

Attachment A:

**Predevelopment Plan Review
Comments to Applicant**



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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PREDEVELOPMENT PLAN REVIEW COMMENTS

Predevelopment Plan Review (PPR) is a preliminary evaluation of a project by staff from various City departments and divisions. The information derived from a PPR does not constitute any approval of a project. PPR meetings are not public hearings.

Project Number: PPR2018-00005 **Date:** May 22, 2018

Project Address: 150 E. Colorado Boulevard

Project Description: Predevelopment Plan Review for the construction of a 196,132 square-foot, eight story mixed-use development, consisting of 88-100 residential units, 50,850 square feet of nonresidential floor area (restaurant, retail, office), and 400 parking spaces.

Applicant: DC Colorado Holdings, LLC
Attn: James Li
626-360-0688
jl.pillc@gmail.com

Case Manager: Jason Van Patten
626-744-6760
ivanpatten@cityofpasadena.net

DETERMINATION OF COMMUNITYWIDE SIGNIFICANCE REQUIRING PRESENTATION TO THE CITY COUNCIL:	
1. Greater than 50,000 square feet of gross floor area with at least one discretionary permit.	<input checked="" type="checkbox"/>
2. Fifty or more housing units.	<input checked="" type="checkbox"/>
3. Other:	<input type="checkbox"/>
Presentation to the City Council required: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO, not applicable.	

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BUILDING DIVISION – ADDRESSING: Contact: Angie Jackson
Phone: (626) 744-6903
Email: ajackson@cityofpasadena.net

General Comments: The available addresses for the proposed new eight-story, mixed-used development project including: 50,850 square-feet of restaurant/retail/office space, (88-100) residential units and with 400 parking spaces: 146, 164, 172,174, 176,178 or 186 E. Colorado Boulevard. The unit numbers for the residential units shall be numbered consecutively, commercial tenant space numbering will be determined once floor plans are submitted indicating commercial space layout, 2nd floor residential unit numbering will start, #201, #202 #203, etc., 3rd floor unit numbering will start, #301, 302, 303, etc., 4th floor #401, 402, 403, etc. and this number pattern will continue for residential units on each floor. Commercial tenant space numbering, each tenant space will be assigned a suite number, suite numbers will be skipped to allow room for future expansion but the numbering must be consecutive. No fractional numbers or alphabetical designations are allowed for residential or commercial unit numbering. In addition, it is the responsibilities of the owner to ensure that directional signage of the units on each floor are located off the elevator lobbies and near any exit stairwells. It is also the owner's responsibility to request for suite assignments from the City of Pasadena, planning & Community Development Department as plans are submitted for the tenant space build-out improvements.

The letter that authorizes you to use the address will be sent to you after the requirements listed below are met and after the building permit is issued. Copies of the letter will be sent to the relevant agencies within and outside of the City.

Governing Codes: Pasadena Municipal Code Chapter 12.20 Building Numbering.

Estimated Fees: The address fee will be calculated after receiving the following: An address application, a current half size or 8 ½" x 11" site plan and a floor plan for each above ground level. The site plan needs to show the main front door entrance into the building, the streets, indicate the N/S direction as well as the orientation of the building to the street. The floor plans need to show path of travel, elevators, stairwells and main front door entry into each unit before submittal into plan check



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BUILDING & SAFETY DIVISION:

Plan Reviewer: Humberto Contreras

Phone: (626) 744-6877

Email: hcontreras@cityofpasadena.net

1. GOVERNING CODES:

- Comply with the Current Edition of California Building Code, California Electrical Code, California Plumbing Code, California Mechanical Code, California Energy Code, California Green Building Standard Code and the City of Pasadena Municipal Code. The governing edition is based on the date in which the project is submitted to the City of Pasadena for review.

2. BUILDING CODE ANALYSIS:

- Provide a Building Code Analysis on the title sheet. Include the code(s) information for each building proposed: Descriptive scope of work, occupancy, assessor's parcel number, number of stories, type of construction, fire sprinklers, floor area, height, and allowable floor area.

3. MEANS OF EGRESS (EXITING):

- Show an exit plan that labels and clearly shows compliance with all required egress features such as, but not limited to, common path of travel, required number of exits, occupant load, required width, continuity, travel distance, etc.
- Clearly label and identify on plans fire-resistive corridors, exit enclosures, exit passageways, horizontal exits, occupancy separation walls and floors, fire resistive shafts, and fire walls, along with their fire-resistive ratings.
- Primary accessible path of travel shall include a primary entrance to the building or facility; toilet and bathing facilities serving the area; drinking fountains serving the area; public telephones serving the area, and signs.
- Exits shall discharge directly to the exterior of the building and shall not reenter a building.

4. ACCESSIBILITY:

- Provide compliance with accessibility per CBC Chapter 11A and 11B.
- Provide an analysis for the minimum required units and parking spaces. Label the accessible units/parking spaces.

5. GREEN CODE:

- Photocopy to plans and complete the 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE WITH CITY OF PASADENA AMENDMENTS FORMS. These forms are being provided attach and can be found at <https://ww5.cityofpasadena.net/planning/building-and-safety/informational-handouts/>
- For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project.
- For new projects with 10 or more parking spaces, provide the minimum EV Charging Spaces capable of supporting future Electrical Vehicle Supply Equipment.



