

PREDEVELOPMENT PLAN REVIEW SUMMARY:

On April 2, 2014 a meeting was held to discuss the PPR comments with the applicant team and staff from City departments/divisions, including Community Planning, Current Planning, Design & Historic Preservation, Fire Department, Public Works Department, and Department of Transportation. The applicant team asked a number of specific questions to clarify some of the PPR comments, as well as the processes for entitlements and building permits.

Community Planning Section Comments:

General Plan Consistency - The 2004 General Plan designation of the project site is Specific Plan. In this case, it falls within the area defined in the Land Use Diagram as the Central District Specific Plan (CDSP). The purpose of the specific plan is to include a diverse mix of land uses designed to create the primary business, financial, retailing and government center of the City. The 1994 General Plan established caps for residential and non-residential development in each of the specific plan areas. Below is a table that demonstrates the caps for the Central District.

	Original Allocation in Existing General Plan	Balance of Allocation in Existing General Plan*
Residential (dwelling units)	5,095	1,035

* As of December 31, 2013

The Draft Land Use Diagram, conceptually approved by the City Council in 2013, pending environmental review, designates this site as Institutional. The Land Use Diagram will eliminate the designation of “Specific Plan” and will designate properties to match the allowed intensity of the site. Because this site is currently designated as within the Fuller Seminary Master Plan, the draft General Plan Land Use Diagram reflects that with an Institutional designation.

As the project progresses through the development review process, the General Plan provides the following policies that are relevant.

Objectives and policies that the proposed project supports:

Land Use Element:

OBJECTIVE 1 - TARGETED DEVELOPMENT: Direct higher density development away from Pasadena’s residential neighborhoods and into targeted areas, creating an exciting urban core with diverse economic, housing, cultural and entertainment opportunities.

The proposed project is located within the CD3 – Walnut Housing, an area targeted for higher density urban residential character in the CDSP. The proposed project will place high-density housing within walking distance to the Lake Avenue Rail Station and will

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balance the institutional growth and historic preservation activities of Fuller Seminary located within the area.

Policy 1.3 – Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors thereby creating transit oriented development “nodes” and encouraging pedestrian access.

Policy 10.2 – Transit Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors to maximize transit use by local businesses and employees.

The proposed project is located within 1/2 mile from the Lake Avenue Rail Station to the east and the Memorial Park Station to the west.

Policy 10.11 – Affordable Housing: Encourage the retention and creation of affordable housing throughout Pasadena for the local labor pool.

The proposed project includes 47 new very low-income affordable housing units which could be used for the local labor pool.

The project removes 172 units of existing housing which may be affordable. These units may be subject to the City’s Tenant Protection Ordinance.

Policy 15.1 – Sizes and Types: Provide a range of housing sizes and types for the many sizes and types of families in the community.

The proposed project is a multi-family residential development project consisting of studio, one- and two-bedrooms units. The project contributes to the range of housing sizes and types for the families in this community, although does not address the needs of larger families. It is not known what size the proposed affordable housing units will be.

Policy 15.2 – Increase Supply: Increase the total number of market rate and affordable housing units within the City.

The proposed project includes 432 new market rate and 47 affordable housing units and removes 172 existing units.

Objectives and policies that deserve further consideration:

Policy 20.3 – Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.

The proposed development is located adjacent to a Class II bike lane along Corson Street. Consider the impacts of design elements at street level and the connection with

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adjacent development to create circulation paths that encourages the use of non-motorized modes of transportation.

Policy 27.4 – Consultation: Encourage project applicants to contact the surrounding neighborhood prior to submitting a formal application for the project. Applicants will be encouraged to seek comments from residents and work with them to resolve conflicts on design, traffic, noise, use of the site and other impacts specifically related to the project.

Before submitting a formal application the applicant is highly encouraged to meet with the surrounding residents and the neighborhood or business groups.

The 2014-2021 Housing Element was adopted by the City Council on February 3, 2014. The following goals and policies from the Element are relevant to this project.

GOAL HE-3 - Expand, protect, and preserve opportunities for households to find and retain housing in Pasadena and afford a greater choice of rental and homeownership opportunities.

