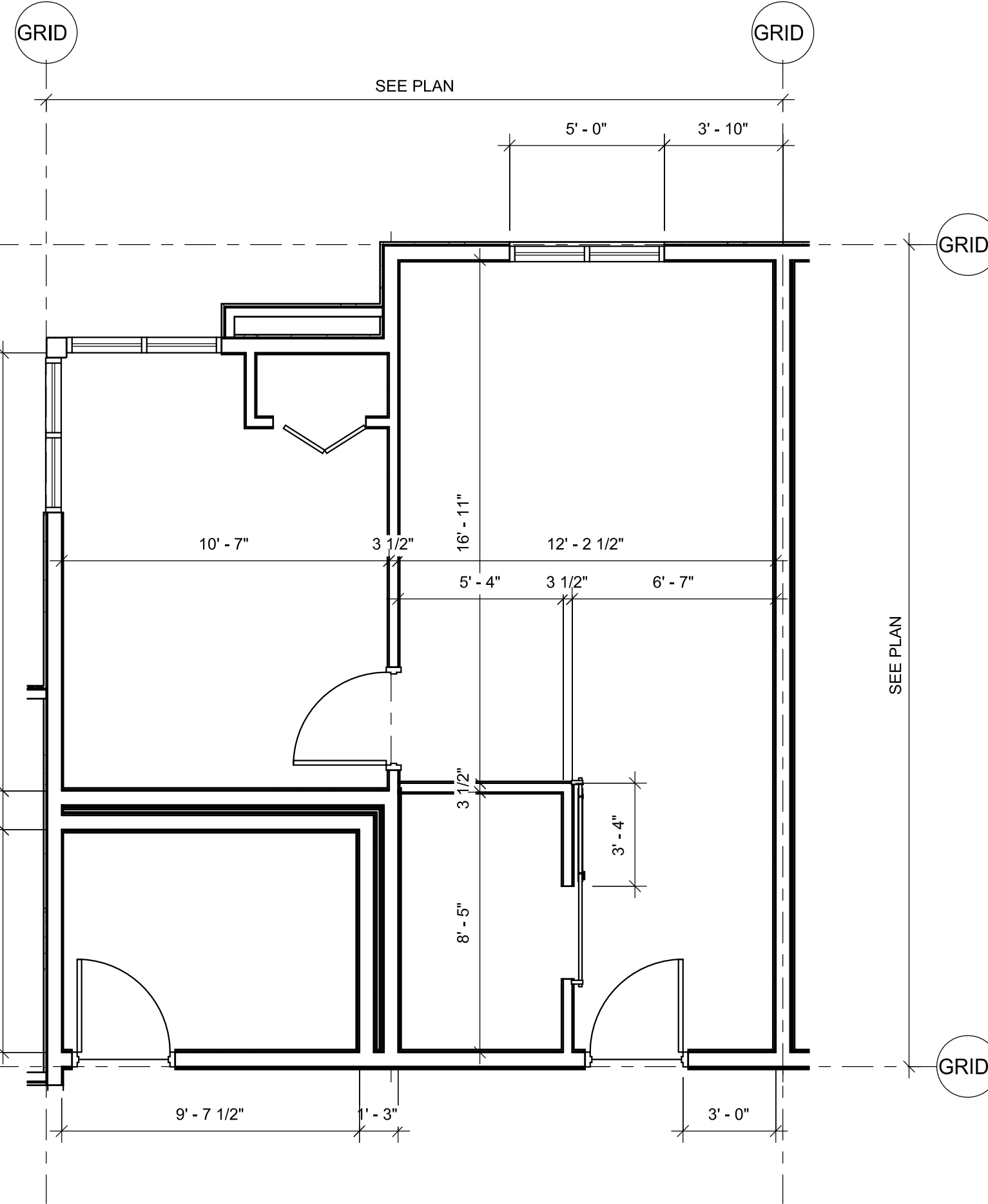
② Phase 2-King Studio 1-FF&E (KS1)
1/4" = 1'-0"



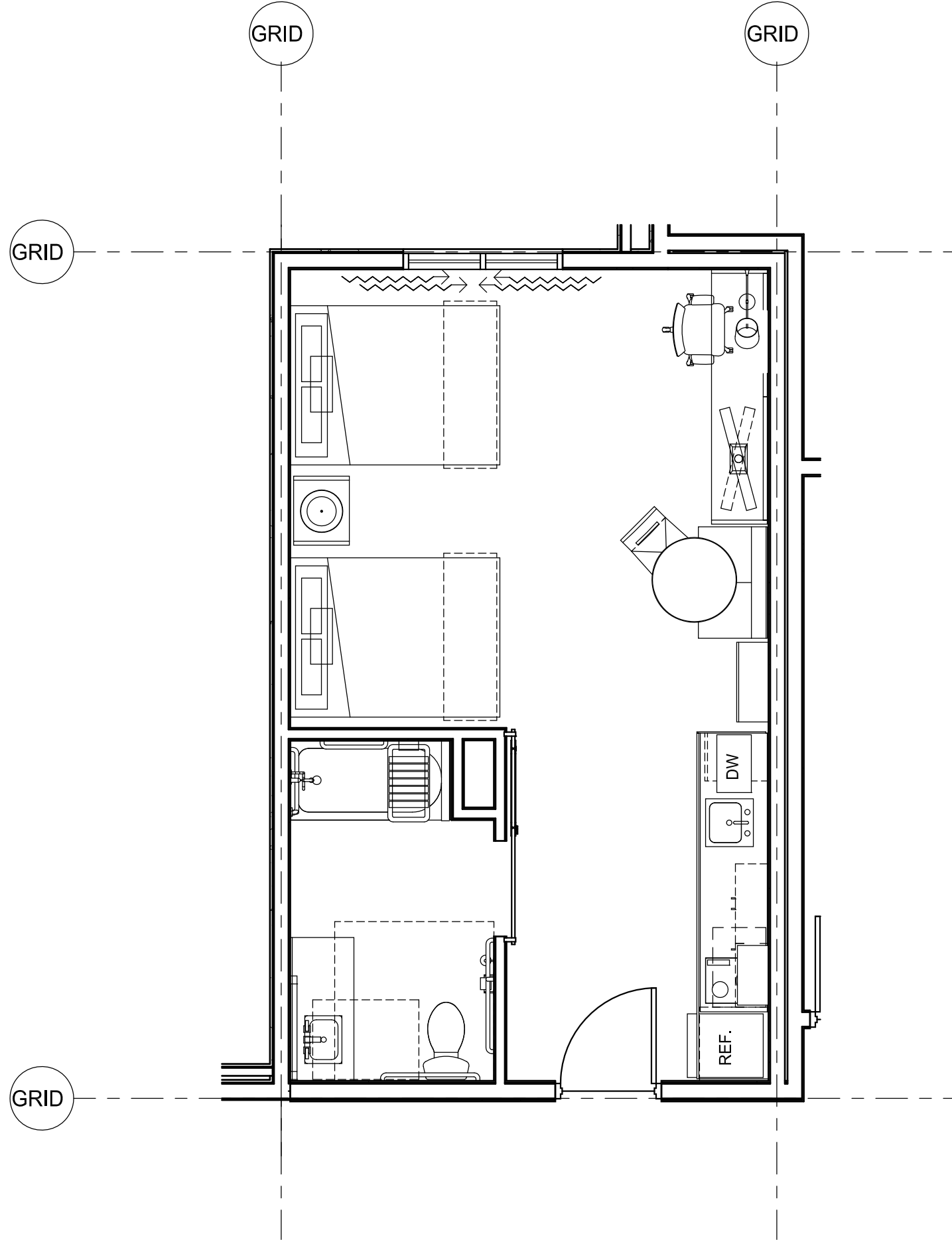
① Phase 2-King Studio 1 -Dim Plan (KS1)
1/4" = 1'-0"



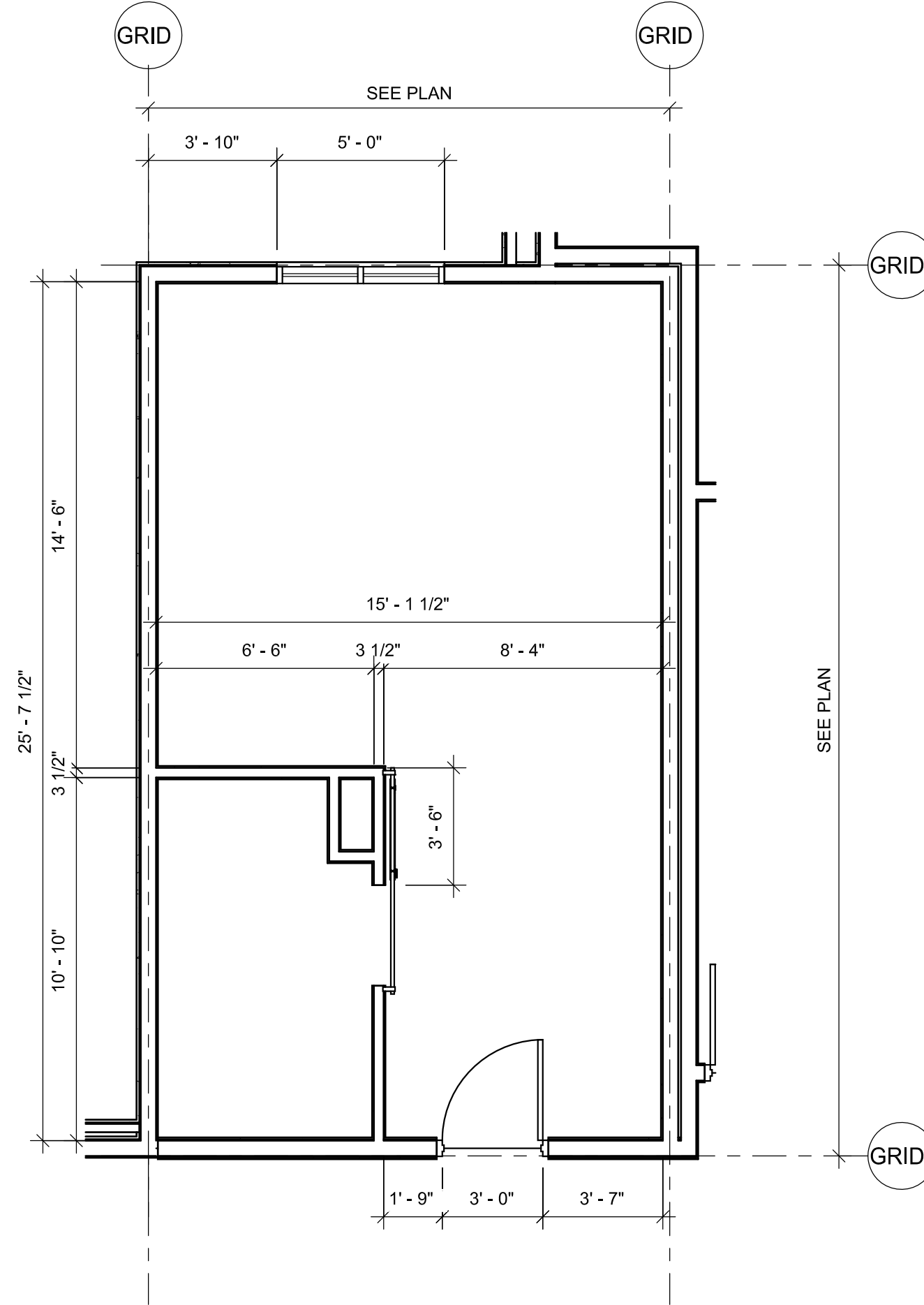
⑧ Phase 2-Queen Single 1 Bedroom-FF&E (QS5)
1/4" = 1'-0"



⑦ Phase 2-Queen Single 1 Bedroom-Dim Plan (QS5)
1/4" = 1'-0"



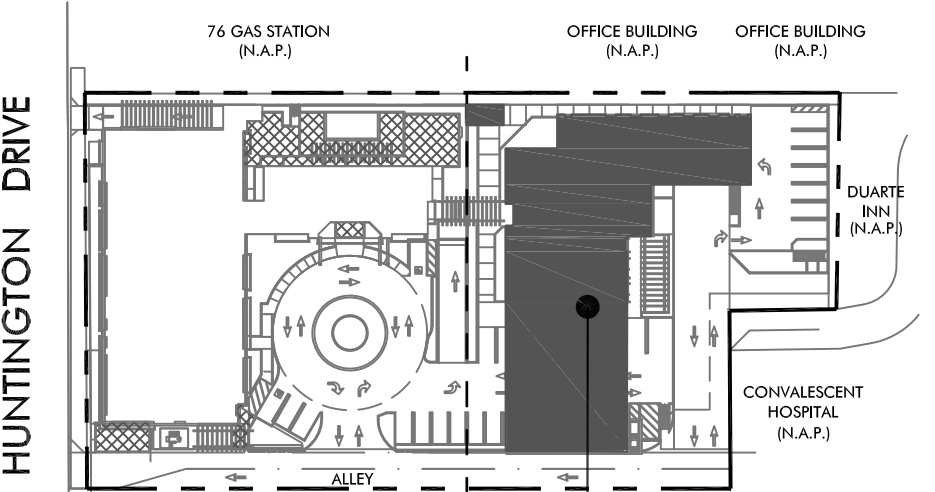
⑥ Phase 2-Double Queen ADA-FF&E
1/4" = 1'-0"



⑤ Phase 2-Double Queen ADA-Dim Plan
1/4" = 1'-0"

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



HOTEL BLDG.
PHASE 2
KEY MAP

HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS		
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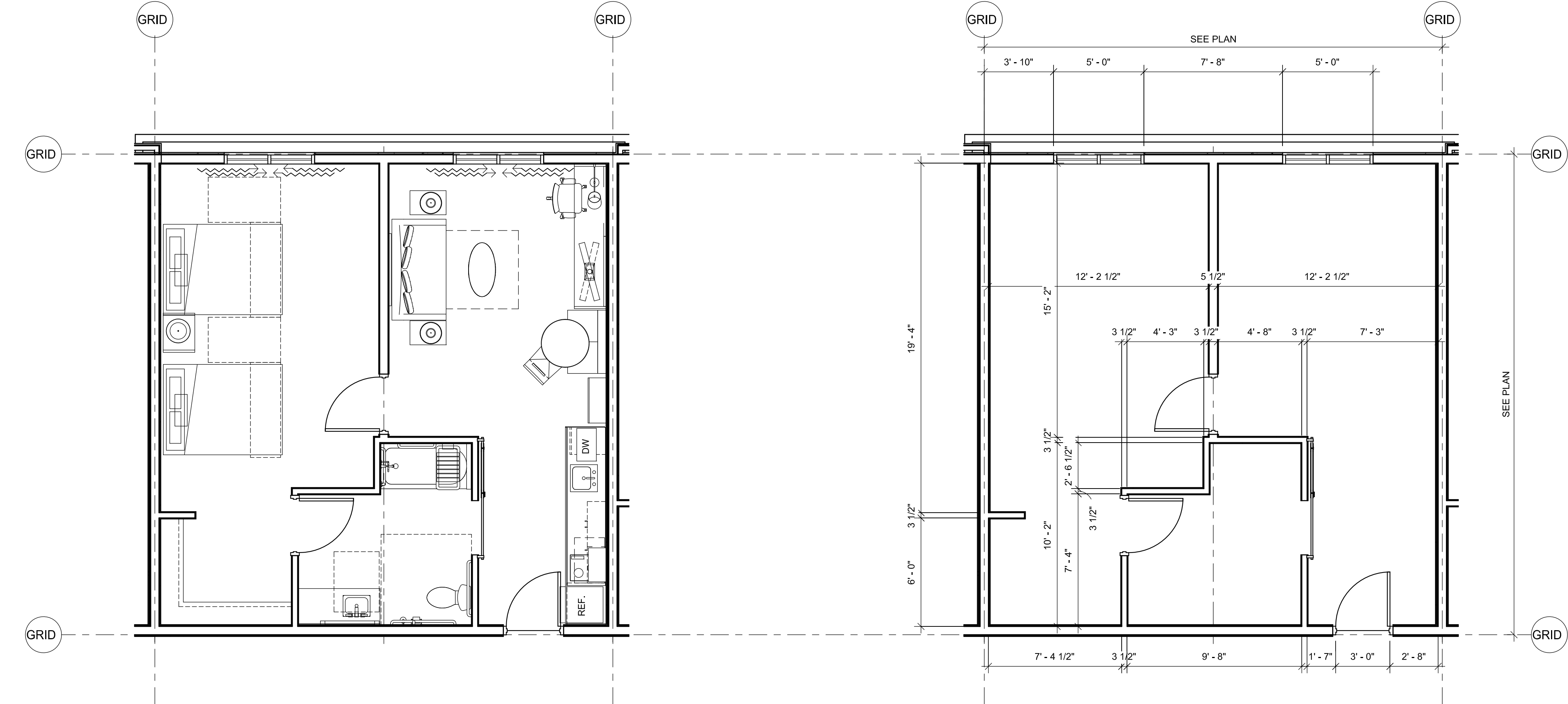
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JOB NUMBER: 18190FMA
DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

ENLARGED PLANS -
(PHASE 2)

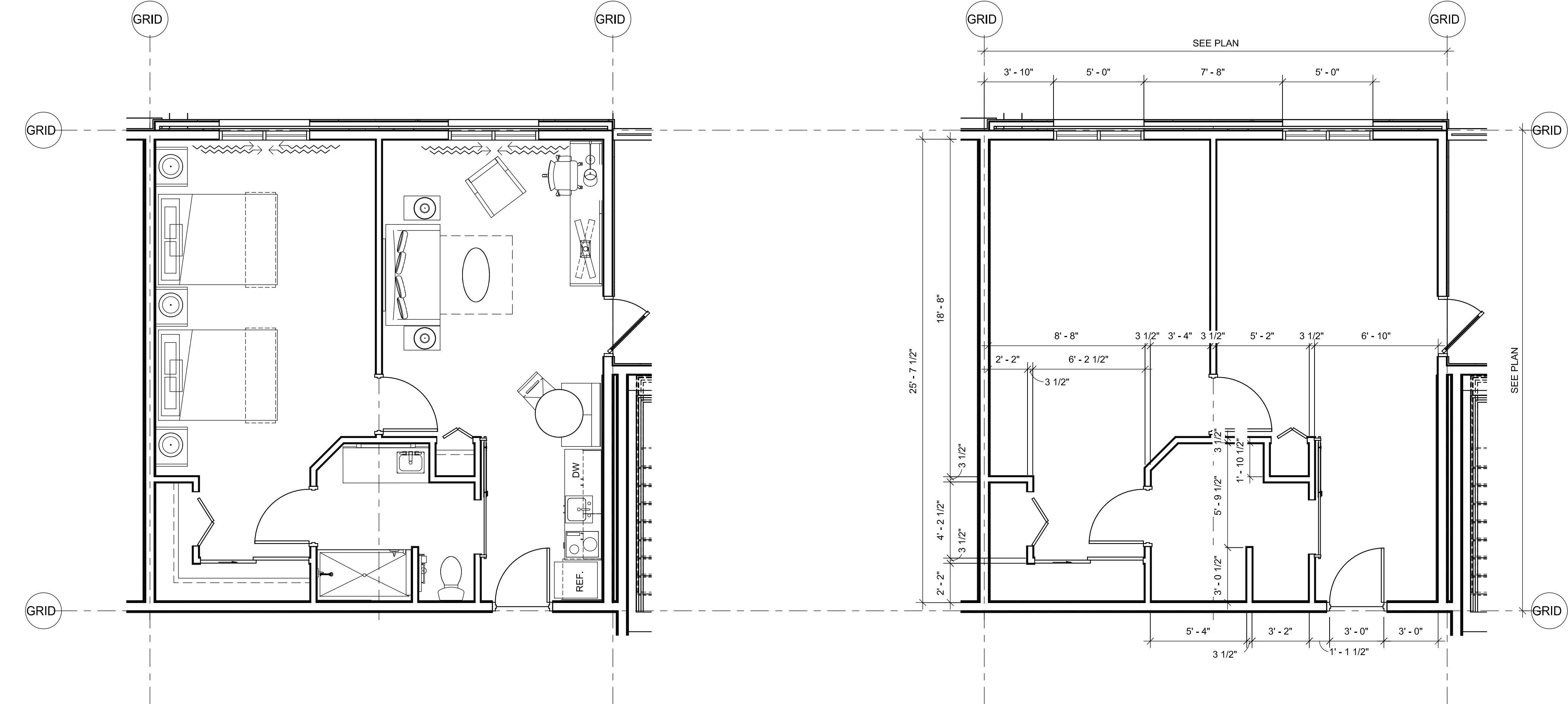
SHEET NUMBER:

A404



③ Phase 2-Double Suite Queen-ADA-FF&E (QS6)
1/4" = 1'-0"

① Phase 2-Double Suite Queen-ADA-Dim Plan (QS6)
1/4" = 1'-0"

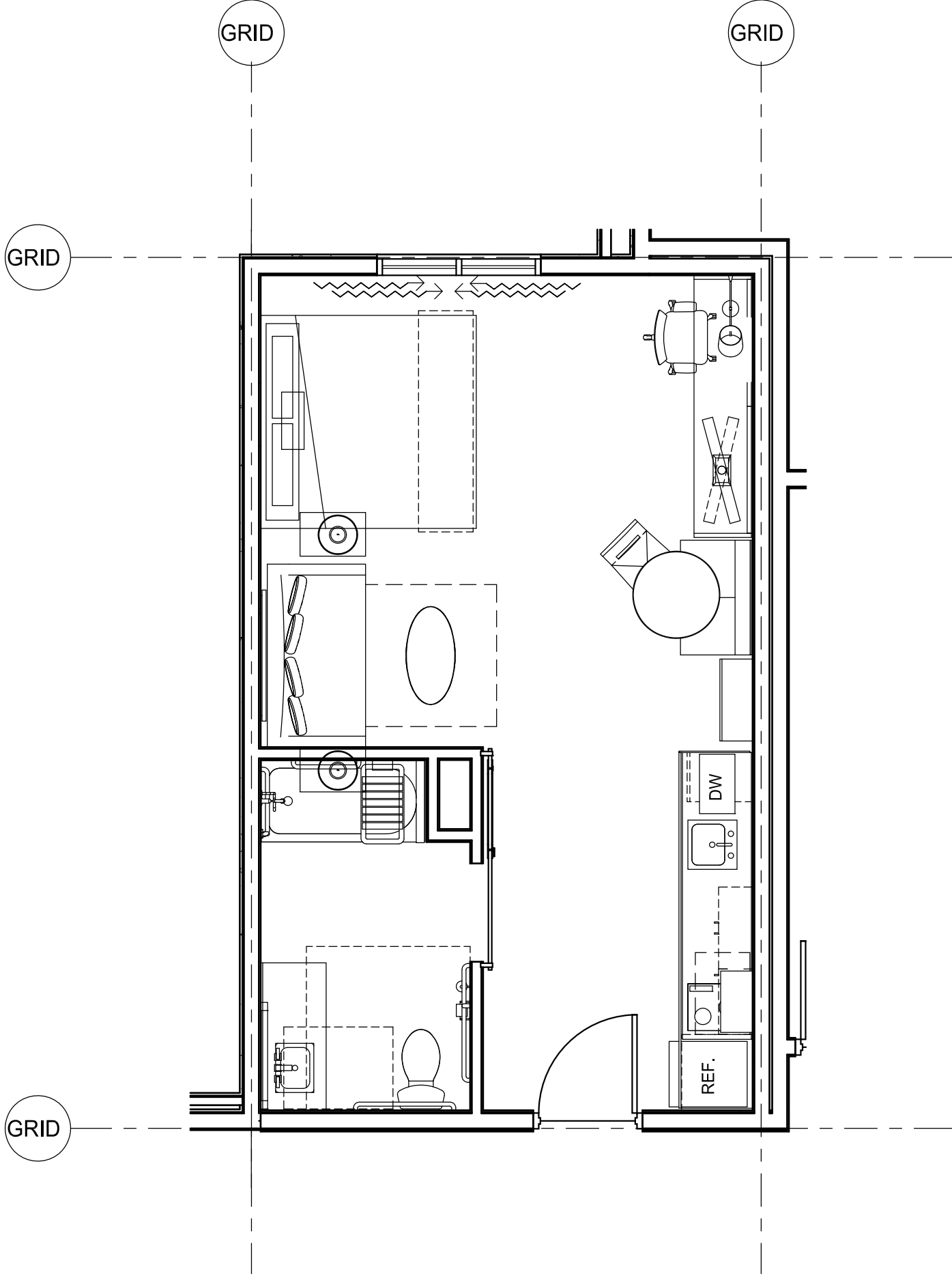
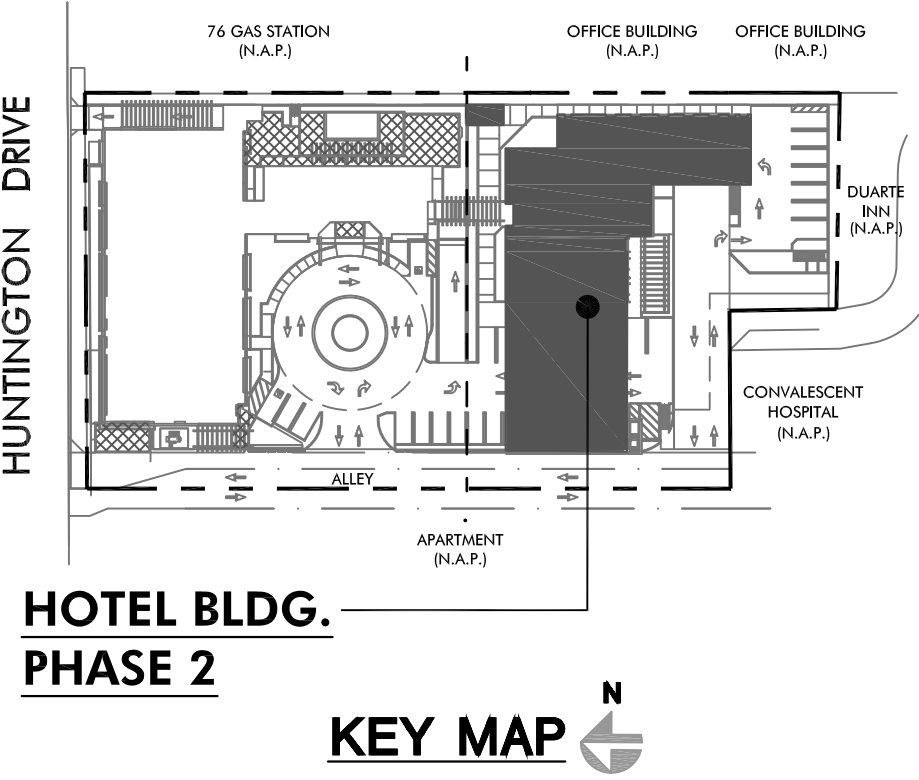


④ Phase 2-Double Suite Queen-FF&E (QS3)
1/4" = 1'-0"

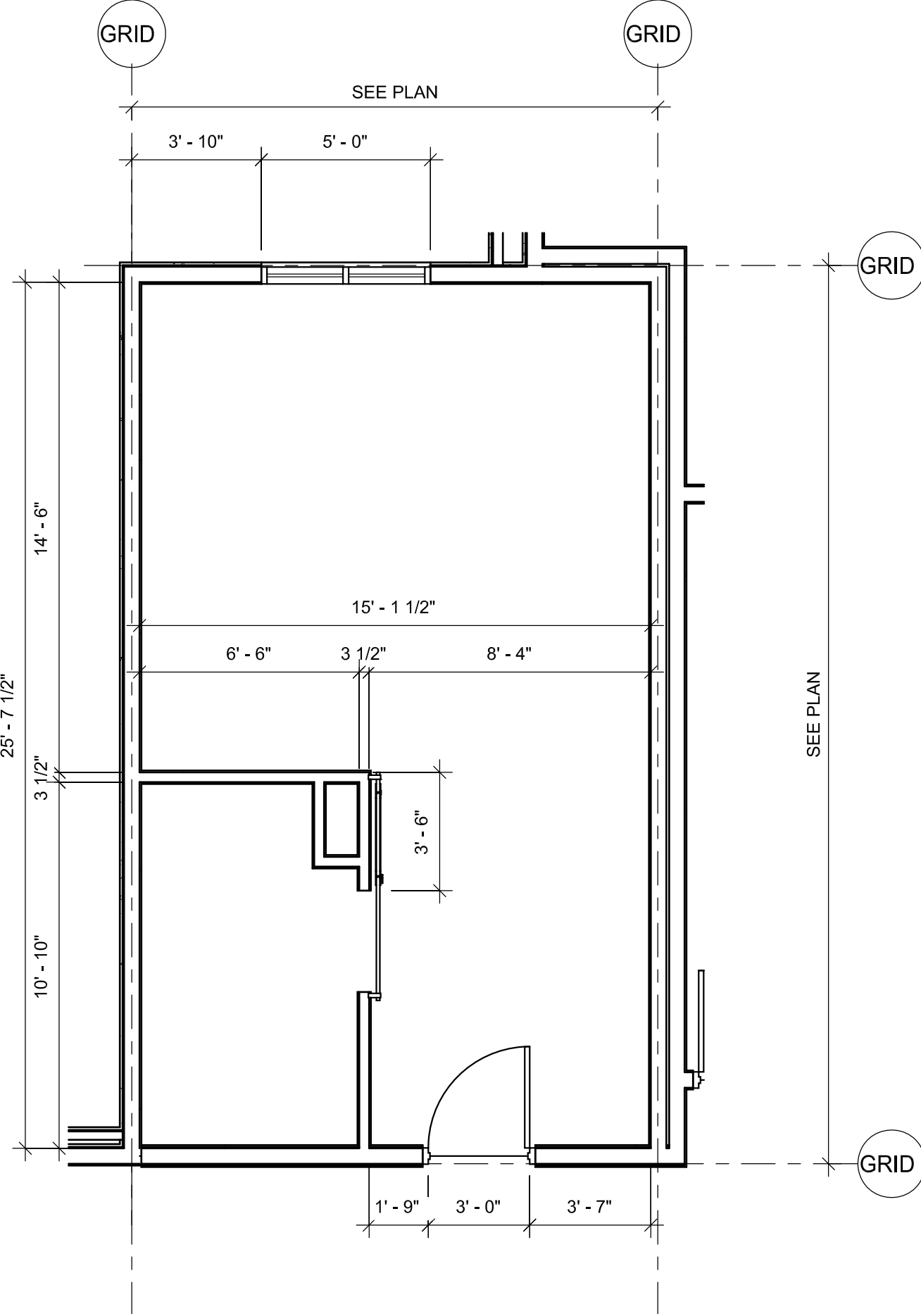
② Phase 2-Double Suite Queen-Dim Plan (QS3)
1/4" = 1'-0"

A PROJECT FOR:

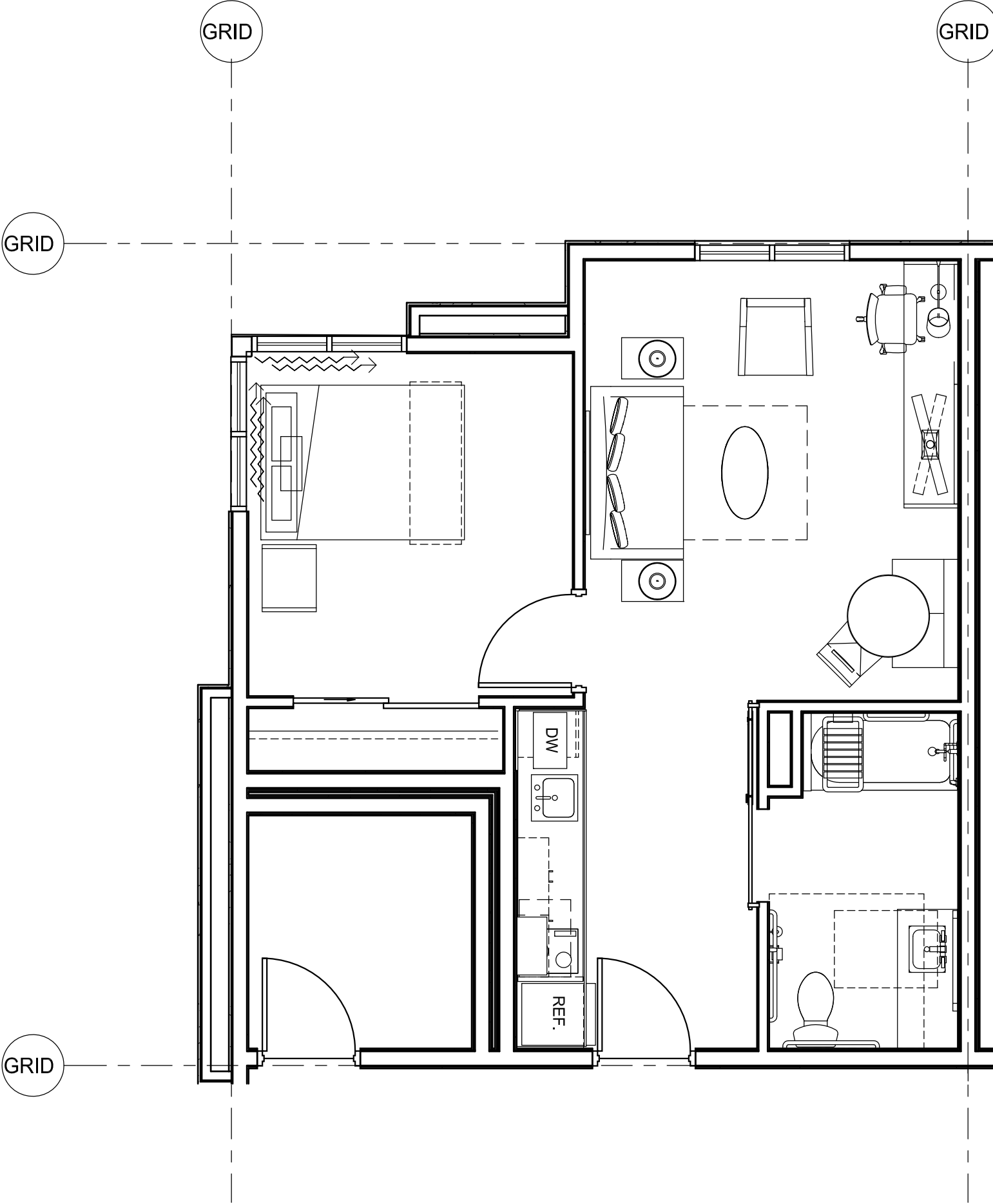
CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



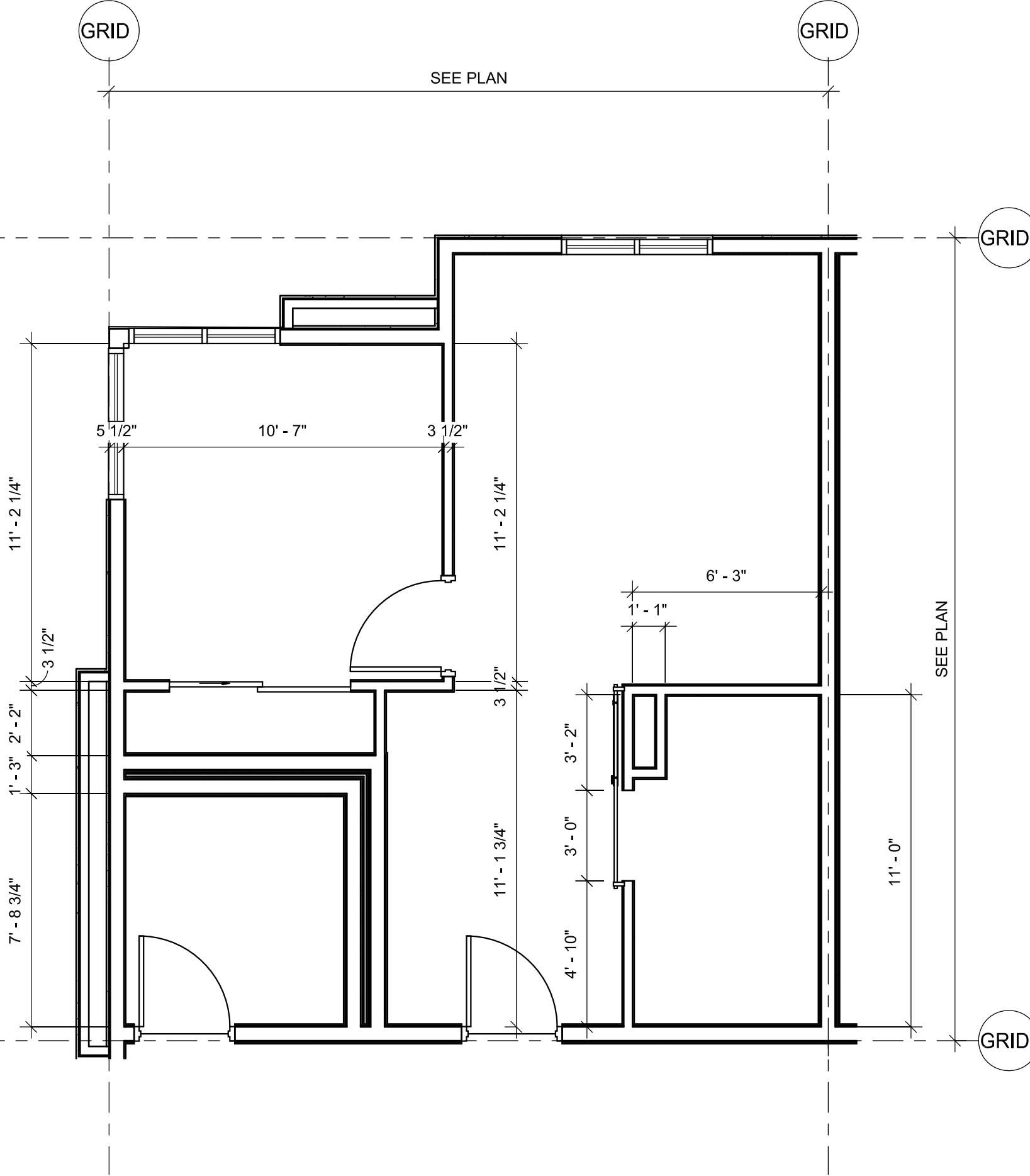
② Phase 2-King Studio ADA-FF&E (KS2)
1/4" = 1'-0"



① Phase 2-King Studio ADA-Dim Plan (KS2)
1/4" = 1'-0"



④ Phase 2-Queen Single ADA 1 Bedroom-FF&E Plan (QS4)
1/4" = 1'-0"



③ Phase 2-Queen Single ADA 1 Bedroom-Dim Plan (QS4)
1/4" = 1'-0"

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DATE: 10.28.19
SHEET DESCRIPTION:

ENLARGED PLANS -
(PHASE 2)

SHEET NUMBER:

A405



PERSPECTIVE VIEW FROM HUNTINGTON DRIVE LOOKING SOUTHWEST

SCALE: N.T.S.

1



PERSPECTIVE VIEW FROM SOUTHWEST CORNER LOOKING NORTHEAST

SCALE: N.T.S.

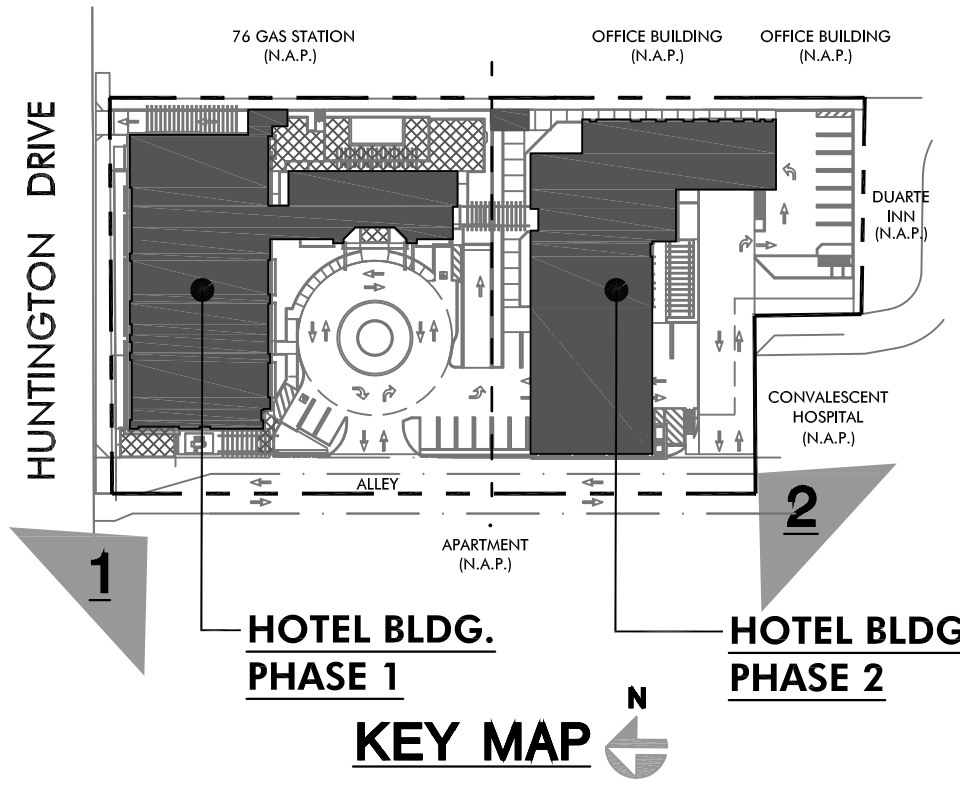
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McKently Malak ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	09.09.19	SITE PLAN REVIEW SUBMITTAL
2	10.28.19	ARCHITECTURAL REVIEW BOARD SUBMITTAL

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DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-01



PERSPECTIVE VIEW FROM HUNTINGTON DRIVE LOOKING SOUTHWEST

SCALE: N.T.S.

1



PERSPECTIVE VIEW FROM SOUTHEAST CORNER LOOKING NORTHWEST

SCALE: N.T.S.