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6. LOW IMPACT DEVELOPMENT (LID):

- Low Impact Development (LID) is required for this project. Refer to the City of Pasadena link for further information on the requirements and submittal process: <https://ww5.cityofpasadena.net/planning/building-and-safety/low-impact-development/>

7. REQUIRED PLANS AND PERMIT(S):

- In addition to architectural and structural plans, Provide Plumbing, Mechanical, Electrical plans, and grading plans as required.
- Separate permits are required for the following:

**PLANNING DIVISION – COMMUNITY
PLANNING SECTION:**

Plan Reviewer: Andre Sahakian

Phone: (626) 744-6916

Email: asahakian@cityofpasadena.net

General Plan Consistency:

According to the General Plan Land Use Diagram, the subject property is designated as High Mixed-Use (0.0-3.0 FAR; 0-87 du/ac) which is intended to support multi-story mixed-use buildings with a variety of compatible commercial and residential uses. Development in the High Mixed-Use category is characterized by shared open spaces, extensive landscaping, small to medium separations between buildings, and shared driveways and parking. Sites may be exclusively commercial but not exclusively residential. Mixed-use development projects containing housing shall incorporate amenities contributing to a quality living environment for residents, including courtyards, recreation facilities, and similar elements. Where buildings face the street frontage, they shall be designed to enhance pedestrian activity with transparent facades for retail uses and distinctive entries for housing. Parking shall be located below or to the rear of the street. Projects constructed at High Mixed-Use densities may be required to develop pedestrian-oriented streetscape amenities along their primary street frontages, consistent with the improvement concepts and plans defined by the City.

The project site is approximately 65,600 square feet in size, and occupies the entire East Colorado Boulevard frontage on the south side of the street between Arroyo Parkway and South Marengo Avenue, with additional frontage on those streets as well. The project site is currently developed with an existing 62,268 square-foot, four-story commercial building and above-ground parking structure. Based on the submitted plans, the project proposes demolition of the existing building and parking structure, and development of a new mixed-use building with ground floor commercial/retail uses and residential condominiums above. The proposed building would have four levels of subterranean parking and above-ground building heights would range from two stories to eight stories at various locations throughout the site, with varying building massing to give the appearance of multiple separate buildings. The building would contain 50,850 square feet of commercial space for restaurants, retail shops, and offices on the first three floors, with the entire ground floor dedicated to commercial uses. The residential component would consist of between 88 and 100 luxury condominiums located on levels two through eight. Access to the parking would be located at the rear of the building from Arroyo Parkway and Marengo Avenue, with no curb cuts along Colorado Boulevard.

The High Mixed-Use General Plan land use category allows maximum densities of 3.0 FAR and 87 dwelling units per acre. Based on the lot size, the subject property would allow up to 196,800



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square feet of floor area and up to 131 dwelling units. The proposed floor area of 196,132 square feet and 88-100 residential units is within the allowed densities set forth in the General Plan. The General Plan also established Development Capacities for each Specific Plan area. The subject property is located in the Central District Specific Plan, which currently has adequate capacity remaining to accommodate the proposed project.

The Land Use Element of the General Plan provides the following policies that are particularly relevant to the proposed project:

Policy 1.1 – Basic Growth Policy. Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena's unique residential neighborhoods, business districts, and open spaces.

Policy 1.2 – Targeted Growth. Target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized commercial and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.

Policy 4.3 – An Active Central District. Continue and reinforce the Central District as a vital, pedestrian-oriented place, linked to local and regional transit designed for all ages and serving as the focal point of community identity, business activity, employment, living, governance, and culture.

Policy 4.4 – Transit Villages. Accommodate and intensify a mix of local and regional commercial, residential, and public uses close to the Metro Gold Line stations. Design these areas to accommodate safe and convenient walking, bicycling, and transit use. Include gathering places and amenities to enhance their quality and livability.

Policy 4.5 – Transit Villages in Context. Differentiate the mix and development intensities of the Transit Villages to reflect their setting, with the highest intensities at Fillmore, Del Mar, Memorial Park and Lake Metro Gold Line stations, moderate intensities at Sierra Madre Villa station and lowest intensities at the Allen Avenue station.

Policy 31.3 – Del Mar, Memorial Park, and Lake Transit Villages. Concentrate higher intensity development with a mix of retail, office, and multi-family housing uses that are compatible with one another expanding the customer base for local retail uses and supporting Metro Gold Line ridership.

Policy 31.4 – Contextual Development in Historic Districts. Require new development within and adjacent to the historic districts to be compatible with the scale, density, and urban design features of existing historic buildings and districts.

Policy 31.6 – Connections to Other Community Places. Establish and maintain pedestrian walkways that provide access to the other Community Places and encourage people to move freely between each sub-area within the Central District through a unifying/connected network of public areas.



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Policy 31.8 – Street Vitality During Evenings and On Weekends. Sustain a vibrant pedestrian atmosphere in traditionally civic and office dominant sub-areas on evenings and weekends by encouraging additional residential and mixed-use development.

Policy 31.10 – Building Orientation. Require businesses to be oriented primarily to pedestrian streets and urban spaces and secondarily to parking lots and to provide visibility and accessibility to customers arriving on foot, by bicycle, and by automobile.

Policy 37.6 – Sustainable Streetscape. Improve sidewalks to enhance connectivity and pedestrian activity through enhanced streetscape amenities, distinctive signage, lighting and paving.

The proposed project is generally consistent with the aforementioned policies of the General Plan. The building replaces a monolithic commercial use with limited retail and pedestrian-oriented ground floor features, as well as a parking structure, with a higher intensity mixed-use building consisting of a substantial amount of ground floor commercial space accessible from the street, as well as a high-density residential component bringing additional activity to the area. The introduction of higher density infill development is appropriate in this location due to the site's close proximity to the Gold Line Memorial Park Station, its unique location between the Old Pasadena and Civic Center sub-districts, and its considerable distance away from single-family residential neighborhoods.

The proposed proportions of commercial and residential uses complements the nearby retail and commercial uses and adds housing within walking distance of the nearby Metro Gold Line Memorial Park Station and the retail and entertainment uses to the east and west of the project site. The addition of residences in this area will also contribute to an active Central District and bring more activity during evening and weekend hours.

Although the proposed height is taller than the existing building on the site, the varying of massing and heights to create the impression of multiple buildings serves to alleviate the additional massing. When considering the proposed massing against the surrounding context, it is an appropriate massing scheme that successfully transitions from the low-rise retail to the west to the high-rise commercial to the north and east, and reflects the variation of heights in the vicinity. The orientation of the building toward East Colorado and Arroyo Parkway and incorporation of a pedestrian paseo linking Old Pasadena to the Paseo Colorado/Civic Center serves to reconnect these two community places, and reinforces the tradition of publicly accessible pedestrian paseos that has historically been prevalent throughout the Central District.