Policy HE-2.1 Housing Diversity. Facilitate and encourage diversity in types, prices, ownership, and size of single-family homes, apartments, town homes, mixed-uses, transit-oriented developments, and work/live housing, among others.

Policy HE-2.2 Strategic Growth. Direct new residential development into the Central District, neighborhood, and transit villages to create neighborhoods where people can live and work, shop, and benefit from access to a Gold Line station or public transit.

Policy HE-2.4 Affordable Housing. Facilitate a mix of household income and affordability levels in residential projects and the appropriate dispersal of such units to achieve greater integration of affordable housing throughout the City.

Policy HE-3.4 Preservation of Affordable Housing. Establish and seek to renew long-term affordability covenants for all City-assisted housing projects; support the conservation of unassisted housing that is affordable to lower income households consistent with state law.

Policy HE-4.2 Family Housing. Facilitate and encourage the development of larger housing units for families with children, and the provision of support services such as childcare, after-school care, family development services, and health care.

Policy HE-4.5 College Students. Work with educational institutions to update campus master plans and provide housing accommodations for students, faculty, and employees that reflect the housing needs and preferences of their respective institution.

The project results in a net gain of housing units in the Central District that are near workplaces, shopping and public transportation. Because the project removes 172 units

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of existing housing which may be affordable, and proposes to build 47 units of new affordable housing it may not result in a net gain of affordable housing. The proposed affordable units are not dispersed within the project, but are proposed to be in a separate building.

The proposed project is not affiliated with Fuller Seminary and although units would be available to Fuller Seminary students, they may not accommodate the needs of college students.

Specific Plan - The property lies within the Central District Specific Plan. The Plan places this property in the "Walnut Housing" sub-district. This sub-district is in transition from a mix of uses toward a higher density urban residential character. The objective of the sub-district is to promote development as an urban village in the vicinity of Walnut Street, with strong connections to the adjacent Lake Avenue Rail Station, as well as to balance the institutional growth and historic preservation activities of Fuller Seminary, prominently located within the area.

The Specific Plan contains the following relevant objectives:

Objective 2 – IDENTIFY GROWTH AREAS. Downtown growth and development will be directed toward the most appropriate locations, with the intention of 1) protecting existing residential neighborhoods; 2) supporting transit usage; 3) and revitalizing underutilized areas.

The proposed project is located within the Walnut Housing area, a targeted development area in the CDSP, located within 1/2 mile from the Lake Avenue and Memorial Park light rail stations.

Objective 5 – BUILD HOUSING DOWNTOWN. Downtown will offer a range of housing opportunities, with provisions for the construction of new market-rate and affordable housing units, as well as non-traditional forms of housing, such as work-live accommodations.

The proposed project is a multi-family residential development project consisting of studio, one- and two-bedrooms units. The project proposes 432 market rate units and 47 affordable housing units in the downtown area.

Master Plan & Development Agreement –The project site is within the boundaries of the Fuller Seminary Master Plan. The Master Plan calls for this area to be developed with 392 units of student housing and a community green space. The student housing under the master plan was proposed to be in four buildings comprising 276,000 square feet with parking for 432 cars. The Master Plan will need to be amended to remove these properties prior to any development on the site.

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The site is under the jurisdiction of a Development Agreement between Fuller Theological Seminary and the City of Pasadena. This development agreement will need to be amended prior to any development on this site.

Design and Historic Preservation Section Comments:

The project site includes properties at 262 N. Los Robles Avenue and 251-303 N. Oakland Avenue, which are developed with multi-family residential buildings built between 1949 and 1965. The site also includes the property at 410 E. Corson Street, which is an undeveloped surface parking lot. The City conducted a historic resources survey of the Central District Specific Plan area in 2004 and did not identify any of the existing buildings on the project site as eligible historic resources. Staff has reviewed the buildings in response to this application and agrees that none appear to be eligible for historic designation.

Because the project consists of new construction of a multi-family project with more than 10 units in the Central District, design review is required, with the Design Commission being the reviewing authority. The applicable design guidelines for the project are the Citywide Design Principles in the Land Use Element of the General Plan and the Design Guidelines in the Central District Specific Plan.

Many concerns about the project have been raised by both Design and Historic Preservation (DHP) Section staff and the Design Commission in the Preliminary Consultation that was held on April 22, 2014. The Commission generally agreed with the staff comments below and provided additional comments on the preliminary design.