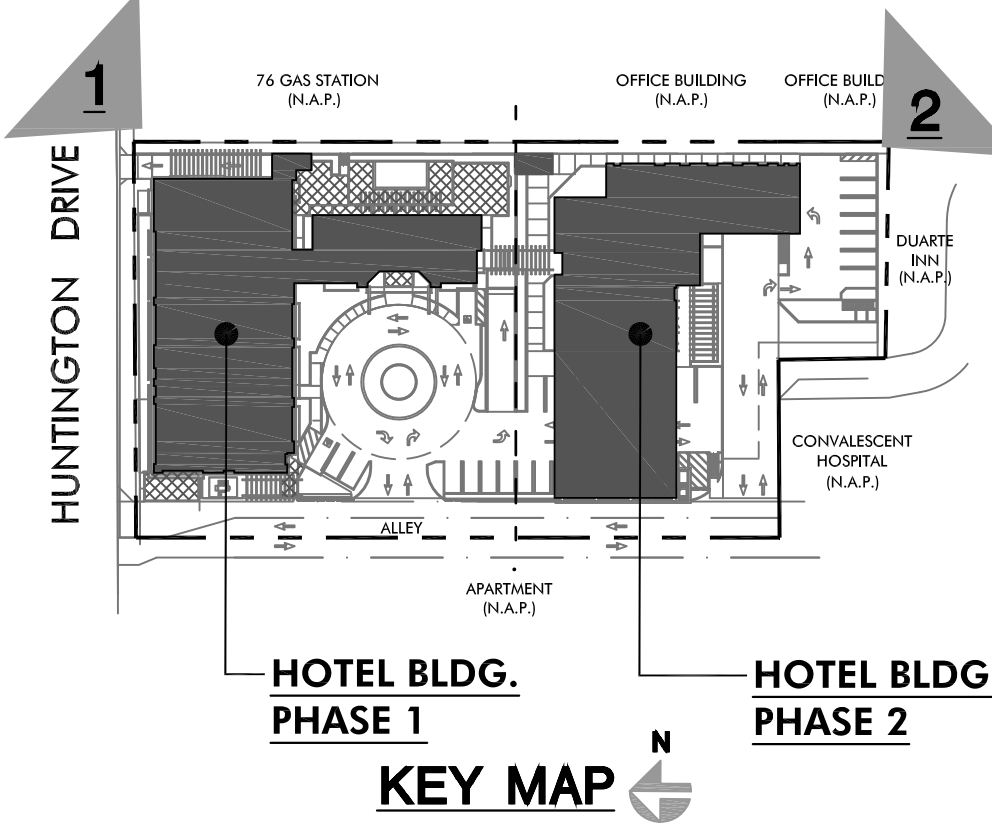
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McKently Malak ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

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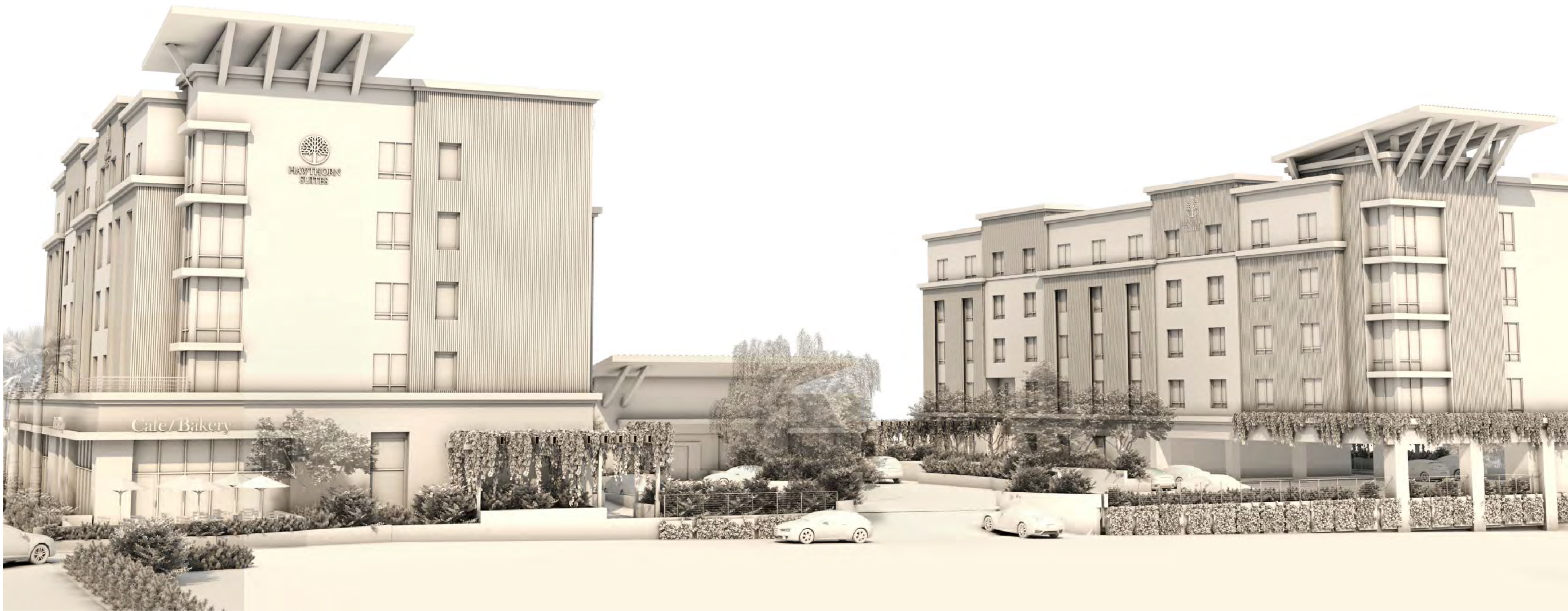
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DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-02



PERSPECTIVE VIEW FROM WESTSIDE LOOKING EAST

SCALE: N.T.S.

1



PERSPECTIVE VIEW FROM WESTSIDE LOOKING NORTHEAST

SCALE: N.T.S.

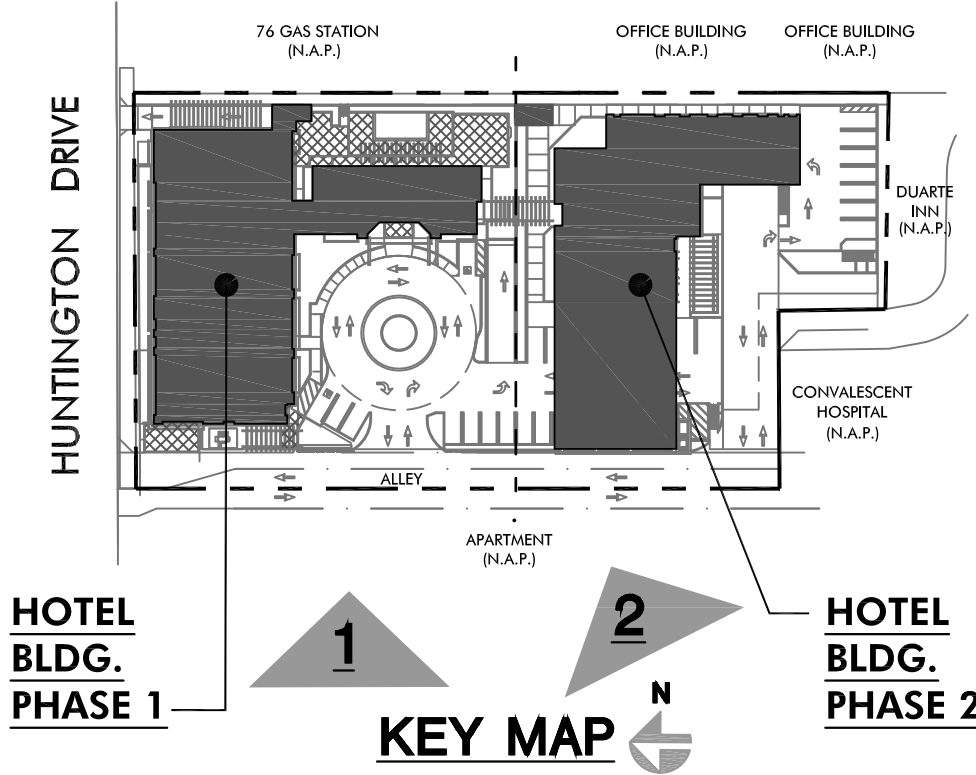
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**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
Duarte, California 91010

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**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-03



PERSPECTIVE VIEW AERIAL FROM SOUTHWEST LOOKING NORTHEAST

SCALE: N.T.S.

1



PERSPECTIVE VIEW AERIAL FROM NORTHWEST CORNER LOOKING SOUTHEAST

SCALE: N.T.S.

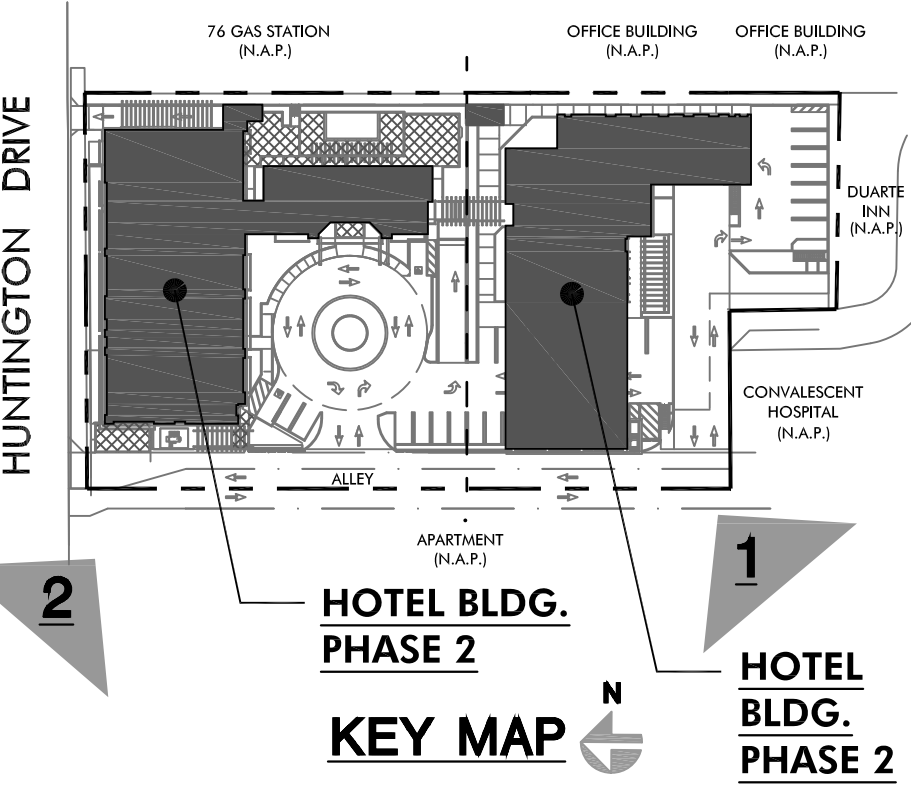
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35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

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CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
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DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-04



PERSPECTIVE VIEW AERIAL FROM NORTHEAST LOOKING SOUTHWEST

SCALE: N.T.S.

1



PERSPECTIVE VIEW AERIAL FROM SOUTHEAST CORNER LOOKING NORTHWEST

SCALE: N.T.S.

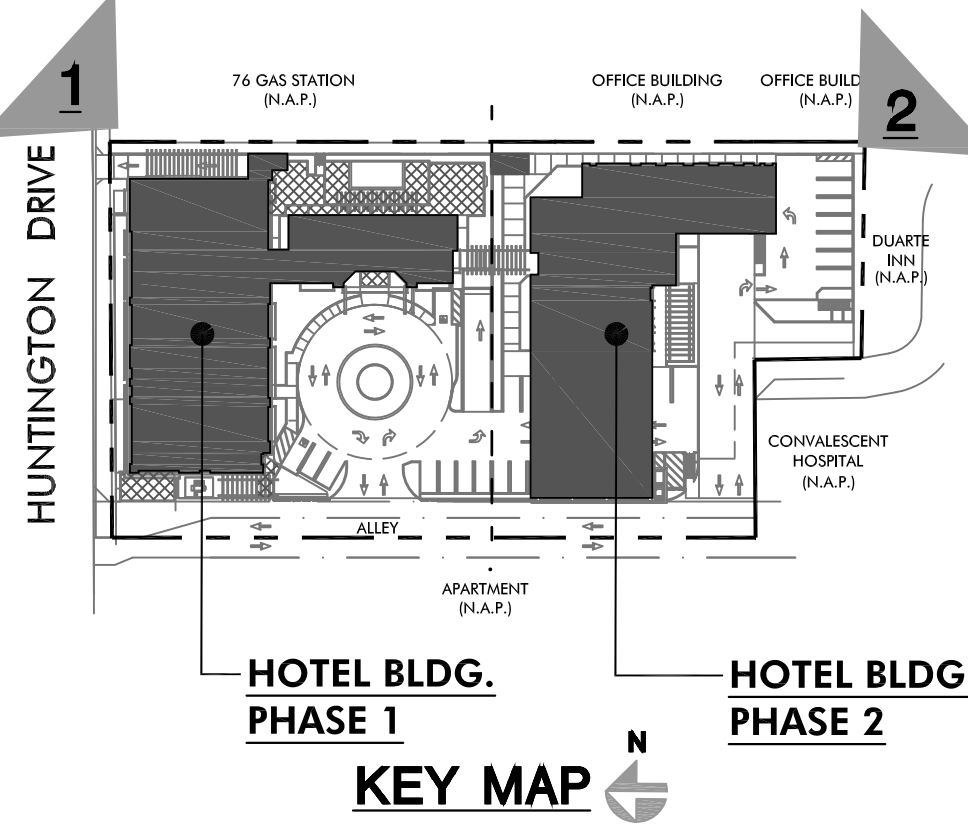
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**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

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CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
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DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

RE-05



PERSPECTIVE VIEW AERIAL FROM NORTHWEST LOOKING SOUTHWEST

SCALE: N.T.S.

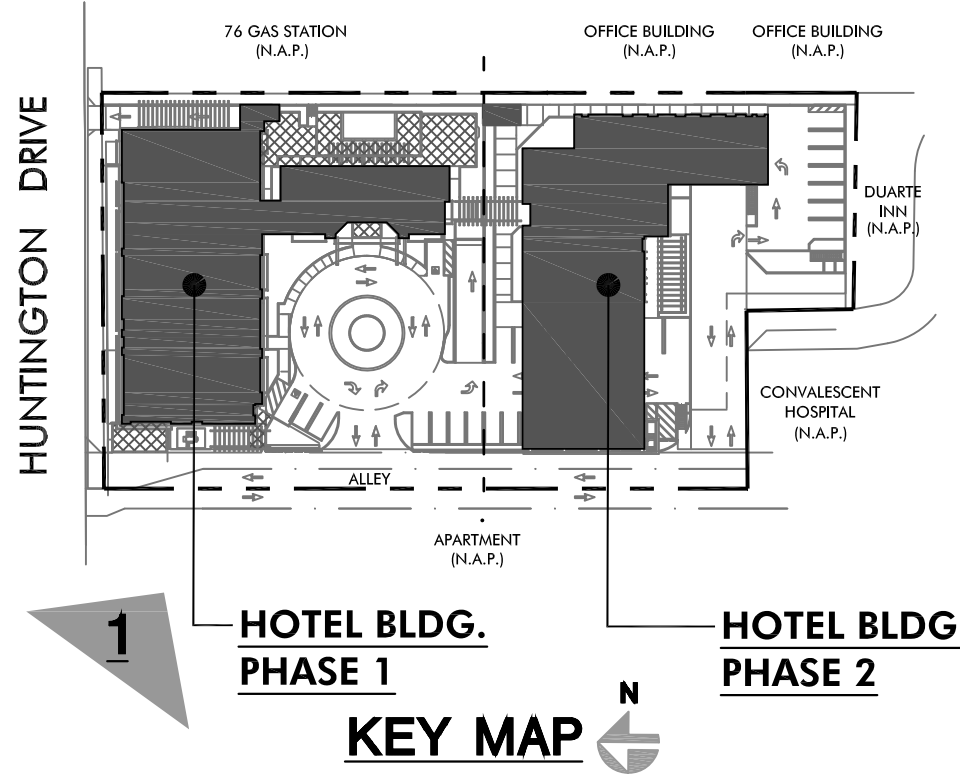
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**McKently
Malak**
ARCHITECTS

35 Hugus Alley Suite 200
Pasadena California 91103-3648
TEL 626 583 8348 FAX 626 583 8387

A PROJECT FOR:

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010



**HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA**
1230 Huntington Drive
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DRAWN BY: CHECKED BY: H.M.
DATE: 10.28.19
SHEET DESCRIPTION:

**PERSPECTIVE VIEWS
(PHASE 1 & 2)**

SHEET NUMBER:

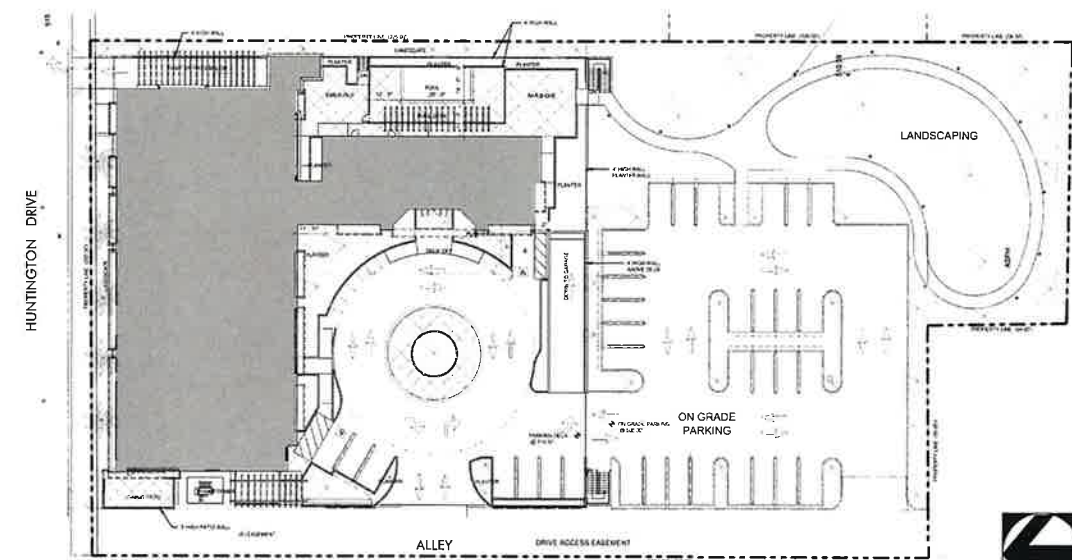
RE-06

SCALE: N.T.S.

2



Phase-1 North Elevation at Huntington Drive



Key Plan



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

10.25.2019

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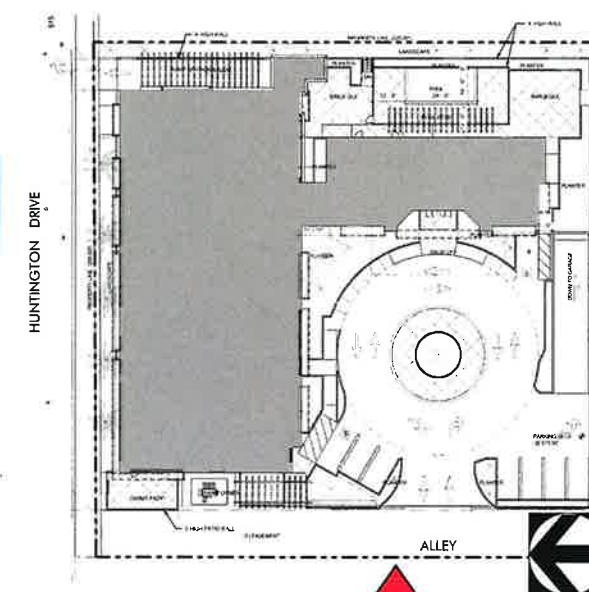
EL-01



Phase-1 West Elevation



Phase-1 Overall West Elevation



Key Plan



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DUARTE, CALIFORNIA
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

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DUARTE, CALIFORNIA 91010

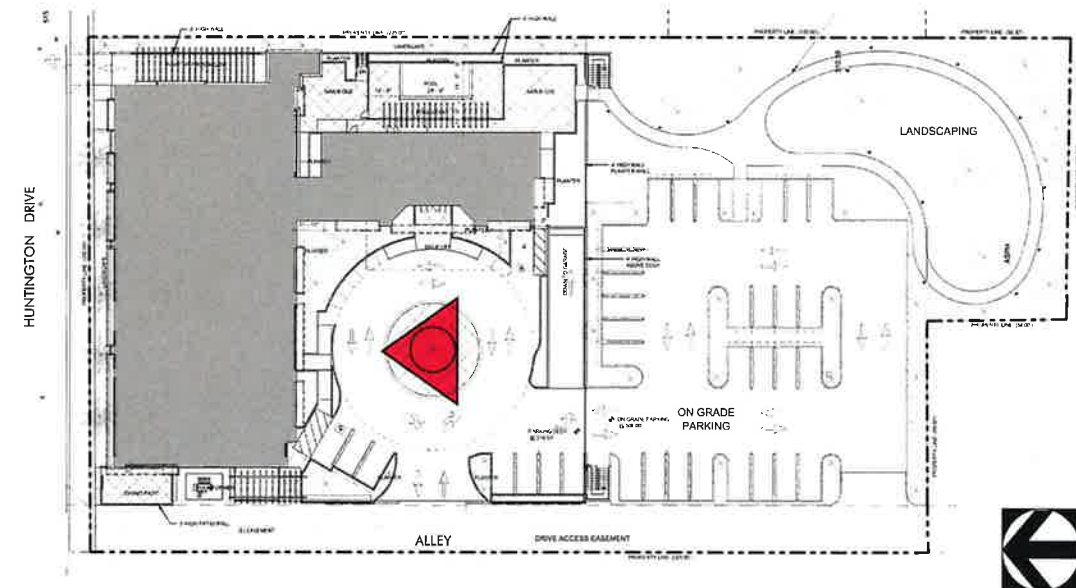
10.25.2019

18190FMA

EL-02



Phase-1 South Elevation



Key Plan



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1230 HUNTINGTON DRIVE
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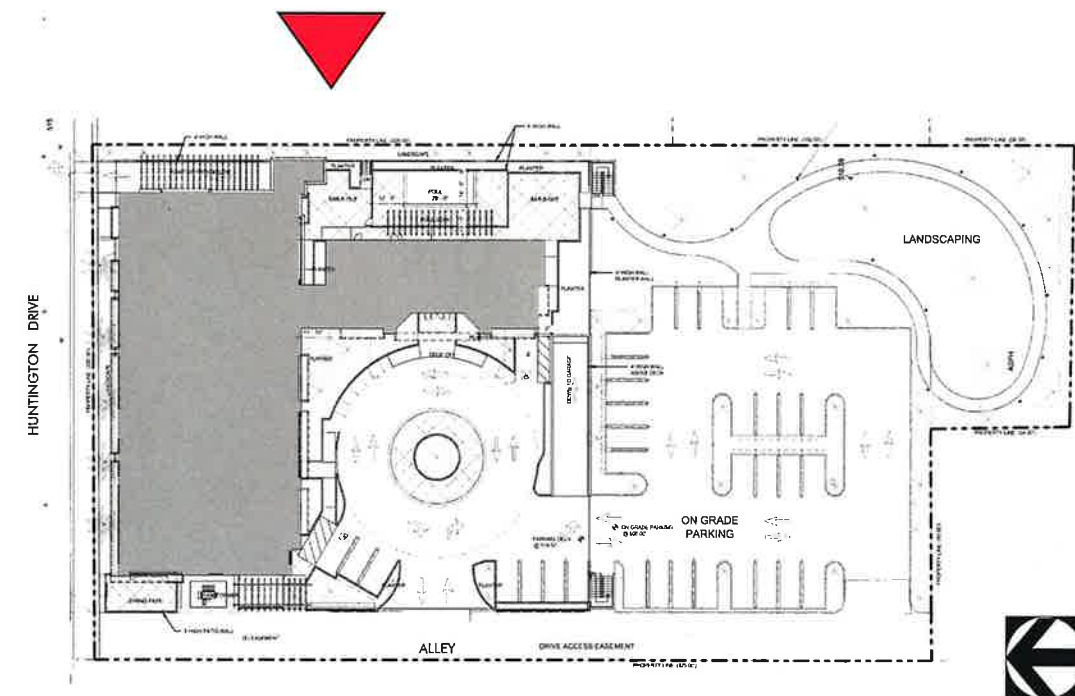
10.25.2019

18190FMA

EL-03



Phase-1 East Elevation



Key Plan



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DUARTE, CALIFORNIA 91010

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1230 HUNTINGTON DRIVE
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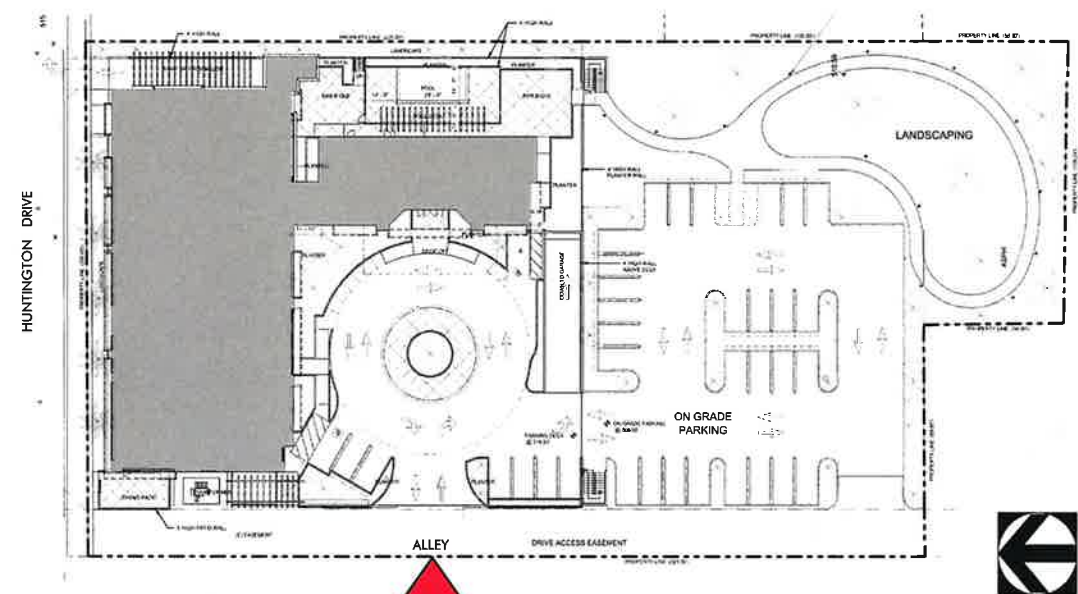
10.25.2019

18190FMA

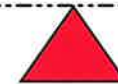
EL-04



Phase-1 Overall West Elevation



Key Plan



HAWTHORN SUITES BY WYNDHAM
DUARTE, CALIFORNIA
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

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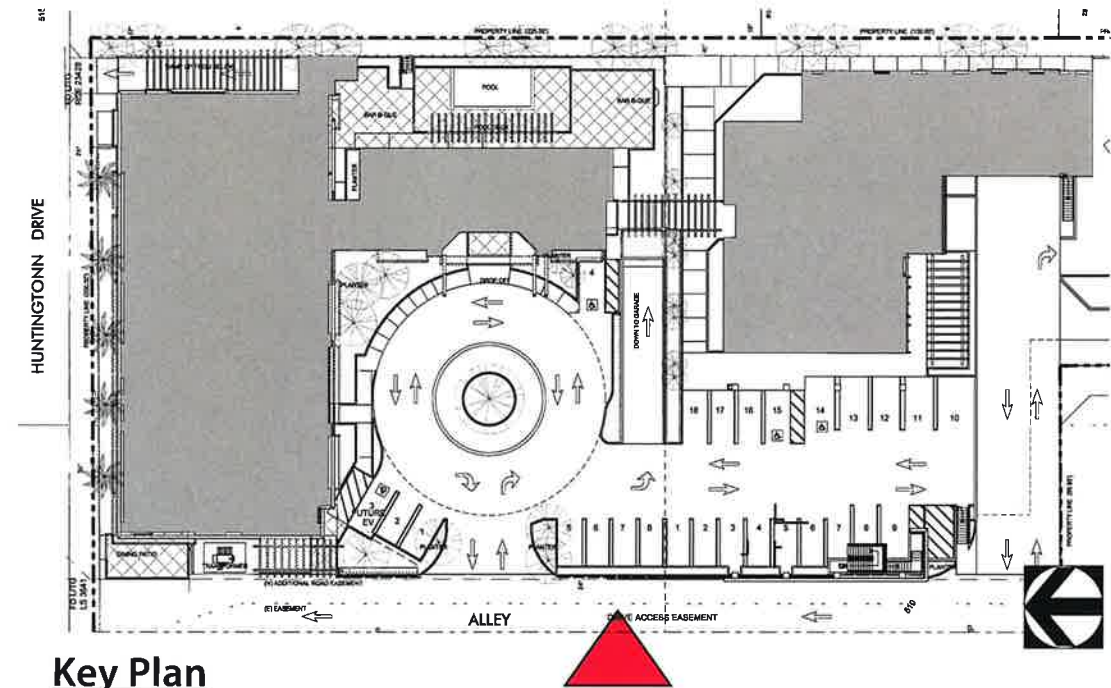
10.25.2019

18190FMA

EL-05



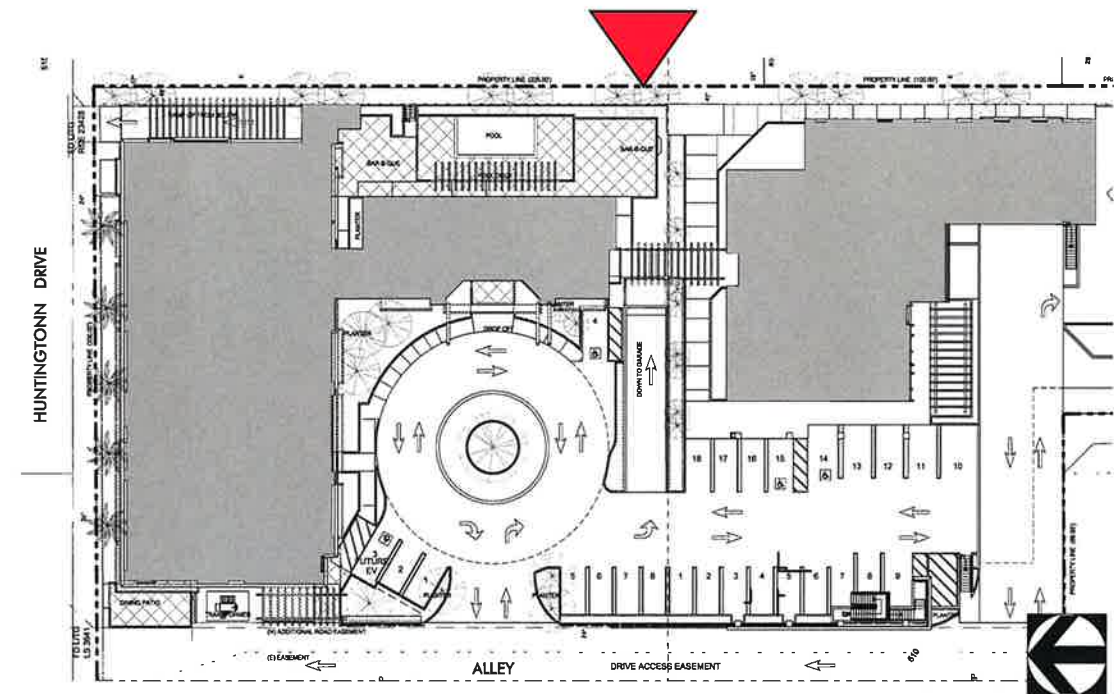
Phase-1&2 Overall West Elevation



Key Plan



Phase-1&2 Overall East Elevation



Key Plan

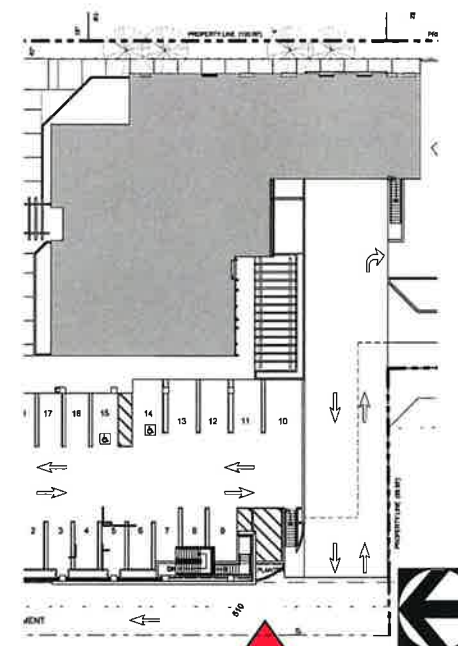
Match Line



Phase-2 West Elevation



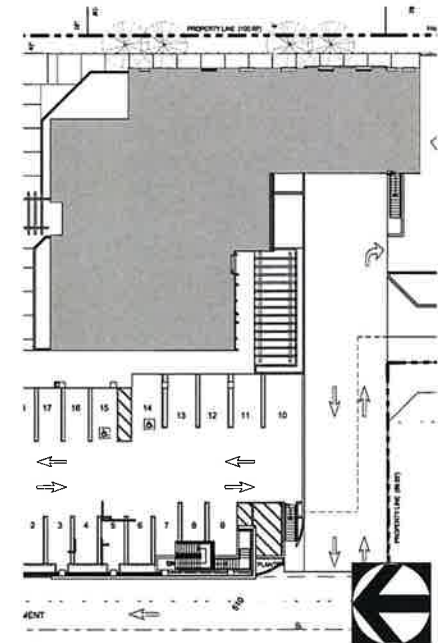
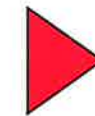
Phase-1 & 2 Overall West Elevation



Key Plan



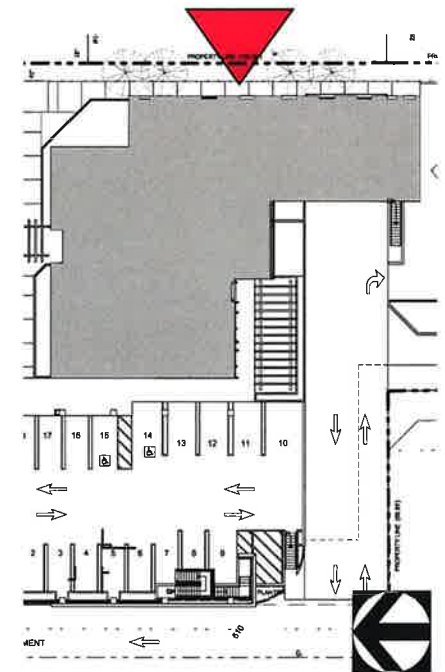
Phase-2 North Elevation



Key Plan



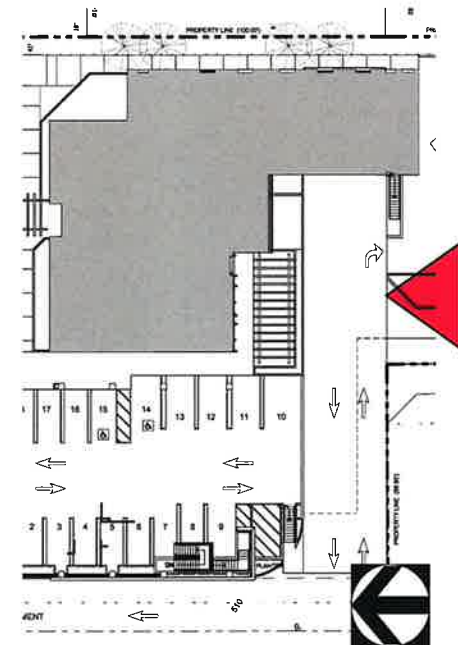
Phase-2 East Elevation



Key Plan



Phase-2 South Elevation



Key Plan



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DUARTE, CALIFORNIA
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

CONSORTIUM HOLDINGS, LLC
1230 HUNTINGTON DRIVE
DUARTE, CALIFORNIA 91010

10.25.2019

18190FMA

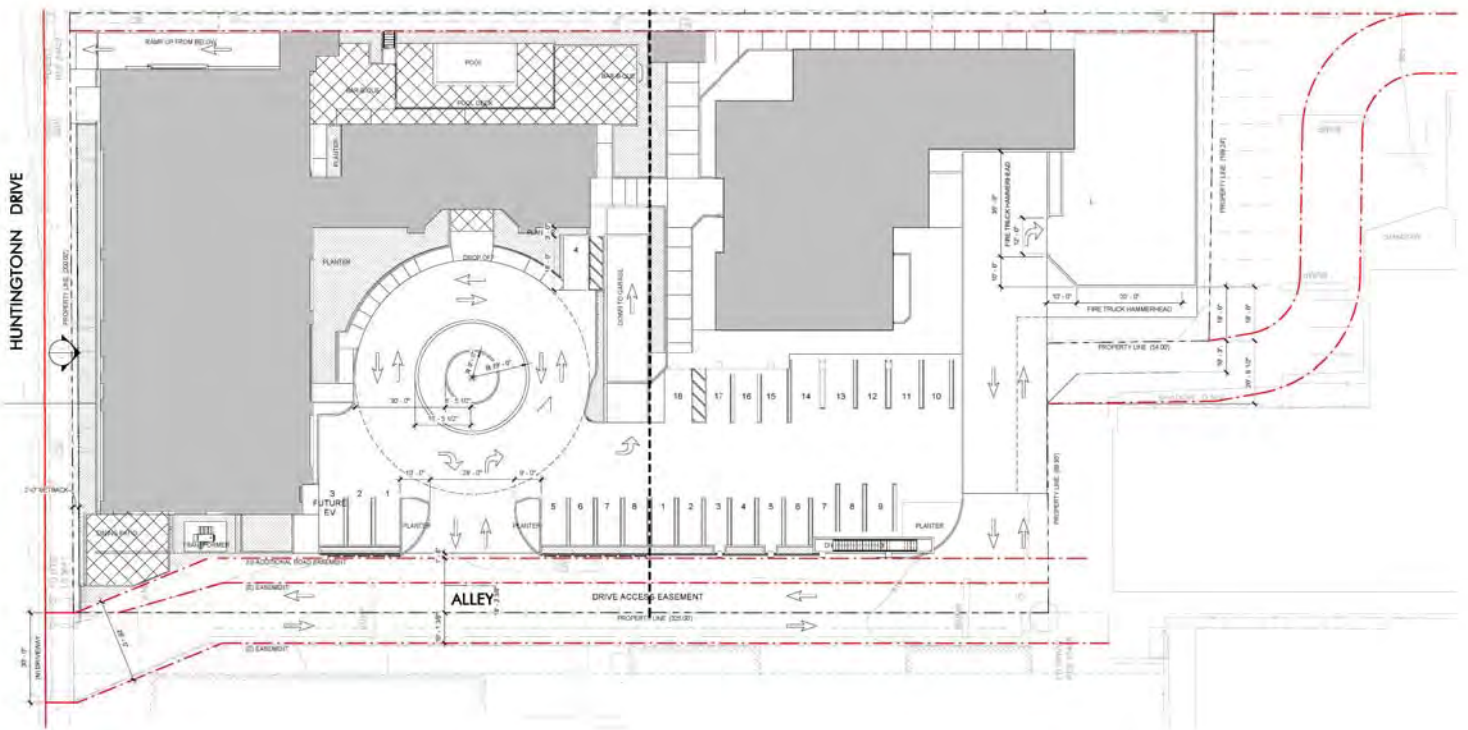
EL-11







City of Duarte, California



October 1, 2019

Mr. Hany Malak
MCKENTLY MALAK ARCHITECTS, INC.
35 Hugus Alley, Suite 200
Pasadena, CA 91103

Subject: Duarte Hotel Circulation & Traffic Assessment, City of Duarte, CA

Dear Mr. Malak:

1.0 Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this circulation and traffic assessment for the proposed Duarte Hotel (project). The project site is located south of Huntington Drive and west of Buena Vista Street, in the City of Duarte. Exhibit A shows the location map for the project.

The purpose of this circulation and traffic assessment report is to review on-site circulation and traffic operations at the project driveways and adjacent intersections along Huntington Drive to help reduce potential traffic impacts that may occur from the project. The scope of work for this project was reviewed with City of Duarte staff prior to initiating the study.

The project is planned be constructed in two phases and will displace the existing commercial uses on the site. The proposed project site plan is shown on Exhibits B-1 and B-2. The following land uses are proposed for each phase of development:

Project Development Phase 1:

- 72 hotel rooms;
- 1,500 gross square feet of coffee shop without drive through; and
- Three meeting rooms with a total area of 2,592 gross square feet.

Project Development Phase 2:

- 178 hotel rooms total (72 rooms from Phase 1 plus 106 rooms added in Phase 2);
- 1,500 square feet of coffee shop without drive through (from Phase 1); and
- Three meeting rooms with a total area of 2,592 gross square feet (from phase 1).

Between Phase 1 and Phase 2, there will be an in between phase while Phase 2 of the project will be under construction. Construction of Phase 2 is scheduled to last approximately 12 months. For this phase, the parking capacity will be reduced to 62 parking spaces.

Access to the site will be provided via an existing alley that connects from Huntington Drive to Buena Vista Street and a right-out (exit only) driveway onto Huntington Drive.

This analysis is based on the most current version of the site plan available at the time, as prepared by MCKENTLY MALAK ARCHITECTS and received September 3, 2019. Exhibit B shows the project's site plan.

2.0 Existing Conditions

Existing traffic conditions in the vicinity of the project site are reviewed with regards to traffic volume data, level of service operations and queuing. The study area is graphically shown in Exhibit A and consists of the following intersections shown in Table 1.

Table 1
Study Area Intersections

North/South Roadway	East/West Roadway
1. Duarte Center Driveway (NS) at	Huntington Drive (EW)
2. Project Access (Alley) (NS) at	Huntington Drive (EW)
3. Project Access (driveway to be removed/relocated) at	Huntington Drive (EW)
4. Buena Vista Street (NS) at	Huntington Drive (EW)

2.1 Existing Traffic Volumes

Traffic volumes within the study area were counted in August 2019 and represent the existing baseline traffic conditions for the analysis. Peak hour vehicle turning movements counts were collected for three (3) peak time periods:

- AM Peak Hours: 7:00 AM to 9:00 AM
- Mid-Day Peak Hours: 11:00 AM to 1:00 PM
- PM Peak Hours: 5:00 PM to 7:00 PM

24-hour ADT counts were also collected along Huntington Drive and the alley. To minimize the potential of reporting non-typical peak hour conditions, traffic counts are taken during normal weekday conditions and clear weather. No counts are taken on Mondays, Fridays, weekends or holidays. The traffic counts were conducted when local schools were in session in order to capture peak traffic demand. By measuring the peak traffic demand, this analysis is considered a worst case assessment of traffic operations in the study area.