Notwithstanding these benefits, careful consideration should be given to the design and accessibility of the proposed paseo, while maintaining equally pedestrian-oriented and high-quality treatment of the building façade facing East Colorado Boulevard. There is a possibility that introducing an alternative entrance and pedestrian walkway through the building could detract from the actual street frontage along East Colorado Boulevard, and potentially privatize the public realm rather than complement it. It is recommended that clear and distinctive building entrances and retail frontages be incorporated into the East Colorado Boulevard façade, and appropriate landscaping be incorporated throughout the site.



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There also does not appear to be a direct connection from the publicly accessible commercial components of the building to the existing pedestrian bridge across South Marengo Avenue. The current design appears to require pedestrians to cross the driveway to the subterranean parking, and take the stairs/elevator up to the bridge to connect to Paseo Colorado. This does not result in an ideal pedestrian experience, and could discourage pedestrian activity through the site and into the adjoining paseos. To help encourage pedestrian connections between the Old Pasadena and Civic Center sub-districts, and enhance the proposed paseo, consideration should be given toward how to best provide a clearly defined, visible, and pleasant pedestrian connection from South Arroyo Parkway through the site, across South Marengo Avenue, and into the Paseo Colorado.

Finally, detailed information about the building's architectural design was not provided, though it is encouraged that the project's architectural design style include distinctive characteristics to complement the surrounding area's rich collection of historic architecture.

Specific Plan:

The subject property is located within the Central District Specific Plan (CDSP) area. The CDSP includes urban design concepts that cover various site planning and development components such as height, setbacks, residential and commercial density. The proposed project appears to be consistent with the prescribed standards for these components, however more detailed drawings and dimensions need to be submitted for verification, and design guidelines are subject to review and further comment by the Design & Historic Preservation section of the Planning Division.

The CDSP also identifies sub-districts, and within the sub-districts, precincts that include more specific goals, policies, and standards targeted toward the vision for each neighborhood. The subject property is located in the Midtown/Paseo Colorado precinct within the Civic Center/Midtown sub-district. The objective of the Civic Center/Midtown sub-district is to strengthen its role as the symbolic and governmental center of the City, encouraging the presence of civic, cultural and public service institutions, while augmenting the character of the area with a supportive mixture of uses. The emphasis of the Midtown/Paseo Colorado precinct speaks to building upon the Paseo Colorado's success at reestablishing the primacy of Colorado Boulevard, and new development in the precinct should focus attention and activity along this commercial corridor – the most important of Pasadena's streets.

The proposed project is generally consistent with the overall visions of the Civic Center/Midtown sub-district and Midtown/Paseo Colorado precinct. Although the proposed project itself does not include any civic or institutional uses, the introduction of the paseo provides the potential for cultural uses and activities to take place organically. As discussed in the analysis above relating to the General Plan, it will be important for the proposed project to maintain focus on East Colorado Boulevard as the primary frontage of the project, and focus attention and activity along that corridor as well as along the paseo to the rear.

The CDSP provides numerous guidelines and policies relating to site planning and building design that are relevant to the proposed project. A selection of relevant policies relating to site planning are listed below:



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SP 1.1 – Provide for the functional and visual integration of building, services, vehicular access and parking, and “outdoor rooms” such as plazas, fore-courts, interior courtyards, and passages.

SP 1.3 – Discourage developments that are internally focused at the expense of an active street environment, or developments that result in “left-over” space.

SP 2.1 – Locate and orient buildings to positively define public streets and civic spaces, such as public plazas; maintain a continuous building street wall and in general limit spatial gaps to those necessary to accommodate vehicular and pedestrian access.

SP 2.4 – Permit “eroded” building corners at street intersections sufficient to promote visibility and to allow for the comfortable collection of people.

SP 3.1 – Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces and gardens; these are especially encouraged in association with major developments.

SP 3.2 – Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses; for instance, on-site plazas should not unduly interrupt the retail continuity of a street.

SP 3.7 – Link adjoining outdoor spaces with comfortable paths and walks to create a network of spaces.

SP 4.1 – Make plazas and courtyards comfortable for human activity and social interaction – standing, sitting, talking, eating.

The proposed project integrates a prominent interior courtyard/passage while also maintaining a continuous building street wall along East Colorado Boulevard. Furthermore, the rounded corner at South Arroyo Parkway and Colorado Boulevard, as well as the angled entrance into the paseo from South Arroyo Parkway, establish an “eroded” building corner that promotes visibility into the paseo and allows for the comfortable collection of people at the sidewalk. The key opportunity for this proposed development will be establishing a successful paseo and interior courtyard without being too internally focused at the expense of the street environment along East Colorado Boulevard and South Marengo Avenue. Therefore, similar to previous comments, emphasis should be given to the design of retail storefronts and entrances along the East Colorado Boulevard façade.

The applicant should consult with the Design and Historic Preservation section of the Planning Division regarding building design guidelines.

Please note that the City is currently undergoing a comprehensive update of all existing Specific Plans, including the Central District Specific Plan, as well as the Zoning Code provisions that relate to the Specific Plan areas. This effort could potentially result in changes to the existing goals, policies, and development standards that are applicable to the subject property. For more information and to learn how to get involved in this process, visit www.ourpasadena.org.



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Master Development Plan:

The subject property is not located in a Master Development Plan area.

Planned Development:

The subject property is not located in a Planned Development area.

Neighborhoods:

The proposed project is located within Council District #6:

- Council District 6
Councilmember Steve Madison
City Council Liaison: Takako Suzuki
Contact Email: tsuzuki@cityofpasadena.net
Contact Phone: (626) 744-4739

The proposed project is located within the following neighborhood association:

- Downtown Pasadena Neighborhood Association
Jonathan Edwards
P.O. Box 967
Pasadena, CA 91102
Email: dpnalist@gmail.com

Estimated Fees:

No fees are anticipated from Community Planning.