Staff Comments

1. Further study modulation and softening of building edges where they approach lower-scaled existing buildings. In particular, the seven-story portion immediately north of the property at 270 N. Los Robles Avenue should be reduced to five stories to respond to maximum allowable height of new development at that location.
2. The architectural logic of the building is unclear. The building elevations suggest that the building has an articulated massing; however, the facade does not appear modulated in plan. The design guidelines recommend mitigating massing and bulk of buildings in several ways including creating emphasis at street corners, varying masses, creating deep openings, introducing articulated sub-volumes, varying vertical character, incorporating balconies and bays, recessing windows and emphasizing the horizontal dimension. Explore ways to break down the mass of the building using some of these techniques.
3. Explore ways to create view corridors from the street to the interior courtyard spaces, which should be open to the sky.

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4. The units that have direct entrances to the street should be slightly set back from the street and slightly elevated above street grade to create a separate, secure entrance porch or stoop at the street edge. This treatment should also be carried to ground-level units facing courtyards.
5. The project should endeavor to create a site-specific design that responds to the architectural legacy of the City. The architectural style that the building is drawing from is unclear and does not appear to respond to Pasadena's unique character. Images of existing buildings in Pasadena from which this design is drawn should be provided to explain how the building relates to its surrounding context and the City. As part of this study, explore ways to create a more site-specific design.
6. The elevation drawings depict some new landscaping along the street edge, which should be further defined as the project moves forward in the design review process.
7. Because protected trees are proposed to be removed by the project, consideration should be given to siting open space areas in conjunction with the location of these existing trees and maintaining tree wells to preserve the trees in place (particularly non-palm trees). Protected palm trees should be considered for on-site relocation. If it is not possible to site open space areas at locations of protected trees, required replacement trees should be planted in tree wells with natural ground extending through the parking structure.
8. The design guidelines encourage the use of high-quality, durable materials that express permanence. As the design is refined, explore ways to incorporate a wider variety of high quality materials, particularly at the ground level, and in conjunction with recommended studies of appropriate architectural style and massing.
9. On the north elevation, one portion of the building has a sloping roof, apparently clad in barrel tiles, while the rest of the building has a parapet roof. As previously stated, the design should reflect a clear architectural logic and include references to ensure that the building relates to the surrounding context and the City. Review roof materials and forms to ensure that the logic of their placement is evident in the design on all sides of the building.
10. The project should comply with the established height limit for the area, utilizing height averaging to create a modulated roofline.

Additional Design Commission Comments:

1. Provide shade/shadow studies to ensure the courtyards have sufficient natural light.

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2. Review Section A, Sheet II – garage daylighting and would allow for stoops on Corson and Oakland in conjunction with the slightly elevated podium.
3. Study closely how the building engages the ground plane – Section A3.1 – southern portion of the west elevation with blank wall condition of the building as it engages the sidewalk should be studied closely.
4. The Specific Plan discourages large monolithic vertical extrusions of the maximum building footprint allowed and how the building responds to this guideline should be reviewed. Echoing the massing of the large commercial building across the street may not be appropriate.
5. The Commission discourages the use of extremely long double-loaded corridors (especially at the eastern edge of the project) and suggests that this is not the way in which people should occupy a structure. The building needs to be further broken down and more of a human scale introduced for this very large structure, including gestures to push the massing down strategically with greater variation in response to a further resolution of the building typology.
6. Introduce the idea of a “village” and create a sense of place for the courtyards in addition to the urban edges.
7. Consider larger units for young families with appropriate outdoor space.
8. Creating a gateway with a taller massing at the northwest corner is encouraged and appears merited.
9. Review the design for the townhomes for the Westgate project along DeLacey Avenue for a unit type that may be appropriate for this project.

Current Planning Section Comments:

Zoning District – The entire project site is located within the CD-3 (Central District, Walnut Housing) zoning district. The allowable uses and development standards are those of the Central District Specific Plan section of the Zoning Code. The site is also within the Ford Place/Fuller Seminary zoning precinct.

Residential Density and Density Bonus – The maximum allowable residential density on this site is 87 units per acre. For this 145,334 square foot site this results in a maximum of 290 units. As proposed the project would contain 432 dwelling units, an increase of 49 percent.