The traffic count worksheets are included in Appendix A.

2.2 Existing Level of Service

Level of service is calculated based upon the Highway Capacity Manual (HCM 6th Edition) methodology. HCM defines level of service based upon vehicle delay and is reported in seconds. Synchro analysis software is used for calculating the HCM level of service. Existing intersection level of service calculations are shown in Table 2 and Appendix B.

Table 2
Intersection Level of Service
Existing Conditions

Intersection	Traffic Control ¹	HCM Delay (seconds) ²			Level of Service ²		
		AM	Mid	PM	AM	Mid	PM
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	CSS	19.3	24.4	24.1	C	D	C
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	CSS	0.0	0.0	14.0	A	A	B
3. Project Access (Driveway) (NS) at: Huntington Drive (EW)	CSS	12.7	29.0	22.5	B	D	C
4. Buena Vista Street (NS) at: Huntington Drive (EW)	TS	29.8	27.5	35.9	C	C	D

¹ TS = Traffic signal; CSS = Cross-street stop

² For signalized intersections, level of service is reported based on the average vehicle delay for all approach movements at an intersection. For cross-street stop controlled intersections, level of service is reported based on the worst case movement or movements sharing a single lane.

2.3 Observed Left-Turn Queue Survey

Left turn queueing at the existing project access driveway and Duarte Center Driveway has been reviewed. The project proposes to remove the existing driveway (located approximately 20 feet east of the alley) and solely utilize the alley to the west of the site to serve as the primary ingress access from Huntington Drive. To accommodate full access at this location, modifications to the center median along Huntington Drive will be required.

RK has collected left-turn queue data to determine the existing left turn queues at the project driveway and Duarte Center driveway. The information presented in this section is used to help ensure that any modifications to the median do not impact the Duarte Center driveway. Observed queuing data worksheets are provided in Appendix A.

The existing left turn storage length at the Duarte Center Driveway is approximately 90 feet plus a 50 foot transition. Based on the results of the observed queuing survey, the left-turn pocket on Huntington Drive at the *Duarte Center Driveway* currently provides adequate storage space for vehicles to queue without overflowing into the stream of traffic.

The existing left turn storage length at the Project Access Driveway is approximately 30 feet plus a 50 foot transition. Based on the results of the observed queuing survey, the left-turn pocket on Huntington Drive at the Project Access Driveway currently experiences left-turn volume which can exceed the capacity of the turn pocket.

The results of the observed queuing survey are summarized in Table 3.

Table 3
Observed Left-Turn Queuing Results
Existing Conditions

Intersection	Huntington Drive: Westbound Left-Turn Queue ¹		
	AM	Mid	PM
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	1	1	2
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	1	3	2

¹ Maximum observed left turn queue, reported in number of vehicles, during the studied peak time periods.

2.4 Existing Right Turn Queues – Buena Vista Street at Huntington Drive

Per the request of City of Duarte staff, right turn queuing at the intersection of Buena Vista Street and Huntington Drive has been reviewed for the eastbound approach. Table 4 shows the existing eastbound right turn queues calculated based on the HCM methodology and reported as the 95th percentile queue.

Table 4
Buena Vista / Huntington Drive EB Right Turn Queue
Existing Conditions

Intersection	Movement	95 th Percentile Queue ¹		
		AM	Mid	PM
Buena Vista Street (NS) at: 4. Huntington Drive (EW)	EB Right Turn	33 ft.	46 ft.	66 ft.

¹ Queue reported in feet.

² Approximately 120 foot right turn deceleration/storage lane.

The intersection of Buena Vista Street and Huntington Drive currently has an existing right-turn deceleration lane which provides approximately 120 feet of storage. Based on the results of the existing conditions HCM analysis, adequate storage is provided to accommodate right turn traffic

3.0 Project Trip Generation

Trip generation represents the amount of trips that are produced and attracted by a land use. The Los Angeles County Public Works Department Traffic Impact Analysis Report Draft Guidelines recommend the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) be used to estimate trip generation for development projects.

It should be noted that no trip reduction credits have been taken for internal capture or pass-by trips for the coffee shop use. Coffee shops tend to experience a high amount of pass-by trips, and given the nature of the use as being ancillary to the hotel, it would also likely experience a high amount of internal capture. However, to be conservative and analyze the worst-case impacts at project driveways (where pass-by does not typically apply), no trip credits have been taken in this analysis.

Table 5 shows the project's Phase 1 proposed land uses and trip generation. The project is estimated to generate a total of 1,121 daily trips, with 185 trips during the AM peak hour and 97 trips during the PM peak hour for Phase 1.

Table 5
Project Trip Generation – Phase 1

Land Use	ITE Code	Quantity	Units ¹	Rate / Trips	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
Hotel ²	310	72	RM	Rate	0.28	0.19	0.47	0.31	0.29	0.60	8.36
				Trips	20	14	34	22	21	43	602
Coffee Shop Without Drive-Thru ³	933	1.500	TSF	Rate	51.58	49.56	101.14	18.16	18.16	36.31	346.23
				Trips	77	74	151	27	27	54	519
Total Project Trip Generation – Phase 1					97	88	185	49	48	97	1,121

¹ RM= Rooms; TSF = Thousand Square Feet

² Hotel Land Use (ITE 310) includes ancillary trip generation from meeting room/banquet space.

³ ITE does not provide a daily trip rate for a Coffee Shop without Drive-Thru land use. Daily trip rate based on ITE Code 933: Fast-Food Without Drive-Thru.

Table 6 shows the project's Phase 2 proposed land uses and trip generation. The project is estimated to generate a total of 2,007 daily trips with 234 trips during the AM peak hour and 160 trips during the PM peak hour during Phase 2.

Table 6
Project Trip Generation – Phase 2

Land Use	ITE Code	Quantity	Units ¹	Rate / Trips	Peak Hour						Daily
					AM			PM			
					In	Out	Total	In	Out	Total	
Hotel ²	310	178	RM	Rate	0.28	0.19	0.47	0.31	0.29	0.60	8.36
				Trips	49	34	83	54	52	106	1,488
Coffee Shop Without Drive-Thru ³	936	1.500	TSF	Rate	51.58	49.56	101.14	18.16	18.16	36.31	346.23
				Trips	77	74	151	27	27	54	519
Total Project Trip Generation – Phase 2					126	108	234	81	79	160	2,007

¹ RM= Rooms; TSF = Thousand Square Feet

² Hotel Land Use (ITE 310) includes ancillary trip generation from meeting room/banquet space.

³ Daily trip rate based on ITE Code 933: Fast-Food Without Drive-Thru.

4.0 Project Trip Distribution and Traffic Assignment

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the specific access points that will serve the site, and the proximity to the local and regional circulation system. The directional orientation of traffic was determined by evaluating the types of trips generated by the proposed land use and the probable routes that customers and employees will use to get to and from the site.

The project trip distribution pattern is shown in Exhibits C-1 and C-2.

The assignment of traffic from the project site to the adjoining roadway system at each project driveway has been based upon the project's trip generation, trip distribution, and the proposed local street improvements that this traffic study assumes would be in place by the time of occupancy of the site.

In order to calculate the worst case traffic scenario, the full project trip generation has been evaluated at all project driveways and adjacent intersections. No pass-by credits were applied to the operational analysis in this study.

5.0 Existing Plus Project Conditions

Existing Plus Project traffic conditions are analyzed with regards to level of service operations and queuing. In order to calculate the worst case traffic scenario, the buildout condition of the project (phase 2) is analyzed.

5.1 Existing Plus Project Level of Service

Level of service is calculated based upon the Highway Capacity Manual (HCM 6th Edition) methodology. HCM defines level of service based upon vehicle delay, reported in seconds. Synchro analysis software is used for calculating the HCM level of service.

Existing Plus Project intersection level of service calculations are shown in Table 7. Appendix C shows the HCM calculation worksheets.

Table 7
Intersection Level of Service
Existing Plus Project Conditions

Intersection	Traffic Control ¹	HCM Delay (seconds) ²			Level of Service ²		
		AM	Mid	PM	AM	Mid	PM
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	CSS	19.6	25.3	24.7	C	D	C
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	CSS	31.6	40.3	62.6	D	E	F
3. Project Access (Garage Ramp) (NS) at: Huntington Drive (EW) ³	CSS	10.3	12.7	16.2	B	B	C
4. Buena Vista Street (NS) at: Huntington Drive (EW)	TS	35.3	30.2	39.0	D	C	D

¹ TS = Traffic signal; CSS = Cross-street stop

² For signalized intersections, level of service is reported based on the average vehicle delay for all approach movements at an intersection. For cross-street stop controlled intersections, level of service is reported based on the worst case movement or movements sharing a single lane.

³ Driveway to be removed.

5.2 Existing Plus Project Traffic Operations – Alley at Huntington Drive

As shown in Table 7 above, Intersection #2, Project Access (Alley) at Huntington Drive, would experience high amounts of delay for vehicles making a northbound left turn from the alley onto Huntington Drive. The approach delay the northbound left turn movement is 62.6 seconds - LOS F.

However, as shown in Appendix C, the HCM 95th percentile queue for this movement is only 1.4 vehicles (roundup to 2 vehicles). This means that 95 percent of the time there will be 2 vehicles or less queued waiting to make a northbound left turn. Thus, the HCM analysis indicates that left turn demand is not very high.

The alley throat (distance from Huntington Drive to first intersecting drive aisle or parking stall) is approximately 120 feet; providing storage space for approximately 5-6 vehicles is provided in the alley before vehicle queues would impede internal circulation. Therefore, although the minor cross-street stop movement is failing, the delay incurred is outside of the public right of way and the resultant queue is not expected to impede the internal circulation of the site.

Traffic operations at the intersection of Huntington Drive and the Alley at the project site should be reviewed and monitored once the project is operational. Should left turn movements from the alley become an issue, the project should perform a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.

5.3 Existing Plus Project Left-Turn Queue Analysis

Left turn queueing at the future proposed re-alignment of the Project Access Driveway/Alley and Duarte Center Driveway has been reviewed for Existing Plus Project conditions.

The project proposes to remove the existing driveway (located approximately 20 feet east of the alley) and solely utilize the alley to the west of the site to serve as the primary ingress access from Huntington Drive. To accommodate full access at this location, modifications to the center median along Huntington Drive will be required.

As shown in Appendix C, the westbound left turn movement from Huntington Drive into the alley is projected to operate at an acceptable level of service (LOS B, 13.4 second delay during worst peak PM period). The HCM 95th percentile queue for vehicles waiting to make a left turn into the alley is 0.5 vehicles (round up to 1). This means, 95 percent of the time 1 vehicle or less would be queued waiting to make a left turn.

Table 8 shows the recommended left-turn pocket storage lengths.

Table 8
Recommended Left-Turn Pocket Length

Intersection	Huntington Drive: Westbound Left-Turn Pocket Length ¹
1. Duarte Center Driveway (NS) at: Huntington Drive (EW)	90 feet ¹
2. Project Access (Alley) (NS) at: Huntington Drive (EW)	90 feet

¹ No changes to existing left turn pocket are proposed.

Therefore, based on the HCM analysis and observed queueing survey, adequate left turn storage can be provided for access into the Duarte Center driveway and future proposed re-alignment of the project access driveway/alley.

5.4 Existing Plus Project Right Turn Queues – Buena Vista Street at Huntington Drive

Table 9 shows the Existing Plus Project eastbound right turn queues calculated based on the HCM methodology and reported as the 95th percentile queue.

Table 9
Buena Vista / Huntington Drive EB Right Turn Queue
Existing Plus Conditions

Intersection	Movement	95 th Percentile Queue ¹		
		AM	Mid	PM
Buena Vista Street (NS) at: 4. Huntington Drive (EW)	EB Right Turn ²	44 ft.	51 ft.	92 ft.

¹ Queue reported in feet.

² Approximately 120 foot right turn deceleration/storage lane.

The intersection of Buena Vista Street and Huntington Drive currently has an existing right-turn deceleration lane which provides approximately 120 feet of storage. Based on the results of the Existing Plus Project conditions HCM analysis, adequate storage will continue to be provided at this intersection to accommodate right turn traffic with the proposed project.

6.0 Project Access/Alley at Huntington Drive – Conceptual Design

The project proposes to remove the existing driveway (located approximately 20 feet east of the alley) and solely utilize the alley to the west of the site to serve as the primary ingress access from Huntington Drive. To accommodate full access at this location, modifications to the center median along Huntington Drive will be required.

Exhibit D provides a conceptual layout of the proposed driveway configuration and median re-alignment.

In order to accommodate larger automobiles, emergency vehicles and trash/delivery trucks, RK recommends the driveway alignment be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90 degree intersection also improves corner sight distance.

With the recommended alley driveway realignment, additional driveway width can be provided, beyond the 28 feet proposed by the project. The driveway can be flared to the west, utilizing the existing curb cuts, and allowing a wider entry/exit throat. RK has proposed a 32' flared driveway, as shown in Exhibit D.

6.1 Bulb-Out – Conceptual Design

The City of Duarte has requested the project install a bulb out (or curb extension) adjacent to the site access driveway on Huntington Drive. Curb extensions decrease the overall width of the roadway and can serve as a visual cue to drivers to slow down as they enter a special district (such as downtown or neighborhood) and where on-street parking is permitted. Curb extensions tighten intersection curb radii and encourage slower turning speeds. They may also be designed as edge islands with a 1–2-foot gap from the curb to allow for drainage.

RK has laid out a conceptual design of bulb outs along Huntington Drive, as shown in Exhibit D.

The proposed bulb out design allows for 5 parallel parking spaces to be striped along Huntington Drive. A painted transition is recommended to be installed to the west of the driveway to alert drivers of the obstruction.

The final bulb out design and location shall be determined by the City Engineer.

7.0 On-Site Circulation

On-site circulation has been reviewed to ensure the project provides adequate vehicular access and circulation to the internal drive aisles, drop-off/roundabout area and parking garage.

Exhibit E shows several turning templates for a 32-foot truck traversing through the site; similar to that of a trash truck, fire truck or delivery truck. As shown in Exhibit E, some movements may not be feasible for large trucks. In particular, access to the subterranean parking garage.

Also, the front drop-off roundabout radius would be tight for large trucks to navigate. Larger vehicles may need to make multi-point turns to drive through the roundabout. The turnaround design provides a curb radius of approximately 41 feet.

The County of Los Angeles Fire Department has provided the Fire Apparatus Turnaround Standard Pumper, which shows the minimum private street cul-de-sac radius to be 32 feet.

The National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts, An Informational Guide, recommends typical single lane roundabout should have an inscribed circle radius of 45 feet. In this case, a 45 foot radius should accommodate most trucks up to approximately 32 feet.

To help accommodate emergency vehicle circulation, RK recommends that rolled curbs be installed along the outside edge of the turnaround/roundabout to accommodate any over-swing incurred by large emergency vehicles.

The project's architect, MCKENTLY MALAK ARCHITECTS, INC., has provided truck turning templates for on-site fire truck maneuvers. Based on the information provided to RK from the project team, Exhibits F-1 and F-2 show the preferred fire truck access to the site.

RK recommends that the final site plan be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.

8.0 Recommendations

The following recommendations are provided for the Duarte Hotel project. Recommendations are provided to help improve vehicular and pedestrian access to and from the site, improve on-site circulation, reduce potential vehicular conflicts, and help maintain acceptable traffic operations along public roadways adjacent to the site.

1. Modify existing center median on Huntington Drive to accommodate the re-alignment of the project access/alley driveway, per the conceptual recommendations shown in Exhibit D.
2. Provide a minimum 90 foot westbound left turn storage pocket with 50 feet of transition on Huntington Drive at the project access driveway/alley.

3. In order to accommodate larger trucks, emergency vehicles and trash/delivery trucks, RK recommends the driveway alignment be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90 degree intersection also improves corner sight distance.
4. Install stop sign, stop bar and stop legend on the project access driveway/alley at the intersection of Huntington Drive.
5. Sight distance at all project access points shall be established and maintained per City of Duarte design standards.
6. Traffic operations at the project site should be reviewed and monitored once the project is operational, and in particular at the intersection of Huntington Drive and the Alley. Should left turn movements from the alley become an issue, the project should perform a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.
7. Should the City request bulb-outs to be installed on Huntington Drive, RK recommends a painted transition be installed to the west of the project driveway, as shown in Exhibit E.
8. Install a rolled curb along the outside edge of the drop-off/roundabout to accommodate any over-swing incurred by large emergency vehicles.
9. The final site plan should be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.
10. Provide pedestrian access points and sidewalks from the site to Huntington Drive.

9.0 Conclusions

RK has completed this circulation and traffic assessment for the Duarte Hotel project. Based upon this review, the project can be accommodated within the City of Duarte with the recommendations described in this report.

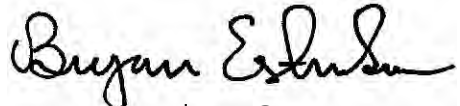
MCKENTLY MALAK ARCHITECTS, INC.
RK 15530

RK Engineering Group, Inc. appreciates this opportunity to work with the CITY OF DUARTE and MCKENTLY MALAK ARCHITECTS, INC. on this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Alex Tabrizi, P.E.
Associate Principal



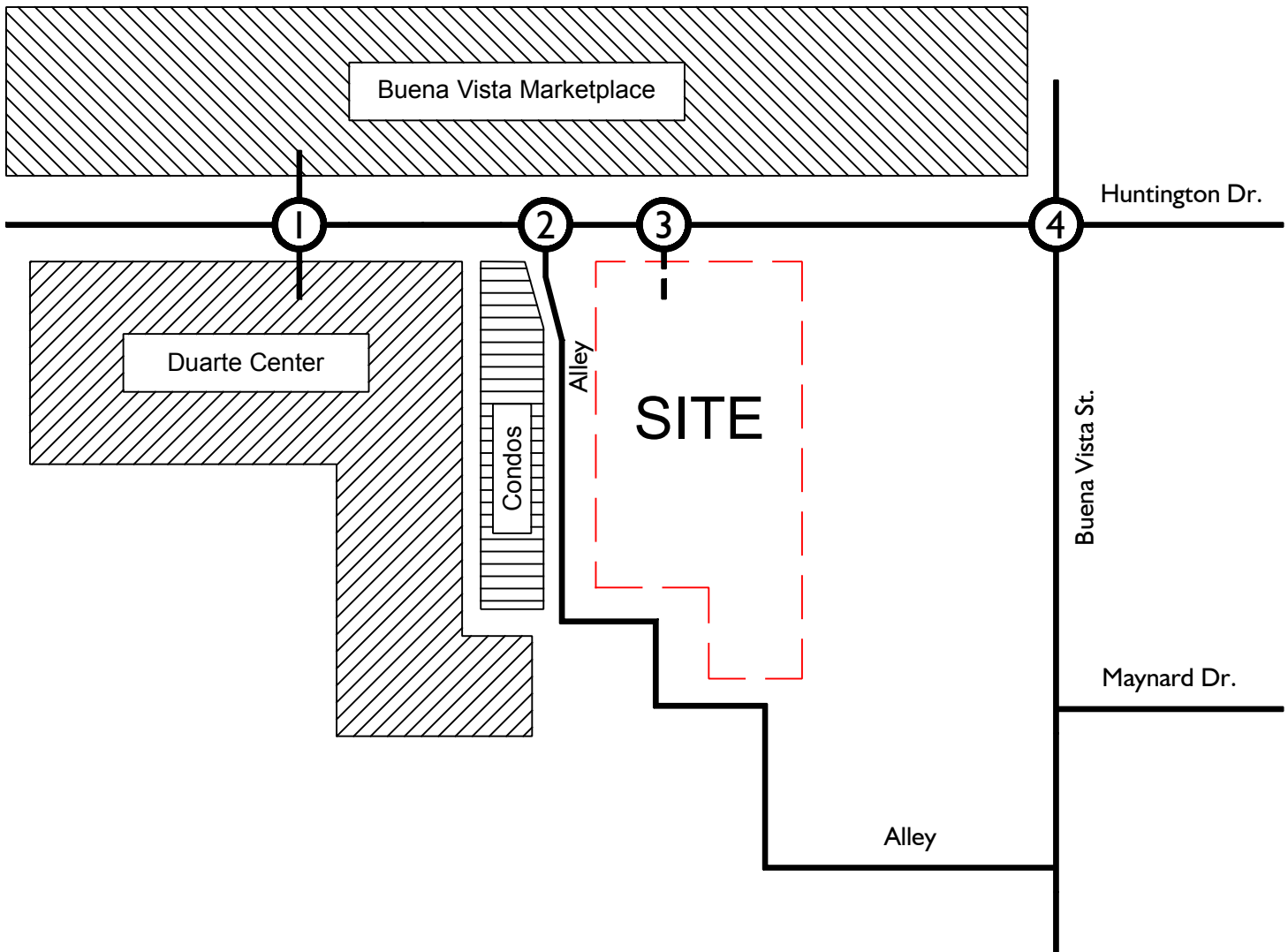
Bryan Estrada, AICP, PTP
Senior Associate

Attachments

RK:sl/rk15530.doc

JN:2842-2019-01

Exhibits

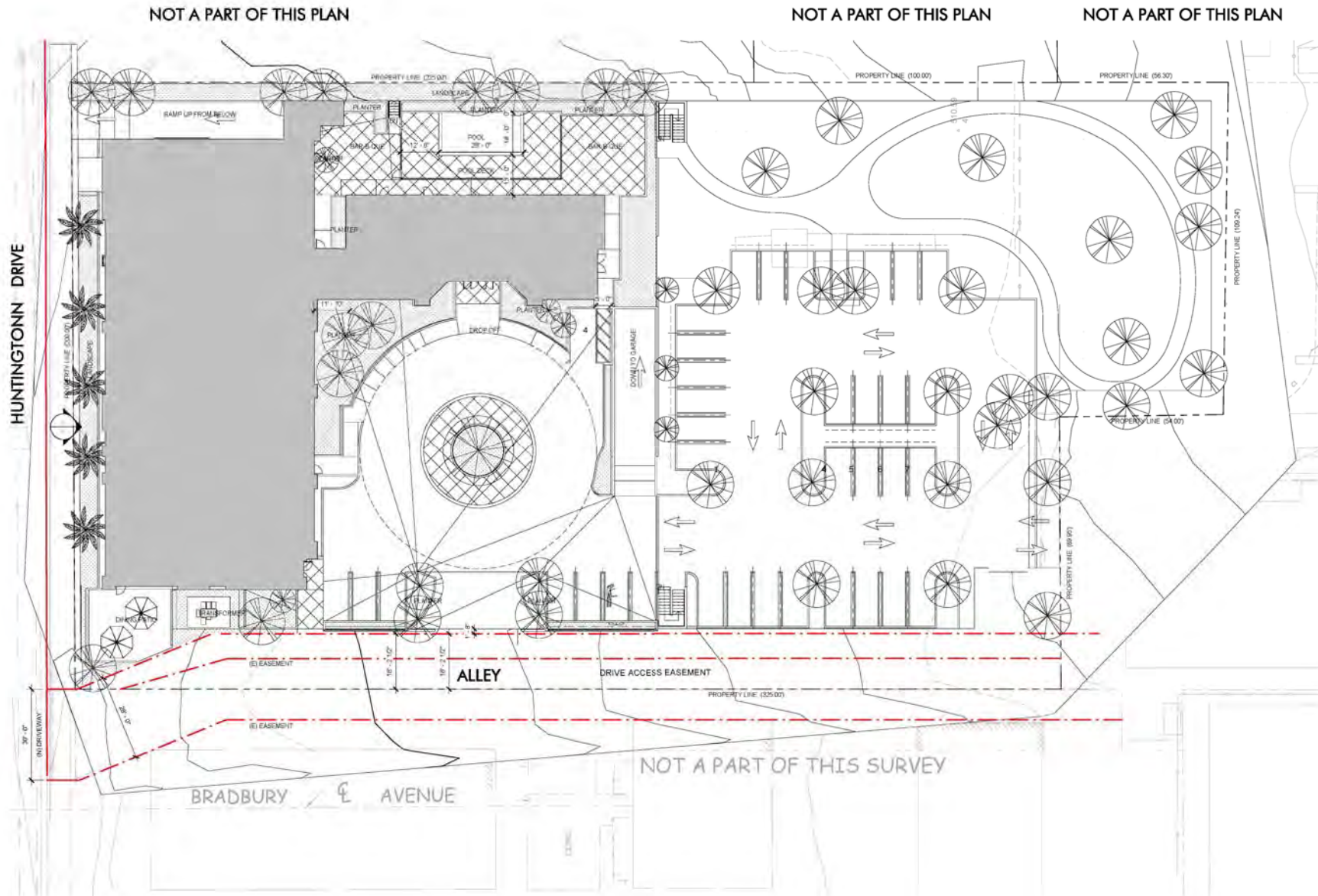


Legend:

- ① = Study Area Intersection
- = Existing Driveway to be Removed/Relocated



Exhibit B-I Phase I Site Plan



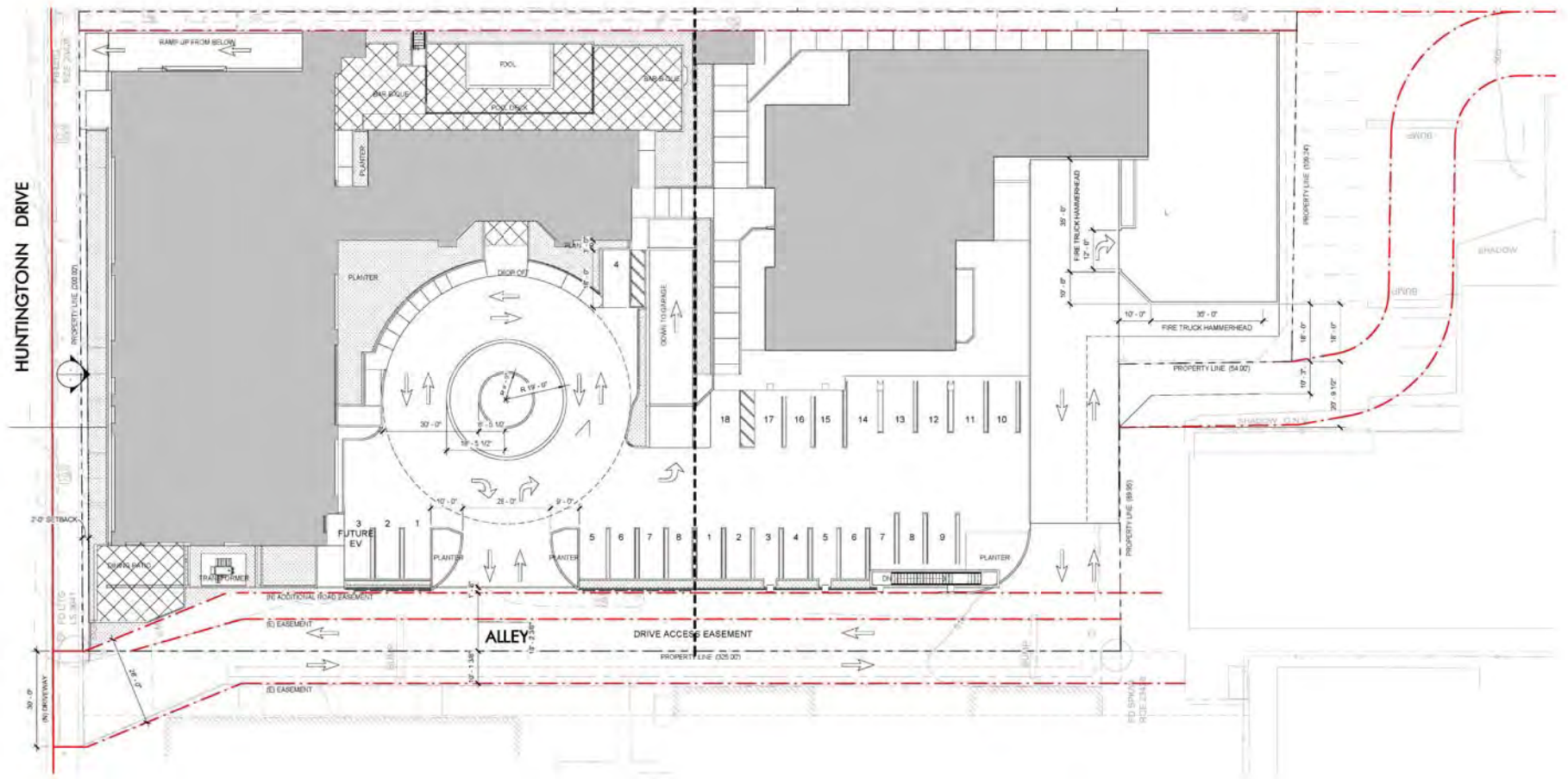
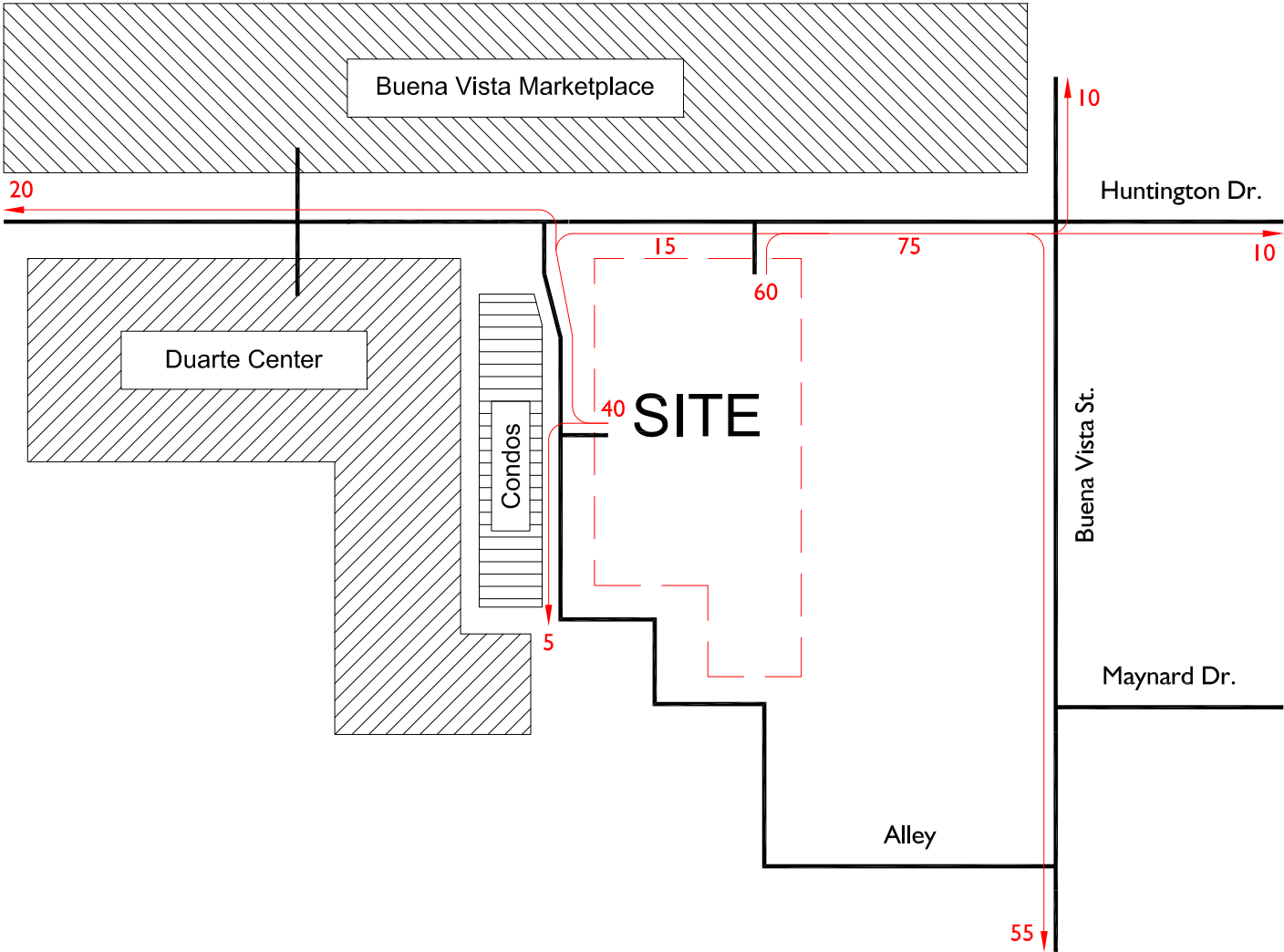


Exhibit C-I

Project Outbound Trip Distribution



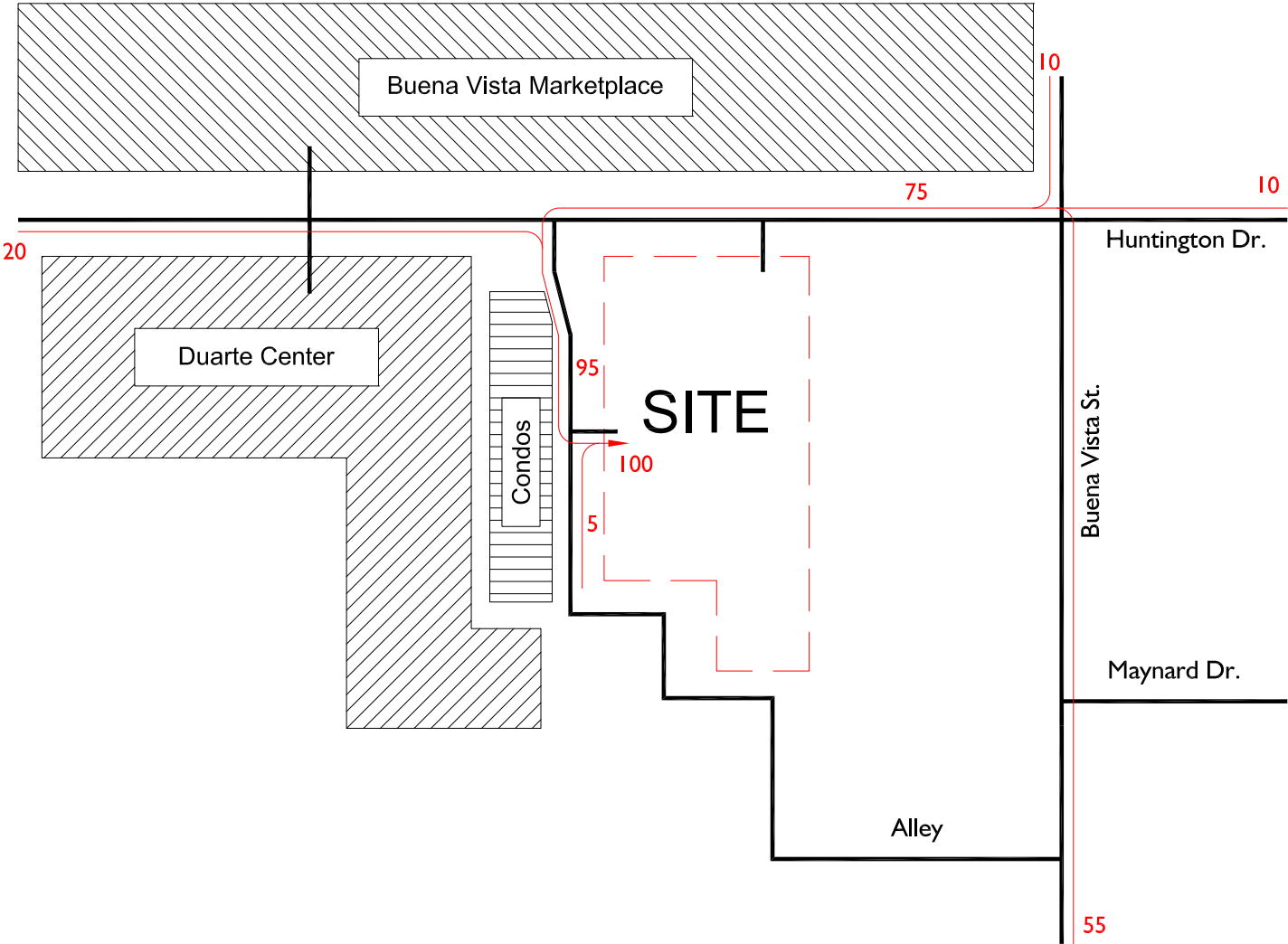
Legend:

- 10 = Percent from Project
- = Site Boundary



Exhibit C-2

Project Inbound Trip Distribution

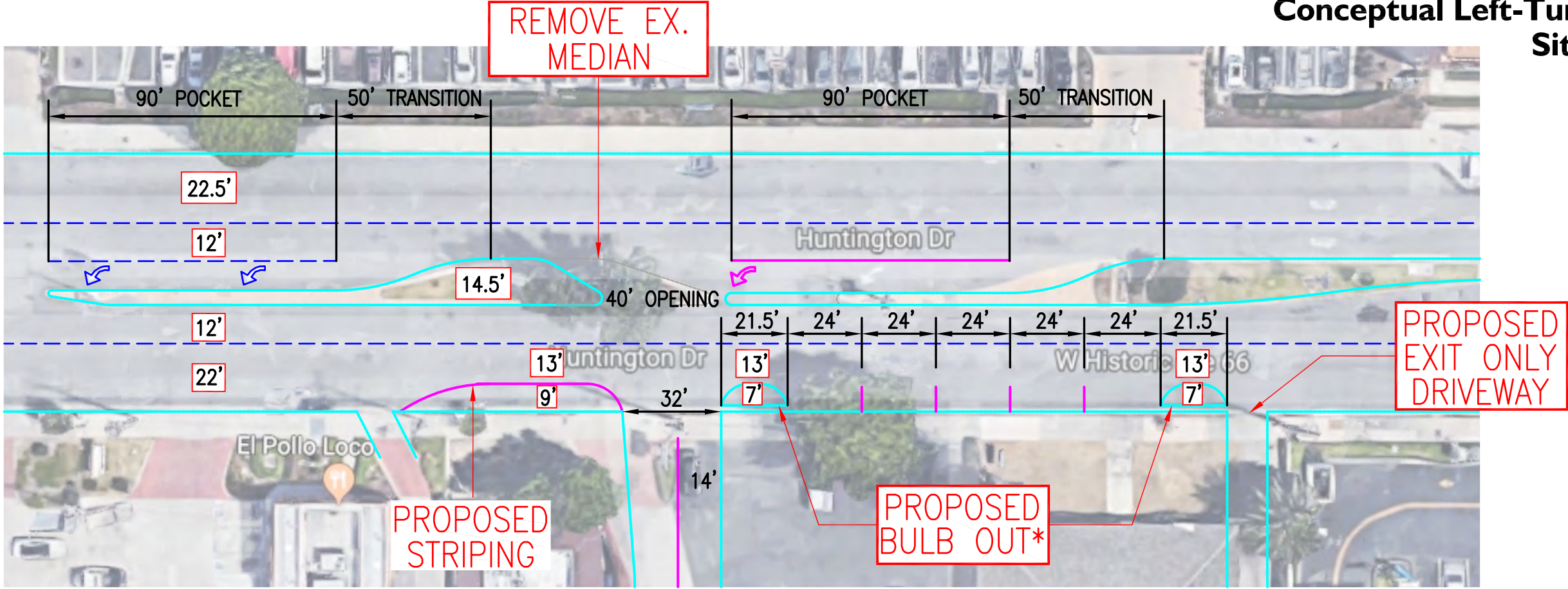


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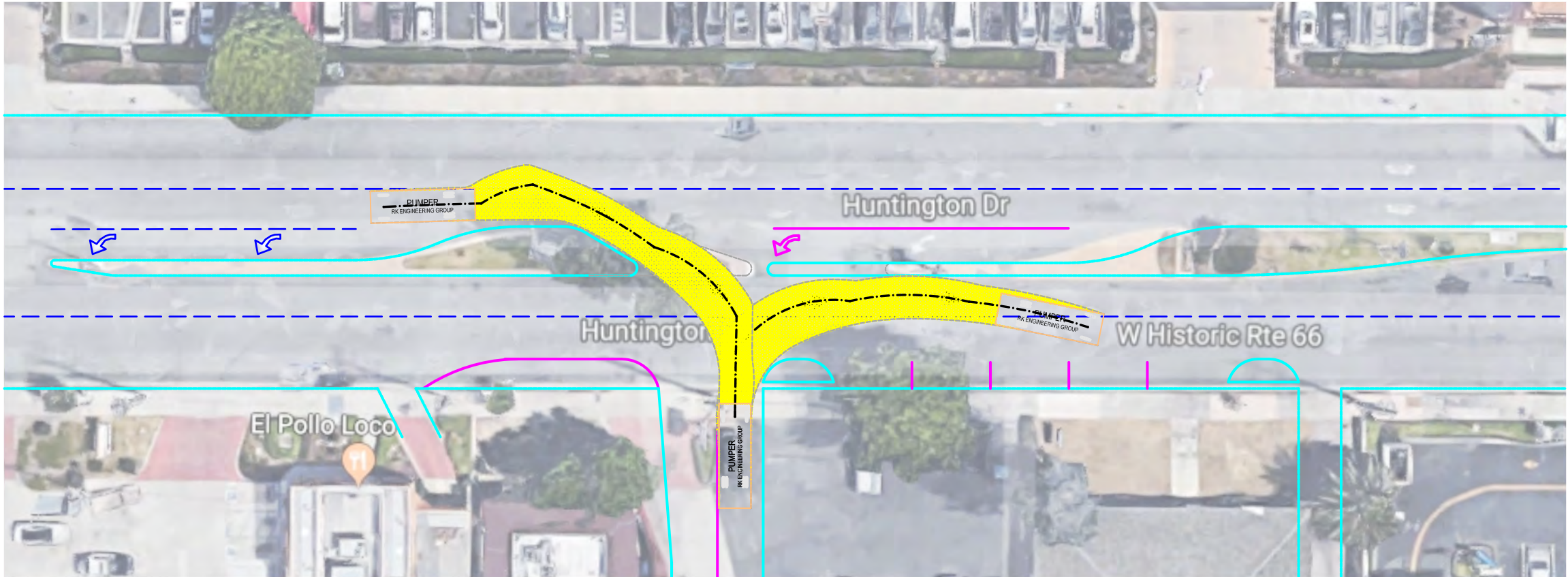
- 10 = Percent to Project
- = Site Boundary