CULTURAL AFFAIRS DIVISION:

Plan Reviewer: Wendy Miller
Phone: (626) 744-7547
Email: wmiller@cityofpasadena.net

Based on the information provided, this project IS SUBJECT to Public Art Ordinance No. 6420 for New Private Development. The Public Art Ordinance requires that at least one percent (1%) of the building valuation for commercial, mixed-used and multi-family developments (and industrial in the Northwest Program Area) with a valuation of \$500,000 or greater within the boundaries of the Downtown, Old Pasadena and Northwest areas shall be allocated by the developer to incorporate a public art component into the design of their project. Please note that the Public Art Program boundaries are not affected by the dissolution of the Redevelopment Program. The project remains subject to the Public Art Requirement.

Please note: For those developers who choose to complete a public art project, Design Commission and Arts & Culture Commission reviews are now linked. The following are requirements should you choose to develop an onsite public art project:

- 1) An art consultant is required for any art project valued at \$25,000 or more. The art consultant should be contracted as soon as possible to work as an integral part of the overall design team from the inception of the project.



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- 2) No project will receive Concept Design Review without having filed a Public Art Application with the Arts & Culture Commission.
- 3) The Concept Art Plan must be submitted to Cultural Affairs staff within 45 days of the Design Concept Review.
- 4) Application for Final Design Review is only possible with an approved Art Concept.
- 5) The Final Art Plan must be submitted to Cultural Affairs staff within 45 days of the Final Design Review.

At Plan check, you will be required to deposit twenty-five percent (25%) of the total one percent obligation as the Public Art Deposit for your project. It is your responsibility to allocate the remaining seventy-five percent (75%) toward an on-site public art project or to pay the balance in-lieu.

If you have not yet contacted the Cultural Affairs Division to discuss your intentions for complying with the Public Art Ordinance, please do so.

**PLANNING DIVISION – CURRENT
PLANNING SECTION:**

Plan Reviewer: Jason Van Patten

Phone: (626) 744-6760

Email: jvanpatten@cityofpasadena.net

General Comments: The information provided herein is general due to the general content of the information submitted. Staff advises that in addition to the comments below, the proponent thoroughly review the Zoning Code, Municipal Code and each chapter/section specified.

- Title 17 – Zoning Code
- Chapter 17.30 – Central District Specific Plan
- Chapter 17.40 – General Property Development and Use Standards
- Chapter 17.42 – Inclusionary Housing Requirements
- Chapter 17.43 – Density Bonus, Waivers and Incentives
- Chapter 17.44 – Landscaping
- Chapter 17.46 – Parking and Loading
- Section 17.46.250 – Central District Additional Standards for Parking
- Section 17.50.160 – Mixed-Use Projects
- Section 17.50.340 – Transit-Oriented Development (TOD)
- Section 17.61.050 – Conditional Use Permits and Master Plans
- Chapter 8.52 – City Trees and Tree Protection Ordinance
- Title 16 – Subdivisions

Advisement: Although plans are preliminary in nature, comments provided herein are intended to alert the applicant of applicable zoning standards. The applicant is required to demonstrate compliance with all applicable standards.

1. **Zoning District (PMC §17.30):** The site is located in the Civic Center/Midtown subdistrict of the Central District Specific Plan (CD-2). This subdistrict is intended to strengthen its role



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as the symbolic and governmental center of the City, supporting civic, cultural, and public service institutions, while augmenting the character of the area with a complementary mixture of uses. Refer to the Central District Specific Plan for concepts and guidelines applicable to this area of the City.

2. **General Plan:** The site is designated High Mixed Use (0.0-3.0 FAR, 0-87 du/acre) in the Land Use Element of the General Plan.
3. **Overlay Zoning Districts / TOD (PMC §17.28, 17.50.340):** The property is not located in an overlay zoning district. However, the property is located in the Central District Transit-Oriented Area (Figure 3-5, 17.30.040) and is subject to the requirements of Zoning Code Section 17.50.340 (Transit-Oriented Development [TOD]).
4. **Land Use (Table 3-1, PMC §17.30.030):** Mixed-use projects where the nonresidential portion consists of 25,000 gross square feet or less ($\leq 25,000$) are permitted by right in the CD-2 zoning district. Mixed-use projects where the nonresidential portion exceeds 25,000 gross square feet ($> 25,000$) qualify as major construction and require approval of a Conditional Use Permit (CUP) pursuant to Zoning Code Section 17.61.050.J.2 (Conditional Use Permit and Master Plans – Specialized Conditional Use Permits and Minor Conditional Use Permits – Major Construction). In addition to findings required of the CUP, three additional findings would be required pursuant to Zoning Code Section 17.50.340.C.4 (Transit-Oriented Development [TOD] – Permit requirements – Required findings) because the project is located in a TOD area. Other potential uses referenced including retail sales, restaurants, restaurants fast food, and office (administrative business professional) are permitted by right in the CD-2 zoning district. Please refer to Table 3-1 for other uses planned, but not specified to determine whether allowed within the zoning district.

A *mixed-use project* is defined as the combination of commercial and residential uses in the same structure, where the residential component is located either above (vertical mixed-use) or behind (horizontal mixed-use) the nonresidential component. Nonresidential uses are typically commercial uses.

A *restaurants land use* is defined as an establishment that sells prepared food or beverages either indoors or outdoors in nondisposable containers. A restaurant may provide for the accessory sale of food and nonalcoholic beverages for off-site consumption provided that all food and beverages sold for on-site consumption are served in nondisposable containers. A restaurant with a bar area exceeding 500 square feet or 30 percent of the dining area shall be classified as a bar. Be advised, the accessory sale of alcohol in conjunction with this use, requires a CUP, and compliance with Zoning Code Sections 17.50.040 (Alcohol Sales) and 17.50.260 (Restaurants and Fast Food Restaurants).