Based on the information submitted it appears that the applicant intends to utilize the Density Bonus section of the Zoning Code which permits a density bonus of up to 50 percent, according to the following formula: for each additional percentage point of very low income units above 11 percent, a bonus of 2.5 percent may be granted, for each

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additional percentage point of low-income units above 20 percent, a bonus of 1.5 percent may be granted, and for each percentage point of moderate-income units above 40 percent, a bonus of one percent may be granted. A Conditional Use Permit is required for any density bonus exceeding 35 percent.

Based on the information submitted, it is not clear if the project meets the above-listed requirements in order to achieve the 49 percent density bonus. For example, the application states that the project is for 432 market-rate units, but it also states that 47 very low income affordable units are proposed. These 47 affordable units appear to be in addition to the 432 market-rate units. This apparently contradictory conformation will need to be clarified in future submittals.

Inclusionary Housing Requirements – This project is subject to the Inclusionary Housing Requirements in order to meet the City’s goal of encouraging the development of housing that is affordable to a range of households with varying income levels. This accomplished by requiring a specific percentage of new housing units be provided at an affordable level, depending on the affordability level provided (very low income, low income, and moderate income).

Size (Floor Area) – Per the Zoning Code the maximum FAR (Floor Area Ratio) for this site is 2.25, or 2.25 multiplied by the size of the project site. Based on a site area of 145,334 square feet, the maximum allowable building size is 327,002 square feet. As noted on the application the proposed project is 440,878 square feet in size, which equates to a FAR of 3.03.

Under the Zoning Code the Planning Commission is authorized to approve a 10 percent increase in FAR provided that the additional floor area is necessary to achieve an economically feasible development. As proposed the additional proposed FAR exceeds 10 percent and this option is not available.

The application states that it is the intent of the applicant to pursue a waiver to the FAR development standard as the project is proposing to utilize the Density Bonus provisions of the Zoning Code. As described below under ‘Concessions and Waivers’ it appears that the project cannot utilize the ‘waiver’ option, but would have to use the ‘concession permit’ process instead.

Setbacks – The minimum required building setbacks are as follows:

- Oakland Ave. (Setback Type 4): Minimum required setback is 20 feet.
- N. Los Robles Ave. (Setback Type 2): Minimum required setback is five feet. Maximum allowed setback is ten feet; and
- Corson St. (Setback Type 3): Minimum required setback is ten feet.

In addition, a minimum setback of ten feet is required per the Urban Housing Section of the Zoning Code for the rear and interior sides of the site. However, through the Design

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Review process these rear and interior side setbacks can be reduced if the reduction results in a larger courtyard.

The site is composed of eight properties and as a result the proposed building would therefore not be set back from many of the property lines as required above. To resolve this it is recommended that a Parcel Map be processed to consolidate all of the properties into a single-property. This would be processed in conjunction with the Conditional Use Permit. Upon the consolidation of the properties, the project appears to meet all setbacks requirements as described above.

Height – The maximum allowable building height for this site is 60 feet. Using the Height Averaging provisions of the Zoning Code the building may be as tall as 75 feet if no more than 30 percent of the building footprint exceeds the height limit and the average height of the entire footprint does not exceed the height limit of 60 feet.

Height averaging is a discretionary approval and requires approval of the Design Commission. The Design Commission may impose additional conditions related to site planning, architectural design, as well as requiring public amenities, including public outdoor space and pedestrian paths.

On the plans submitted the highest point on the building, 90'-6" feet, exceeds the 60-foot maximum height and the 75-foot maximum under height averaging. However, as indicated on the plans the applicant intends to seek a waiver from the maximum height, "...to accommodate density bonus units". As described below under 'Concessions and Waivers' it appears that the project cannot utilize the 'waiver' option, but would have to use the 'concession permit' process instead.

Open Space – The Zoning Code includes requirements for open space in residential projects. The minimum requirement for open space is 30 percent of the net floor area of the project. Net floor area is defined as the total size of the project, minus garages, hallways, lobbies, elevators, and other common space.