**Conceptual Left-Turn Pocket and
Site Access with
Bulb Out**



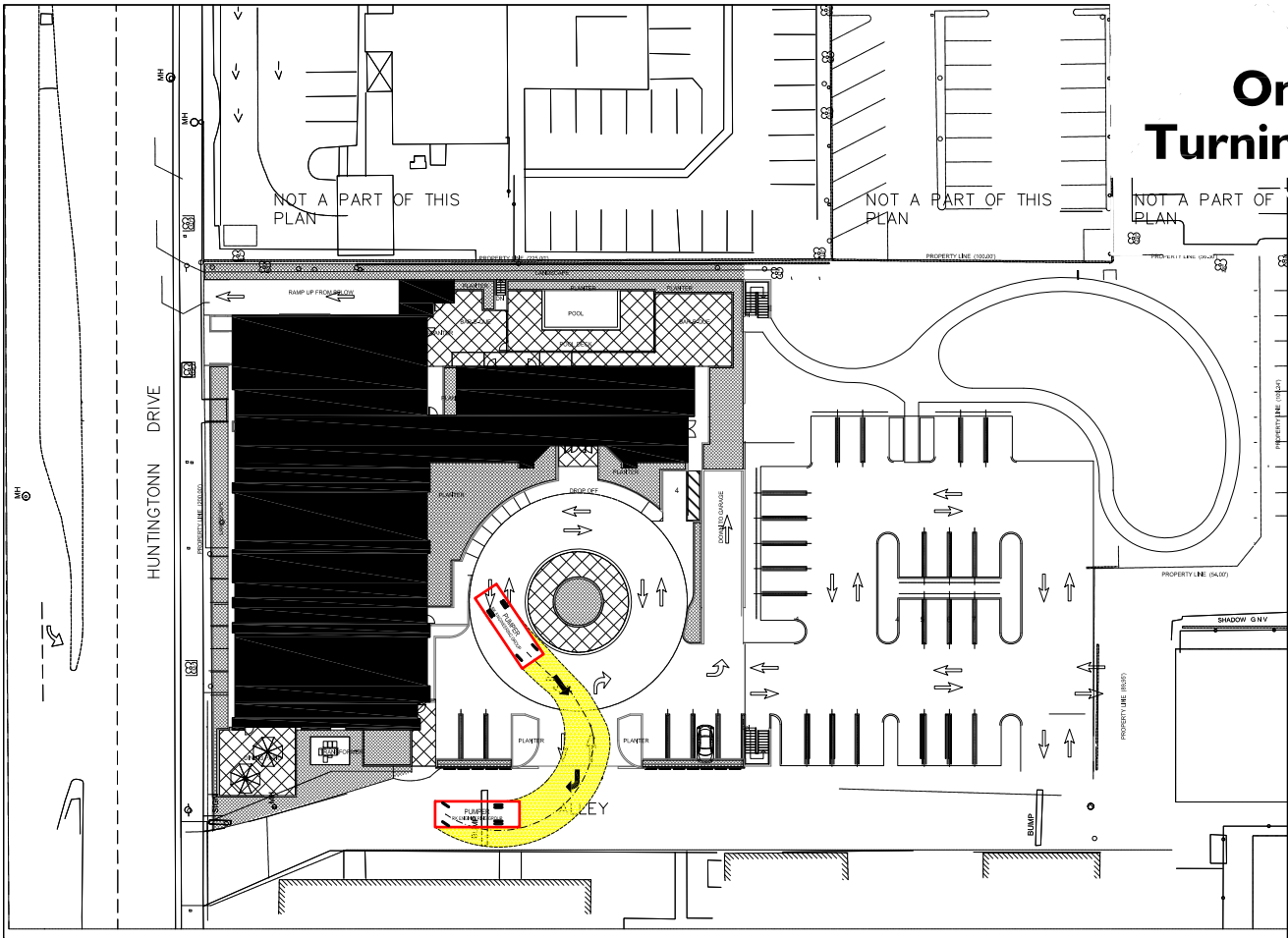
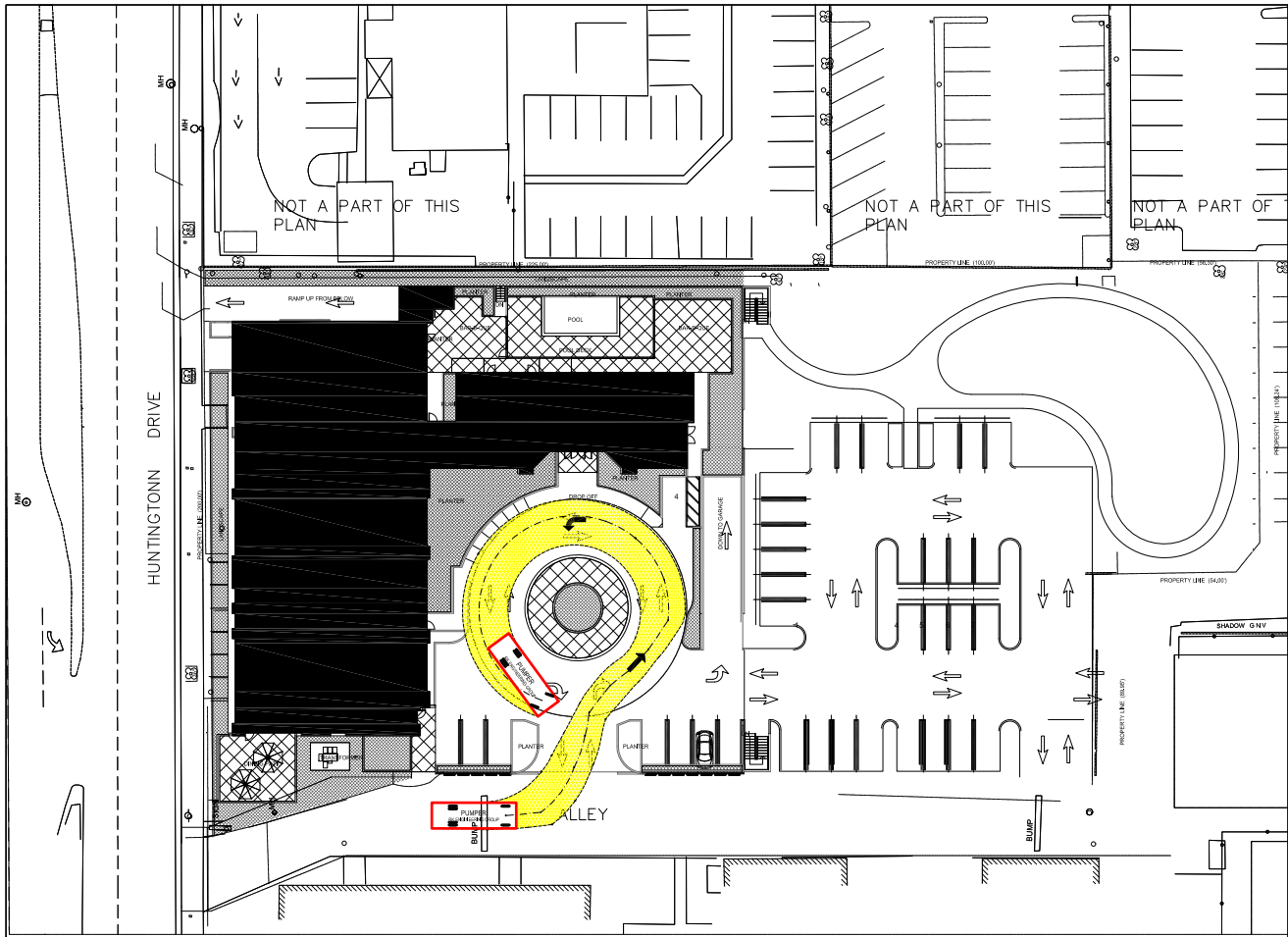
*NOTE: The final bulb out design and location shall be determined by the City Engineer.



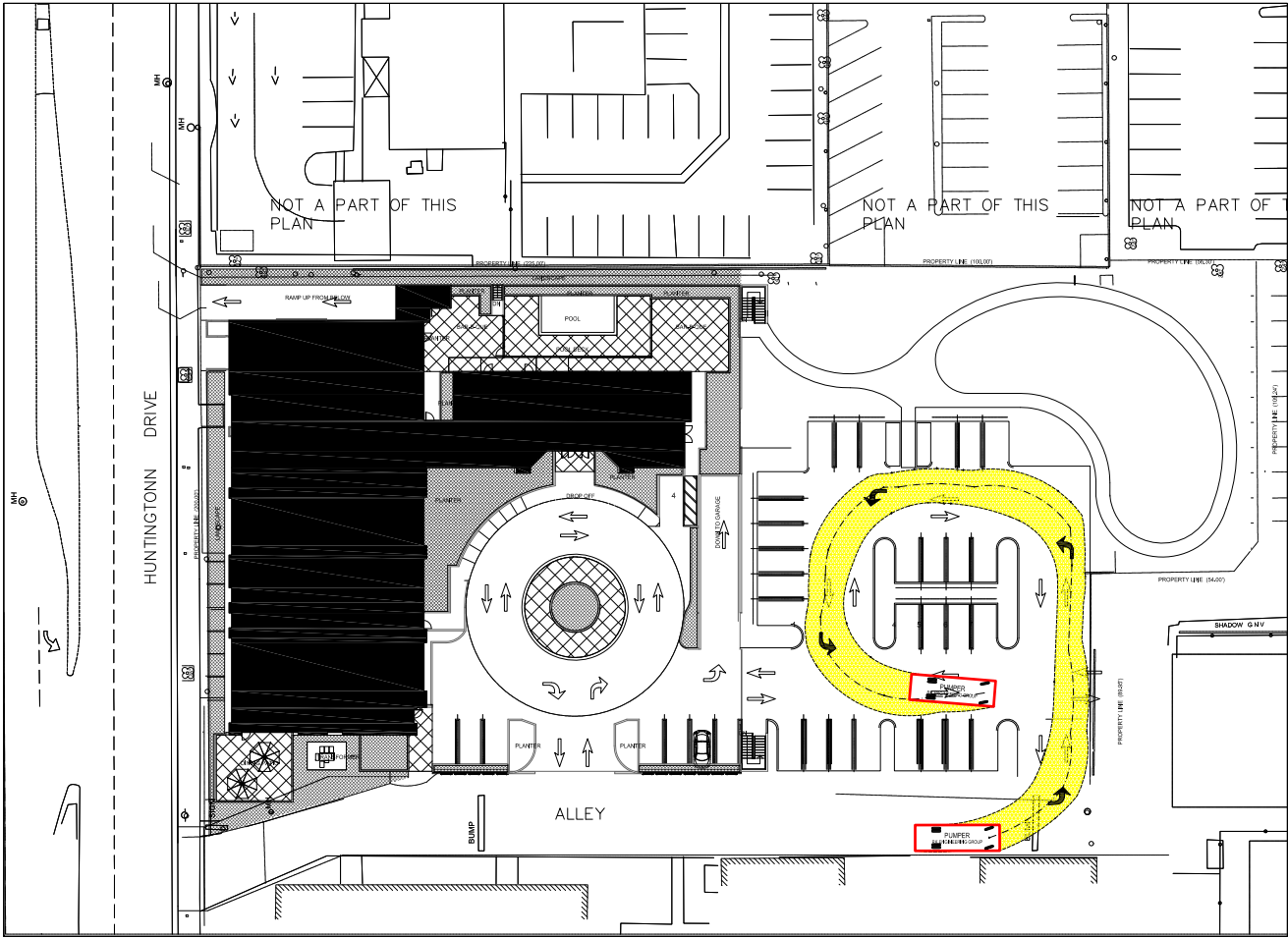
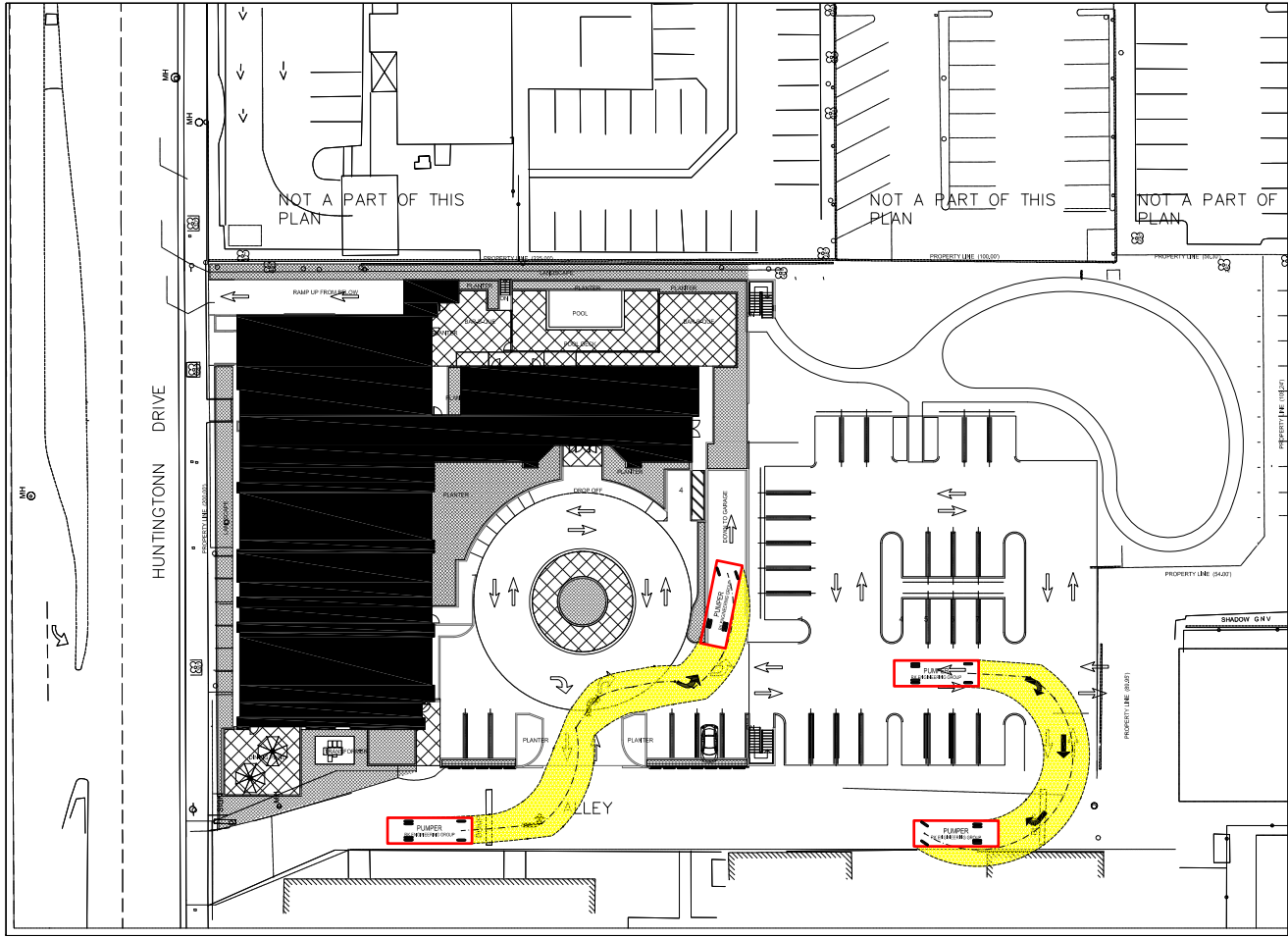
CONCEPTUAL. NOT FOR CONSTRUCTION. N.T.S.



Exhibit E
**On-Site Truck
Turning Template**



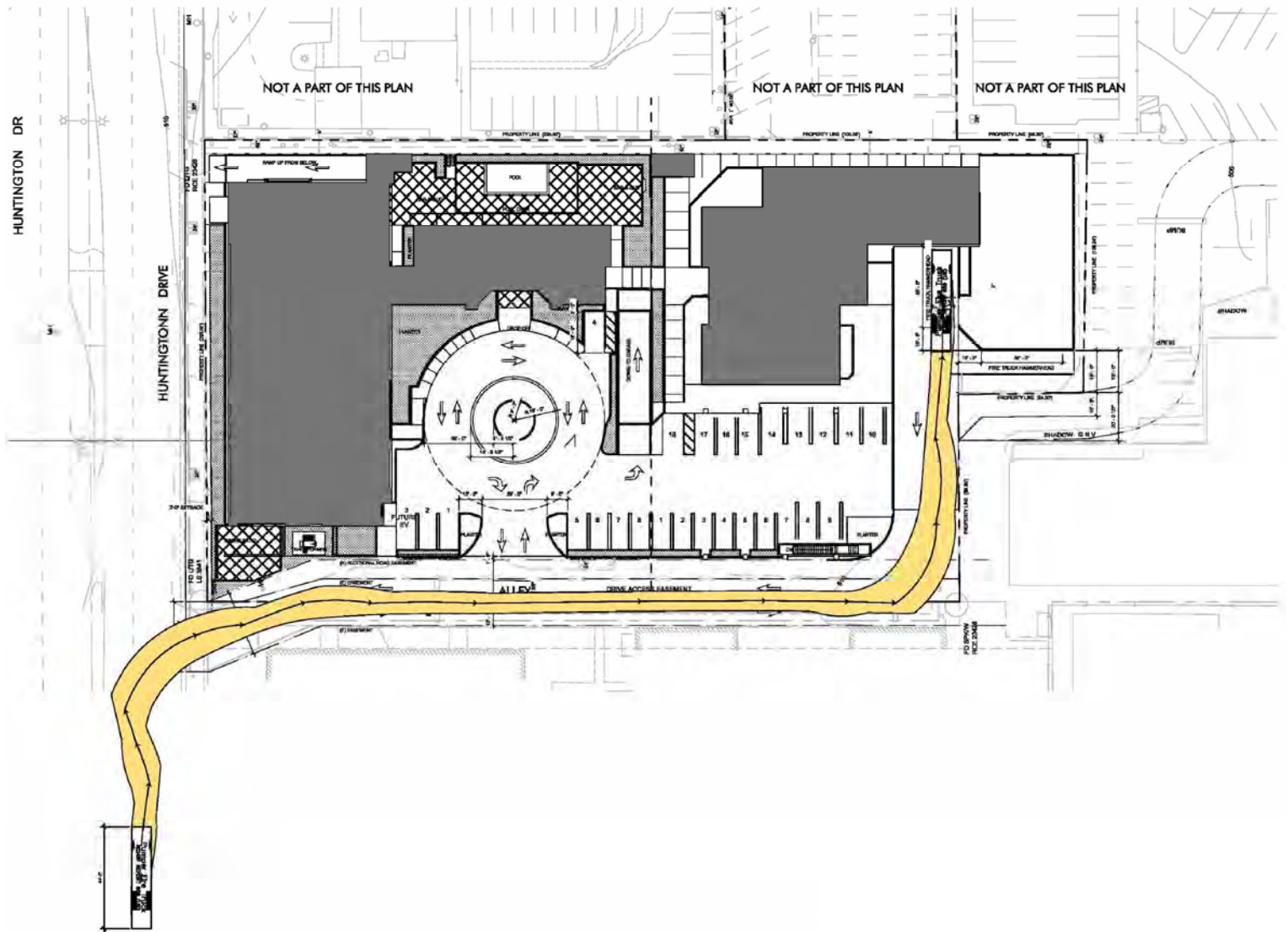
N.T.S



 = 32' Truck



Exhibit F-1
**Pumper Fire Truck
Entry from Huntington Drive**

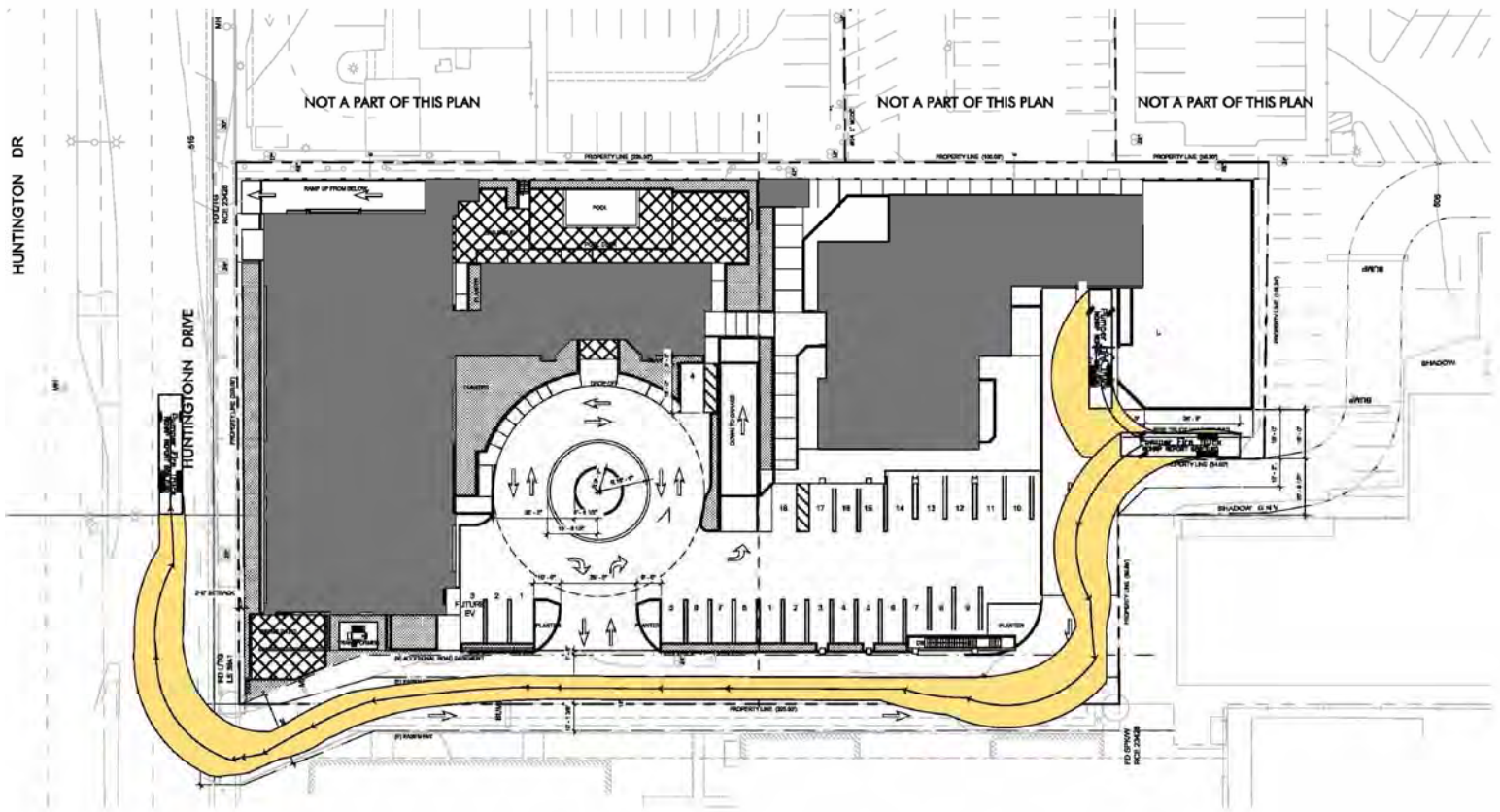


Legend:



= 44' Fire Truck





Legend:

 = 44' Fire Truck

Appendices

Appendix A

Traffic Count Worksheets

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

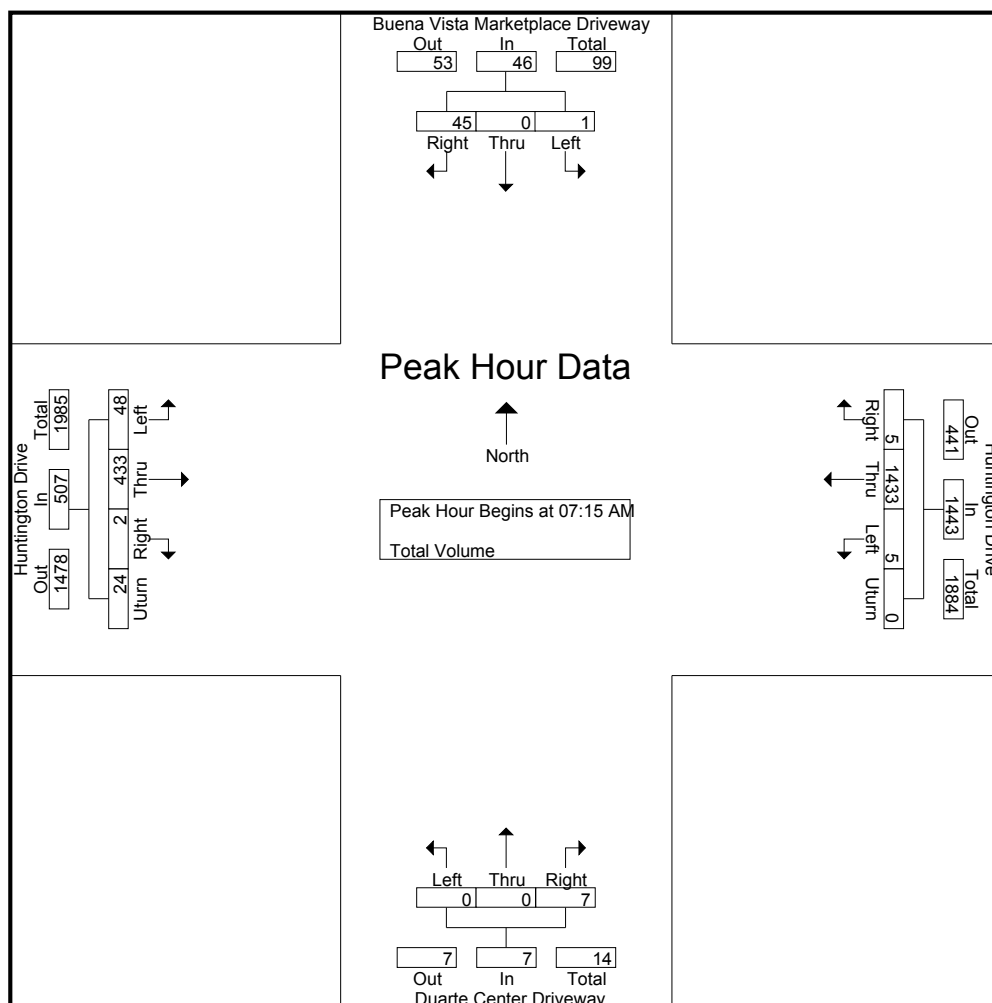
Groups Printed- Total Volume

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
07:00 AM	0	0	10	10	2	332	3	0	337	0	0	0	0	13	85	0	1	99	446
07:15 AM	1	0	13	14	0	419	0	0	419	0	0	0	0	12	81	1	3	97	530
07:30 AM	0	0	9	9	3	367	1	0	371	0	0	0	0	16	92	0	10	118	498
07:45 AM	0	0	15	15	0	343	2	0	345	0	0	3	3	9	113	1	6	129	492
Total	1	0	47	48	5	1461	6	0	1472	0	0	3	3	50	371	2	20	443	1966
08:00 AM	0	0	8	8	2	304	2	0	308	0	0	4	4	11	147	0	5	163	483
08:15 AM	0	0	14	14	2	306	4	1	313	0	0	1	1	12	140	0	10	162	490
08:30 AM	1	0	18	19	1	296	7	0	304	0	0	2	2	17	139	1	5	162	487
08:45 AM	0	0	14	14	3	286	9	0	298	2	0	2	4	25	140	1	6	172	488
Total	1	0	54	55	8	1192	22	1	1223	2	0	9	11	65	566	2	26	659	1948
Grand Total	2	0	101	103	13	2653	28	1	2695	2	0	12	14	115	937	4	46	1102	3914
Apprch %	1.9	0	98.1		0.5	98.4	1	0		14.3	0	85.7		10.4	85	0.4	4.2		
Total %	0.1	0	2.6	2.6	0.3	67.8	0.7	0	68.9	0.1	0	0.3	0.4	2.9	23.9	0.1	1.2	28.2	

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	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 07:15 AM																			
07:15 AM	1	0	13	14	0	419	0	0	419	0	0	0	0	12	81	1	3	97	530
07:30 AM	0	0	9	9	3	367	1	0	371	0	0	0	0	16	92	0	10	118	498
07:45 AM	0	0	15	15	0	343	2	0	345	0	0	3	3	9	113	1	6	129	492
08:00 AM	0	0	8	8	2	304	2	0	308	0	0	4	4	11	147	0	5	163	483
Total Volume	1	0	45	46	5	1433	5	0	1443	0	0	7	7	48	433	2	24	507	2003
% App. Total																			
PHF	.250	.000	.750	.767	.417	.855	.625	.000	.861	.000	.000	.438	.438	.750	.736	.500	.600	.778	.945

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
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:

Peak Hour for Each Approach Begins at:																		
	07:45 AM				07:00 AM				08:00 AM				08:00 AM					
+0 mins.	0	0	15	15	2	332	3	0	337	0	0	4	4	11	147	0	5	163
+15 mins.	0	0	8	8	0	419	0	0	419	0	0	1	1	12	140	0	10	162
+30 mins.	0	0	14	14	3	367	1	0	371	0	0	2	2	17	139	1	5	162
+45 mins.	1	0	18	19	0	343	2	0	345	2	0	2	4	25	140	1	6	172
Total Volume	1	0	55	56	5	1461	6	0	1472	2	0	9	11	65	566	2	26	659
% App. Total																		
PHF	.250	.000	.764	.737	.417	.872	.500	.000	.878	.250	.000	.563	.688	.650	.963	.500	.650	.958

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

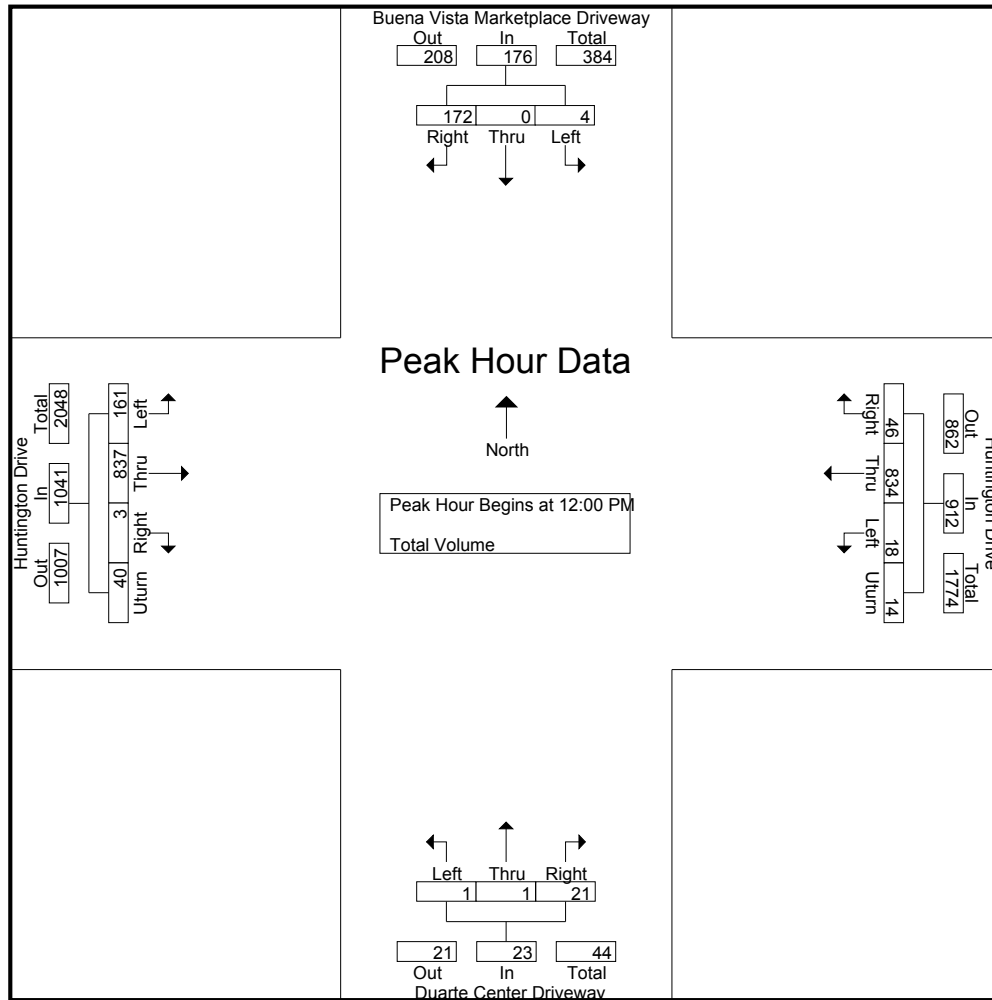
Groups Printed- Total Volume

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
11:00 AM	1	0	36	37	5	196	6	0	207	0	1	1	2	31	149	3	3	186	432
11:15 AM	4	0	29	33	7	196	3	2	208	0	0	2	2	28	159	2	5	194	437
11:30 AM	4	0	32	36	5	211	13	2	231	1	0	5	6	28	203	2	8	241	514
11:45 AM	3	1	40	44	7	204	12	3	226	0	0	5	5	42	177	3	5	227	502
Total	12	1	137	150	24	807	34	7	872	1	1	13	15	129	688	10	21	848	1885
12:00 PM	1	0	37	38	6	235	13	3	257	0	0	7	7	35	194	1	9	239	541
12:15 PM	1	0	44	45	7	197	11	5	220	0	0	3	3	35	209	0	9	253	521
12:30 PM	2	0	39	41	4	218	14	1	237	1	0	9	10	54	231	1	5	291	579
12:45 PM	0	0	52	52	1	184	8	5	198	0	1	2	3	37	203	1	17	258	511
Total	4	0	172	176	18	834	46	14	912	1	1	21	23	161	837	3	40	1041	2152
Grand Total	16	1	309	326	42	1641	80	21	1784	2	2	34	38	290	1525	13	61	1889	4037
Apprch %	4.9	0.3	94.8		2.4	92	4.5	1.2		5.3	5.3	89.5		15.4	80.7	0.7	3.2		
Total %	0.4	0	7.7	8.1	1	40.6	2	0.5	44.2	0	0	0.8	0.9	7.2	37.8	0.3	1.5	46.8	

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:00 PM																			
12:00 PM	1	0	37	38	6	235	13	3	257	0	0	7	7	35	194	1	9	239	541
12:15 PM	1	0	44	45	7	197	11	5	220	0	0	3	3	35	209	0	9	253	521
12:30 PM	2	0	39	41	4	218	14	1	237	1	0	9	10	54	231	1	5	291	579
12:45 PM	0	0	52	52	1	184	8	5	198	0	1	2	3	37	203	1	17	258	511
Total Volume	4	0	172	176	18	834	46	14	912	1	1	21	23	161	837	3	40	1041	2152
% App. Total	2.3	0	97.7		2	91.4	5	1.5		4.3	4.3	91.3		15.5	80.4	0.3	3.8		
PHF	.500	.000	.827	.846	.643	.887	.821	.700	.887	.250	.250	.583	.575	.745	.906	.750	.588	.894	.929

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_ El Pollo Loco West Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					11:45 AM					12:00 PM				
+0 mins.	1	0	37	38		7	204	12	3	226	0	0	5	5		35	194	1	9	239
+15 mins.	1	0	44	45		6	235	13	3	257	0	0	7	7		35	209	0	9	253
+30 mins.	2	0	39	41		7	197	11	5	220	0	0	3	3		54	231	1	5	291
+45 mins.	0	0	52	52		4	218	14	1	237	1	0	9	10		37	203	1	17	258
Total Volume	4	0	172	176		24	854	50	12	940	1	0	24	25		161	837	3	40	1041
% App. Total	2.3	0	97.7			2.6	90.9	5.3	1.3		4	0	96			15.5	80.4	0.3	3.8	
PHF	.500	.000	.827	.846		.857	.909	.893	.600	.914	.250	.000	.667	.625		.745	.906	.750	.588	.894

City of Duarte
N/S: Duarte Center Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 01_El Pollo Loco West Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

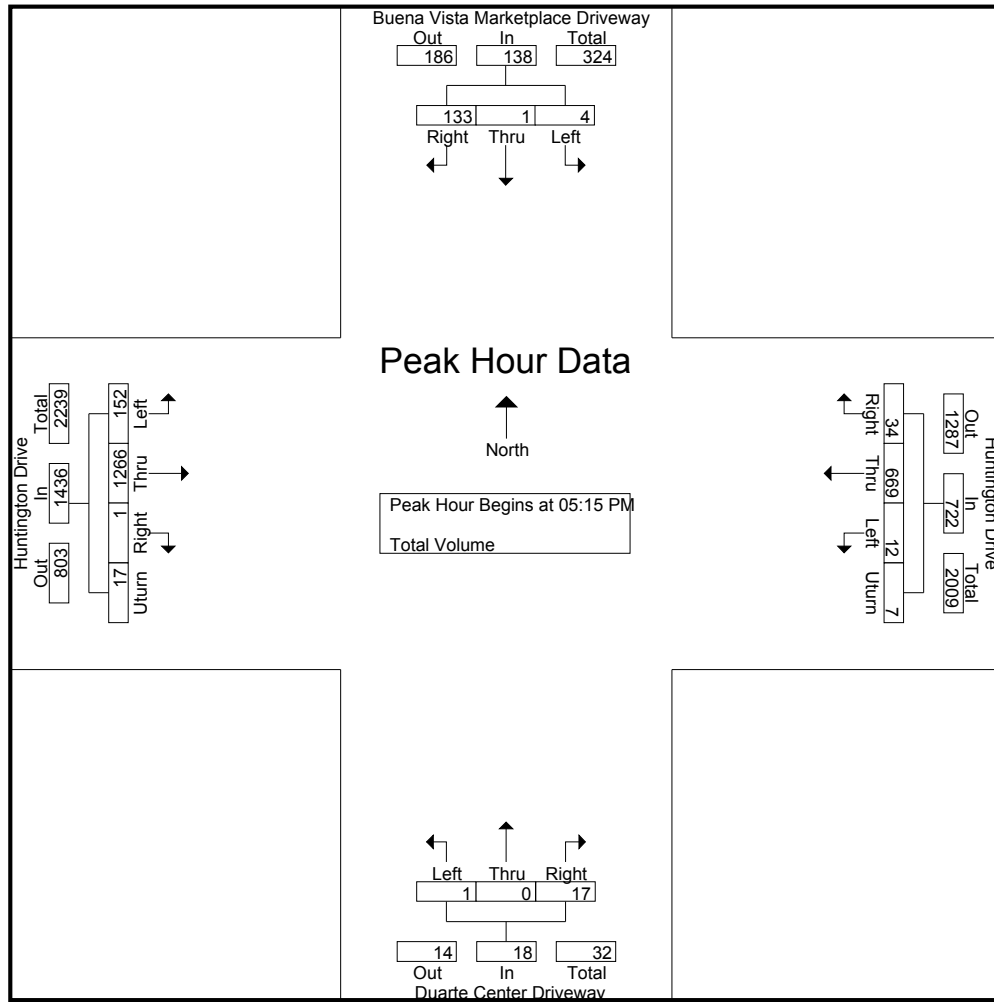
Groups Printed- Total Volume

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
05:00 PM	1	0	39	40	2	177	9	0	188	1	1	6	8	37	310	1	3	351	587
05:15 PM	2	0	39	41	3	169	12	3	187	0	0	4	4	30	332	1	3	366	598
05:30 PM	0	1	29	30	3	165	8	1	177	0	0	4	4	33	320	0	4	357	568
05:45 PM	0	0	30	30	3	162	6	0	171	1	0	3	4	51	299	0	4	354	559
Total	3	1	137	141	11	673	35	4	723	2	1	17	20	151	1261	2	14	1428	2312
06:00 PM	2	0	35	37	3	173	8	3	187	0	0	6	6	38	315	0	6	359	589
06:15 PM	1	0	40	41	3	165	9	3	180	1	0	2	3	23	289	1	4	317	541
06:30 PM	0	0	33	33	2	141	6	4	153	2	1	9	12	34	307	0	4	345	543
06:45 PM	1	0	27	28	2	153	7	4	166	0	0	7	7	31	248	2	4	285	486
Total	4	0	135	139	10	632	30	14	686	3	1	24	28	126	1159	3	18	1306	2159
Grand Total	7	1	272	280	21	1305	65	18	1409	5	2	41	48	277	2420	5	32	2734	4471
Apprch %	2.5	0.4	97.1		1.5	92.6	4.6	1.3		10.4	4.2	85.4		10.1	88.5	0.2	1.2		
Total %	0.2	0	6.1	6.3	0.5	29.2	1.5	0.4	31.5	0.1	0	0.9	1.1	6.2	54.1	0.1	0.7	61.1	

	Buena Vista Marketplace Driveway Southbound				Huntington Drive Westbound					Duarte Center Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:15 PM																			
05:15 PM	2	0	39	41	3	169	12	3	187	0	0	4	4	30	332	1	3	366	598
05:30 PM	0	1	29	30	3	165	8	1	177	0	0	4	4	33	320	0	4	357	568
05:45 PM	0	0	30	30	3	162	6	0	171	1	0	3	4	51	299	0	4	354	559
06:00 PM	2	0	35	37	3	173	8	3	187	0	0	6	6	38	315	0	6	359	589
Total Volume	4	1	133	138	12	669	34	7	722	1	0	17	18	152	1266	1	17	1436	2314
% App. Total																			
PHF	.500	.250	.853	.841	1.00	.967	.708	.583	.965	.250	.000	.708	.750	.745	.953	.250	.708	.981	.967

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Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					06:00 PM					05:15 PM				
+0 mins.	1	0	39	40		2	177	9	0	188	0	0	6	6		30	332	1	3	366
+15 mins.	2	0	39	41		3	169	12	3	187	1	0	2	3		33	320	0	4	357
+30 mins.	0	1	29	30		3	165	8	1	177	2	1	9	12		51	299	0	4	354
+45 mins.	0	0	30	30		3	162	6	0	171	0	0	7	7		38	315	0	6	359
Total Volume	3	1	137	141		11	673	35	4	723	3	1	24	28		152	1266	1	17	1436
% App. Total																				
PHF	.375	.250	.878	.860		.917	.951	.729	.333	.961	.375	.250	.667	.583		.745	.953	.250	.708	.981

City of Duarte
N/S: Monrovia Post Acute West Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 03_Monrovia PA West Dwy_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