A *restaurants, fast food land use* is defined as a restaurant that sells prepared food either indoors or outdoors in disposable containers (e.g., paper or plastic). These uses include retail bakeries that provide on-site seating. A restaurant with a bar area exceeding 500 square feet or 30 percent of the dining area shall be classified as a bar. Be advised, the accessory sale of alcohol in conjunction with this use, requires a CUP, and compliance with Zoning Code Sections 17.50.040 and 17.50.260.



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The project includes 50,850 square feet of nonresidential floor area, qualifying as major construction. The proposal also qualifies as a mixed-used project because residential units are located above nonresidential uses. As a result the mixed-use project requires approval of a CUP with the additional TOD findings.

- 5. Pedestrian-Oriented Areas (Figure 3-3, PMC §17.30.030):** The ground floor along Colorado Boulevard shall be limited to pedestrian-oriented uses for at least 50 percent of a building's street frontage; the remaining 50 percent may contain uses otherwise permitted and/or accommodate pedestrian and vehicular access. Pedestrian-oriented uses shall include uses classified under "Retail Sales" and "Services" that are identified in Table 3-11 17.30.030 as pedestrian oriented. Retail sales, restaurants, restaurants fast food land uses qualify as pedestrian-oriented uses. Office uses do not qualify as pedestrian-oriented uses.

According to the retail diagram the entire ground floor appears to be designated for retail sales, which qualifies as pedestrian oriented use. However, the ground floor plan does not reference specific uses. Be advised, any proposed mix of uses shall demonstrate compliance with this requirement. Plans shall provide a level of detail that demonstrates a minimum of 50 percent of the building's street frontage consists of pedestrian oriented uses.

- 6. Housing/Density (Figure 3-4, 3-6, PMC §17.30.040):** Housing is permitted on-site, except on the ground floor in order to maintain retail continuity within principal shopping areas. The site is limited to a maximum residential density of 87 dwelling units per acre. Based on a lot size of 65,596 square feet (per plan), the property is limited to a maximum residential density of 131 units ($65,596 / 43,560 \times 87 = 131.01$) if a density bonus is not proposed. Where a density bonus is proposed, the maximum residential density (base) is 132 units. Please note, Lot 3 of Tract No. 34103 references a lot size of 1.51 acres and the project application references 65,605 square feet. Please address the discrepancies and verify the lot size. Any change to the lot size figure may affect the calculations for density.

According to the application, the project includes between 88 and 100 units, where the floor plans reference 88 units (all above the ground floor; 41 west, 47 east). A project proposing 88 or up to a 100 units would comply with the allowed density. However, the range of units must be addressed as the count is necessary to calculate the inclusionary housing and parking requirements, among other standards. Be advised, if a street dedication is required, density shall be calculated using the size of the lot prior to the street dedication.

Setbacks (Figure 3-7, PMC §17.30.040): When residential units are located above commercial uses as part of a mixed-use project, the structure is treated as a commercial type of structure for front and corner setbacks and no interior side setbacks shall be required pursuant to Zoning Code Section 17.50.160.C (Mixed-Use Projects – Commercial structure required). Setback requirements referenced shall be maintained open and unobstructed from the ground upward except for trees or other plant materials. However, Zoning Code Section 17.30.050.A (CD Exceptions to General Development Standards – Street Wall Continuity) provides setback exceptions (all sides) where it can be demonstrated that exceptions encourage pedestrian-oriented character or are for the purpose of provide a well-designed pedestrian paseo.



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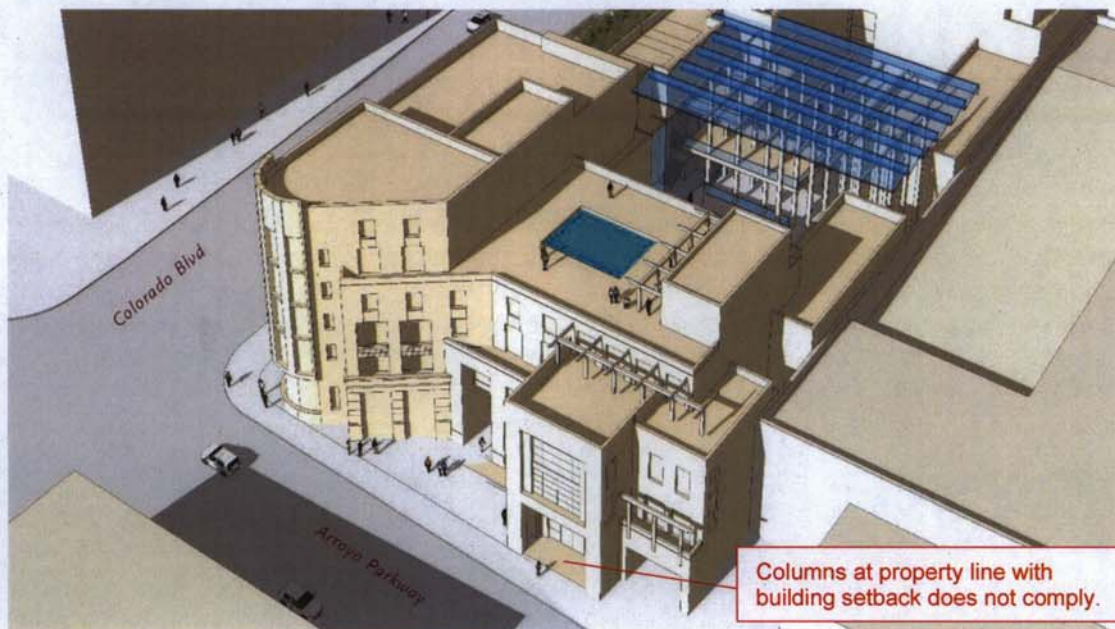
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The retail diagram suggests the entire ground floor is dedicated to nonresidential uses, with the floor plans above strictly referencing residential units. Therefore, the following non-residential requirements apply because the project qualifies as a mixed-use project:

Setbacks

Requirement	
Arroyo Parkway	Non-residential build to property line (type 1)
Colorado Boulevard	Non-residential build to property line (type 1)
Marengo Avenue	Non-residential build to property line (type 1)
Interior Side	None required

The setback diagram and aerial views indicate portions of the building along Arroyo Parkway, Colorado Boulevard, and Marengo Avenue are not built to the property line. These areas do not comply and should be revised accordingly such that the improvements are brought forward to the property line. In addition, aerial views suggest individual entries to the building are setback from the property line while the columns supporting the upper floors are proposed at the property line. This scenario does not comply with the requirement to build to the property line. Similarly, the floors above do not comply with setback requirements and should be revised accordingly.