The total gross floor area of the project, 440,878 square feet, is noted on the submitted information, but the net floor area is not shown. Therefore, at this time is not known how much open space will be required for this project. The application states that there will be 57,673 square feet of open space as part of the project, but it is not known if this will satisfy the open space requirement.

Parking – For each residential unit less than 650 square feet in size the parking requirement ranges from 1.0 to 1.25 spaces. For units 650 square feet or more in size the parking requirement ranges from 1.5 to 1.75 spaces. Guest parking is one space for every ten units.

The project proposes to provide 736 parking spaces. Because of discrepancies in unit size on the submitted plans, it is not possible to determine if the project meets the parking requirements.

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Bicycle parking – The residential requirement is one bicycle space for every six units, or 72 spaces for this project. All of these spaces must be Class 1, for which there are three options: 1) a fully enclosed lockable space accessible only to the owner/operator of the bicycle; 2) attendant parking with a check-in system in which bicycles are accessible only to the attendant; or 3) a locked room or office inside a structure designated for the sole purpose of securing the bicycles.

Concessions and Waivers – The Zoning Code details the allowable density bonuses for multi-family projects and the residential component of mixed-use projects, as well as the processes for concessions, incentives, and waivers from applicable development standards. The Zoning Code further describes the procedure for requesting from one to three concessions as a function of the percentage of affordable units and their level of affordability:

Number of Concessions	Very Low Affordability	Low Affordability	Moderate (sale) Affordability
One	5%	10%	10%
Two	10%	20%	20%
Three	15%	30%	30%

Concessions are processed through an Affordable Housing Concession Permit, whose process is the same as a Minor Variance and is heard by a Hearing Officer. One component of the application submittal is detailed financial information concerning the project to justify the need for the concession(s) in providing affordable housing. The City will hire, at the applicant's expense, an economic consultant to review and comment on the applicant's financial information.

The concession will be approved upon making the following two findings:

- 1) The concession or incentive is required in order for the designated units to be affordable.
- 2) The concession or incentive would not have a specific adverse impact on public health, public safety, or the physical environment, and would not have an adverse impact on a property that is listed in the California Register of Historical Resources, and for which there is no feasible method to satisfactorily mitigated or avoid the specific adverse impact, or adverse impact, without rendering the development unaffordable to low- and moderate-income households. A specific adverse impact is a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

As detailed in the Zoning Code Section 17.43.060 (Waiver of Development Standards), if a development standard would physically preclude construction of a residential or

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mixed-use project utilizing a density bonus, and concession or incentive, an applicant may request a waiver or reduction of the development standard. In short, only upon exhausting the three allowable concessions may an applicant seek a waiver or reduction of a development standard.

Waivers are processed through a Waiver of a Development Standards Permit, whose process, just like an Affordable Housing Concession Permit, is the same as a Minor Variance and are heard by a Hearing Officer. Just as with the Affordable Housing Concession Permit application, detailed financial information will be required to be submitted, to be analyzed by a consultant, to justify the need for the waiver.

The submitted plans note that waivers are being requested in order to exceed the maximum allowable FAR of 2.25 to as much as a FAR of 3.03 and to exceed the maximum allowable height of 60 feet, or 75 feet with height averaging, with a building as tall as 90'-6". As noted above, it is only after the granting of three concessions that an applicant may request a waiver. Therefore, the proper procedure is to apply for an Affordable Housing Concession Permit. At this time it is unclear if the project would qualify for these two concessions based on the percentage of affordable units in the project and their level of affordability.

Discretionary Review Process – Conditional Use Permits, Minor Conditional Use Permits, Variances, Affordable Housing Concession Permits, and Waivers of Development Standards are heard by a city Hearing Officer at a noticed public hearing.

After the completion of the Design Review Preliminary Consultation process, the Conditional Use Permit and related entitlement applications may be submitted. If the Conditional Use Permit and related entitlements are approved, the formal Design Review process would begin thereafter.

Environmental Review: At this time it is expected that that project will not be exempt from environmental review per the California Environmental Quality Act (CEQA) and an Initial Environmental Study will be required. Depending on the conclusions of the Initial Environmental Study the project may result in impacts that can be mitigated, or if not, an Environmental Impact Report (EIR) would be required. It is expected that a traffic study will be required by the Department of Transportation. Additional environmental studies (e.g. air quality) may also be required.