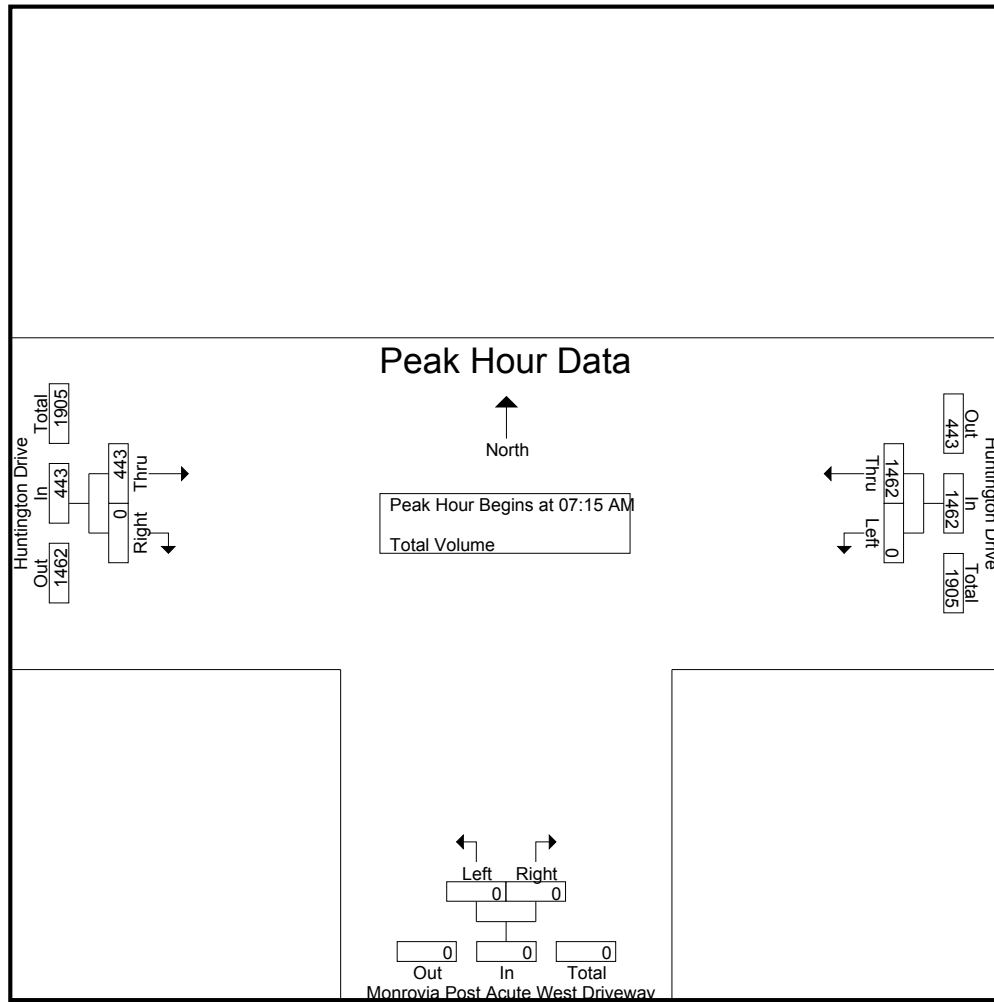
Groups Printed- Total Volume

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	335	335	0	0	0	83	2	85	420
07:15 AM	0	420	420	0	0	0	82	0	82	502
07:30 AM	0	377	377	0	0	0	93	0	93	470
07:45 AM	0	352	352	0	0	0	119	0	119	471
Total	0	1484	1484	0	0	0	377	2	379	1863
08:00 AM	0	313	313	0	0	0	149	0	149	462
08:15 AM	0	307	307	0	0	0	142	3	145	452
08:30 AM	0	303	303	0	0	0	147	2	149	452
08:45 AM	0	301	301	0	0	0	136	1	137	438
Total	0	1224	1224	0	0	0	574	6	580	1804
Grand Total	0	2708	2708	0	0	0	951	8	959	3667
Apprch %	0	100		0	0		99.2	0.8		
Total %	0	73.8	73.8	0	0	0	25.9	0.2	26.2	

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 07:15 AM										
07:15 AM	0	420	420	0	0	0	82	0	82	502
07:30 AM	0	377	377	0	0	0	93	0	93	470
07:45 AM	0	352	352	0	0	0	119	0	119	471
08:00 AM	0	313	313	0	0	0	149	0	149	462
Total Volume	0	1462	1462	0	0	0	443	0	443	1905
% App. Total	0	100		0	0		100	0		
PHF	.000	.870	.870	.000	.000	.000	.743	.000	.743	.949

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	335	335	0	0	0	149	0	149
+15 mins.	0	420	420	0	0	0	142	3	145
+30 mins.	0	377	377	0	0	0	147	2	149
+45 mins.	0	352	352	0	0	0	136	1	137
Total Volume	0	1484	1484	0	0	0	574	6	580
% App. Total	0	100		0	0		99	1	
PHF	.000	.883	.883	.000	.000	.000	.963	.500	.973

City of Duarte
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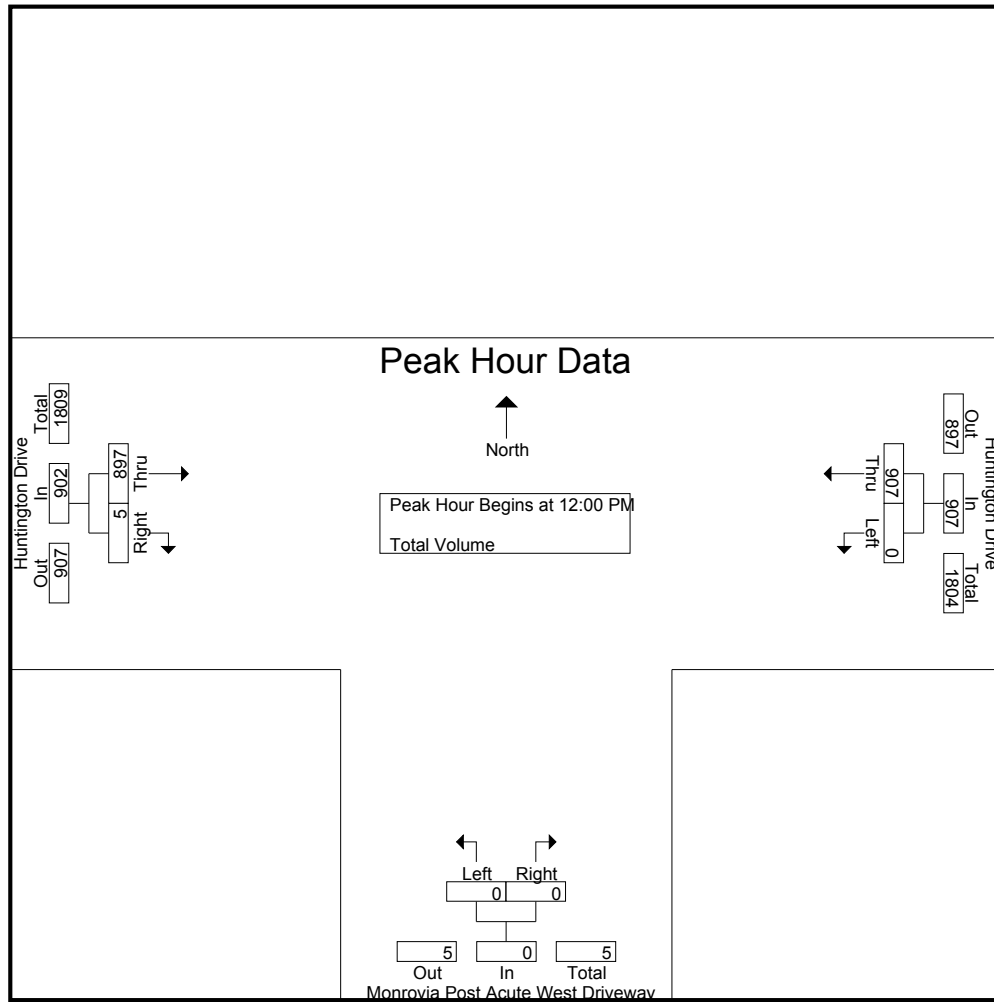
Groups Printed- Total Volume

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	0	214	214	0	0	0	151	2	153	367
11:15 AM	0	209	209	0	0	0	167	1	168	377
11:30 AM	0	235	235	0	0	0	209	0	209	444
11:45 AM	0	227	227	0	0	0	203	0	203	430
Total	0	885	885	0	0	0	730	3	733	1618
12:00 PM	0	246	246	0	0	0	204	1	205	451
12:15 PM	0	219	219	0	0	0	231	2	233	452
12:30 PM	0	235	235	0	0	0	238	1	239	474
12:45 PM	0	207	207	0	0	0	224	1	225	432
Total	0	907	907	0	0	0	897	5	902	1809
Grand Total	0	1792	1792	0	0	0	1627	8	1635	3427
Apprch %	0	100		0	0		99.5	0.5		
Total %	0	52.3	52.3	0	0	0	47.5	0.2	47.7	

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	0	246	246	0	0	0	204	1	205	451
12:15 PM	0	219	219	0	0	0	231	2	233	452
12:30 PM	0	235	235	0	0	0	238	1	239	474
12:45 PM	0	207	207	0	0	0	224	1	225	432
Total Volume	0	907	907	0	0	0	897	5	902	1809
% App. Total	0	100		0	0		99.4	0.6		
PHF	.000	.922	.922	.000	.000	.000	.942	.625	.944	.954

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Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM			11:00 AM			12:00 PM		
+0 mins.	0	235	235	0	0	0	204	1	205
+15 mins.	0	227	227	0	0	0	231	2	233
+30 mins.	0	246	246	0	0	0	238	1	239
+45 mins.	0	219	219	0	0	0	224	1	225
Total Volume	0	927	927	0	0	0	897	5	902
% App. Total	0	100		0	0		99.4	0.6	
PHF	.000	.942	.942	.000	.000	.000	.942	.625	.944

City of Duarte
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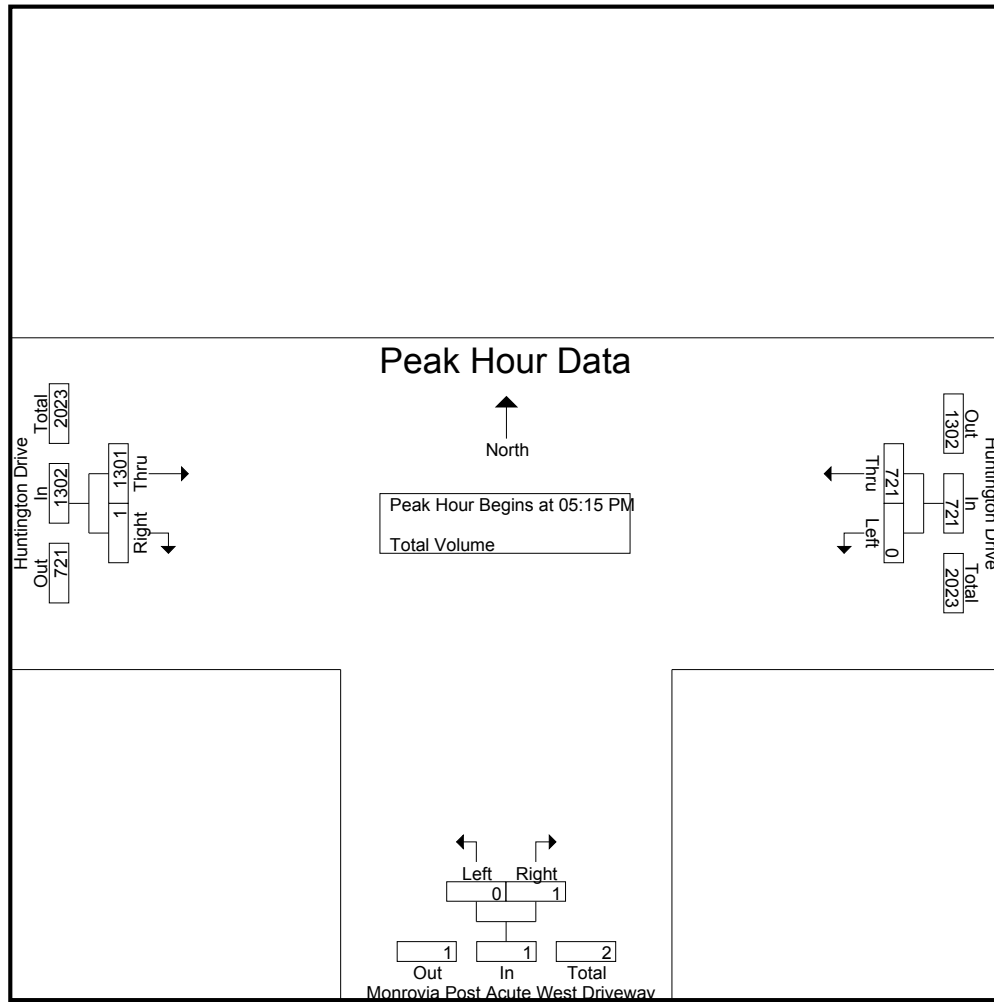
Groups Printed- Total Volume

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
05:00 PM	0	184	184	0	0	0	308	1	309	493
05:15 PM	0	188	188	0	0	0	333	1	334	522
05:30 PM	0	175	175	0	0	0	331	0	331	506
05:45 PM	0	176	176	0	0	0	319	0	319	495
Total	0	723	723	0	0	0	1291	2	1293	2016
06:00 PM	0	182	182	0	1	1	318	0	318	501
06:15 PM	0	179	179	0	0	0	316	1	317	496
06:30 PM	0	155	155	0	2	2	327	2	329	486
06:45 PM	0	169	169	0	0	0	271	0	271	440
Total	0	685	685	0	3	3	1232	3	1235	1923
Grand Total	0	1408	1408	0	3	3	2523	5	2528	3939
Apprch %	0	100		0	100		99.8	0.2		
Total %	0	35.7	35.7	0	0.1	0.1	64.1	0.1	64.2	

	Huntington Drive Westbound			Monrovia Post Acute West Driveway Northbound			Huntington Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:15 PM										
05:15 PM	0	188	188	0	0	0	333	1	334	522
05:30 PM	0	175	175	0	0	0	331	0	331	506
05:45 PM	0	176	176	0	0	0	319	0	319	495
06:00 PM	0	182	182	0	1	1	318	0	318	501
Total Volume	0	721	721	0	1	1	1301	1	1302	2024
% App. Total	0	100		0	100		99.9	0.1		
PHF	.000	.959	.959	.000	.250	.250	.977	.250	.975	.969

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Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:45 PM			05:15 PM		
+0 mins.	0	184	184	0	0	0	333	1	334
+15 mins.	0	188	188	0	1	1	331	0	331
+30 mins.	0	175	175	0	0	0	319	0	319
+45 mins.	0	176	176	0	2	2	318	0	318
Total Volume	0	723	723	0	3	3	1301	1	1302
% App. Total	0	100		0	100		99.9	0.1	
PHF	.000	.961	.961	.000	.375	.375	.977	.250	.975

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_AM
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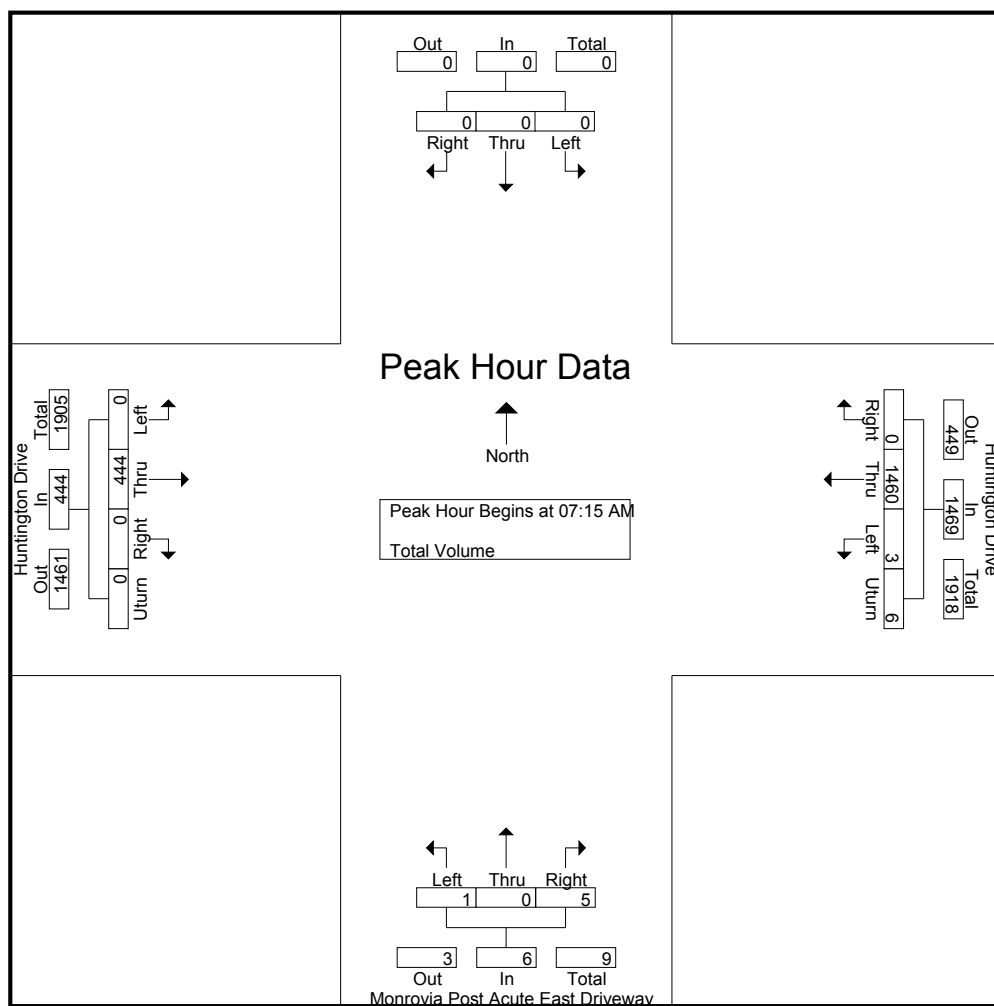
Groups Printed- Total Volume

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
07:00 AM	0	0	0	0	1	342	0	2	345	0	0	1	1	0	81	0	0	81	427
07:15 AM	0	0	0	0	0	419	0	1	420	0	0	2	2	0	82	0	0	82	504
07:30 AM	0	0	0	0	1	378	0	1	380	0	0	1	1	0	95	0	0	95	476
07:45 AM	0	0	0	0	1	346	0	1	348	1	0	0	1	0	118	0	0	118	467
Total	0	0	0	0	3	1485	0	5	1493	1	0	4	5	0	376	0	0	376	1874
08:00 AM	0	0	0	0	1	317	0	3	321	0	0	2	2	0	149	0	0	149	472
08:15 AM	0	0	0	0	0	326	0	3	329	0	0	4	4	0	143	0	0	143	476
08:30 AM	0	0	0	0	0	306	0	2	308	0	0	0	0	0	151	0	0	151	459
08:45 AM	0	0	0	0	1	301	0	2	304	0	0	1	1	0	134	0	0	134	439
Total	0	0	0	0	2	1250	0	10	1262	0	0	7	7	0	577	0	0	577	1846
Grand Total	0	0	0	0	5	2735	0	15	2755	1	0	11	12	0	953	0	0	953	3720
Apprch %	0	0	0		0.2	99.3	0	0.5		8.3	0	91.7		0	100	0	0		
Total %	0	0	0	0	0.1	73.5	0	0.4	74.1	0	0	0.3	0.3	0	25.6	0	0	25.6	

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	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 07:15 AM																			
07:15 AM	0	0	0	0	0	419	0	1	420	0	0	2	2	0	82	0	0	82	504
07:30 AM	0	0	0	0	1	378	0	1	380	0	0	1	1	0	95	0	0	95	476
07:45 AM	0	0	0	0	1	346	0	1	348	1	0	0	1	0	118	0	0	118	467
08:00 AM	0	0	0	0	1	317	0	3	321	0	0	2	2	0	149	0	0	149	472
Total Volume	0	0	0	0	3	1460	0	6	1469	1	0	5	6	0	444	0	0	444	1919
% App. Total																			
PHF	.000	.000	.000	.000	.750	.871	.000	.500	.874	.250	.000	.625	.750	.000	.745	.000	.000	.745	.952

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																		
	07:00 AM				07:00 AM				07:30 AM				08:00 AM					
+0 mins.	0	0	0	0	1	342	0	2	345	0	0	1	1	0	149	0	0	149
+15 mins.	0	0	0	0	0	419	0	1	420	1	0	0	1	0	143	0	0	143
+30 mins.	0	0	0	0	1	378	0	1	380	0	0	2	2	0	151	0	0	151
+45 mins.	0	0	0	0	1	346	0	1	348	0	0	4	4	0	134	0	0	134
Total Volume	0	0	0	0	3	1485	0	5	1493	1	0	7	8	0	577	0	0	577
% App. Total																		
PHF	.000	.000	.000	.000	.750	.886	.000	.625	.889	.250	.000	.438	.500	.000	.955	.000	.000	.955

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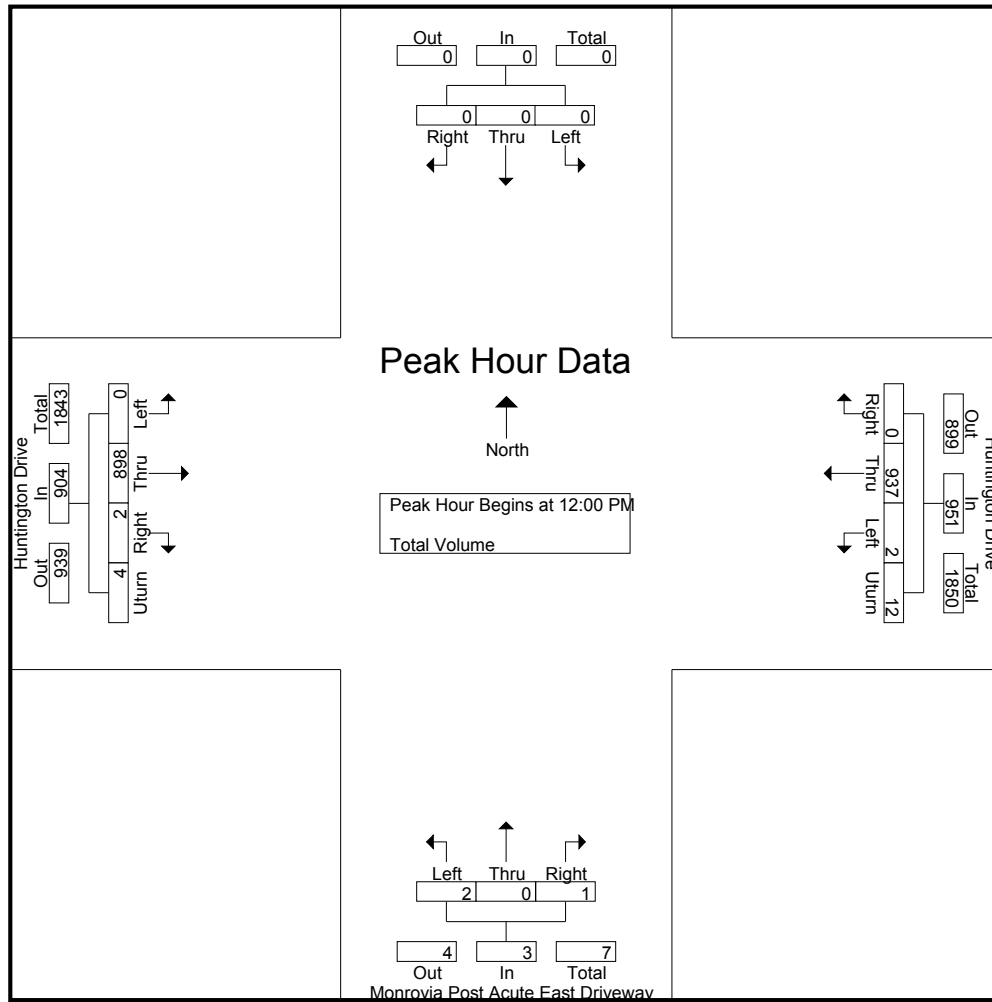
Groups Printed- Total Volume

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
11:00 AM	0	0	0	0	2	214	0	1	217	0	0	6	6	0	152	0	0	152	375
11:15 AM	0	0	0	0	2	210	0	5	217	1	0	2	3	0	171	0	1	172	392
11:30 AM	0	0	0	0	1	236	0	4	241	0	0	0	0	0	214	0	0	214	455
11:45 AM	0	0	0	0	0	230	0	4	234	1	0	1	2	0	196	0	0	196	432
Total	0	0	0	0	5	890	0	14	909	2	0	9	11	0	733	0	1	734	1654
12:00 PM	0	0	0	0	0	266	0	1	267	0	0	0	0	0	205	0	2	207	474
12:15 PM	0	0	0	0	0	223	0	4	227	1	0	0	1	0	229	1	0	230	458
12:30 PM	0	0	0	0	1	234	0	2	237	0	0	0	0	0	238	1	1	240	477
12:45 PM	0	0	0	0	1	214	0	5	220	1	0	1	2	0	226	0	1	227	449
Total	0	0	0	0	2	937	0	12	951	2	0	1	3	0	898	2	4	904	1858
Grand Total	0	0	0	0	7	1827	0	26	1860	4	0	10	14	0	1631	2	5	1638	3512
Apprch %	0	0	0		0.4	98.2	0	1.4		28.6	0	71.4		0	99.6	0.1	0.3		
Total %	0	0	0	0	0.2	52	0	0.7	53	0.1	0	0.3	0.4	0	46.4	0.1	0.1	46.6	

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 12:00 PM																			
12:00 PM	0	0	0	0	0	266	0	1	267	0	0	0	0	0	205	0	2	207	474
12:15 PM	0	0	0	0	0	223	0	4	227	1	0	0	1	0	229	1	0	230	458
12:30 PM	0	0	0	0	1	234	0	2	237	0	0	0	0	0	238	1	1	240	477
12:45 PM	0	0	0	0	1	214	0	5	220	1	0	1	2	0	226	0	1	227	449
Total Volume	0	0	0	0	2	937	0	12	951	2	0	1	3	0	898	2	4	904	1858
% App. Total	0	0	0		0.2	98.5	0	1.3		66.7	0	33.3		0	99.3	0.2	0.4		
PHF	.000	.000	.000	.000	.500	.881	.000	.600	.890	.500	.000	.250	.375	.000	.943	.500	.500	.942	.974

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				11:00 AM				12:00 PM					
+0 mins.	0	0	0	0	1	236	0	4	241	0	0	6	6	0	205	0	2	207
+15 mins.	0	0	0	0	0	230	0	4	234	1	0	2	3	0	229	1	0	230
+30 mins.	0	0	0	0	0	266	0	1	267	0	0	0	0	0	238	1	1	240
+45 mins.	0	0	0	0	0	223	0	4	227	1	0	1	2	0	226	0	1	227
Total Volume	0	0	0	0	1	955	0	13	969	2	0	9	11	0	898	2	4	904
% App. Total	0	0	0	0	0.1	98.6	0	1.3		18.2	0	81.8		0	99.3	0.2	0.4	
PHF	.000	.000	.000	.000	.250	.898	.000	.813	.907	.500	.000	.375	.458	.000	.943	.500	.500	.942

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

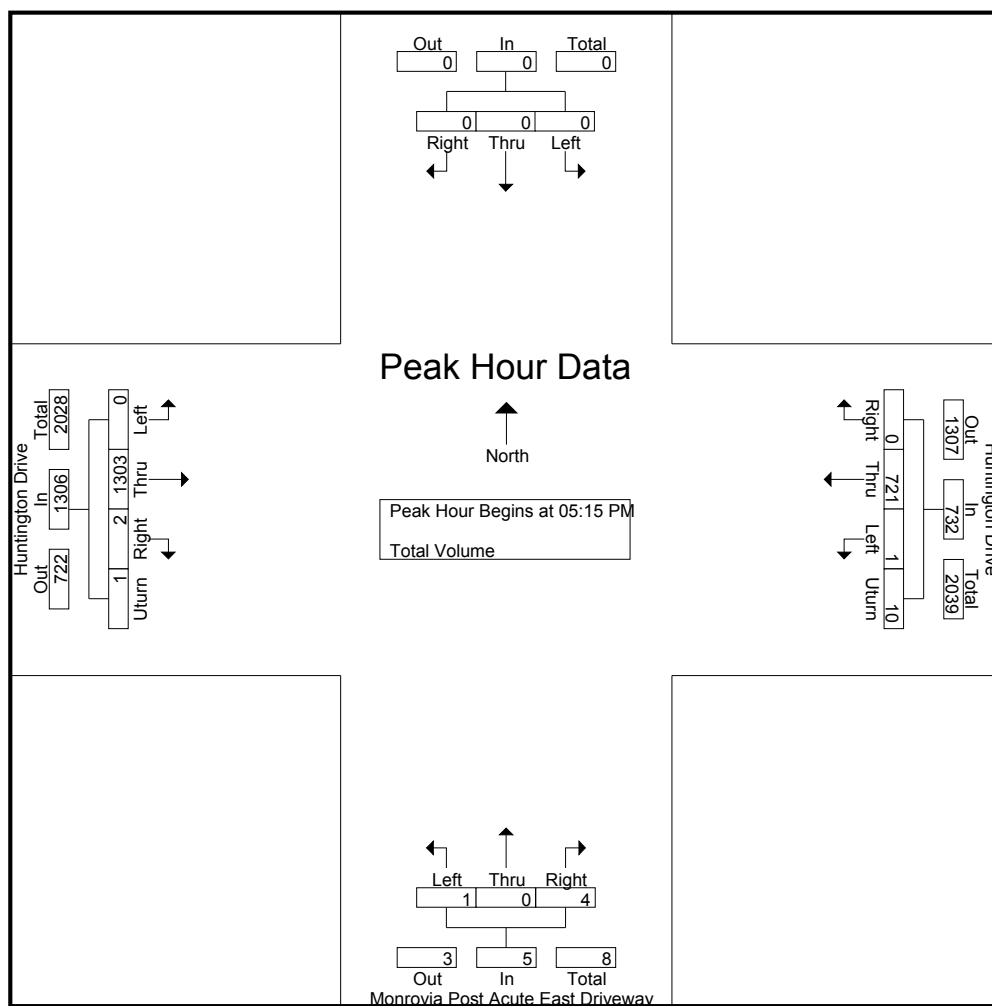
Groups Printed- Total Volume

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
05:00 PM	0	0	0	0	1	183	2	2	188	0	0	0	0	0	313	0	0	313	501
05:15 PM	0	0	0	0	1	188	0	6	195	0	0	0	0	0	333	1	1	335	530
05:30 PM	0	0	0	0	0	177	0	2	179	0	0	1	1	0	324	1	0	325	505
05:45 PM	0	0	0	0	0	176	0	2	178	1	0	1	2	0	323	0	0	323	503
Total	0	0	0	0	2	724	2	12	740	1	0	2	3	0	1293	2	1	1296	2039
06:00 PM	0	0	0	0	0	180	0	0	180	0	0	2	2	0	323	0	0	323	505
06:15 PM	0	0	0	0	0	184	0	1	185	0	0	1	1	0	311	0	0	311	497
06:30 PM	0	0	0	0	0	152	0	2	154	0	0	2	2	0	310	0	0	310	466
06:45 PM	0	0	0	0	0	163	0	0	163	0	0	2	2	0	275	0	0	275	440
Total	0	0	0	0	0	679	0	3	682	0	0	7	7	0	1219	0	0	1219	1908
Grand Total	0	0	0	0	2	1403	2	15	1422	1	0	9	10	0	2512	2	1	2515	3947
Apprch %	0	0	0		0.1	98.7	0.1	1.1		10	0	90		0	99.9	0.1	0		
Total %	0	0	0	0	0.1	35.5	0.1	0.4	36	0	0	0.2	0.3	0	63.6	0.1	0	63.7	

	Southbound				Huntington Drive Westbound					Monrovia Post Acute East Driveway Northbound				Huntington Drive Eastbound					
Start Time	Left	Thru	Right	App. Total			Right	Uturn	App. Total			Right	App. Total			Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:15 PM																			
05:15 PM	0	0	0	0	1	188	0	6	195	0	0	0	0	0	333	1	1	335	530
05:30 PM	0	0	0	0	0	177	0	2	179	0	0	1	1	0	324	1	0	325	505
05:45 PM	0	0	0	0	0	176	0	2	178	1	0	1	2	0	323	0	0	323	503
06:00 PM	0	0	0	0	0	180	0	0	180	0	0	2	2	0	323	0	0	323	505
Total Volume	0	0	0	0	1	721	0	10	732	1	0	4	5	0	1303	2	1	1306	2043
% App. Total																			
PHF	.000	.000	.000	.000	.250	.959	.000	.417	.938	.250	.000	.500	.625	.000	.978	.500	.250	.975	.964

City of Duarte
N/S: Monrovia Post Acute East Driveway
E/W: Huntington Drive
Weather: Clear

File Name : 04_Monrovia PA East Dwy_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
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Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																		
	05:00 PM				05:00 PM				05:45 PM				05:15 PM					
+0 mins.	0	0	0	0	1	183	2	2	188	1	0	1	2	0	333	1	1	335
+15 mins.	0	0	0	0	1	188	0	6	195	0	0	2	2	0	324	1	0	325
+30 mins.	0	0	0	0	0	177	0	2	179	0	0	1	1	0	323	0	0	323
+45 mins.	0	0	0	0	0	176	0	2	178	0	0	2	2	0	323	0	0	323
Total Volume	0	0	0	0	2	724	2	12	740	1	0	6	7	0	1303	2	1	1306
% App. Total																		
PHF	.000	.000	.000	.000	.500	.963	.250	.500	.949	.250	.000	.750	.875	.000	.978	.500	.250	.975

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

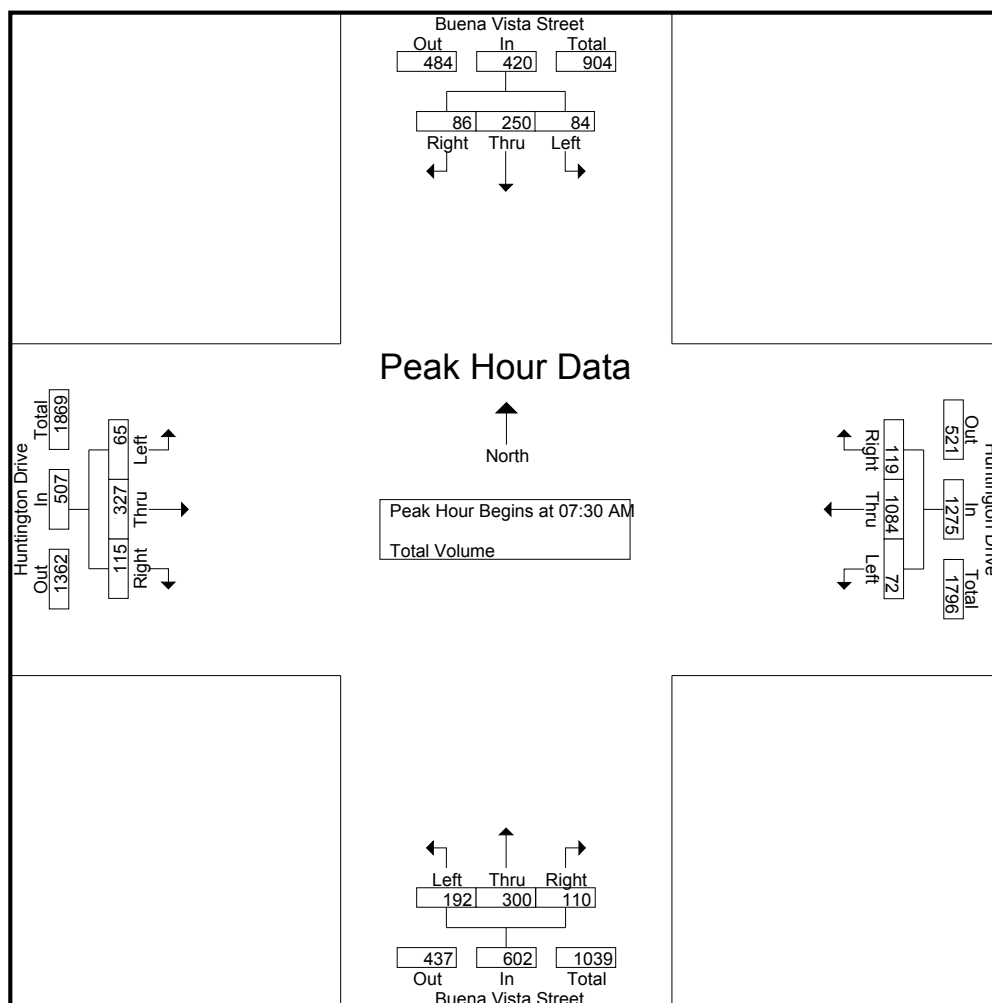
Groups Printed- Total Volume

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista 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	6	40	14	60	9	289	39	337	37	54	13	104	14	39	25	78	579
07:15 AM	12	41	29	82	10	347	44	401	48	51	12	111	4	57	23	84	678
07:30 AM	22	74	25	121	12	288	31	331	50	73	10	133	13	47	27	87	672
07:45 AM	19	70	22	111	23	287	36	346	45	67	27	139	10	81	29	120	716
Total	59	225	90	374	54	1211	150	1415	180	245	62	487	41	224	104	369	2645
08:00 AM	23	56	25	104	19	253	30	302	47	87	40	174	23	98	25	146	726
08:15 AM	20	50	14	84	18	256	22	296	50	73	33	156	19	101	34	154	690
08:30 AM	20	56	18	94	22	233	23	278	39	75	12	126	19	81	33	133	631
08:45 AM	24	46	21	91	13	260	31	304	44	59	16	119	25	93	25	143	657
Total	87	208	78	373	72	1002	106	1180	180	294	101	575	86	373	117	576	2704
Grand Total	146	433	168	747	126	2213	256	2595	360	539	163	1062	127	597	221	945	5349
Apprch %	19.5	58	22.5		4.9	85.3	9.9		33.9	50.8	15.3		13.4	63.2	23.4		
Total %	2.7	8.1	3.1	14	2.4	41.4	4.8	48.5	6.7	10.1	3	19.9	2.4	11.2	4.1	17.7	

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista 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 07:30 AM																	
07:30 AM	22	74	25	121	12	288	31	331	50	73	10	133	13	47	27	87	672
07:45 AM	19	70	22	111	23	287	36	346	45	67	27	139	10	81	29	120	716
08:00 AM	23	56	25	104	19	253	30	302	47	87	40	174	23	98	25	146	726
08:15 AM	20	50	14	84	18	256	22	296	50	73	33	156	19	101	34	154	690
Total Volume	84	250	86	420	72	1084	119	1275	192	300	110	602	65	327	115	507	2804
% App. Total	20	59.5	20.5		5.6	85	9.3		31.9	49.8	18.3		12.8	64.5	22.7		
PHF	.913	.845	.860	.868	.783	.941	.826	.921	.960	.862	.688	.865	.707	.809	.846	.823	.966

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_AM
Site Code : 10519562
Start Date : 8/27/2019
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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				07:00 AM				07:30 AM				08:00 AM			
+0 mins.	22	74	25	121	9	289	39	337	50	73	10	133	23	98	25	146
+15 mins.	19	70	22	111	10	347	44	401	45	67	27	139	19	101	34	154
+30 mins.	23	56	25	104	12	288	31	331	47	87	40	174	19	81	33	133
+45 mins.	20	50	14	84	23	287	36	346	50	73	33	156	25	93	25	143
Total Volume	84	250	86	420	54	1211	150	1415	192	300	110	602	86	373	117	576
% App. Total	20	59.5	20.5		3.8	85.6	10.6		31.9	49.8	18.3		14.9	64.8	20.3	
PHF	.913	.845	.860	.868	.587	.872	.852	.882	.960	.862	.688	.865	.860	.923	.860	.935

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

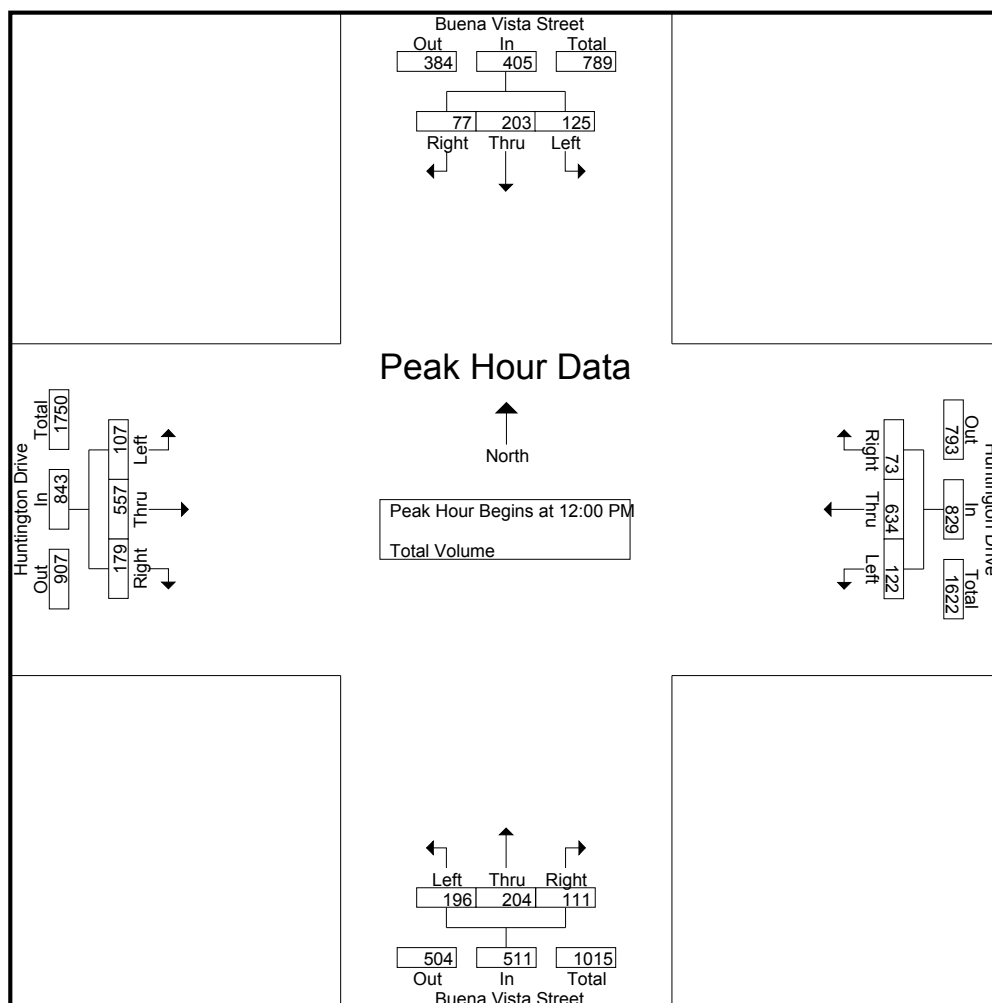
Groups Printed- Total Volume

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista 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
11:00 AM	27	46	15	88	32	154	22	208	51	43	23	117	16	104	27	147	560
11:15 AM	34	48	19	101	19	158	17	194	41	55	25	121	20	128	27	175	591
11:30 AM	30	44	8	82	26	177	14	217	47	40	34	121	17	148	33	198	618
11:45 AM	23	47	19	89	22	151	21	194	47	68	31	146	23	127	46	196	625
Total	114	185	61	360	99	640	74	813	186	206	113	505	76	507	133	716	2394
12:00 PM	30	53	21	104	22	189	16	227	53	51	25	129	22	134	41	197	657
12:15 PM	27	55	22	104	31	149	16	196	47	52	31	130	28	137	53	218	648
12:30 PM	34	48	19	101	31	167	17	215	52	48	20	120	32	132	42	206	642
12:45 PM	34	47	15	96	38	129	24	191	44	53	35	132	25	154	43	222	641
Total	125	203	77	405	122	634	73	829	196	204	111	511	107	557	179	843	2588
Grand Total	239	388	138	765	221	1274	147	1642	382	410	224	1016	183	1064	312	1559	4982
Apprch %	31.2	50.7	18		13.5	77.6	9		37.6	40.4	22		11.7	68.2	20		
Total %	4.8	7.8	2.8	15.4	4.4	25.6	3	33	7.7	8.2	4.5	20.4	3.7	21.4	6.3	31.3	