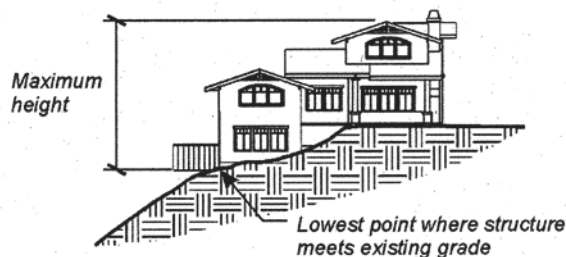
Alternatively, should the applicant pursue setback exceptions specified in 17.30.050.A, the burden is on the applicant to provide detailed information substantiating applicability as part of any design review and/or land use entitlement application. This information and/or narrative shall address each component that seeks a setback exception, as opposed to a general description for the entire project. Otherwise, a strict application of the setback requirements applies.



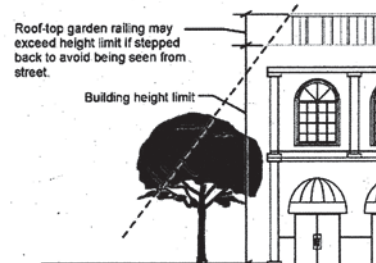
7. **Height (Figure 3-8, PMC §17.30.040, §17.40.060):** The maximum allowed building height is 75 feet. This limit may be exceeded through a process called height averaging. Height averaging is a process that allows additional building height (up to 90 feet) over no more than 30 percent of the building footprint on a development parcel, provided that the average height over the entire footprint does not exceed the otherwise required 75-foot maximum building height. Height averaging shall not be applied to parking and/or accessory structures. Height averaging is subject to the approval of the Design Commission and pursuant to Zoning Code Section 17.30.050.B (CD Exceptions to General Development Standards – Height limit exceptions).

Height is measured from the lowest elevation of the existing grade at an exterior wall of the structure to the highest point of the structure pursuant to Zoning Code Section 17.40.060.C (Height Requirements and Exceptions – Height measurement). The highest point of the structure shall be considered its highest ridge or parapet. Appurtenances covering not more than 25 percent of the roof area may exceed the height limit established by the applicable zoning district by a maximum of 15 feet. The Design Commission may allow the appurtenance height to go to a maximum of 20 feet if the Design Commission finds that the additional height provides an improved architectural design (e.g., towers or other architectural features). An appurtenance is a tower, spire, cupola, chimney, penthouse, water tank, flagpole, theater scenery loft, radio or television antenna, transmission tower, fire equipment, or other similar structure that is attached to a structure and *not intended for human occupancy*. In addition, an open railing around a roof-top garden may be allowed to exceed the height limit established by the applicable zoning district; provided the railing is the minimum height required under the Building Code (for safety purposes) and the railing is stepped back so as not to be visible from the street.

Height Measurement



Roof-top Garden Railings



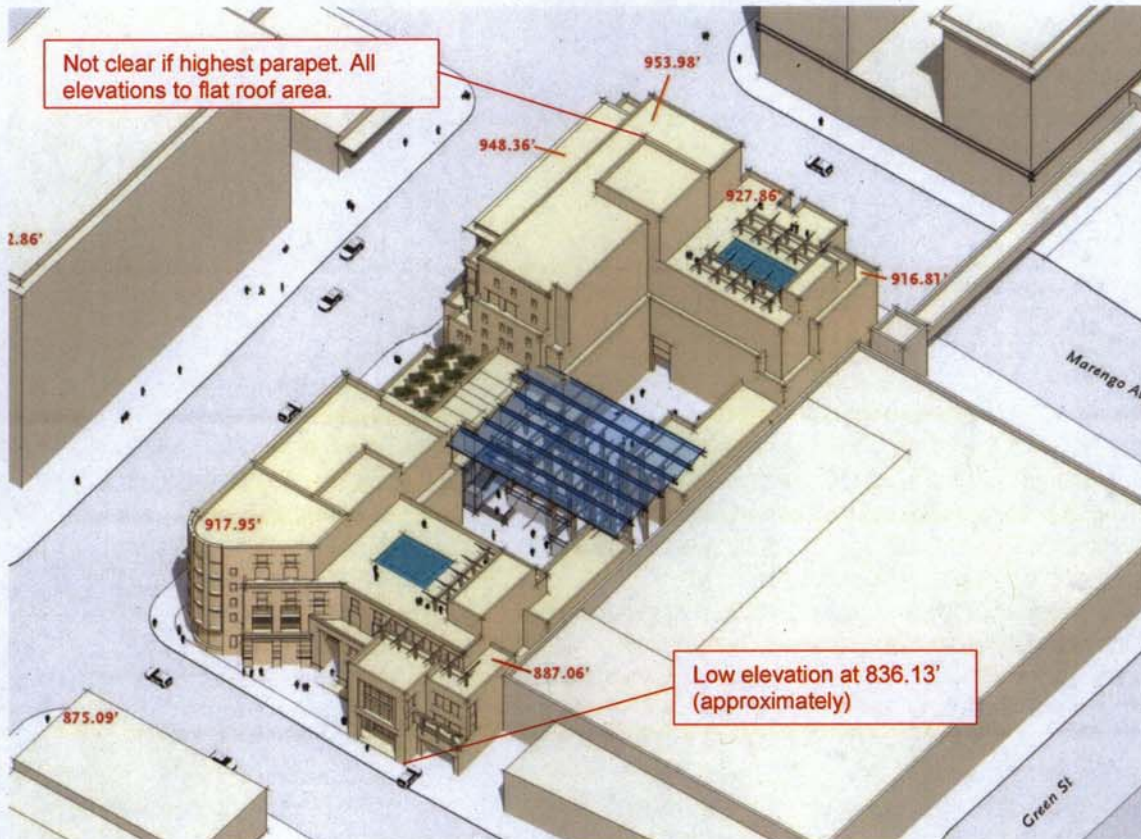
The building massing and height envelope exhibit suggests that more than 30 percent of the building footprint exceeds a maximum height of 75 feet, and that the proposal does not comply with height averaging. In addition, the building height comparison diagram references a high elevation of 953.98 feet at the eastern side of the site. At the western side of the site, where the lot is at its lowest point, the survey references an elevation of 836.13 feet at a location that approximately coincides with the exterior wall of the structure. This difference in elevation represents approximately 117.85 feet (953.98' – 836.13'). Further, it is unclear whether the elevations on the height comparison diagram account for the parapet shown around the roof on aerial views, as that would be the