Housing Department:

Affordable Housing Requirements – This project is a 432-unit rental apartment building which is proposed to be developed on a site which has a maximum density of 290 units (the "base density"). To achieve the proposed project density of 432 total units, the applicant would need to request a 49 percent density bonus. To qualify for a 49% density bonus, the project would have to provide either 17% of base density as affordable Very Low Income units, or 30% of base density units as affordable Low Income units. This equates to 49 Very Low Income units (17% x 290) or 87 Low

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Income units (30% x 290). Affordable units that are required in connection with a density bonus must be located within the proposed project.

The project is also subject to the City's Inclusionary Housing Requirements pursuant to which ten percent (10%) of base density are to be restricted at the Low Income level, and five percent (5%) of the base density at the Moderate Income level. These percentages equate to 29 Low Income units and 15 Moderate Income units, respectively. Alternatively, using the "allowable credits" provision of the Zoning Code, the equivalent of providing the 29 Low Income/15 Moderate Income units mix is 39 Low Income units or 27 Very Low Income units. Affordable units required under the Inclusionary Housing Requirements are expected to be located within the proposed project. However, alternatives to "on-site inclusionary units include payment of an Inclusionary In-Lieu Fee payment to the City, or providing the affordable units "off-site". The applicant is required to submit to the City an Inclusionary Housing Plan which sets forth the applicant's intended method of satisfying the Inclusionary Housing Requirements. The applicant is advised that "no discretionary approval shall be issued for a residential project subject to this Chapter (17.42 of the Zoning Code) until the developer has submitted an Inclusionary Housing Plan."

The application identifies 432 "Market Rate" units and 47 Very Low Income units, as well as "TBD" on the selection of Inclusionary alternatives to be utilized. The applicant will coordinate with the Housing Department to discuss the City's affordable housing requirements under the density bonus provisions and Inclusionary Housing Requirements.

Tenant Protections – The proposed development contemplates the demolition of 172 apartment units currently located on the project site. To the extent that this results in the displacement of households, the project may be subject to the City's Tenant Protections Ordinance and the applicant may be obligated to pay relocation benefits and moving expense allowances.

Public Works Department Comments:

Corner Rounding – Land Dedication:

In order to provide for Americans with Disabilities Act (ADA) compliant ramps, the applicant shall dedicate to the City the lands necessary to provide two 30-foot radius property line corners rounding at the southeast corner of Los Robles Avenue and Corson Street and at the southwest corner of Oakland Avenue and Corson Street, per Standard Plan S-423. The applicant shall construct the curb ramps per Standard Plan No. S-414. The applicant is also responsible for other improvements which may include the relocation and upgrading of affected street lights, signals and various utilities. The curb return constructions shall be completed prior to the issuance of Certificate of Occupancy. A separate permit from the Department of Public Works is required for all construction in the public right-of-way.

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As an alternative to the standard property corner dedication per S-423, the applicant may submit to the City for review any proposed designs that will comply with the ADA requirements. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramp. Plans for the curb return improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to place a deposit with the Department of Public Works to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. Note that the building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit the curb return improvement plans and the plan check deposit at least two months prior to the issuance of any building or demolition permits.

Upon review of the curb return improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner to provide for the minimum clearance required by the ADA standards. If so, the applicant shall remove and reconstruct the sidewalk for the dedicated area, per Standard Plan No. S-421. The applicant shall be responsible for all the cost required to complete the dedication, if it is required. The dedication document and processing fee shall be submitted to this office prior to issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

Oakland Avenue along the frontage of the subject property has a substandard parkway width of 8 feet. In order to provide for a standard 10 feet wide parkway, the applicant shall dedicate to the City a 2-foot strip of land along the subject frontage for street purposes. The applicant shall construct new PCC sidewalk for the dedicated area in accordance with Standard Plans S-421. The applicant shall be responsible for all the costs required to complete the dedication. The dedication document and processing fee shall be submitted to this office prior to the issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of the Certificates of Occupancy.