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista 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 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	30	53	21	104	22	189	16	227	53	51	25	129	22	134	41	197	657
12:15 PM	27	55	22	104	31	149	16	196	47	52	31	130	28	137	53	218	648
12:30 PM	34	48	19	101	31	167	17	215	52	48	20	120	32	132	42	206	642
12:45 PM	34	47	15	96	38	129	24	191	44	53	35	132	25	154	43	222	641
Total Volume	125	203	77	405	122	634	73	829	196	204	111	511	107	557	179	843	2588
% App. Total	30.9	50.1	19		14.7	76.5	8.8		38.4	39.9	21.7		12.7	66.1	21.2		
PHF	.919	.923	.875	.974	.803	.839	.760	.913	.925	.962	.793	.968	.836	.904	.844	.949	.985

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_MD
Site Code : 10519562
Start Date : 8/27/2019
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Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:30 AM				11:30 AM				12:00 PM			
+0 mins.	30	53	21	104	26	177	14	217	47	40	34	121	22	134	41	197
+15 mins.	27	55	22	104	22	151	21	194	47	68	31	146	28	137	53	218
+30 mins.	34	48	19	101	22	189	16	227	53	51	25	129	32	132	42	206
+45 mins.	34	47	15	96	31	149	16	196	47	52	31	130	25	154	43	222
Total Volume	125	203	77	405	101	666	67	834	194	211	121	526	107	557	179	843
% App. Total	30.9	50.1	19		12.1	79.9	8		36.9	40.1	23		12.7	66.1	21.2	
PHF	.919	.923	.875	.974	.815	.881	.798	.919	.915	.776	.890	.901	.836	.904	.844	.949

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 1

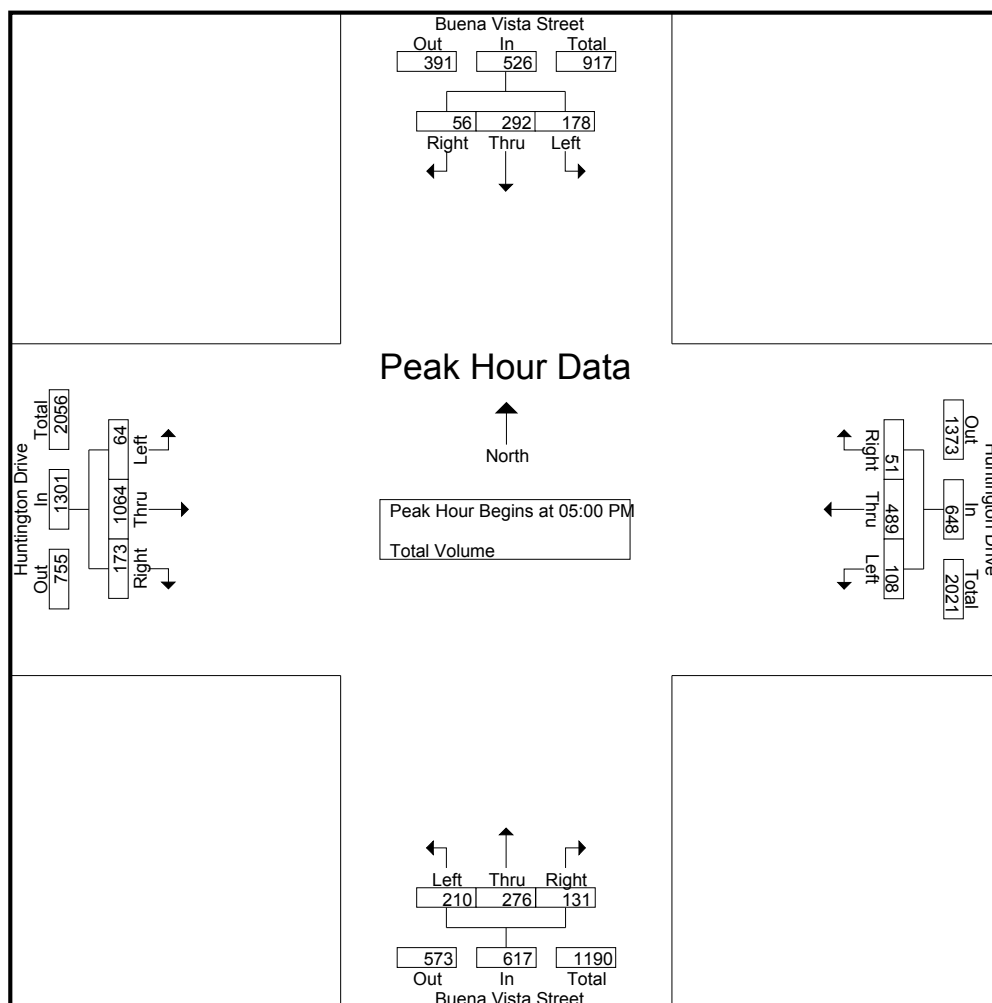
Groups Printed- Total Volume

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista 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
05:00 PM	46	69	13	128	28	128	11	167	66	82	53	201	14	250	45	309	805
05:15 PM	46	83	17	146	24	123	16	163	52	66	28	146	14	285	56	355	810
05:30 PM	40	76	15	131	22	125	12	159	50	70	30	150	15	255	30	300	740
05:45 PM	46	64	11	121	34	113	12	159	42	58	20	120	21	274	42	337	737
Total	178	292	56	526	108	489	51	648	210	276	131	617	64	1064	173	1301	3092
06:00 PM	37	61	20	118	26	119	12	157	43	47	27	117	13	256	41	310	702
06:15 PM	32	46	19	97	19	124	10	153	44	49	13	106	22	250	29	301	657
06:30 PM	32	41	16	89	17	100	6	123	43	57	27	127	18	265	31	314	653
06:45 PM	20	31	14	65	20	120	12	152	29	60	34	123	24	228	28	280	620
Total	121	179	69	369	82	463	40	585	159	213	101	473	77	999	129	1205	2632
Grand Total	299	471	125	895	190	952	91	1233	369	489	232	1090	141	2063	302	2506	5724
Apprch %	33.4	52.6	14		15.4	77.2	7.4		33.9	44.9	21.3		5.6	82.3	12.1		
Total %	5.2	8.2	2.2	15.6	3.3	16.6	1.6	21.5	6.4	8.5	4.1	19	2.5	36	5.3	43.8	

	Buena Vista Street Southbound				Huntington Drive Westbound				Buena Vista 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 05:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	46	69	13	128	28	128	11	167	66	82	53	201	14	250	45	309	805
05:15 PM	46	83	17	146	24	123	16	163	52	66	28	146	14	285	56	355	810
05:30 PM	40	76	15	131	22	125	12	159	50	70	30	150	15	255	30	300	740
05:45 PM	46	64	11	121	34	113	12	159	42	58	20	120	21	274	42	337	737
Total Volume	178	292	56	526	108	489	51	648	210	276	131	617	64	1064	173	1301	3092
% App. Total	33.8	55.5	10.6		16.7	75.5	7.9		34	44.7	21.2		4.9	81.8	13.3		
PHF	.967	.880	.824	.901	.794	.955	.797	.970	.795	.841	.618	.767	.762	.933	.772	.916	.954

City of Duarte
N/S: Buena Vista Street
E/W: Huntington Drive
Weather: Clear

File Name : 05_Buena Vista_Huntington_PM
Site Code : 10519562
Start Date : 8/27/2019
Page No : 2



Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:15 PM			
+0 mins.	46	69	13	128	28	128	11	167	66	82	53	201	14	285	56	355
+15 mins.	46	83	17	146	24	123	16	163	52	66	28	146	15	255	30	300
+30 mins.	40	76	15	131	22	125	12	159	50	70	30	150	21	274	42	337
+45 mins.	46	64	11	121	34	113	12	159	42	58	20	120	13	256	41	310
Total Volume	178	292	56	526	108	489	51	648	210	276	131	617	63	1070	169	1302
% App. Total	33.8	55.5	10.6		16.7	75.5	7.9		34	44.7	21.2		4.8	82.2	13	
PHF	.967	.880	.824	.901	.794	.955	.797	.970	.795	.841	.618	.767	.750	.939	.754	.917

Counts Unlimited, Inc.

City of Duarte
Huntington Drive
B/ Bradbury Avenue - Buena Vista Street
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

DTE001
Site Code: 105-19562

Start Time	27-Aug-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	215			18	271				
12:15		11	220			5	218				
12:30		16	236			7	231				
12:45		12	230	62	901	7	214	37	934	99	1835
01:00		10	288			5	219				
01:15		6	262			4	175				
01:30		7	294			9	179				
01:45		7	247	30	1091	6	155	24	728	54	1819
02:00		6	230			4	166				
02:15		4	230			4	146				
02:30		3	250			3	175				
02:45		3	213	16	923	2	191	13	678	29	1601
03:00		7	271			6	196				
03:15		8	287			2	176				
03:30		6	283			7	169				
03:45		7	294	28	1135	9	169	24	710	52	1845
04:00		7	317			5	185				
04:15		5	316			21	174				
04:30		12	350			15	170				
04:45		12	311	36	1294	20	204	61	733	97	2027
05:00		20	338			26	190				
05:15		14	343			36	183				
05:30		19	326			61	179				
05:45		37	326	90	1333	119	166	242	718	332	2051
06:00		33	315			194	184				
06:15		37	292			315	180				
06:30		43	330			372	154				
06:45		56	256	169	1193	383	164	1264	682	1433	1875
07:00		82	267			334	183				
07:15		79	253			409	164				
07:30		92	217			369	148				
07:45		113	188	366	925	330	164	1442	659	1808	1584
08:00		147	167			303	126				
08:15		132	151			304	115				
08:30		146	118			289	80				
08:45		130	112	555	548	301	102	1197	423	1752	971
09:00		102	133			236	79				
09:15		113	108			222	73				
09:30		122	103			222	57				
09:45		110	109	447	453	219	60	899	269	1346	722
10:00		141	56			186	41				
10:15		149	61			211	39				
10:30		142	49			221	35				
10:45		150	28	582	194	191	30	809	145	1391	339
11:00		147	27			205	23				
11:15		174	31			207	22				
11:30		209	30			222	27				
11:45		190	35	720	123	228	12	862	84	1582	207
Total		3101	10113	3101	10113	6874	6763	6874	6763	9975	16876
Combined Total		13214		13214		13637		13637		26851	
AM Peak	-	11:00	-	-	-	06:30	-	-	-	-	-
Vol.	-	720	-	-	-	1498	-	-	-	-	-
P.H.F.		0.861				0.916					
PM Peak	-	-	04:30	-	-	-	12:00	-	-	-	-
Vol.	-	-	1342	-	-	-	934	-	-	-	-
P.H.F.			0.959				0.862				
Percentage		23.5%	76.5%			50.4%	49.6%				
ADT/AADT		ADT 26,851		AADT 26,851							

Counts Unlimited, Inc.

Page 1

City of Duarte
Monrovia Post Alleyway
S/ Huntington Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

DTE002
Site Code: 105-19562

Start Time	27-Aug-19 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	1				
12:15		0	0			0	2				
12:30		0	0			0	1				
12:45		0	0	0	0	0	1	0	5	0	5
01:00		0	1			0	2				
01:15		0	2			1	5				
01:30		0	3			0	1				
01:45		1	6	1	12	0	3	1	11	2	23
02:00		0	0			0	1				
02:15		0	3			0	2				
02:30		0	0			0	3				
02:45		1	1	1	4	0	2	0	8	1	12
03:00		1	2			0	1				
03:15		0	3			0	2				
03:30		0	0			0	2				
03:45		0	0	1	5	0	1	0	6	1	11
04:00		0	2			0	2				
04:15		0	0			0	0				
04:30		0	0			0	1				
04:45		0	0	0	2	0	1	0	4	0	6
05:00		0	0			0	2				
05:15		0	0			0	2				
05:30		1	0			0	0				
05:45		0	0	1	0	0	0	0	4	1	4
06:00		0	1			0	0				
06:15		0	0			0	1				
06:30		2	2			1	2				
06:45		0	0	2	3	0	0	1	3	3	6
07:00		1	1			3	2				
07:15		2	1			0	2				
07:30		1	2			1	0				
07:45		0	1	4	5	0	4	4	8	8	13
08:00		0	0			0	1				
08:15		0	1			3	2				
08:30		0	1			2	0				
08:45		0	2	0	4	1	2	6	5	6	9
09:00		0	0			2	0				
09:15		1	0			0	0				
09:30		0	0			2	0				
09:45		1	1	2	1	1	0	5	0	7	1
10:00		1	0			2	0				
10:15		0	2			0	1				
10:30		1	1			2	3				
10:45		3	0	5	3	1	0	5	4	10	7
11:00		9	0			5	0				
11:15		0	1			1	1				
11:30		0	1			0	1				
11:45		0	0	9	2	0	1	6	3	15	5
Total		26	41	26	41	28	61	28	61	54	102
Combined Total		67		67		89		89		156	
AM Peak	-	10:15	-	-	-	10:30	-	-	-	-	-
Vol.	-	13	-	-	-	9	-	-	-	-	-
P.H.F.		0.361				0.450					
PM Peak	-	-	01:00	-	-	-	01:00	-	-	-	-
Vol.	-	-	12	-	-	-	11	-	-	-	-
P.H.F.			0.500				0.550				
Percentage		38.8%	61.2%			31.5%	68.5%				
ADT/AADT		ADT 156		AADT 156							

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:00	0
7:01	0
7:02	0
7:03	0
7:04	0
7:05	0
7:06	0
7:07	0
7:08	0
7:09	0
7:10	0
7:11	0
7:12	0
7:13	0
7:14	0
7:15	0
7:16	0
7:17	0
7:18	0
7:19	0
7:20	0
7:21	0
7:22	0
7:23	0
7:24	0
7:25	0
7:26	0
7:27	0
7:28	0
7:29	0
7:30	0
7:31	0
7:32	0
7:33	0
7:34	0
7:35	0
7:36	0

TIME	WBL Turn Queue
11:00	0
11:01	0
11:02	0
11:03	0
11:04	0
11:05	0
11:06	0
11:07	1
11:08	0
11:09	0
11:10	0
11:11	0
11:12	0
11:13	0
11:14	0
11:15	0
11:16	0
11:17	1
11:18	0
11:19	0
11:20	0
11:21	0
11:22	0
11:23	1
11:24	0
11:25	0
11:26	0
11:27	0
11:28	0
11:29	0
11:30	0
11:31	0
11:32	0
11:33	0
11:34	0
11:35	1
11:36	0

TIME	WBL Turn Queue
17:00	0
17:01	0
17:02	0
17:03	0
17:04	0
17:05	0
17:06	1
17:07	0
17:08	0
17:09	0
17:10	0
17:11	0
17:12	0
17:13	0
17:14	0
17:15	0
17:16	0
17:17	0
17:18	1
17:19	0
17:20	0
17:21	0
17:22	0
17:23	0
17:24	0
17:25	2
17:26	0
17:27	0
17:28	0
17:29	1
17:30	1
17:31	1
17:32	0
17:33	1
17:34	0
17:35	0
17:36	0

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:37	0
7:38	0
7:39	0
7:40	0
7:41	0
7:42	0
7:43	0
7:44	0
7:45	0
7:46	0
7:47	0
7:48	0
7:49	0
7:50	0
7:51	0
7:52	0
7:53	0
7:54	0
7:55	0
7:56	0
7:57	0
7:58	0
7:59	0
8:00	0
8:01	0
8:02	0
8:03	0
8:04	0
8:05	0
8:06	0
8:07	0
8:08	0
8:09	0
8:10	0
8:11	0
8:12	0
8:13	0

TIME	WBL Turn Queue
11:37	0
11:38	0
11:39	0
11:40	0
11:41	1
11:42	0
11:43	0
11:44	0
11:45	0
11:46	0
11:47	0
11:48	0
11:49	0
11:50	0
11:51	0
11:52	0
11:53	0
11:54	0
11:55	0
11:56	0
11:57	0
11:58	0
11:59	1
12:00	0
12:01	0
12:02	0
12:03	1
12:04	0
12:05	1
12:06	1
12:07	0
12:08	0
12:09	0
12:10	0
12:11	0
12:12	0
12:13	0

TIME	WBL Turn Queue
17:37	0
17:38	0
17:39	0
17:40	0
17:41	0
17:42	0
17:43	1
17:44	0
17:45	0
17:46	0
17:47	1
17:48	0
17:49	0
17:50	0
17:51	0
17:52	0
17:53	0
17:54	0
17:55	0
17:56	0
17:57	0
17:58	0
17:59	0
18:00	0
18:01	0
18:02	2
18:03	0
18:04	0
18:05	0
18:06	0
18:07	0
18:08	0
18:09	0
18:10	0
18:11	0
18:12	0
18:13	0

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:14	0
8:15	0
8:16	0
8:17	0
8:18	0
8:19	0
8:20	0
8:21	0
8:22	0
8:23	0
8:24	0
8:25	0
8:26	0
8:27	0
8:28	0
8:29	0
8:30	0
8:31	0
8:32	0
8:33	0
8:34	0
8:35	0
8:36	0
8:37	0
8:38	0
8:39	0
8:40	0
8:41	0
8:42	0
8:43	0
8:44	0
8:45	0
8:46	0
8:47	0
8:48	0
8:49	0
8:50	0

TIME	WBL Turn Queue
12:14	0
12:15	1
12:16	1
12:17	0
12:18	0
12:19	0
12:20	0
12:21	1
12:22	0
12:23	0
12:24	0
12:25	0
12:26	0
12:27	1
12:28	0
12:29	1
12:30	0
12:31	0
12:32	0
12:33	0
12:34	0
12:35	0
12:36	0
12:37	0
12:38	1
12:39	0
12:40	0
12:41	0
12:42	0
12:43	0
12:44	0
12:45	0
12:46	0
12:47	1
12:48	0
12:49	0
12:50	0

TIME	WBL Turn Queue
18:14	0
18:15	0
18:16	1
18:17	1
18:18	0
18:19	0
18:20	0
18:21	0
18:22	0
18:23	0
18:24	1
18:25	1
18:26	0
18:27	0
18:28	1
18:29	0
18:30	0
18:31	0
18:32	1
18:33	0
18:34	0
18:35	0
18:36	0
18:37	0
18:38	0
18:39	0
18:40	0
18:41	0
18:42	0
18:43	0
18:44	1
18:45	0
18:46	0
18:47	0
18:48	0
18:49	0
18:50	0

Left Turn Queue Count

LOCATION: El Pollo Loco Dwy - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:51	0
8:52	0
8:53	0
8:54	0
8:55	0
8:56	0
8:57	0
8:58	0
8:59	0
9:00	1

TIME	WBL Turn Queue
12:51	0
12:52	0
12:53	0
12:54	0
12:55	0
12:56	0
12:57	1
12:58	0
12:59	1
13:00	0

TIME	WBL Turn Queue
18:51	0
18:52	0
18:53	0
18:54	0
18:55	0
18:56	0
18:57	0
18:58	0
18:59	0
19:00	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:00	0
7:01	0
7:02	0
7:03	0
7:04	0
7:05	0
7:06	0
7:07	0
7:08	0
7:09	0
7:10	0
7:11	0
7:12	0
7:13	1
7:14	0
7:15	0
7:16	0
7:17	0
7:18	0
7:19	0
7:20	0
7:21	0
7:22	0
7:23	0
7:24	1
7:25	0
7:26	0
7:27	0
7:28	0
7:29	0
7:30	0
7:31	0
7:32	0
7:33	0
7:34	0
7:35	0
7:36	0

TIME	WBL Turn Queue
11:00	0
11:01	0
11:02	0
11:03	0
11:04	0
11:05	0
11:06	0
11:07	0
11:08	0
11:09	0
11:10	0
11:11	0
11:12	0
11:13	0
11:14	1
11:15	0
11:16	0
11:17	1
11:18	0
11:19	1
11:20	0
11:21	0
11:22	0
11:23	0
11:24	0
11:25	0
11:26	0
11:27	0
11:28	1
11:29	0
11:30	0
11:31	0
11:32	0
11:33	0
11:34	0
11:35	0
11:36	1

TIME	WBL Turn Queue
17:00	0
17:01	0
17:02	0
17:03	0
17:04	0
17:05	0
17:06	0
17:07	0
17:08	0
17:09	0
17:10	1
17:11	0
17:12	1
17:13	1
17:14	0
17:15	0
17:16	2
17:17	0
17:18	0
17:19	0
17:20	0
17:21	0
17:22	0
17:23	0
17:24	2
17:25	1
17:26	1
17:27	0
17:28	0
17:29	0
17:30	0
17:31	0
17:32	0
17:33	0
17:34	0
17:35	0
17:36	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
7:37	0
7:38	0
7:39	0
7:40	0
7:41	0
7:42	0
7:43	0
7:44	0
7:45	1
7:46	0
7:47	0
7:48	0
7:49	0
7:50	0
7:51	0
7:52	0
7:53	0
7:54	0
7:55	0
7:56	0
7:57	0
7:58	0
7:59	0
8:00	1
8:01	0
8:02	0
8:03	0
8:04	0
8:05	0
8:06	0
8:07	1
8:08	0
8:09	0
8:10	0
8:11	0
8:12	0
8:13	0

TIME	WBL Turn Queue
11:37	0
11:38	0
11:39	0
11:40	1
11:41	0
11:42	0
11:43	0
11:44	0
11:45	0
11:46	0
11:47	0
11:48	0
11:49	0
11:50	0
11:51	0
11:52	0
11:53	0
11:54	0
11:55	0
11:56	0
11:57	0
11:58	0
11:59	1
12:00	0
12:01	0
12:02	0
12:03	0
12:04	1
12:05	0
12:06	0
12:07	0
12:08	0
12:09	0
12:10	0
12:11	0
12:12	0
12:13	0

TIME	WBL Turn Queue
17:37	0
17:38	0
17:39	0
17:40	0
17:41	0
17:42	0
17:43	1
17:44	0
17:45	0
17:46	0
17:47	0
17:48	0
17:49	0
17:50	0
17:51	0
17:52	1
17:53	0
17:54	0
17:55	0
17:56	0
17:57	0
17:58	0
17:59	0
18:00	0
18:01	0
18:02	0
18:03	0
18:04	0
18:05	0
18:06	0
18:07	0
18:08	0
18:09	0
18:10	0
18:11	0
18:12	0
18:13	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:14	0
8:15	0
8:16	0
8:17	0
8:18	0
8:19	0
8:20	0
8:21	1
8:22	0
8:23	0
8:24	0
8:25	0
8:26	0
8:27	0
8:28	0
8:29	0
8:30	0
8:31	0
8:32	0
8:33	0
8:34	0
8:35	0
8:36	0
8:37	0
8:38	0
8:39	0
8:40	0
8:41	0
8:42	0
8:43	0
8:44	0
8:45	0
8:46	0
8:47	0
8:48	0
8:49	0
8:50	0

TIME	WBL Turn Queue
12:14	0
12:15	1
12:16	0
12:17	0
12:18	0
12:19	0
12:20	0
12:21	0
12:22	0
12:23	0
12:24	0
12:25	0
12:26	0
12:27	0
12:28	0
12:29	1
12:30	0
12:31	0
12:32	0
12:33	0
12:34	1
12:35	0
12:36	0
12:37	0
12:38	0
12:39	1
12:40	0
12:41	0
12:42	0
12:43	0
12:44	0
12:45	0
12:46	0
12:47	0
12:48	0
12:49	0
12:50	0

TIME	WBL Turn Queue
18:14	0
18:15	0
18:16	0
18:17	0
18:18	0
18:19	0
18:20	0
18:21	0
18:22	0
18:23	0
18:24	0
18:25	0
18:26	0
18:27	0
18:28	1
18:29	0
18:30	0
18:31	0
18:32	0
18:33	0
18:34	0
18:35	0
18:36	0
18:37	0
18:38	0
18:39	0
18:40	1
18:41	0
18:42	0
18:43	0
18:44	0
18:45	0
18:46	0
18:47	0
18:48	0
18:49	0
18:50	0

Left Turn Queue Count

LOCATION: Monrovia Post Acute - WBL at Dwy
CITY: Duarte

DAY: Tuesday
DATE: 8/27/2019

TIME	WBL Turn Queue
8:51	0
8:52	0
8:53	0
8:54	0
8:55	0
8:56	0
8:57	0
8:58	0
8:59	0
9:00	0

TIME	WBL Turn Queue
12:51	0
12:52	0
12:53	0
12:54	0
12:55	3
12:56	1
12:57	1
12:58	0
12:59	1
13:00	1

TIME	WBL Turn Queue
18:51	0
18:52	0
18:53	0
18:54	0
18:55	0
18:56	0
18:57	0
18:58	0
18:59	0
19:00	0

Appendix B

HCM Intersection Analysis Worksheets
Existing Conditions

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/17/2019

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	443	2	5	1433	5	0	0	7	1	0	45
Future Vol, veh/h	48	443	2	5	1433	5	0	0	7	1	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	466	2	5	1508	5	0	0	7	1	0	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1513	0	0	468	0	0	1333	2092	234	1856	2091	757
Stage 1	-	-	-	-	-	-	569	569	-	1521	1521	-
Stage 2	-	-	-	-	-	-	764	1523	-	335	570	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	438	-	-	1090	-	-	112	52	768	45	52	350
Stage 1	-	-	-	-	-	-	474	504	-	124	179	-
Stage 2	-	-	-	-	-	-	362	179	-	653	504	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	438	-	-	1090	-	-	88	46	768	40	46	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	46	-	40	46	-
Stage 1	-	-	-	-	-	-	419	446	-	110	178	-
Stage 2	-	-	-	-	-	-	312	178	-	571	446	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			9.7			19.3		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	768	438	-	-	1090	-	-	300				
HCM Lane V/C Ratio	0.01	0.115	-	-	0.005	-	-	0.161				
HCM Control Delay (s)	9.7	14.3	-	-	8.3	-	-	19.3				
HCM Lane LOS	A	B	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0	0.4	-	-	0	-	-	0.6				

HCM 6th TWSC
2: Alley & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	443	0	0	1462	0	0
Future Vol, veh/h	443	0	0	1462	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	482	0	0	1589	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 241
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 760
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 760
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th TWSC
3: Existing Dwy & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	444	0	9	1460	1	5
Future Vol, veh/h	444	0	9	1460	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	467	0	9	1537	1	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	467
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1091
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1091
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	1091	-
HCM Lane V/C Ratio	0.013	-	-	0.009	-
HCM Control Delay (s)	12.7	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

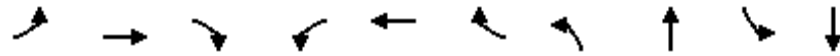
09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	327	115	72	1084	119	192	300	110	84	250	86
Future Volume (veh/h)	65	327	115	72	1084	119	192	300	110	84	250	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	337	119	74	1118	123	198	309	113	87	258	89
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	1281	571	96	1300	580	237	781	280	112	613	206
Arrive On Green	0.05	0.36	0.36	0.05	0.37	0.37	0.13	0.30	0.30	0.06	0.23	0.23
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2563	919	1781	2610	879
Grp Volume(v), veh/h	67	337	119	74	1118	123	198	212	210	87	174	173
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1705	1781	1777	1712
Q Serve(g_s), s	3.1	5.5	4.3	3.4	24.0	4.4	9.0	7.8	8.1	4.0	6.8	7.1
Cycle Q Clear(g_c), s	3.1	5.5	4.3	3.4	24.0	4.4	9.0	7.8	8.1	4.0	6.8	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		0.51
Lane Grp Cap(c), veh/h	86	1281	571	96	1300	580	237	542	520	112	417	402
V/C Ratio(X)	0.78	0.26	0.21	0.77	0.86	0.21	0.84	0.39	0.40	0.77	0.42	0.43
Avail Cap(c_a), veh/h	132	1281	571	201	1407	628	298	542	520	216	417	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	18.7	18.3	38.6	24.2	18.0	34.9	22.7	22.8	38.1	26.8	26.9
Incr Delay (d2), s/veh	14.8	0.1	0.2	12.4	5.3	0.2	15.2	2.1	2.3	10.7	3.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.2	1.5	1.8	10.5	1.6	4.8	3.5	3.5	2.0	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	18.8	18.4	51.0	29.5	18.2	50.2	24.8	25.1	48.8	29.8	30.2
LnGrp LOS	D	B	B	D	C	B	D	C	C	D	C	C
Approach Vol, veh/h		523			1315			620			434	
Approach Delay, s/veh		23.2			29.7			33.0			33.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	29.7	8.9	34.3	15.5	23.9	8.5	34.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.0	23.2	9.3	29.5	13.8	19.4	6.1	32.7				
Max Q Clear Time (g_c+I1), s	6.0	10.1	5.4	7.5	11.0	9.1	5.1	26.0				
Green Ext Time (p_c), s	0.1	2.1	0.0	2.6	0.1	1.4	0.0	4.2				
Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

Queues

4: Buena Vista St & Huntington Dr

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	337	119	74	1118	123	198	422	87	347
v/c Ratio	0.53	0.28	0.19	0.44	0.87	0.19	0.75	0.39	0.48	0.42
Control Delay	57.1	22.3	4.7	46.8	34.7	4.4	54.7	23.7	47.4	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	22.3	4.7	46.8	34.7	4.4	54.7	23.7	47.4	27.2
Queue Length 50th (ft)	38	74	0	40	306	0	109	91	47	77
Queue Length 95th (ft)	#92	109	33	83	#425	33	#208	136	94	120
Internal Link Dist (ft)		282			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	128	1261	645	196	1381	695	291	1095	211	825
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.27	0.18	0.38	0.81	0.18	0.68	0.39	0.41	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/17/2019

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	161	837	3	32	834	46	1	1	21	4	0	172
Future Vol, veh/h	161	837	3	32	834	46	1	1	21	4	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	173	900	3	34	897	49	1	1	23	4	0	185
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	903	0	0	1765	2262	452	1787	2239	473
Stage 1	-	-	-	-	-	-	1248	1248	-	990	990	-
Stage 2	-	-	-	-	-	-	517	1014	-	797	1249	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	721	-	-	749	-	-	53	40	555	51	42	538
Stage 1	-	-	-	-	-	-	183	243	-	264	323	-
Stage 2	-	-	-	-	-	-	509	314	-	346	243	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	721	-	-	749	-	-	27	29	555	38	30	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	29	-	38	30	-
Stage 1	-	-	-	-	-	-	139	185	-	201	308	-
Stage 2	-	-	-	-	-	-	319	300	-	251	185	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.4			24.4			20.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	210	721	-	-	749	-	-	414				
HCM Lane V/C Ratio	0.118	0.24	-	-	0.046	-	-	0.457				
HCM Control Delay (s)	24.4	11.6	-	-	10	-	-	20.8				
HCM Lane LOS	C	B	-	-	B	-	-	C				
HCM 95th %tile O(veh)	0.4	0.9	-	-	0.1	-	-	2.3				

HCM 6th TWSC
2: Alley & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	897	5	0	907	0	0
Future Vol, veh/h	897	5	0	907	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	944	5	0	955	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 475
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 536
Stage 1	-	-	0 - 0
Stage 2	-	-	0 - 0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 536
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th TWSC
3: Existing Dwy & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	898	2	14	937	2	1
Future Vol, veh/h	898	2	14	937	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	955	2	15	997	2	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	957
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	714
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	714
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	-	-	714	-
HCM Lane V/C Ratio	0.021	-	-	0.021	-
HCM Control Delay (s)	29	-	-	10.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

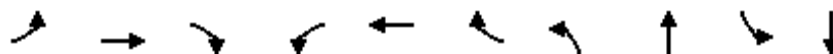
09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	557	179	122	634	73	196	204	111	125	203	77
Future Volume (veh/h)	107	557	179	122	634	73	196	204	111	125	203	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	563	181	123	640	74	198	206	112	126	205	78
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	786	351	157	823	367	243	746	389	161	724	267
Arrive On Green	0.08	0.22	0.22	0.09	0.23	0.23	0.14	0.33	0.33	0.09	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2257	1178	1781	2542	937
Grp Volume(v), veh/h	108	563	181	123	640	74	198	160	158	126	141	142
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1658	1781	1777	1702
Q Serve(g_s), s	4.0	9.8	6.7	4.5	11.3	2.5	7.2	4.4	4.7	4.6	4.1	4.3
Cycle Q Clear(g_c), s	4.0	9.8	6.7	4.5	11.3	2.5	7.2	4.4	4.7	4.6	4.1	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		0.55
Lane Grp Cap(c), veh/h	139	786	351	157	823	367	243	587	548	161	506	484
V/C Ratio(X)	0.78	0.72	0.52	0.78	0.78	0.20	0.82	0.27	0.29	0.78	0.28	0.29
Avail Cap(c_a), veh/h	203	958	427	227	1006	449	307	587	548	235	506	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	24.1	22.9	29.8	24.0	20.7	28.0	16.4	16.5	29.7	18.6	18.6
Incr Delay (d2), s/veh	11.0	2.0	1.2	10.5	3.2	0.3	12.7	1.1	1.3	10.0	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.1	2.5	2.3	4.8	0.9	3.8	1.9	1.9	2.3	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	26.1	24.0	40.3	27.2	20.9	40.7	17.6	17.9	39.7	19.9	20.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	C
Approach Vol, veh/h	852			837			516			409		
Approach Delay, s/veh	27.6			28.6			26.5			26.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	26.6	10.4	19.3	13.6	23.5	9.7	20.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.8	21.7	8.5	18.0	11.5	19.0	7.6	18.9				
Max Q Clear Time (g_c+I1), s	6.6	6.7	6.5	11.8	9.2	6.3	6.0	13.3				
Green Ext Time (p_c), s	0.1	1.6	0.1	2.3	0.1	1.3	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay	27.5											
HCM 6th LOS	C											

Queues

4: Buena Vista St & Huntington Dr

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	108	563	181	123	640	74	198	318	126	283
v/c Ratio	0.58	0.69	0.36	0.60	0.75	0.15	0.73	0.25	0.60	0.29
Control Delay	46.5	30.1	6.4	45.5	31.4	0.6	47.1	13.5	44.8	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	30.1	6.4	45.5	31.4	0.6	47.1	13.5	44.8	17.3
Queue Length 50th (ft)	49	124	0	56	143	0	89	37	57	41
Queue Length 95th (ft)	#112	177	46	#122	200	1	#184	68	#124	73
Internal Link Dist (ft)		282			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	196	929	549	219	975	547	296	1260	227	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.61	0.33	0.56	0.66	0.14	0.67	0.25	0.56	0.29

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/17/2019

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	152	1266	1	19	669	34	1	0	17	4	1	133
Future Vol, veh/h	152	1266	1	19	669	34	1	0	17	4	1	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	157	1305	1	20	690	35	1	0	18	4	1	137
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	725	0	0	1306	0	0	2006	2385	653	1715	2368	363
Stage 1	-	-	-	-	-	-	1620	1620	-	748	748	-
Stage 2	-	-	-	-	-	-	386	765	-	967	1620	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	874	-	-	526	-	-	35	34	410	58	35	634
Stage 1	-	-	-	-	-	-	107	160	-	371	418	-
Stage 2	-	-	-	-	-	-	609	410	-	273	160	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	874	-	-	526	-	-	22	27	410	47	28	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	27	-	47	28	-
Stage 1	-	-	-	-	-	-	88	131	-	304	402	-
Stage 2	-	-	-	-	-	-	458	394	-	214	131	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.3			24.1			18		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	207	874	-	-	526	-	-	417				
HCM Lane V/C Ratio	0.09	0.179	-	-	0.037	-	-	0.341				
HCM Control Delay (s)	24.1	10	-	-	12.1	-	-	18				
HCM Lane LOS	C	B	-	-	B	-	-	C				
HCM 95th %tile Q(veh)	0.3	0.7	-	-	0.1	-	-	1.5				

HCM 6th TWSC
2: Alley & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1301	1	0	721	0	1
Future Vol, veh/h	1301	1	0	721	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1341	1	0	743	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 671
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.94
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.32
Pot Cap-1 Maneuver	-	-	0 - 0 399
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 399
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	399	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-
HCM Control Delay (s)	14	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
3: Existing Dwy & Huntington Dr

09/17/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1303	2	11	721	1	4
Future Vol, veh/h	1303	2	11	721	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1357	2	11	751	1	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1359
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	502
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	502
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	502	-
HCM Lane V/C Ratio	0.025	-	-	0.023	-
HCM Control Delay (s)	22.5	-	-	12.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

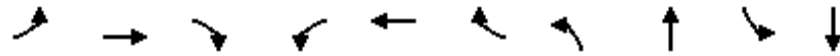
09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1064	173	108	489	51	210	276	131	178	292	56
Future Volume (veh/h)	64	1064	173	108	489	51	210	276	131	178	292	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	1120	182	114	515	54	221	291	138	187	307	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	1238	552	143	1351	602	257	568	263	223	662	126
Arrive On Green	0.05	0.35	0.35	0.08	0.38	0.38	0.14	0.24	0.24	0.13	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2359	1091	1781	2980	565
Grp Volume(v), veh/h	67	1120	182	114	515	54	221	217	212	187	181	185
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1674	1781	1777	1769
Q Serve(g_s), s	3.3	26.3	7.4	5.5	9.2	1.9	10.6	9.3	9.6	9.0	7.8	8.0
Cycle Q Clear(g_c), s	3.3	26.3	7.4	5.5	9.2	1.9	10.6	9.3	9.6	9.0	7.8	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		0.32
Lane Grp Cap(c), veh/h	87	1238	552	143	1351	602	257	428	403	223	395	393
V/C Ratio(X)	0.77	0.90	0.33	0.80	0.38	0.09	0.86	0.51	0.52	0.84	0.46	0.47
Avail Cap(c_a), veh/h	183	1276	569	152	1351	602	274	428	403	268	395	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	27.2	21.1	39.6	19.7	17.5	36.7	28.8	28.9	37.5	29.6	29.6
Incr Delay (d2), s/veh	13.6	9.2	0.3	23.7	0.2	0.1	22.4	4.3	4.8	17.7	3.8	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	12.2	2.7	3.3	3.7	0.7	6.1	4.4	4.3	4.9	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.9	36.4	21.4	63.4	19.9	17.5	59.1	33.1	33.8	55.2	33.4	33.6
LnGrp LOS	D	D	C	E	B	B	E	C	C	E	C	C
Approach Vol, veh/h	1369			683			650			553		
Approach Delay, s/veh	35.3			27.0			42.1			40.8		
Approach LOS	D			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	25.6	11.6	35.1	17.1	24.0	8.8	37.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.2	19.8	7.5	31.5	13.5	19.5	9.0	30.0				
Max Q Clear Time (g_c+I1), s	11.0	11.6	7.5	28.3	12.6	10.0	5.3	11.2				
Green Ext Time (p_c), s	0.1	1.6	0.0	2.2	0.1	1.5	0.0	3.5				
Intersection Summary												
HCM 6th Ctrl Delay	35.9											
HCM 6th LOS	D											

Queues

4: Buena Vista St & Huntington Dr

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	1120	182	114	515	54	221	429	187	366
v/c Ratio	0.43	0.91	0.29	0.77	0.40	0.08	0.85	0.52	0.76	0.47
Control Delay	47.2	39.8	8.7	73.6	23.1	0.2	67.0	27.3	58.0	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	39.8	8.7	73.6	23.1	0.2	67.0	27.3	58.0	31.1
Queue Length 50th (ft)	36	314	21	65	118	0	124	92	103	90
Queue Length 95th (ft)	77	#441	66	#154	164	0	#245	139	#199	134
Internal Link Dist (ft)		282			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	178	1248	640	148	1301	662	267	824	261	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.90	0.28	0.77	0.40	0.08	0.83	0.52	0.72	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Appendix C

HCM Intersection Analysis Worksheets
Existing Plus Project Conditions

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/20/2019

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	458	2	5	1455	5	0	0	7	1	0	45
Future Vol, veh/h	48	458	2	5	1455	5	0	0	7	1	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	482	2	5	1532	5	0	0	7	1	0	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1537	0	0	484	0	0	1361	2132	242	1888	2131	769
Stage 1	-	-	-	-	-	-	585	585	-	1545	1545	-
Stage 2	-	-	-	-	-	-	776	1547	-	343	586	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	429	-	-	1075	-	-	107	49	759	43	49	344
Stage 1	-	-	-	-	-	-	464	496	-	120	174	-
Stage 2	-	-	-	-	-	-	356	174	-	646	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	429	-	-	1075	-	-	84	43	759	39	43	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	43	-	39	43	-
Stage 1	-	-	-	-	-	-	409	437	-	106	173	-
Stage 2	-	-	-	-	-	-	306	173	-	564	436	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			9.8			19.6		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	759	429	-	-	1075	-	-	294				
HCM Lane V/C Ratio	0.01	0.118	-	-	0.005	-	-	0.165				
HCM Control Delay (s)	9.8	14.5	-	-	8.4	-	-	19.6				
HCM Lane LOS	A	B	-	-	A	-	-	C				
HCM 95th %tile O(veh)	0	0.4	-	-	0	-	-	0.6				