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highest point. The project height proposed requires approval of a Variance because it does not comply with the maximum allowed height.



8. **Height – Ground Floor (Table 3-2, PMC §17.30.040):** The minimum height of the ground floor of all non-residential buildings (including mixed use projects) shall be 15 feet. This height shall be measured from the floor of the first story to the floor of the second story. If there is no second story, the height shall be measured to the top of the roof. Portions of the ground floor that are devoted exclusively to residential or parking areas are not required to adhere to this requirement, because the height is deemed not necessary for the viability of these uses.

The retail diagram suggests the entire ground floor is for nonresidential uses. It also notes that portions of the ground floor are greater than 18 feet in height with other areas less than 18 feet in height. The actual height of the areas labeled below 18 feet is unknown, therefore, additional information is needed to verify compliance. Plans should provide a level of detail that demonstrates compliance with this standard.

9. **Floor Area Ratio (FAR) (Figure 3-9, PMC §17.30.040):** The maximum allowable floor area ratio is 3.0. FAR is the numerical value obtained by dividing the *aboveground* gross floor area of a building or buildings located on a lot by the total area of the lot. Gross floor area means the total enclosed area of all floors of a building measured to the inside face of the



exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms and basement or attic areas having a height of more than seven feet, but excluding area used exclusively for vehicle parking or loading. In addition, to achieve correlation between the development caps identified in the Land Use Element of the General Plan and the FAR's assigned by this Chapter, floor area devoted to parking facilities shall not apply in the calculation of permissible building floor area provided that parking shall comply with the following requirements: 1) each parking structure shall comply with all applicable design guidelines of the Central District Specific Plan (see CDSP Section 9: Private Realm Design Guidelines); and 2) meet the requirements of 17.46.250.

Based on a lot size of 65,596 square feet (per plan), the property is limited to a maximum gross floor area of 196,815 square feet (65,596 x 3.0) for the purpose of FAR. Please note, Lot 3 of Tract No. 34103 references a lot size of 1.51 acres and the project application references 65,605 square feet. Please address the discrepancies and verify the lot size as it will affect the calculations.

The application and plan reference a total gross figure of 196,132 square feet (50,850 sf nonresidential / 145,282 sf residential), which complies. However, the applicant shall provide a dimensioned exhibit identifying all areas counted towards FAR by floor as part of any discretionary application to verify compliance with this standard. Be advised, if a street dedication is required, the calculation shall be based on the total area of the lot before the street dedication.

- 10. **Sidewalk Width (Figure 3-10, PMC §17.30.050):** Minimum sidewalk widths within the Central District are referenced below. In areas where the existing sidewalk does not meet the minimum width, development projects are required to be set back as necessary to adhere to the minimum sidewalk width standard.

CD Minimum Sidewalk Width Requirements

Arroyo Parkway	10' minimum width; tree grates are recommended for new street trees except where there is an existing tree lawn. Existing sidewalk widths in excess of the specified minimum should not be reduced. Existing landscaped parkways shall be retained and not paved.
Colorado Boulevard	15' minimum width; tree grates are recommended for new street trees, except where there is an existing tree lawn.
Marengo Avenue	10' minimum width; tree grates are recommended for new street trees except where there is an existing tree lawn. Existing sidewalk widths in excess of the specified minimum should not be reduced. Existing landscaped parkways shall be retained and not paved.

Compliance with this standard is unknown as plans do not reference existing and/or proposed sidewalk widths. Plans should provide a level of detail that demonstrates compliance with these standards. Please refer to Public Works/Transportation comments



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regarding street dedication and sidewalk width. Be advised, any City/departmental requirements mandating wider sidewalks and/or specific requirements shall supersede this standard.

- 11. Outdoor Lighting (PMC §17.40.080, §17.50.160.L):** Lighting shall be energy-efficient, and shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site, and shall be directed downward and away from adjoining properties and public rights-of-way. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Zoning Administrator. All lighting fixtures shall be appropriate in scale, intensity, and height to the use they are serving. Lighting for commercial uses shall be appropriately shielded to not negatively impact the residential units. Applicability or compliance with this standard is unknown because a lighting plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a photometric survey.
- 12. Public Art Requirement (PMC §17.40.100):** Mixed-use projects exceeding 25,000 square feet of gross floor area shall incorporate in its design a public art component. For the purpose of this section, the gross floor area calculation shall include parking garages (including below grade and at or above grade garages). Public art shall mean the creation of an original work or service of an artist for a publicly accessible space which could be, but is not limited to, earthworks, mosaics, murals, and sculpture. Refer to comments from the Cultural Affairs Division and Zoning Code Section referenced for additional information. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable.
- 13. Refuse Storage (PMC §17.40.120; §17.50.160.O):** A refuse storage area for the collection of trash and recycled goods shall be provided for both the residential component and nonresidential component. Areas for the collection and storage of refuse and recyclable materials shall be located on the site in locations that are convenient for both the residential and nonresidential uses. In each required refuse storage area, space shall be provided for recyclable materials. A separate bin for each type of recyclable material collected in the area in which the site is located shall be provided. The bins shall be clearly marked as to the types of recyclable materials which are to be placed in the bins, and a list of materials for which the bin is provided shall be attached to the bin. Each required refuse storage area shall be located within 150 feet of the users and shall not be located in a required garden, yard, court, or landscape area. The Director of Public Works shall determine the minimum size required based on the type of use, the size of the refuse area proposed, and the frequency of refuse collection. At a minimum, a refuse storage area shall be enclosed in concrete block or other materials acceptable to the Zoning Administrator, shall have a minimum height of six feet with a minimum vertical clearance of seven feet, shall provide solid wood or metal doors at the entrance of the enclosure; the doors shall not be visible from a street, and space within the enclosure shall be provided for accessing and maneuvering the bins. The surface of a refuse storage area shall be paved with Portland cement and shall be constructed to provide proper drainage. Compliance with this standard is unknown as plans do not provide information on recycling, design, location or size of refuse areas. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable.