Sewer – The proposed development shall connect to the public sewer with one or more new six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter 13.24.010, house sewer “means that part of the horizontal piping beginning 24 inches from the exterior wall of the building or structure and extending to its connection with the public sewer.” The section of house sewers within the public right-of-way - from the property line to the public sewer, or within easement, shall be vitrified clay or cast iron pipe. The applicant needs to remove/address existing sewer line (6” VCP) and manhole at 262 N. Los Robles Avenue to the satisfaction of the City Engineer.

Street Lighting – If the existing street lighting system along the project frontage is in conflict with the proposed development/driveway, it is the responsibility of the applicant

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to relocate the affected street lights, including conduits, conductors, electrical services, pull boxes and miscellaneous appurtenant work in a manner that complies with the requirements and receives the approval of the Department of Public Works.

Public Improvements: The applicant shall construct public improvements along the frontages of the subject property in accordance with Central District Specific Plan. The improvements include installing street furnishings, such as street lights, trash receptacles and tree grates, planting street trees, landscaping, and other necessary related work.

Additional conditions may apply if the development is proceeding with subdivision process to eliminate the lot lines and combine all lots into one parcel.

Street Trees – All tree removals are subject to the approval of the Urban Forestry Advisory Committee (UFAC). All drive approaches clearance to an existing tree is subject to the Department of Public Works' and Parks and Natural Resources Division' approval.

The applicant shall plant and maintain, for a period of three years, a maximum of one (1) Ornamental pear (*Pyrus calleryana*) tree on the Los Robles Avenue frontage and a maximum of two (2) Brisbane box (*Tristania conferta*) trees on the Oakland Avenue frontage, per the City approved master street tree plan, and install and maintain an irrigation system for the trees. Locations will be finalized in the field by the Department of Public Works. Plans for the irrigation system shall be prepared by a landscape architect registered in the State of California and submitted to the Department for review and approval.

Trees must meet the City's tree stock standards, be inspected by the City, and be planted according to the details provided by the Parks and Natural Resources (PNR) Division. The trees shall be approved by the Forestry Supervisor prior to the issuance of a Certificate of Occupancy. All new trees shall be maintained by either an existing or a new irrigation system constructed by the applicant.

The applicant shall also submit a tree establishment deposit to guarantee the new trees for a minimum of 90 calendar days. The maintenance within the establishment period shall consist of watering the new trees; the removal of weeds; the adjustment to grade of any trees that settle; and any other operations needed to assure normal tree growth. The applicant shall replace any trees which, for any reason, die or are damaged under its care. The 90-day tree establishment period shall commence on the day that the Certificate of Occupancy is issued. Said deposit may be included as part of the construction guarantee if applicable, and is subject to partial refund or additional billing.

Pruning of street trees is required to facilitate the construction of the project. The work shall be done by the City's Parks and Natural Resources Division crew. The applicant shall be responsible for the cost of pruning the street trees and submit to the Department of Public Works a \$1,000 deposit, subject to refund or additional billing, for

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the City crew to prune the street trees. Said deposit shall be made prior to the issuance of a building permit.

Department of Transportation Comments:

Traffic Impact Analysis – Based on the preliminary information provided in the Master Application form, and based on the thresholds outlined in the Traffic Impact Review Guidelines, a full Traffic Impact Analysis is required for this project.

When the applicant is ready to proceed, the City will select a firm from the City's list of on-call traffic consultants to perform the study. The applicant shall fund the traffic study. The report will assess the project's potential effects on the following:

- Traffic: Identify potential impacts on intersections, street segments, neighborhoods, etc.
- Parking: The analysis shall identify potential parking impacts on nearby streets.
- Pedestrian/Bicycle: Identify proposed amenities, such as bicycle parking, as well as potential access and safety enhancements
- Transit: Identify location of existing nearby transit stops, potential/proposed location changes to existing amenities (bus benches, receptacles, etc.)

Appropriate traffic impact mitigation measures will be determined in conjunction with the Public Works' street improvements and dedications. The City will work closely with the applicant throughout the study to ensure that the proposed mitigation measures will address the potential impacts on the adjacent community as well as the needs of the

Overnight Parking – No overnight parking permits will be issued to future residents of this project. The development shall be responsible for advising future tenants of the unavailability of on-street overnight parking permits.

Traffic Impact Fee – The City Council adopted the Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076). This fee will apply to all net new residential, retail, and office developments. The current fee for a residential project is \$2,729.64 per net new unit.