HCM 6th TWSC
2: Alley & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	443	25	103	1462	23	21
Future Vol, veh/h	443	25	103	1462	23	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	466	26	108	1539	24	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	492
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1068
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1068
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	181	-	-	1068	-
HCM Lane V/C Ratio	0.256	-	-	0.102	-
HCM Control Delay (s)	31.6	-	-	8.8	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.3	-

HCM 6th TWSC
3: Garage Ramp & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	464	0	0	1565	0	65
Future Vol, veh/h	464	0	0	1565	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	504	0	0	1701	0	71

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

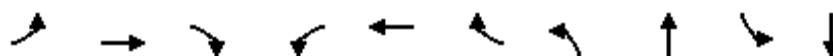
Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	748	-	-
HCM Lane V/C Ratio	0.094	-	-
HCM Control Delay (s)	10.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Queues

4: Buena Vista St & Huntington Dr

09/20/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	348	179	74	1131	123	269	422	87	360
v/c Ratio	0.69	0.30	0.28	0.45	0.91	0.18	0.87	0.36	0.49	0.44
Control Delay	73.0	23.9	4.9	47.2	39.1	1.6	65.1	22.4	47.8	26.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	23.9	4.9	47.2	39.1	1.6	65.1	22.4	47.8	26.7
Queue Length 50th (ft)	44	78	0	40	318	0	151	87	47	77
Queue Length 95th (ft)	#118	116	44	83	#448	12	#291	132	94	120
Internal Link Dist (ft)		192			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	113	1156	640	191	1298	696	319	1158	206	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.30	0.28	0.39	0.87	0.18	0.84	0.36	0.42	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	338	174	72	1097	119	261	300	110	84	250	99
Future Volume (veh/h)	76	338	174	72	1097	119	261	300	110	84	250	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	348	179	74	1131	123	269	309	113	87	258	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1247	556	96	1238	552	304	842	302	112	554	213
Arrive On Green	0.06	0.35	0.35	0.05	0.35	0.35	0.17	0.33	0.33	0.06	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2563	919	1781	2508	966
Grp Volume(v), veh/h	78	348	179	74	1131	123	269	212	210	87	181	179
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1705	1781	1777	1697
Q Serve(g_s), s	3.8	6.2	7.3	3.6	26.8	4.8	13.0	8.0	8.3	4.2	7.8	8.1
Cycle Q Clear(g_c), s	3.8	6.2	7.3	3.6	26.8	4.8	13.0	8.0	8.3	4.2	7.8	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		0.57
Lane Grp Cap(c), veh/h	100	1247	556	96	1238	552	304	584	560	112	393	375
V/C Ratio(X)	0.78	0.28	0.32	0.77	0.91	0.22	0.89	0.36	0.37	0.78	0.46	0.48
Avail Cap(c_a), veh/h	111	1247	556	188	1269	566	313	584	560	202	393	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	20.6	21.0	41.2	27.5	20.3	35.8	22.6	22.7	40.7	29.8	29.9
Incr Delay (d2), s/veh	26.8	0.1	0.3	12.4	10.1	0.2	24.3	1.8	1.9	10.9	3.8	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	2.5	2.7	1.9	12.6	1.8	7.6	3.6	3.5	2.2	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	20.7	21.3	53.6	37.6	20.5	60.1	24.3	24.6	51.6	33.6	34.2
LnGrp LOS	E	C	C	D	D	C	E	C	C	D	C	C
Approach Vol, veh/h		605			1328			691			447	
Approach Delay, s/veh		27.0			36.9			38.3			37.4	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	33.5	9.2	35.4	19.5	24.0	9.5	35.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.0	25.0	9.3	27.7	15.5	19.5	5.5	31.5				
Max Q Clear Time (g_c+I1), s	6.2	10.3	5.6	9.3	15.0	10.1	5.8	28.8				
Green Ext Time (p_c), s	0.1	2.2	0.0	2.7	0.0	1.4	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			35.3									
HCM 6th LOS			D									

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/20/2019

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	161	853	3	32	850	46	1	1	21	4	0	172
Future Vol, veh/h	161	853	3	32	850	46	1	1	21	4	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	173	917	3	34	914	49	1	1	23	4	0	185
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	963	0	0	920	0	0	1790	2296	460	1812	2273	482
Stage 1	-	-	-	-	-	-	1265	1265	-	1007	1007	-
Stage 2	-	-	-	-	-	-	525	1031	-	805	1266	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	711	-	-	738	-	-	51	38	548	49	40	530
Stage 1	-	-	-	-	-	-	179	239	-	258	317	-
Stage 2	-	-	-	-	-	-	504	309	-	342	238	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	711	-	-	738	-	-	26	27	548	36	29	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	27	-	36	29	-
Stage 1	-	-	-	-	-	-	136	181	-	195	302	-
Stage 2	-	-	-	-	-	-	313	295	-	247	180	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.3			25.3			21.5		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	202	711	-	-	738	-	-	404				
HCM Lane V/C Ratio	0.122	0.243	-	-	0.047	-	-	0.468				
HCM Control Delay (s)	25.3	11.7	-	-	10.1	-	-	21.5				
HCM Lane LOS	D	B	-	-	B	-	-	C				
HCM 95th %tile Q(veh)	0.4	1	-	-	0.1	-	-	2.4				

HCM 6th TWSC
2: Alley & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	897	23	75	907	18	13
Future Vol, veh/h	897	23	75	907	18	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	944	24	79	955	19	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	968
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	707
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	707
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	40.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	134	-	-	707	-
HCM Lane V/C Ratio	0.244	-	-	0.112	-
HCM Control Delay (s)	40.3	-	-	10.7	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.4	-

HCM 6th TWSC

3: Garage Ramp & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	910	0	0	982	0	47
Future Vol, veh/h	910	0	0	982	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	989	0	0	1067	0	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

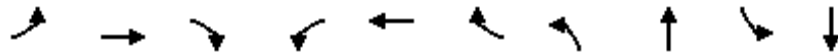
Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	520	-	-
HCM Lane V/C Ratio	0.098	-	-
HCM Control Delay (s)	12.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Queues

4: Buena Vista St & Huntington Dr

09/20/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	571	224	123	648	74	243	318	126	291
v/c Ratio	0.74	0.62	0.39	0.69	0.76	0.15	0.83	0.27	0.53	0.31
Control Delay	62.9	28.3	5.9	54.8	32.6	0.6	55.5	14.3	38.0	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	28.3	5.9	54.8	32.6	0.6	55.5	14.3	38.0	16.9
Queue Length 50th (ft)	54	126	0	57	145	0	111	38	55	40
Queue Length 95th (ft)	#136	180	51	#134	202	1	#229	72	104	72
Internal Link Dist (ft)		192			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	157	936	583	181	919	524	302	1157	287	940
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.61	0.38	0.68	0.71	0.14	0.80	0.27	0.44	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	565	222	122	642	73	241	204	111	125	203	85
Future Volume (veh/h)	115	565	222	122	642	73	241	204	111	125	203	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	571	224	123	648	74	243	206	112	126	205	86
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	796	355	156	814	363	287	769	401	162	668	271
Arrive On Green	0.08	0.22	0.22	0.09	0.23	0.23	0.16	0.34	0.34	0.09	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2257	1178	1781	2467	1000
Grp Volume(v), veh/h	116	571	224	123	648	74	243	160	158	126	146	145
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1658	1781	1777	1690
Q Serve(g_s), s	4.5	10.4	9.0	4.7	12.1	2.6	9.3	4.6	4.9	4.9	4.6	4.8
Cycle Q Clear(g_c), s	4.5	10.4	9.0	4.7	12.1	2.6	9.3	4.6	4.9	4.9	4.6	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		0.59
Lane Grp Cap(c), veh/h	147	796	355	156	814	363	287	606	565	162	481	458
V/C Ratio(X)	0.79	0.72	0.63	0.79	0.80	0.20	0.85	0.26	0.28	0.78	0.30	0.32
Avail Cap(c_a), veh/h	165	912	407	190	962	429	317	606	565	302	481	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	25.2	24.6	31.4	25.5	21.9	28.6	16.8	16.8	31.2	20.3	20.4
Incr Delay (d2), s/veh	19.9	2.3	2.5	16.2	4.0	0.3	17.6	1.1	1.2	7.8	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	4.4	3.4	2.7	5.3	1.0	5.2	1.9	1.9	2.4	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	27.5	27.1	47.6	29.5	22.2	46.2	17.8	18.1	39.0	21.9	22.2
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		911			845			561			417	
Approach Delay, s/veh		30.5			31.5			30.2			27.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	28.4	10.7	20.2	15.8	23.5	10.3	20.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.9	19.6	7.5	18.0	12.5	19.0	6.5	19.0				
Max Q Clear Time (g_c+I1), s	6.9	6.9	6.7	12.4	11.3	6.8	6.5	14.1				
Green Ext Time (p_c), s	0.1	1.5	0.0	2.2	0.1	1.3	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									

HCM 6th TWSC
1: Duarte Center Dwy & Huntington Dr

09/20/2019

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	152	1282	1	19	685	34	1	0	17	4	1	133
Future Vol, veh/h	152	1282	1	19	685	34	1	0	17	4	1	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	157	1322	1	20	706	35	1	0	18	4	1	137
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	741	0	0	1323	0	0	2031	2418	662	1739	2401	371
Stage 1	-	-	-	-	-	-	1637	1637	-	764	764	-
Stage 2	-	-	-	-	-	-	394	781	-	975	1637	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	862	-	-	518	-	-	33	32	404	56	33	626
Stage 1	-	-	-	-	-	-	105	157	-	362	411	-
Stage 2	-	-	-	-	-	-	602	403	-	270	157	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	862	-	-	518	-	-	21	25	404	45	26	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	25	-	45	26	-
Stage 1	-	-	-	-	-	-	86	128	-	296	395	-
Stage 2	-	-	-	-	-	-	451	387	-	211	128	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.3			24.7			18.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	201	862	-	-	518	-	-	406				
HCM Lane V/C Ratio	0.092	0.182	-	-	0.038	-	-	0.35				
HCM Control Delay (s)	24.7	10.1	-	-	12.2	-	-	18.6				
HCM Lane LOS	C	B	-	-	B	-	-	C				
HCM 95th %tile O(veh)	0.3	0.7	-	-	0.1	-	-	1.5				

HCM 6th TWSC
2: Alley & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1301	19	72	721	17	17
Future Vol, veh/h	1301	19	72	721	17	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1341	20	74	743	18	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1361
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	501
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	501
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	62.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	96	-	-	501	-
HCM Lane V/C Ratio	0.365	-	-	0.148	-
HCM Control Delay (s)	62.6	-	-	13.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.5	-

HCM 6th TWSC

3: Garage Ramp & Huntington Dr

09/20/2019

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1318	0	0	793	0	47
Future Vol, veh/h	1318	0	0	793	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1433	0	0	862	0	51

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	-	-	-	717
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	0	-	0	372
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	372
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

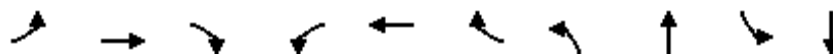
Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	372	-	-
HCM Lane V/C Ratio	0.137	-	-
HCM Control Delay (s)	16.2	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Queues

4: Buena Vista St & Huntington Dr

09/20/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	1128	227	114	523	54	268	429	187	374
v/c Ratio	0.47	0.94	0.36	0.84	0.43	0.09	0.90	0.49	0.77	0.50
Control Delay	48.0	44.5	11.0	87.2	24.9	0.3	69.4	25.6	58.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	44.5	11.0	87.2	24.9	0.3	69.4	25.6	58.4	31.5
Queue Length 50th (ft)	41	323	35	65	125	0	150	88	103	92
Queue Length 95th (ft)	85	#458	92	#162	173	0	#289	135	#199	136
Internal Link Dist (ft)		192			217			379		314
Turn Bay Length (ft)			123	142		125	135		135	
Base Capacity (vph)	185	1203	629	136	1230	632	305	883	260	753
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.94	0.36	0.84	0.43	0.09	0.88	0.49	0.72	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

4: Buena Vista St & Huntington Dr

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1072	216	108	497	51	255	276	131	178	292	64
Future Volume (veh/h)	72	1072	216	108	497	51	255	276	131	178	292	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	1128	227	114	523	54	268	291	138	187	307	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	1203	536	137	1281	571	302	609	282	222	621	134
Arrive On Green	0.06	0.34	0.34	0.08	0.36	0.36	0.17	0.26	0.26	0.12	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	2359	1091	1781	2909	626
Grp Volume(v), veh/h	76	1128	227	114	523	54	268	217	212	187	186	188
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1674	1781	1777	1758
Q Serve(g_s), s	3.8	27.5	9.9	5.6	9.9	2.0	13.2	9.2	9.6	9.2	8.2	8.4
Cycle Q Clear(g_c), s	3.8	27.5	9.9	5.6	9.9	2.0	13.2	9.2	9.6	9.2	8.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.65	1.00		0.36
Lane Grp Cap(c), veh/h	98	1203	536	137	1281	571	302	459	432	222	379	375
V/C Ratio(X)	0.77	0.94	0.42	0.83	0.41	0.09	0.89	0.47	0.49	0.84	0.49	0.50
Avail Cap(c_a), veh/h	187	1212	541	137	1281	571	309	459	432	263	379	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	28.7	22.8	40.7	21.4	18.9	36.3	28.0	28.2	38.3	30.9	31.0
Incr Delay (d2), s/veh	12.1	13.6	0.5	32.7	0.2	0.1	24.9	3.5	3.9	18.5	4.5	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	13.5	3.7	3.7	4.0	0.7	7.7	4.3	4.2	5.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	42.2	23.4	73.4	21.7	19.0	61.2	31.5	32.1	56.8	35.4	35.7
LnGrp LOS	D	D	C	E	C	B	E	C	C	E	D	D
Approach Vol, veh/h		1431			691			697			561	
Approach Delay, s/veh		39.9			30.0			43.1			42.6	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	27.6	11.4	34.8	19.7	23.6	9.4	36.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.2	21.4	6.9	30.5	15.5	19.1	9.4	28.0				
Max Q Clear Time (g_c+I1), s	11.2	11.6	7.6	29.5	15.2	10.4	5.8	11.9				
Green Ext Time (p_c), s	0.1	1.8	0.0	0.8	0.0	1.4	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay			39.0									
HCM 6th LOS			D									



HAWTHORN[®]

SUITES BY WYNDHAM

1230 Huntington Drive, Duarte, CA 91010

1

INCENTIVES PLANS



1 Public Arts

2

- Hotel has specified a portion of the East wall (or west wall) at the North end to be a location for some type of artistic mural, whether it will be a metal sculpture or painting.

(We will follow the guidelines from the Specific Plan in terms of the cost dedicated to these Public Arts.)



Art mural concept photo

Public Arts

3



concept photo

Public Arts

4

- Hotel will host art events with local art schools at hotel's expense.
- Hotel will provide spaces for local artist to display their art works (e.g., lobby, meeting area, courtyard).



concept photo

2 TDM

transportation demand management

5

- Hotel will provide Public Transportation Information and tourist attractions information on its website (e.g., time & locations for free Duarte shuttles and free bike Station, Operating hours and locations for Metro Line stations, etc.), and display those information in the lobby.



concept photo

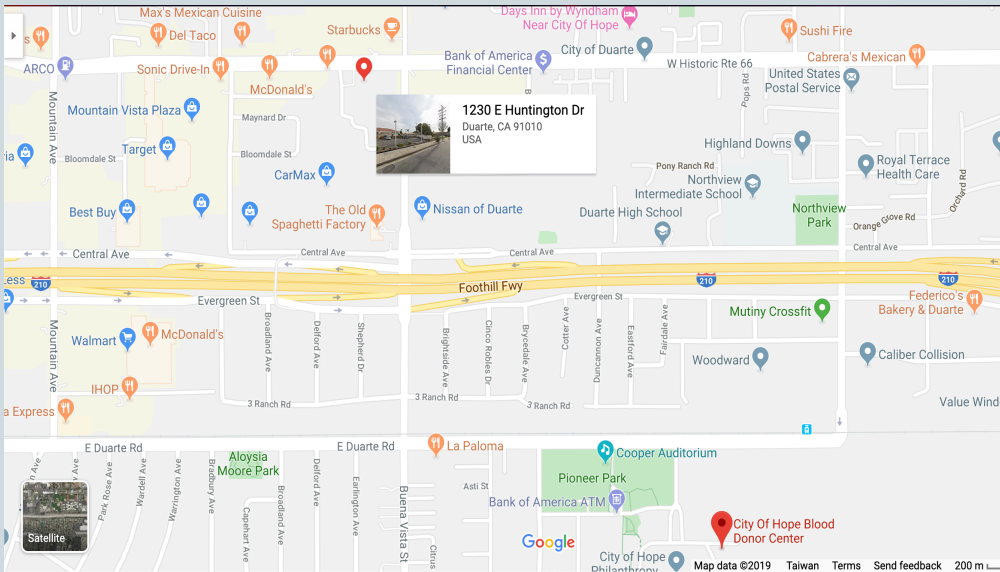


TDM

transportation demand management

6

- **Free Daily Shuttle :** Hotel offer free shuttle to access nearby amenities such as City of Hope, Metro Station of Duarte, City Hall / Senior Center, Best Buy, Walmart, Target etc....



TDM

transportation demand management

7

- Free Event Shuttle: Hotel will periodically provide shuttle service to regional events like Rose Parade, LA County Fair, Santa Anita Racetrack during race seasons.



TDM

transportation demand management

8



TDM

transportation demand management

9

- Free on-site bicycle : Provide free bicycles for guests and neighbors to use.



Free bicycle concept photo

TDM

transportation demand management

10

Other Benefits

- Employee Non-driving incentive :
Hotel offered shuttle services for employees taking Metro to work.
Employees will be provided with “ free passes “ for them to ride Metro Rail or Buses to work. We will encourage less driving as much as possible and hence to reduce the need for parking.
- City of Hope Patient Shuttle Services.



Project Description, Hawthorn Suites, Duarte, CA



To provide a name brand lodging facility in the designated Town Center in City of Duarte, California

Hotel Name

Hawthorn Suites by Wyndham

Wyndham Hotels and Resorts is an international hotel and resort chain based in the United States. As of December 31, 2018, it has 9,157 hotels, 809,933 rooms, one of the largest hotel companies in the world. Hawthorn Suites is an Extended Stay type of hotel which is very popular in recent years.

Target Market

1. Business & Family Travelers to Duarte, Pasadena & San Gabriel Valley of LA county.
2. Old Route 66 (Huntington Drive) is a traditional business district at the West Coast.
3. Local business meetings and accommodations as well as patients & their family members visiting City of Hope for treatments and consultations.
4. Strong demand from third party patient recovery service companies.

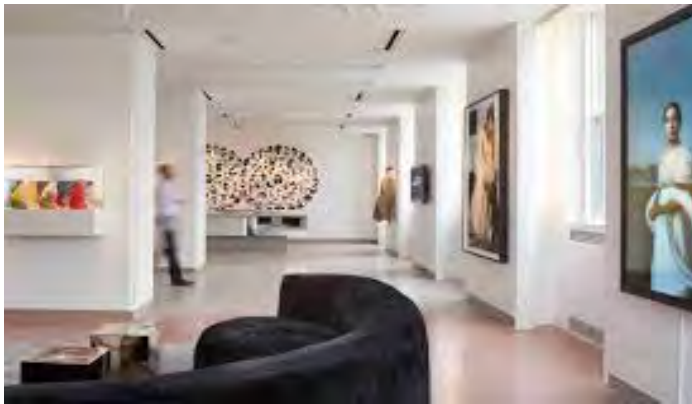
Hotel & Amenities

Phase 1 – design for a 72 all-suite hotel, a 5 stories construction with various amenities and surface and subterranean parking:

1. Lobby Area: (24 hours in operation)
 - a. Reception Counter
 - b. Check in/ out guests rest area
 - c. Mini mart
 - d. Potential art display area for community relations.



Reception Counter Concept Photo



Art Gallery Concept Photo

2. Meeting Facilities: three meeting rooms with a combined total area of 2,592 gross square feet which can be combined as one larger conference room to serve the needs of hotel guests.



Meeting Room Concept Photo

3. Breakfast / Lounge Area: 1,500 gross square feet of multi functions in F&B services:

- a. Breakfast will be provided from 6:30 - 10:30am daily for hotel guests.
- b. Lounge will provide light meals and beverages during regular business hours. May consider serving beer and wine depend on demand and community opinions.



Restaurant Concept Photo



Café lounge Concept

Photo

4. Recreation Area:

- a. Gym opens daily 6:00am-10:00pm.
- b. Outdoor heated swimming pool opens in summer from 6:00am to 10:00pm, the use of Barbeque facility will be upon request.

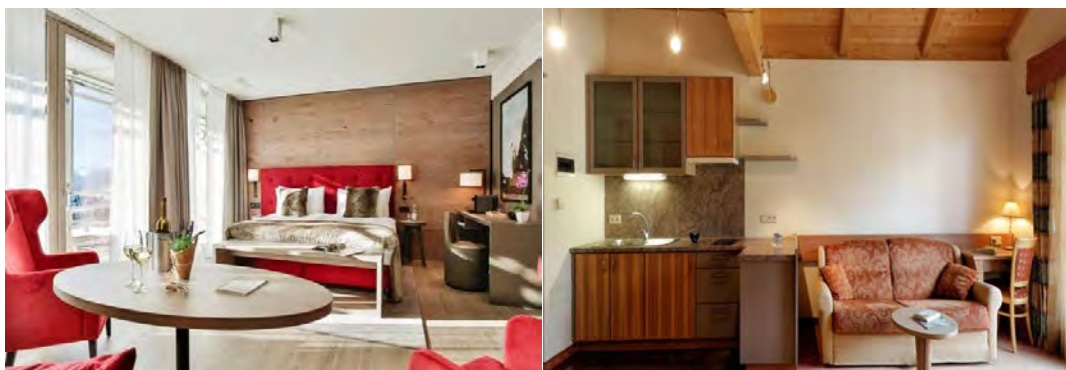


Gym & Swimming Pool Concept Photo



BBQ Concept Photo

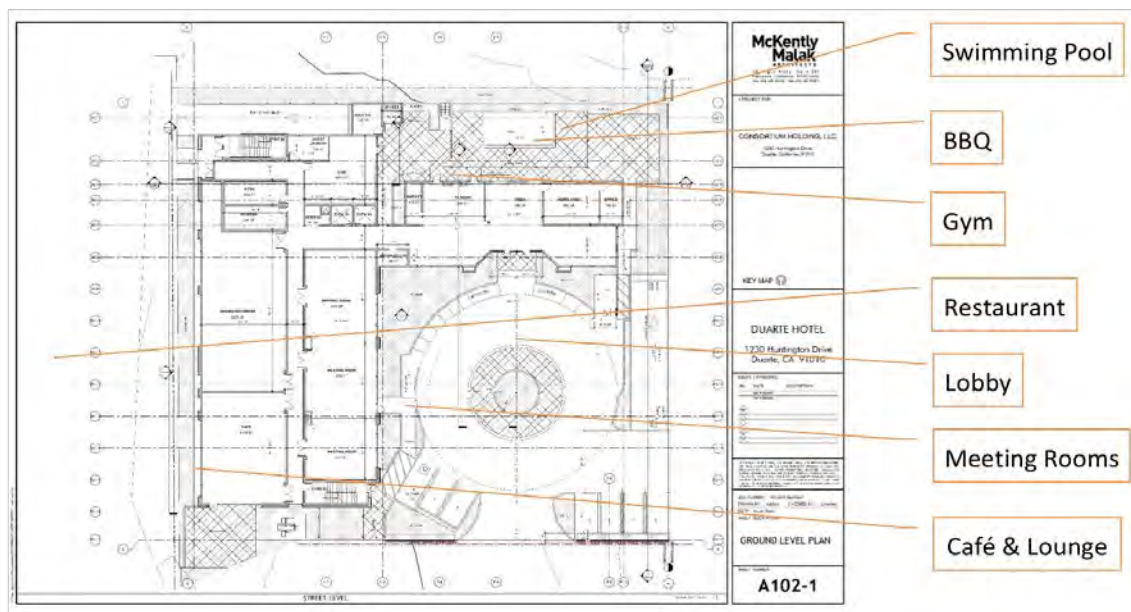
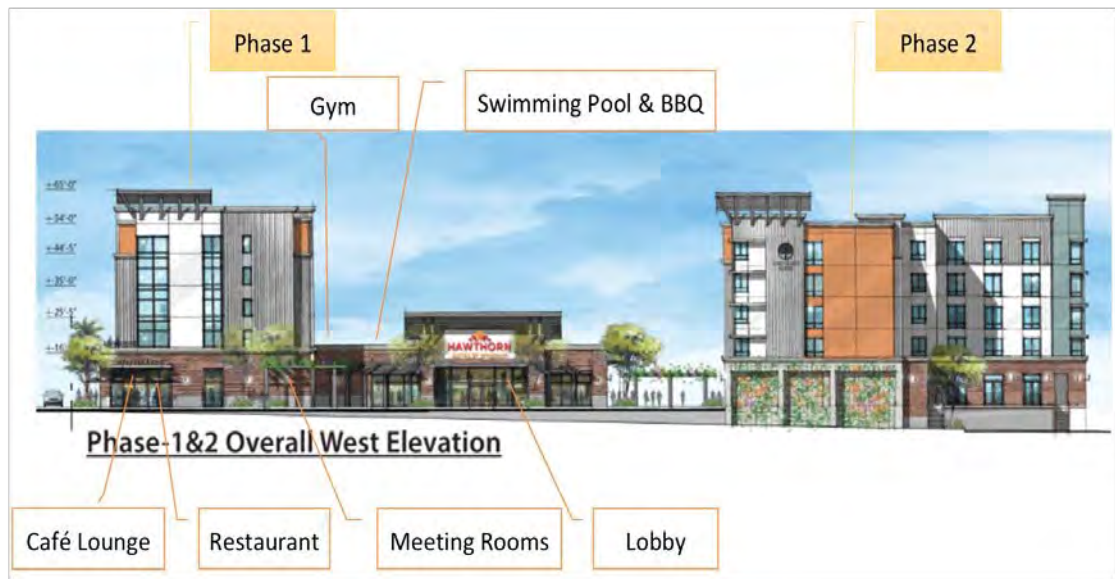
5. Guest rooms area: 72 guestrooms
 - 65 standard rooms
 - 3 disabled standard rooms
 - 3 one-bed rooms
 - 1 disabled one-bed room



Hotel room Concept Photo

6. Others
 - a. Guest self-laundry facilities on 1st floor.
 - b. Ice and vending machines on each other floors.

- c. Free bicycles / electric boards upon request.
- d. Free Shuttle Bus to Metro train station, City of Hope, shopping mall, Santa Anita Race Track and other local attractions.



Phase 2

To build a 106 rooms hotel within 2 years of operations of phase 1.

Staffing Guide

1. Management * 2
 - 1 Manager
 - 1 Deputy Manager
2. Front Desk / Concierge * 5
3. Housekeeping * 4

- 4. Sales manager * 1
- 5. F&B Services *4
- 6. Accounting * 1
- 7. Engineering and Maintenance * 2
- 8. Porter/Driver * 2

(By industry standard and will be adjusted by occupancy and demand, staffing will be working on 3 shifts)

Phase 2 staffing guide:

To be determined and adjusted in accordance with Phase 1's operating results.

November 10, 2019

Jason Golding

Planning Manager

I want to take this opportunity to thank you and Noemi Hernandez for sending the ARB agenda packet for Monday's meeting.

As you are probably aware by now, I am living next to the proposed project located on 1230 Huntington. We have meet, very informally, with the representative of the Wyndham hotel and with Steve (I believe his last name is Hernandez), and at one point with mayor pro tem Samuel Kan. My sincere hope is that this document makes its way to the record and is discussed during the meeting. I want to be at that meeting, but with such shorth notice, my responsibilities preclude me for attending.

The first of many questions has to do with the exception in Section 15332, Class 32 of Title 14 of the CEQA. The following is copied directly from CEQA:

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

How was this decision reached? Was there a survey or a study that helped to come to this conclusion? If there is one, how would I get a copy of such study? The increase of traffic is one of the areas of greater concern for many of us, among security and the loss of privacy. The following are some of the concerns I have:

- We were told that the main entrance was going to be towards the east of the building, according to the plans, that is going to be an exit only from the subterranean parking. The main entrance is to be located, according to the plans, on the west side of the building, next to our homes. This will increase traffic without a doubt.
- How and at what time are the deliveries and trash pick-ups are going to happen? Thru the main entrance?
- On the agenda there is a section that proposes privacy for the pool area and guest. What kind of privacy measures are going to be proposed for the residents next to the hotel?
- What environmental impact does the city think is going to have the removal of, I want to say, 13 full grow trees? I see several trees and shrubbery on the drawing, is this the final design?
- We were told that work would only be Mon-Fri from 8:00-17:00. On the packet it states otherwise. Page 17, number 51

I want to thank you for your time. I sincerely hope to hear from you or someone at city hall regarding these topics of discussion.

Alfonso Diaz

Alfonso Diaz

RESOLUTION NO. 19-R-35**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE DENYING AN APPEAL FILED BY LOZEAU DRURY, LLP ON BEHALF OF THE SUPPORTERS ALLIANCE FOR ENVIRONMENTAL RESPONSIBILITY, AND UPHOLDING THE PLANNING COMMISSION DECISION TO APPROVE CONDITIONAL USE PERMIT 19-04 FOR THE 24-HOUR OPERATION OF A 178-ROOM HOTEL WITH ASSOCIATED MEETING ROOMS, FOOD SERVICES, AND CAFÉ LOCATED AT 1230 HUNTINGTON DRIVE**

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sq. ft.) of meeting space, 2,280 sq. ft. breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan Zone, Town Center Commercial Core, Area 1 designation, which allow hotel uses with an approved conditional use permit; and

WHEREAS, Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare, or similar activities during late night hours or for 24-hour uses; and

WHEREAS, Duarte Development Code (DDC) provides that the decision-making body must make all of the findings listed Section 19.114.050(B)(1-5) before a conditional use permit can be approved; and

WHEREAS, on November 18, 2019, the Planning Commission of the City of Duarte held a duly noticed public hearing in the City Council Chambers for Conditional Use Permit 19-04, considered the analysis and recommendation provided in the staff report, and all information, evidence and public testimony received, and adopted PC Resolution 19-13, approving Conditional Use Permit 19-04; and

WHEREAS, Chapter 19.144 of the Duarte Development Code provides procedures for the appeal of decisions rendered by the Planning Commission; and

WHEREAS, on December 2, 2019, attorneys Lozeau Drury, LLP, on behalf of the Supporters Alliance for Environmental Responsibility, filed an appeal of the Planning Commission decision to approve Conditional Use Permit 19-04 with the Duarte City Clerk in compliance with Chapter 19.144 of the Duarte Development Code; and

WHEREAS, on December 23, 2019, the City Council of the City of Duarte held a duly noticed public hearing to receive oral and written testimony related to the appeal of Conditional Use Permit 19-04; and

WHEREAS, the City Council has considered the analysis and recommendation provided in the staff report for the appeal of Conditional Use Permit 19-04 and all of the information, evidence, and public testimony received at the public hearing held on December 23, 2019, at 7:00 p.m. in the City Council Chambers.

NOW THEREFORE, the City Council of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR CONDITIONAL USE PERMITS

The City Council finds and determines as follows, findings for Conditional Use Permits, as set forth in DDC Section 19.114.050(B), as:

1. The proposed use is consistent with the General Plan;

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan Zone, including the intent and purpose, permitted uses, and other development standards. The use is also consistent with the land use goal by providing compatible and harmonious land uses by providing a mix of uses consistent with projected future social, environmental, and economic conditions.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Development Code and the Municipal Code;

A hotel is allowed within the Town Center Specific Plan Zone with an approved conditional use permit, as stated in Table 3-1 of the Town Center Specific Plan. Chapter 19.60.110 of the Duarte Development Code provides standards related to noise, lighting, glare, or similar activities during late night hours or for 24-hour uses.

3. The design, location, size and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;

The project site is generally located midblock on the southerly side of Huntington Drive, one parcel west of Buena Vista Street. The site is accessible from Huntington Drive through a 28-foot wide drive access easement shared with the owners of the 12-unit residential condominium complex to the west of the project site. Other abutting properties include the Monrovia Convalescent Hospital to the south, Union 76 service station to the east, and the Buena Vista Marketplace Shopping Center to the north. The boundary closest to the abutting residential development is improved with a reconstructed or otherwise renovated paved access easement, landscaping, and at Phase II, minimal surface parking. Efforts to address proximity concerns with abutting residential properties include minimizing the amount of hotel room windows facing the condominiums and providing window coverings or tinting for the windows that do face abutting residential units. Further, conditions have been added to limit outdoor uses abutting residential, restrict delivery periods, modify lighting to prevent off-site glare, and minimize use of balconies.

4. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

The project is suitable for the proposed location, with the incorporation of conditions of approval that mitigate impacts related to the following uses: hotel, meeting rooms, and late

night and 24-hour operations. These conditions are imposed to ensure the operation does not create any adverse impacts on the City or surrounding community.

5. The subject site is:
 - a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and
 - b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

The site is 1.62 acres in size, with ingress/egress on Huntington Drive, provided through a 28-foot wide shared driveway access easement and an egress only driveway at the easterly portion of the project. The project site is physically suitable to support the existing development. Onsite circulation is maintained with double, two-way drive aisles into the hotel parking areas, fire lanes that provide access to parking stalls, and sufficient room for emergency vehicle access. Conditions of approval have been included to provide for modifications to the median island and associated left-hand turn pocket, realignment of the Huntington Drive driveway, and the use of roll curb for certain areas to facilitate delivery and emergency vehicle turn movements.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (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; (b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) the project site has no value as habitat for endangered, rare, or threatened species; (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) the site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The City Council approves this Resolution No. 19-R-35, based on the findings listed above and the conditions listed in "Exhibit A", and recommends approval of Conditional Use Permit 19-04, for the use and operation of a hotel, with associated meeting rooms, food services, and café, and late night/24-hour uses located at 1230 Huntington Drive.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2019.

Mayor Tzeitel Paras-Caracci

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Resolution 19-R-35 was adopted by the City Council of said City of Duarte at a special meeting of said Council held on the _____ day of _____, 2019, by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California

EXHIBIT A

Final Conditions of Approval
Conditional Use Permit 19-04
1230 Huntington Drive - Hawthorne Suites Hotel

1. Windows located within common hallways and stairways shall be tinted and/or provided window coverings, as approved by the Planning Division, to reduce light, glare, and visibility onto adjacent properties.
2. This approval is for the operation of a hotel or extended stay hotel, not to exceed 178 rooms, currently proposed as a Hawthorne Suites by Wyndham. Associated uses include a 2,570 square feet of meeting space, 2,280 square foot breakfast/dining room, 1,478 square foot café, 693 (Phase I) and 662 (Phase II) square feet of gym, outdoor pool, and related functions as presented in the staff report and project plans and described in the applicant's business proposal statement on file with the Planning Division.
3. Guests and hotel occupants shall not be permitted to register for periods of time longer than 30 days. Occupants may re-register for additional 30-day periods. The hotel operator shall not permit guests and/or occupants to attain tenant status.
4. Room cleaning services shall be provided on a regular basis. At minimum, rooms shall be cleaned each time a new guest registers and at least once a week for occupants that are staying for longer period of time.
5. The hotel operator shall comply with Chapter 3.05 (Transient Occupancy Tax) of the Duarte Municipal Code.
6. The lobby shall remain open on a 24-hour basis and be staffed by a minimum of two employees at any one time, one of which shall be part of hotel management staff. Said management staff shall be responsible for ensuring compliance with all conditions of this conditional use permit.
7. The breakfast/dining room/lounge area shall remain for the use of hotel guests only and may not be rented out or used separately by outside groups.
8. The hotel and café are required to implement "quiet hours" between the hours of 10:00 p.m. and 7:00 a.m., which includes, but is not limited to, restrictions on: playing music; idling vehicles for more than 5 minutes; using the pool and associated outdoor area; and other noise-generating activities. Any related signage shall be approved by the Planning Division prior to installation.
9. The café may be used by the hotel or leased to an independent tenant, subject to Planning and Business License approvals.
10. Use of the outdoor dining area associated with the café shall be limited to the hours of 7:00 a.m. to 10:00 p.m.
11. Alcohol beverage sales or service have not been proposed at the time of project submittal, has not been analyzed by staff, and are, therefore, not permitted through this entitlement.

If in the future alcoholic beverage service or sales is requested, a separate conditional use permit application would require Planning Commission approval.

12. Outdoor furnishings related to either the hotel or café, shall be cleaned, serviced, maintained and regularly replaced, and be free of damage; missing, peeling, and/or faded cracked paint; worn, torn, and/or faded materials.
13. Delivery hours shall be limited from 7:00 a.m. to 7:00 p.m., Monday-Saturday. No deliveries are allowed on Sunday.
14. Delivery vehicles are not permitted to honk or use other audible signals to summon or call hotel staff for services or loading activities. The Parking Management Plan shall include details on a system designed to facilitate delivery and loading activities and provide communications between the loading area and staff within the building.
15. Outdoor special events of any size, duration, or intensity, and irrespective of whether located within a temporary structure or not, proposed within the project's surface parking lot, shall be approved through a temporary use permit prior to the event.
16. Project operations and activities shall be maintained at reasonable audible levels, not to exceed the City Noise Regulations outlined in Chapter 9.68 of the Duarte Municipal Code. Any substantiated complaints regarding noise, sound or other audible impacts may require submittal of a Noise Study provided to the Community Development Director to address any noise concerns and propose appropriate measures as needed to comply with the City's noise ordinance. The Noise Study shall be paid for by the applicant and prepared by a qualified consultant to the satisfaction of the City. Continued concerns or violations may require a public hearing before the Planning Commission.
17. The business owner shall provide a security plan to the Community Development Department and Public Safety Department for review prior to certificate of occupancy issuance for each phase of the project. Cameras shall be installed on the exterior of the premises and subterranean levels capable of capturing footage of the parking lot(s), in locations approved by the Community Development and Public Safety Departments. The security plan shall include details on a closed circuit television system consisting of interior and exterior surveillance cameras and a digital video recorder (DVR) for recording surveillance camera footage. The security system hard drive shall save footage/data for a minimum of 30 days. The hard drive shall be locked, secured, and accessible only to the business owner and/or designees. All saved data shall be made available to the Public Safety Department and/or City personnel upon reasonable request. All components of the approved security plan shall be operational prior to implementing any new services allowed by this CUP and shall remain fully operational at all times. Any changes to the security system shall require review from the Community Development Department and Public Safety Department prior to implementing.
18. The property owner shall have the ability to post "No Trespassing" or other applicable Penal Code signs to allow necessary enforcement and/or removal of any activity that may be deemed a public nuisance or jeopardize the health, safety, and general welfare of the public. The location of the penal code signs shall be approved by the Planning Division prior to prior to installation.
19. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any

manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.

20. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan, which is reviewed and approved by the Community Development Director prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint, and shared parking require separate review and approval, as directed by the Town Center Specific Plan and Duarte Development Code.
21. In the event the Conditional Use Permit is not actively exercised for a continuous period of twelve (12) months, after Certificate of Occupancy issuance for the hotel building, the Conditional Use Permit and approval shall become invalid.
22. Any expansion or modification to the approved use as part of this conditional use permit, including, but not limited to, any substantial changes to the floor plan, additional services, transition from satellite location to main temple, or other changes that may affect or intensify the business operation, shall be reviewed by the Planning Division and may require Planning Commission approval of a new conditional use permit.
23. The project shall comply with all regulations of the Town Center Specific Plan Zone and any other applicable sections of both the Duarte Development Code and Duarte Municipal Code.
24. This CUP may be called for review or revocation at any time by City Staff, City Council, or Planning Commission if a violation of the approved conditions is alleged, or if it is alleged that project operations are creating a public nuisance, as substantiated by the Los Angeles County Sheriff's Department, Public Safety Department, or any other City Department. The applicant and successors shall operate the subject premises in a safe and sanitary manner at all times. Such review of the CUP may include any remedy available to the City that will prevent negative impacts on the property and surrounding developments. Problems or continued/repeated violations of any Municipal Code, conditions of approval, or any other governmental regulations may be grounds for initiation of proceedings for the revocation of this CUP before the Planning Commission pursuant to Section 19.152.030 of the Duarte Development Code.
25. This entitlement shall be contingent upon the privileges being utilized within 12 months from the issuance of a Certificate of Occupancy for the hotel building.
26. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify, and hold harmless the City of Duarte and its agents, officers, and employees from any claim, action, or proceeding against the City or its agents, officers, and employees to challenge, set aside, void, or annul the approval of the project or from any other action pertaining to this application or the granting of this conditional use permit which may be brought within the time period provided for such actions or challenges under applicable law.

RESOLUTION NO. 19-R-36

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUARTE DENYING AN APPEAL FILED BY LOZEAU DRURY, LLP ON BEHALF OF THE SUPPORTERS ALLIANCE FOR ENVIRONMENTAL RESPONSIBILITY AND UPHOLDING THE PLANNING COMMISSION DETERMINATION THAT THE PROPOSED CONSTRUCTION OF A NEW HOTEL LOCATED WITHIN THE TOWN CENTER SPECIFIC PLAN AT 1230 HUNTINGTON DRIVE MEETS THE REQUIRED FINDINGS UNDER DUARTE DEVELOPMENT CODE SECTION 19.122.050(E) AND CONFORMS TO THE APPLICABLE STANDARDS IN DUARTE DEVELOPMENT CODE SECTIONS 19.122.040 & 19.44.010 AND THUS APPROVES SITE PLAN AND DESIGN REVIEW CASE 2019-41, SUBJECT TO CONDITIONS OF APPROVAL

WHEREAS, the applicant is requesting approval for the 24-hour operation of a 178-room extended stay hotel, built over two phases, with 2,570 square feet (sf) of meeting space, 2,280 square feet breakfast/dining room, and a 1,478 café, currently proposed as a Hawthorne Suites by Wyndham, at 1230 Huntington Drive; and

WHEREAS, the project site is part of the Town Center Specific Plan Zone, Town Center Commercial Core, Area 1 designation, which provides standards and guidelines for commercial developments; and

WHEREAS, the proposed project requires the approval of a Tier 3 Community Benefits Plan, which includes two selected community benefits, Public Art, and Enhanced Transportation Demand Management, pursuant to Section 3.5.1 and 3.5.2 of the Town Center Specific Plan; and

WHEREAS, Section 7.3.4 (Review and Approval Process) of the Town Center Specific Plan requires all projects proposed within the Specific Plan area to comply with Article 7 of the Duarte Development Code for review requirements and process for approval; and

WHEREAS, Section 7.3.4 (Administrative Adjustments) of the Town Center Specific Plan requires the justification of findings for an Administrative Adjustment, which is being considered for the front building setback; and

WHEREAS, Table 7-2 listed in Section 19.122.030.B of Article 7 of the Duarte Development Code requires a recommendation from the Architectural Review Board and approval from the Planning Commission for all new commercial construction; and

WHEREAS, on November 11, 2019, the Architectural Review Board reviewed the plans for Site Plan and Design Review case 2019-41 and recommended approval to the Planning Commission subject to conditions; and

WHEREAS, on November 18, 2019, the Planning Commission of the City of Duarte held a duly noticed public hearing in the City Council Chambers for Site Plan and Design Review 19-41, considered the analysis and recommendation provided in the staff report and all information, evidence, and public testimony received, and adopted PC Resolution 19-14, approving Site Plan and Design Review 19-41; and

WHEREAS, Chapter 19.144 of the Duarte Development Code provides procedures for the appeal of decisions rendered by the Planning Commission; and

WHEREAS, on December 2, 2019, attorneys Lozeau Drury, LLP, on behalf of the Supporters Alliance for Environmental Responsibility, filed an appeal of the Planning Commission decision to approve Site Plan and Design Review 19-41 with the Duarte City Clerk in compliance with Chapter 19.144 of the Duarte Development Code; and

WHEREAS, on December 23, 2019 the City Council of the City of Duarte held a duly noticed public hearing to receive oral and written testimony related to the appeal of Site Plan and Design Review 19-41; and

WHEREAS, the City Council has considered the analysis and recommendation provided in the staff report for the appeal of Conditional Use Permit 19-04 and all of the information, evidence and public testimony received at the public hearing held on December 23, 2019, at 7:00 p.m. in the City Council Chambers.

NOW THEREFORE, the City Council of the City of Duarte resolves as follows:

SECTION 1. RECITALS

All of the facts set forth in the Recitals of this Resolution are true and correct and incorporated herein by this reference.

SECTION 2. FINDINGS FOR SITE PLAN AND DESIGN REVIEW

The City Council finds and determines as follows, findings for Site Plan and Design Review, as set forth in DDC Section 19.122.050(E), as the proposed development is:

1. Consistent with the General Plan and is in compliance with all applicable provisions of the Duarte Development Code and all other City ordinances and regulations:

The project conforms to the goals and objectives of the General Plan and the regulations of the Town Center Specific Plan, including the intent and purpose, permitted uses, and other development standards. Furthermore, the project meets the overarching objectives of the Town Center Specific Plan by developing an appropriate mix of housing and commercial development to sustain the needs of the community and revitalize existing developments and transform vacant and underutilized properties to create a synergistic and lively town center.

2. To be constructed on a parcel that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development:

The subject property consists of one parcel, 1.62 acres in size, which is adequate for the construction and operation of a hotel development of this size and style, as shown on the proposed plans. Furthermore, the project meets the development standards of the Town Center Specific Plan for Town Center Commercial Core designation under Area 1.

3. In compliance with the applicable criteria specified in Subsection 19.122.040(D), and the site is suitable for the proposed development; and
 - a. *Compatibility. The project development has been designed in a manner that will provide a visual enhancement and improvement to the property, surrounding community, and Huntington Drive corridor. The development complies with the requirements outlined in*

the Town Center Specific Plan and is consistent with the vision, goals, and objectives of the Town Center Specific Plan.

- b. *Architectural Design and Detail. The project is designed in a contemporary style with many traditional materials, creating a visual enhancement along Huntington Drive. The first floor and lobby portion of the hotel are clad in red brick, gray stone, and anodized aluminum to create a commercial storefront. Upper floors are presented in a smooth troweled stucco and corrugated metal wall panels. Two prominent tower elements flank both buildings, providing vertical relief and modulating building massing.*
- c. *Landscape, Lighting, Parking, Signs, and Other Design Details.*
 - *Equipment and Utilities. Existing overhead utility powerlines will be undergrounded. All new service and utilities will be installed in a manner that screens them from the public right-of-way. New equipment located on the roof will be screened behind parapet walls, ground-mounted in rear or side yard areas, or underground, and screened from the public right-of-way.*
 - *Fences/Walls. All fences and walls will be designed to complement the overall design of the project, while providing a sense of security. Walls, up to eight-feet in height, or other screening materials will require review and approval from the Planning Division prior to construction. Additionally, any new retaining walls will require plan check review and approval from the City's Building and Safety Department prior to construction.*
 - *Landscaping. The project includes the installation of landscape onsite throughout the entire property, and offsite along Huntington Drive. All landscape proposal will require separate review and approval to ensure the landscape areas have been designed to meet the intent and purpose of Chapter 19.40 (Landscaping) of the Duarte Development Code, and will complement the project by providing a welcoming appeal along Huntington Drive. Additionally, all new trees planted within the City right-of-way will require additional approval from the Public Works Division and must comply with the City's Huntington Drive Street Tree Plan.*
 - *Lighting. The project does not include the approval of lighting. All future exterior lighting proposals will require separate review and approval as necessary to ensure the fixture complements the overall design of the project and the performance standards for outdoor lighting listed in Section 19.50.070 of the Duarte Development Code are complied with.*

Parking. The project includes a two-level subterranean parking garage that is available for guests, employees and meeting room use. The project has also elected the enhanced transportation demand management community benefit bonus, which provides multi-modal alternatives to vehicle usage. Parking for Phase II does not meet the current parking standards. A condition has been added that addresses parking for Phase II before submittal of development plans, including options to allow flexible requirements to meet the then current standards. With the added conditions of approval related to parking, the project will provide adequate off-street parking.

- *Signs. The project does not include the approval of signs. All future signs will require separate review and approval from the Planning Division to ensure they meet the requirements of the Town Center Specific Plan.*

4. Designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property.

The site is sufficient in size and shape to accommodate the hotel project. The project is part of the Town Center Specific Plan, Town Center Commercial Core designation, which encourages hotel development. The project also includes a variety of improvements such as a modified median island, two community benefit bonuses (public art and enhanced transportation demand management), and widened sidewalks with pedestrian lighting that are designed to enhance the overall project and create a stronger public and pedestrian connection. The project is suitable for the site and is unlikely to create any adverse impacts on the surrounding community.

SECTION 3. FINDINGS FOR ADMINISTRATIVE ADJUSTMENTS

The City Council finds and determines as follows, findings for Administrative Adjustments, as set forth in Section 7.3.4 of the Town Center Specific Plan, as the proposed development is:

1. Development Area. The requested adjustment will not interfere with the purpose and intent of the regulations for the Development Area in which the property is located.

The slight reduction in street wall height will be accomplished through the integration of decorative and opaque railings that help to emulate the streetscape desired by the Specific Plan.

2. Adjacent Property. The approval or conditional approval of the adjustment will not be injurious to adjacent property.

The adjustment triggered a condition requiring more opaque railing materials, which will help to buffer balcony activities from residential uses to the west.

3. General Plan. The approval or conditional approval of the adjustment will promote the general welfare and will not adversely affect the general plan of the city.

The adjustment continues to promote the goals and objectives of both the Town Center Specific Plan and the Duarte General Plan.

4. Superior Design. The plans for construction and/or development resulting from approval or conditional approval of the adjustment results in a superior design solution which enhances the visual quality, use, and function of the site and surrounding area.

The use of a taller street wall or decorative and more opaque railing materials will enhance the design of the building and continue to allow functionality of the balcony space.

5. Special Circumstances. There are special circumstances that justify a deviation in the minimum required standard.

The proposed street wall serves as a second story balcony that helps to create visual interest in the building and fosters enlivening space in the Town Center area.

SECTION 4. CEQA DETERMINATION

This project is exempt from the California Environmental Quality Act (CEQA) pursuant to exemption in Section 15332, Class 32 of Title 14 of the California Code of Regulations. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section: (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; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

SECTION 5. RECOMMENDATION

The City Council approves Site Plan and Design Review Case 2019-41 based on the findings listed in Section 3 and 4, and the conditions of approval listed in "Exhibit A".

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2019.

Mayor Tzeitel Paras-Caracci

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DUARTE)

I, Marla Akana, City Clerk of the City of Duarte, County of Los Angeles, State of California, hereby attest to the above signature and certify that Resolution 19-R-36 was adopted by the City Council of said City of Duarte at a special meeting of said Council held on the _____ day of _____, 2019, by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:

City Clerk Marla Akana
City of Duarte, California

EXHIBIT A

Final Conditions of Approval
 Site Plan & Design Review Case 2019-41
 1230 Huntington Drive - Hawthorne Suites Hotel

Site Planning/Circulation

1. The shared drive access easement between the project and the residential condominiums shall be repaired and/or replaced as determined by the City Engineer. A circulation and roadway improvement plan shall be provided to the City of Duarte for review and shall include improvements to all public roadways, driveways and access easements, sidewalks/pedestrian areas, and landscaped streetscaping associated with or impacted by the project. Said shared drive access easement shall be regularly cleaned, and maintained in good working order by the owner.
2. All entrances from public streets, entrances to the parking lot, drop-off areas, and crossing points for pedestrians and bicycle traffic shall be finished with special/decorative paving. A variation of paving colors, textures and materials shall be incorporated, as specified within the Town Center Specific Plan (TCSP). Details on the decorative paving shall be included with the roadway and circulation improvement plans mentioned above.
3. The shared drive access easement document shall be revised to address current ownership, maintenance, and cleaning, amongst other topics, as determined by the City Engineer. Revisions to the easement document shall be made, recorded, and proof of recordation provided to the City Engineer prior to reconstruction or repair of said easement.
4. The Monrovia Convalescent Hospital pole sign shall be removed prior to grading permit issuance.
5. The following conditions, as recommended by the project's traffic engineer, shall be incorporated into the project plans submitted into Plan Check, subject to City Engineer approval:
 - a. Modify existing center median on Huntington Drive to accommodate the re-alignment of the project access/alley driveway, per the conceptual recommendations shown in Exhibit D of the RK Engineering Group Circulation and Traffic Assessment.
 - b. Provide a minimum 90' westbound left turn storage pocket with 50' of transition on Huntington Drive at the project access driveway/alley.
 - c. In order to accommodate larger trucks, emergency vehicles and trash/delivery trucks, the driveway alignment shall be redesigned to intersect Huntington Drive at a more direct approach and right angle. This will allow vehicles to exit the site without having to swing into oncoming traffic to complete a right turn. A 90-degree intersection also improves corner sight distance.
 - d. Install stop sign, stop bar and stop legend on the project access driveway/alley at the intersection of Huntington Drive.
 - e. Sight distance at all project access points shall be established and maintained per City of Duarte design standards.
 - f. Traffic operations at the project site should be reviewed and monitored once the project is operational, and in particular at the intersection of Huntington Drive and the Alley. Should left turn movements from the alley become an issue, the project should

- perform a follow-up analysis to address any problems and potentially restrict left-turn movement onto Huntington Drive.
- g. Should the City request bulb-outs to be installed on Huntington Drive, a painted transition shall be installed to the west of the project driveway, as shown in Exhibit E of the RK Engineering Group Circulation and Traffic Assessment.
 - h. Install a rolled curb along the outside edge of the drop-off/roundabout to accommodate any over-swing incurred by large emergency vehicles.
 - i. The final site plan should be reviewed by the Los Angeles County Fire Authority, the local waste management provider and City staff to ensure the site meets all applicable standards and requirements.
 - j. Provide pedestrian access points and sidewalks from the site to Huntington Drive.
6. The sidewalk along Huntington Drive shall be replaced and widened by two (2) feet in width for the full extent of the project boundary. Pedestrian-scale lighting, street trees, and public street furniture shall be installed along the full extent of the project boundary, as part of the sidewalk improvements, pursuant to the requirements of the Town Center Specific Plan. Said improvements shall be incorporated into civil plans submitted to the City Engineer.
 7. Direct and Americans with Disabilities Act-compliant access from Huntington Drive and the parking lot to the Café should be incorporated into the project's design, which may include the need for inclusion of a sidewalk along the west side of the Phase I building.
 8. Red curb or no parking signs shall be installed and maintained on the 28' wide shared access drive easement, subject to review and approval of the City Engineer.
 9. The project shall provide undergrounding of new and existing power and telephone lines within the street right-of-way adjacent to the property being developed, as related to and further discussed in Chapter 16.30.010 of the Duarte Municipal Code. The City Engineer may allow for the payment of an in-lieu fee for the undergrounding of said lines, depending upon the scheduling of undergrounding projects within the vicinity, and in coordination with local utility companies.
 10. Parking for Phase II shall be discussed and agreed upon by the Planning Division prior to submittal of the Phase II development drawings. Parking may be addressed in any manner permitted by the then current parking requirements, including but not limited to: valet, joint and/or shared parking, and/or a parking study conducted by a professional traffic engineer. Future parking options may require additional entitlements.
 11. Parking operations within the parking lot associated with the hotel should be included into a Parking Management Plan (PMP), that is reviewed and approved prior to certificate of occupancy issuance. Parking operations should incorporate ideas on how to manage parking for the hotel and related on-site uses, interim parking during construction of Phase II, access to and from parking lots and private roadways, and hotel and/or shuttle parking associated with the hotel. Valet, joint and shared parking require separate review and approval, as directed by the TCSP and Duarte DDC.
 12. The parking shall be constructed in substantial compliance with the approved conceptual plans, conditions of approval and the requirements of the TCSP, including parking stall width and depth, aisle depth, and adequate turn-around areas for efficient circulation. A separate parking lot plan shall be submitted to the Public Works Division and Planning Division for review prior to Building plan check submittal.

13. Proper headlight glare screening shall be incorporated into the surface parking lot design along the perimeter of the parking area with the use of landscaping, landscape berms or low walls at a minimum height of 42 inches.
14. Any proposal to install photovoltaic canopy panels shall require separate review and approval from the City of Duarte prior to beginning Building and Safety plan check. Details on the photovoltaic canopy, including height, location, color and material finishes, among others, shall be provided for review.
15. Any proposal to install vehicle control gates or other similar devices shall be reviewed and approved by the City Engineer prior installation or use.
16. The surface parking lot shall include adequate lighting to ensure the safety and security of vehicles and pedestrians. Lighting shall be designed to be prevent direct glare or reflections onto adjacent properties and rights-of-way. An exterior lighting plan, prepared by an electrical engineer or other lighting professional accepted by the City, shall be provided to the City of Duarte for review prior to Building and Safety plan check and shall include cut-section drawings, manufacturers brochures, illumination levels/lighting distribution, and any additional information as needed for all proposed exterior lighting. Separate review fees shall apply.
17. If proposed, provide details on the installation of the electric vehicle charging stations. The placement of the charging stations shall not impede into the minimum required dimensions of parking stalls.
18. Additional landscape screening and enhancement will need to occur at: the west side of the Phase II building, south side of the Phase II building, along the east property line abutting the pool, and near the transformer. Such enhancement may need to include green screens, landscape walls, cascading plants, and/or privacy landscaping, as to be included in and approved as part of the landscape plan.
19. Adequate soil depth shall be provided within the building's front setback to allow the growth of landscaping, including trees. As such, the subterranean level of the Phase I building shall be moved back to the front setback line, or the soil depth shall be increased to a dimension to be determined by the project engineer and landscape architect and approved by the City Engineer and Planning Division.
20. A complete landscape and irrigation plan, prepared by a licensed landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material. All landscaping and irrigation shall comply with development standards listed in Chapter 3, and abide by the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.
21. A complete hardscape and outdoor furnishings plan, prepared by a landscape architect, shall be submitted to the Planning Division for review and approval prior to permit issuance. Required bicycle parking, per the TCSP, and bicycle rack or locker designs should be incorporated into the plan. The plan shall also include cut-section drawings, manufacturer brochures, and or samples/swatches (if necessary), and any additional information as needed to depict proposed hardscapes and furnishings. Said plan shall be

designed in concert with the design guidelines in Chapter 4 of the TCSP. Separate review fees shall apply.

22. Walls up to eight (8) feet in height or another approved alternative, shall be incorporated into the project plans along the east property line, specifically to provide privacy for the pool area, and to better screen the abutting gas station and office buildings.
23. A wall, fence, and/or gate plan shall be submitted to the Planning Division for review and approval prior to permit issuance. Walls/fences/gates shall contain a decorative design using decorative and high-quality materials. All walls shall be constructed to provide security and separation between adjacent properties.

Architectural/Design/Color & Materials

24. Windows located within common hallways and stairways shall be tinted and/or provided window coverings, as approved by the Planning Division, to reduce light, glare and visibility onto adjacent properties.
25. The front street wall must be increased in height and/or the balcony railing will need to be decorative with an increase in opacity. Final design details of front elevation balcony wall and railing shall be reviewed and approved by the Community Development Director prior to plan check submittal.
26. The elevations of the entire building shall be reviewed and approved by the Planning Division prior to permit issuance. Final review shall include approval of the color palette, placement of colors, and all finished building materials, including but not limited to the type, color, texture, and/or placement. All finished building materials incorporated into the building design shall be of high quality and high durability, and shall take into consideration locations that may be more vulnerable to damage or potential maintenance concerns. Final building design, colors and materials shall be in substantial compliance with the conceptual plans, and color and material palette approved by the Duarte Architectural Review Board.
27. All windows and doors, including commercial storefronts, shall require final approval from the Planning Division prior to permit issuance. A separate window and door plan with an accurate window and door schedule shall be provided to the Planning Division for review prior to submitting to Building and Safety plan check. The schedule shall list the window and door types and their locations. The plan shall include all necessary details on the type, color, and material of all proposed windows and doors; sections/detail drawings depicting the use of trims, moldings, mullions, and storefront systems (including kick plates where appropriate).
28. Any trash enclosures (not located within the building), ground-level mechanical and utility screening, and similar screening elements shall require final approval from the Planning Division prior to permit issuance.
29. All signs shall require separate review and approval. All signs shall be designed in compliance with Chapter 3.6.14 of the TCSP.
30. Exterior, architectural building lighting shall be incorporated into the project. Exterior lighting, including site, parking and architectural building, shall require final approval from the Planning Division prior to issuance of building permits. Lighting fixtures shall be of high quality and decorative form and shall be designed to prevent offsite glare. A lighting plan

with a photometric analysis prepared by licensed engineer or approved equivalent shall be provided to the Planning Division for review and. The lighting plan shall include cut-section drawings, manufacture brochure, illumination levels/lighting distribution, and any additional information as needed. Separate review fees may apply.

31. Provide a mechanical screening plan as part of the development plan package submitted into the Plan Check process, which should show, at minimum: placement, location and height of proposed mechanical equipment, and related parapets, mansards or other architectural screens.
32. Mechanical equipment and related ducts, vents and other apparatus, including HVAC, shall be screened from public view. Vents, pipes, caps, hoods, and other roof penetrations that must be installed on the roof shall be painted or finished to match the roof color.

Public Works

33. The Low Impact Development (LID) Plan shall be under the review and approval authority of the City of Duarte Engineer. The following shall be prepared by a professional registered engineer and submitted to the Engineering/Public Works Division for review:
 - a. LID Plan. A LID Plan shall be submitted to the Engineering/Public Works Division for review. The LID plan shall provide a comprehensive and technical discussion of how the proposed project will comply with the City's stormwater program requirements. LID Guidance and implementation can be obtained from Los Angeles County Public Works LID Standards Manual. Contact the Duarte Public Works Division for more information. The LID plan shall be approved prior issuance of grading permits.
 - b. Civil Plans. Two (2) sets of complete civil plans shall be submitted to the Engineering/Public Works Division for review, accurately showing all existing public improvements near the subject development (e.g., street lights, signs, utility vaults and boxes, bus stops, street trees, catch basins, etc.) and shall clearly indicating any proposed modifications to the existing public improvements. Such proposed modifications to the public improvements shall require approval from the City Engineer and Community Development Director prior to issuance of any building permit and/or grading permit.
 - c. Soils/Geology report and Hydrology Study.
 - d. A detailed grading and drainage plan, including all supporting information and design criteria. The grading and drainage plan shall be approved by the City Engineer prior to the issuance of a grading permit.
 - e. A detailed utility plan, including transformer, backflow and FPV valve locations.
34. The property owner/developer shall replace the sidewalk adjacent to the project site on Huntington Drive for the full extent of project site boundaries (from east PL to west PL), which may include the curb and gutter as needed, including any damages as a result of construction. The sidewalk shall be widened an additional two (2) feet and contain a separate decorative color and/or design as required by the Town Center Specific Plan. The sidewalks shall be constructed with concrete; the public portion of the sidewalk may require integrally colored concrete. Contact the Public Works Division for details on the specific concrete color.
35. The property owner/developer shall construct new driveway approaches on Huntington Drive according to City standards. Decorative stamped concrete shall be installed behind the approach. The driveway approach and ramps shall be approved by the City Engineer

prior to construction and shall require the issuance of a public right-of-way permit. The approach and driveway shall be designed to ensure the safety of vehicles entering and exiting the parking garage, as well as pedestrians crossing the driveway.

36. All trees within the City right-of-way along Huntington Drive shall be replaced and/or installed pursuant to the City's adopted Street Tree Plan for Huntington Drive; all sidewalk tree wells shall be consistent with the City's tree well design, as noted in the design guidelines of the Town Center Specific Plan and shall require a right of way permit from the Public Works Division prior to installation.
37. The property owner/developer shall construct bulbout(s) and/or parklet(s) along the frontage of the property, pursuant to the guidelines of Chapter 4 of the Town Center Specific Plan, and subject to review and approval of the City Engineer prior to construction, and shall require the issuance of a public right-of-way permit.
38. All utility facilities within the public right of way including but not limited to conduit, cable, cabinets, transformers, control boxes, etc. shall be placed underground with any access panels flush with the ground surface. If there are physical constraints restricting the placement of utility facilities underground, the developer shall provide clear engineering reasons why above ground facilities cannot be installed with underground vaults/handholes. Additionally, all utility services stubbed to the site that will not be used to serve the development shall be properly abandoned. The applicant/owner shall provide a master utility map to the City of Duarte for review prior to installation.
39. The property owner shall obtain an encroachment permit from the Public Works Division for any encroachments into and/or over the public right of way. A plan showing any proposed encroachments, including height/clearance and the distance of the encroachment, shall be provided to the Public Works Division for approval prior to issuance of building permits.
40. All trenching/potholing/street cuts shall be fixed permanently within five (5) working days following the completion and acceptance of the backfill, or as otherwise approved by the City Engineer. Two inches of temporary asphalt concrete is required immediately following completion of the backfill. If plates are necessary, they shall be placed flush to the road surface and tack welded together if two or more plates are used. If plates are necessary, then under no circumstance shall a trench remain plated longer than 48 hours, or as otherwise approved by the City Engineer.
41. Connector Pipe Units shall be installed in all catch basins along the project site, if applicable. All installations shall be inspected/verified by the Public Works Division prior to issuance of Certificate of Occupancy.
42. Traffic control work (delineation and signage) shall comply with the California Manual on Uniform Traffic Control Devices. A traffic control plan shall be submitted to the Public Works Division for review and approved prior to beginning construction and/or grading.
43. The applicant/owner and all representatives shall comply with the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004001, Order No. R4-2012-075, and amendments, issued by the California Regional Water Quality Control Board, Los Angeles Region. Construction activities that disturb one acre or more are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) and to obtain a

Construction General Permit (CGP) from the State Water Resources Control Board to discharge stormwater. A copy of the permit shall be provided to the Public Works Division to keep on file and ensure compliance.

44. The applicant/owner is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure shall be included in the SWPPP and implemented as approved by the Duarte City Engineer:
 - a. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - b. Ensure that concrete supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
 - c. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
45. Vehicular access to public streets and residential driveways shall remain unobstructed during the construction period.
46. The applicant/owner shall incorporate and comply with all regulations, policies and standards regarding water, sewer, and storm water.
47. Sewer connection fees shall be paid directly to the Los Angeles County Sanitation District. Proof of payment shall be provided prior to issuance of the grading permit.

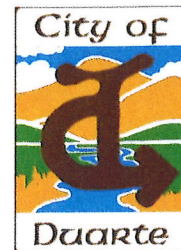
General

48. A final inspection shall be made by the Planning Division prior to final of any building permits to ensure that all conditions have been met.
49. Any revisions to the site plan, elevations, colors, and materials in addition to those listed as conditions of approval, shall be reviewed and approved by the Planning Division prior to installation; such changes may require review and approval from the Architectural Review Board.
50. The buildings have been proposed as a Tier 3 Community Benefit Bonus project, and are required to choose a minimum of two community benefits. The project has elected for the following:
 - a. Public Art – Decorative cut metal panels, or public art as otherwise approved, on the upper portions of the west and/or east of the Phase I building. Said public art shall be detailed and provided as a separate review submittal and be approved by the Architectural Review Board prior to the completion of the plan check process. Changes to the approved application of public art shall require review and approval of the Architectural Review Board.
 - i. Public art shall not be commercial in nature.
 - ii. Public art shall maintain the primary purpose of the display of visual art, including but not limited to paintings, prints, photographs, fountains, and sculptures.
 - iii. Public art shall be an original, creative work by an individual or group.

- iv. Public art shall be placed in a highly visible and accessible location either on public or private property.
 - v. Public art shall be valued at one-half of one percent (0.5%) of the cost of construction over \$100,000. Optionally, developers may contribute an amount equal to the value of the required art to the City or donate a comparably valued piece of art to the City.
- b. Enhanced Transportation Demand Management Program – Approved in concept as described on the attached Incentives Plan.
- i. Prior to certificate of occupancy issuance, the applicant shall prepare and provide a complete and detailed Enhanced Transportation Demand Management Plan for review and approval by the Community Development Director. Said plan should include and expand upon the programs and benefits explained conceptually in the Incentives Plan.
 - ii. A fully functioning Enhanced Transportation Demand Management Program shall begin upon issuance of a certificate of occupancy.
 - iii. A minimum five-year commitment to the Enhanced Transportation Demand Management Program is required.
 - iv. An annual report of the Enhanced Transportation Demand Management Program shall be provided to the Planning Division for review at the end of each calendar year. Details on the metrics and information contained in the annual report shall be further described in the Enhanced Transportation Demand Management Plan.
 - v. The City shall have the right to audit or inspect elements of the Enhanced Transportation Demand Management Program at the City's request.
51. All landscape areas shall be permanently landscaped and irrigated with a variety of drought-tolerant plants, shrubs, ground cover, large and/or small canopy trees, and decorative hardscape material.
52. All utilities for direct service to the project shall be installed underground and concealed from view, as approved by the Planning Division.
53. This project is subject to the requirements of Chapter 6.10 of the Duarte Municipal Code, Diversion and Demolition Waste. Prior to the issuance of any permits, the applicant shall submit a Construction and Demolition Diversion Plan and required security deposit.
54. Construction of the project shall comply with applicable City noise ordinances. Construction activities, deliveries and haul-off will only be permitted from 7:00 a.m. to 7:00 p.m., Monday through Saturday, including Federal holidays. No construction related idling of engines or other disturbances shall occur outside of noted work hours.
55. The project shall comply with all the regulations of the Town Center Commercial Core designation (Area 1) of the Town Center Specific Plan, the Duarte Development Code, and the Duarte Municipal Code, including the intent and purpose, permitted uses, development standards, and any other applicable sections.
56. Prior to issuing permits, any required school fees shall be paid directly to Duarte Unified School District and proof of payment provided to the City. Contact Duarte Unified School District for more information.
57. Plans and all required plan check fees shall be submitted to the Community Development Department for Building & Safety plan check prior to construction. Approval from Building

& Safety shall be obtained prior to the issuance of permits. Construction drawings, including the site plan, elevations, and colors shall be consistent and in substantial compliance with the conceptual approval and any required conditions of the City Council.

58. Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant, and all agents thereof.
59. Building permits for all phases of the project must be issued within one-year from the date of approval from the City Council or the application and approval shall expire.
60. That by acceptance of the approval of the project by the City, the applicant shall defend, indemnify and hold harmless the City of Duarte and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers and employees to challenge, set aside, void or annul the approval of the project or from any other action pertaining to this application or the granting of approval which may be brought within the time period provided for such actions or challenges under applicable law.



AGENDA MEMO

TO: DUARTE CITY COUNCIL

FROM: Brian Villalobos, Director of Public Safety

DATE: December 23, 2019

SUBJECT: Memorandum of Understanding with the Cities of West Covina, Covina, Azusa, and Glendora to Share a Case Management Team Under a Measure H Priority Area 2 "2018 Cities Homelessness Plan Implementation" Grant From the County of Los Angeles.

BACKGROUND

At its June 26, 2018, meeting, City Council adopted a Plan to Address and Combat Homelessness, funded by a Los Angeles County grant. The plan was one of 41 homelessness plans out of the 88 cities in the County. Within these plans, there are a wide range of goals and objectives to prevent and combat homelessness, aligning with key County Homeless Initiative strategies. As a direct result of this local need to address homelessness, highlighted in the 41 city plans, at its September 4, 2018, meeting the Los Angeles County Board of Supervisors directed County staff to establish a process to disburse \$9 million of Measure H funding to 41 cities to address local homelessness.

The Measure H funding was made available to cities under one of two avenues: Priority 1 grants (housing) or Priority 2 grants (services). Duarte submitted a Priority 2 request in concert with four additional cities, in a multi-jurisdictional application, to expand the service system to help those experiencing and at-risk of homelessness. The City has been told that the grant has been approved, and at this time, the Priority 2 grant Statement of Work has been developed and it is necessary to participate in a Memorandum of Understanding (MOU) with the five cities, known as the ESGV Cohort, in order to proceed forward with Los Angeles County in the grant application.

SUMMARY

The Priority 2 grant provides Measure H funding in the amount of \$343,250 which will provide funding for five (5) contracted case managers, one of which will be a working case manager supervisor, over a period of eighteen (18) months. A case manager will be located in each of the participating cities. The grant requires a match of \$291,280. Each city's match will be \$58,256, a combination of in-kind and cash match. The grant amount to each city will be approximately \$68,650.

The MOU provides the basic understanding between the five cities to set forth basic provisions regarding the shared case management team, as follows:

- Each City will provide **\$25,256 of in-kind match** by providing office space, parking, utilities, office equipment, etc.
- Each City will provide **\$33,000 cash match**.
- West Covina will be the lead agency and will contract with Los Angeles County and administer the funds.
- Each City will handle expenditures of their respective cash-match amounts.
- Each City must maintain records for five years following the expiration of the MOU.
- The MOU will expire 18 months after the Effective Date.
- The ESGV Cohort will select a consultant to provide services, will enter into a contract to provide case management services, and will administer the contract.

The city attorney has reviewed the MOU.

FISCAL IMPACT

The case manager will be assigned to and work out of the Public Safety Office which will constitute the **in-kind match** portion of the grant.

If Council approves the MOU to accept the Measure H Grant it will be an added deficit to the City budget and it would amend the budget to add \$33,000 to account 1205-7760 Homeless Outreach Programs. This will constitute the **cash match** portion of the grant.

RECOMMENDATION

That the City Council authorize the Interim City Manager to execute the Memorandum of Understanding and related documents, subject to final approval of terms by the Interim City Manager.

ATTACHMENTS

Attachment A – MOU ESGV Cohort

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") dated as of the ____ day of _____, 2019, is between the City of West Covina, a municipal corporation; the City of Covina, a municipal corporation; City of Glendora, a general law city & municipal corporation; City of Duarte, a municipal corporation; and City of Azusa, a municipal corporation (the aforementioned cities are sometimes referred to herein individually as "City" and collectively as "Cities" or "ESGV Cohort")

RECITALS

- A. The Cities and the County of Los Angeles have been working cooperatively to address issues related to homeless individuals and individuals at risk of homelessness. To that end, the County released the 2018 Cities Homelessness Plan Implementation Request for Proposals in September 2018. The Cities submitted collaborative Priority Area 2 Proposal (the "ESGV Cohort Proposal") to fund a new five-member case management team to strengthen services and Coordinated Entry System (CES) coordination by sharing the case management team that will offer a point of entry into supportive services available throughout the county and will mobilize for projects such as outreach fairs and riverbed engagement.
- B. The Cities' goal is to decrease homelessness in the five cities by engaging those individuals experiencing homelessness and directing them to essential supportive services to remove barriers and move them into permanent housing.
- C. The Cities have now been awarded a grant under the 2018 Cities Homelessness Plan Implementation Program in the amount of \$343,250. (the "Grant Funds").
- D. The purpose of this MOU is to provide the basic understanding between the Cities with respect to the Grant Funds and to set forth basic provisions that the Cities contemplate to utilize the shared case management team.

AGREEMENT

NOW THEREFORE, in consideration of the foregoing recitals and the mutual covenants and promises herein contained, the Parties hereto agree as follows:

I. Term:

Term: This MOU shall be effective as of the date the last City has executed the same ("Effective Date"). This MOU shall remain in full force and effect for 18 months ("Term") subsequent to the Effective Date.

II. CITY'S RESPONSIBILITIES:

A. The Grant Funds will be used to fund one Case Management Supervisor and four Case Managers (the "Case Management Team"). Each City will host a grant-funded position on-site.

B. To meet the Grant Funds matching requirements, each City will make an in-kind contribution in the amount of \$25,256 by providing office space, parking, utilities, etc. over the 18-month term of the grant, as well as a cash contribution in the amount of \$33,000.

C. The Cities hereby warrant, represent, and covenant that each City will comply with all applicable local, state or federal guidelines, regulations, requirements and statutes and/or as required under the laws or regulations relating to the source of the Grant Funds to be transferred by the County to the Cities pursuant to this MOU, and will not use the Grant Funds for costs associated with activities in violation of any law or for any activity inconsistent with the requirements and purposes set forth in this MOU and the ESGV Cohort Proposal.

D. West Covina will be the lead agency in respect to contracting with the County for the Grant Funds and administration of the Grant Funds. West Covina will process/submit reimbursement requests to the County, reimburse the partner Cities if Grant Funds are available in excess of the required payments to the contractor, and submit quarterly and final reporting to the County.

E. Each City will handle expenditures of their respective cash-match amounts individually. As the Lead Agency, West Covina will execute a contract for services to be provided under this MOU with a contractor, pay contractor invoices, submit reimbursement requests, and submit reporting on collective performance. At this time, it is estimated the Grant Funds will be fully used to compensate the Contractor.

F. Based on the Grant Funds proposal, each City agreed to make an in-kind match of \$25,256 as well as a cash-match of \$33,000. The Grant Funds proposal included an estimated cost for the Contractor that would require \$16,600 of each City's cash-match be used to supplement grant funding to pay the Contractor. Because the Contractor has not yet provided a final quote, the exact amount of the contractor reimbursement cash match per City has not yet been established and is contingent on the final cost of the contractor, however, in no event shall the cost match during the initial term exceed the amount of \$20,000.

G. Each City shall make a cash match payment in an amount not to exceed \$20,000. to West Covina to compensate the Contractor. The Cities Implementation Team (as defined below) will coordinate a payment schedule for all of the Cities to make the cash reimbursement to West Covina as lead agency on the services contract.

H. The in-kind contribution and the balance of the cash-match (proposed as \$16,400, but will be contingent on contractor cost) will be retained by each City for

supplies and non-personnel costs consistent with the authorized uses of the Grant Funds, and will be managed and controlled by each City.

I. Each City shall maintain records related to the operation of the Case Management Team and use of Grant Funds for five (5) years following the expiration of this MOU.

III. CONTRACTOR SELECTION AND ADMINISTRATION:

A. The ESGV Cohort Proposal identifies an individual from each City that, collectively, will comprise the Cities Implementation Team. The members of the Cities Implementation Team will meet as often as necessary to review the proposals from contractors to perform the Case Management Team scope of work set forth in the ESGV Cohort Proposal and to make a final selection of a contractor for the Case Management Team.

B. After selection of the contractor has been approved by the Cities Implementation Team, the City of West Covina will enter into a contract with the contractor to provide Case Management Team services and the Cities Implementation Team will thereafter administer that contract.

C. The Cities, after consultation with the City Attorney of each City, will ensure the contract terms meet program requirements for the Grant Funds and address all required obligations, including but not limited to insurance, indemnification, non-discrimination, prohibition on religious activity, recordkeeping, invoice procedures and program reporting.

D. Any amendments to the contract term, amount, or scope of work will be discussed and agreed upon by the Cities Implementation Team. No City will authorize the Contractor to exceed the contracted costs without the prior written consent and approval of the City Implementation Team.

E. Should any of the Cities engage the contractor to initiate a specific task unique to their organization, the financial obligation and project management for that specific task will be the sole responsibility of that City and will not be covered under this MOU or the ESGV Cohort service contract executed to implement this MOU.

F. The obligations and participation of the County under this MOU shall be limited solely to the issuance of the Funds to the Cities in accordance with the requirements of this MOU or the terms/legal requirements of the source of the Funds.

G. To the maximum extent permitted by law, the City of West Covina shall include in the agreements with the contractor an indemnification clause requiring the contractor to defend, indemnify and hold harmless the Cities of Azusa, Covina, Duarte and Glendora, their elected and appointed officers, employees, attorneys, agents, and designated volunteers from and against any and all liability, including but not limited to demands, claims, actions, fees, costs, and expenses (including attorney and expert fees),

arising from or connected with the contractor's performance of its agreement with the City of West Covina. In addition, the City of West Covina shall require the contractor to carry, maintain, and keep in full force and effect an insurance policy or policies, and the Cities of Azusa, Covina, Duarte and Glendora, their elected and appointed officers, employees, attorneys, agents and designated volunteers shall be named as additional insureds on the policy(ies) with respect to liabilities arising out of the contractor's work. These requirements will also apply to any subcontractors hired by the City of West Covina work specific to this MOU.

IV. THIRD PARTY LIABILITY AND INDEMNIFICATION:

A. Each City which is a party to this MOU agrees to cooperate with the other Cities in the operation of their respective risk management systems, insofar as such operation relates to this MOU. Each party agrees that if any incident, loss, damage, or claim occurs and is reported as a part of its respective risk management system arising out of the activities involved with this MOU, such report will be immediately delivered to the members of the City Implementation Team. It is agreed and understood that said reports will be held in the strictest of confidence and that each party agrees to cooperate fully with the other in the investigation and resolution of the incident or liability exposure revealed as a result of its respective risk management system.

B. This MOU is not intended to be a third-party beneficiary contract and confers no rights on anyone other than the parties hereto.

C. As each City will have one member of the Case Management Team working from a site in each City, in the event that claims or liability to third parties, loss, or damage arises as a result of activities at a City, the City which incurred the liability shall defend, indemnify and hold harmless each of the other Cities, as well as their respective officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any acts or omissions of the City incurring the claim or liability or its officers, agents, or employees when performing any activities or obligations required of that party under this MOU.

D. Subject to paragraph C above, in the event that liability to third parties, loss, or damage arises as a result of activities conducted jointly by the Cities or any City in fulfillment of their responsibilities under this MOU, such liability, loss, or damage shall be borne by each City in relation to each City's responsibilities under these joint activities, provided that nothing herein shall be construed as a waiver of any governmental immunity by the Cities, or any City or their officer, employees, or agents, respectively, as provided by law.

V. MISCELLANEOUS

A. This MOU shall be binding upon and inure to the benefit of the Cities and their permitted successors, assigns and legal representatives.

B. This MOU (including for the purpose of clarity, the recitals, to this MOU), contains the entire agreement between the Cities with respect to the matters herein, and there are no restrictions, promises, warranties or undertakings other than those set forth herein or referred to herein

C. No alteration or variation of the terms of this MOU shall be valid unless made in writing and signed by the authorized representative from each City; no oral understanding or agreement not incorporated herein shall be binding on any of the Cities.

D. The Cities hereby certify compliance with Government Code Section 8355 in matters relating to providing a drug-free workplace as set forth in Exhibit 2, attached hereto and incorporated herein by reference.

E. In the event a City defaults in the performance of any of their obligations under this MOU or materially breaches any of the provisions of this MOU, the non-breaching Cities may enforce this MOU through any available remedies.

F. Notices or other communications, which may be required or provided under the terms of this MOU, shall be given to the individuals identified for each City in the Proposal as a member of the City Implementation Team. All notices shall be in writing and deemed effective when delivered in person or deposited in the United States mail, first class, postage prepaid and addressed as above. Notwithstanding the above, the Parties may also provide notices by facsimile transmittal, and any such notice so given shall be deemed to have been given upon receipt during normal business hours or, in the event of receipt after business, on the following business day. Any notices, correspondence, reports and/or statements authorized or required by this MOU, addressed in any other fashion shall be deemed not given.

G. In any action or proceeding to enforce or interpret any provision of this MOU, or where any provision hereof is validly asserted as a defense, the Parties shall bear their own attorney's fees, costs and expenses.

H. Each Party warrants, represents, and covenants that the execution, delivery and performance of this MOU have been duly authorized by all necessary action of such Party's governing board, and the person executing this MOU on behalf of such Party has been duly authorized and empowered to do so on behalf of such Party.

I. The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this MOU. In the event of any legal action to enforce or interpret this Contract, the laws of state of California shall apply.

J. Any City shall be excused from performing its obligations under this MOU during the time and to the extent that it is prevented from performing by an unforeseeable cause

beyond its control, including but not limited to any incidence of fire or flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material wrongful act or omission by the other Party; when satisfactory evidence of such cause is presented to the other City, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the City not performing.

K. Each City agrees that the insurance held by the other, whether commercial or self-insurance, is sufficient for the purpose of this MOU.

L. This MOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall constitute the same agreement.

M. Authority and Signatures: The individuals signing this MOU, and its exhibits, which are incorporated herein by reference, have the authority to commit the City they represent to the terms of this MOU, and do so commit by signing.

CITY OF WEST COVINA, CALIFORNIA

By: _____
David Carmany
City Manager

CITY OF COVINA, CALIFORNIA

By: _____
Christopher Marcarello
Interim City Manager

CITY OF GLENDORA, CALIFORNIA

By: _____
Adam Raymond
City Manager

CITY OF DUARTE, CALIFORNIA

By: _____
Manuel Enriquez
Interim Successor City Manager

CITY OF AZUSA, CALIFORNIA

By: _____
Sergio Gonzalez
City Manager