- 14. Screening (PMC §17.40.150):** All new exterior mechanical equipment, except solar collectors, shall be screened or located out of view from public rights-of-way. At a minimum, screening materials shall have evenly distributed openings or perforations not exceeding 50 percent of surface area and shall effectively screen mechanical equipment. In addition, aboveground utility meters shall not be located between the building occupancy and a street property line. Applicability or compliance with this standard is unknown as plans do not reference any exterior mechanical equipment or the location of utility meters. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a line of sight exhibit.
- 15. Fence, Walls, and/or Gates (PMC §17.40.180.B.4):** All proposed fences, walls, and/or gates shall comply with standards for nonresidential zoning districts (includes CD). The height of all walls and fences shall be measured from the existing grade to the top of the wall or fence in order to prevent the artificial raising of the grade in order to allow for a higher wall or fence. Where the existing grade changes the fence height shall change with the grade. The height shall be measured in a continuum at each point along the wall or fence. All walls and fences adjacent to a street intersection shall comply with the requirements of Municipal Code Chapter 12.12 (Obstructing Streets and Sidewalks). Applicability or compliance with this standard is unknown as plans do not reference any new fences, walls, or gates. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 16. Underground Utilities (PMC §17.40.190):** The project shall provide for the undergrounding of all utility facilities (e.g., cable television, data network, electrical, telephone, and similar distribution lines providing direct service to the site) within the site unless subject to an exemption. Applicability or compliance with this standard is unknown as plans do not reference utilities. Plans should provide a level of detail that demonstrates compliance with these standards.
- 17. Inclusionary Housing Requirements (PMC §17.42):** The project is subject to inclusionary housing requirements because more than 10 new dwelling units are proposed. A minimum of 15 percent of the total number of dwelling units shall be developed, offered to, and sold or rented to households of low and moderate-income, at an affordable housing cost. If the project consists of units for sale, a minimum of 15 percent of the total number of units in the project shall be sold to low or moderate-income households. If the project consists of rental units, a minimum of 10 percent of the units shall be rented to low-income households and five percent of the units shall be rented to low or moderate-income households. In calculating the required number of inclusionary units, fractional units of 0.50 or above shall be rounded-up to a whole unit if the project consists of 21 or more units. The Zoning Code Section referenced also includes alternatives to developing required inclusionary units. A housing plan and housing agreement may be required pursuant to Section 17.42.060 (Housing Plan and Housing Agreement Required).

According to the environmental assessment provided, the proposal includes between 88 and 100 for sale units, where no inclusionary units are proposed. The applicant notes that an in-lieu fee is proposed. Refer to the Zoning Code Section referenced and the Housing Department's comments for additional information regarding the inclusionary housing



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requirement. Be advised, the creation of air parcels to allow for the sale of each dwelling unit within the project requires approval of a Tentative Tract Map.

- 18. Density Bonus, Waivers and Incentives (PMC §17.43):** This Chapter establishes procedures to implement the State's Density Bonus law as set forth in Government Code Section 65915. According to the environmental assessment provided, no density bonus, concessions or other incentives, or waivers are requested for the project. Should the project pursue any incentives, refer to the Zoning Code Section referenced.
- 19. Landscaping (PMC §17.44):** A preliminary landscape plan shall be submitted as part of an application for a land use entitlement. Preliminary landscape plans shall be prepared by a California-registered landscape architect, or the architect that designed the on-site structures and improvements. At a minimum, landscape plans shall include plant names, quantities, sizes, irrigation systems, and plans for tree retention and removal. All unused area of the site and areas not devoted to lot coverage and paving (ie. driveways, walkways, etc.) shall be properly landscaped and maintained in compliance with this chapter. Be advised, new construction projects with 500 square feet or more of landscaped area will be subject to compliance with the State Model Water Efficient Landscape Ordinance (MWELo). Additional information regarding compliance is available on the City's website, <https://ww5.cityofpasadena.net/planning/water-efficient-landscape-ordinance/>. Compliance with this chapter and MWELo applicability is unknown because a landscape plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 20. Tree Retention, Removal and Protection (PMC §17.44.090, §17.44.100, §8.52):** Where healthy trees exist on site, maximum effort shall be given for their retention. All existing trees shall be protected during construction in compliance with the City Tree Protection Ordinance. This includes public/street trees located in the public right-of-way. The City's Tree Protection Ordinance includes a list of protected native and specimen species. Removal of protected species and/or mature trees are subject to the approval of a tree removal permit. Mature trees are an otherwise non-protected tree with a diameter-at-breast-height (DBH) of 19 inches or greater (≥ 19). A tree removal permit is a discretionary application required of each protected tree planned for removal. Tree removal permits would be reviewed concurrent with any zoning entitlements, or where none were proposed, concurrent with the design review process.

In addition, street trees shall not be removed without first obtaining permission from the Department of Public Works. The City's Tree Protection Ordinance prohibits the applicant from pruning, injuring or removing a public tree located anywhere in the city unless expressly exempted. When removal is absolutely necessary, trees shall be replaced in a manner consistent with the prevailing pattern on the street, as determined by the Department of Public Works. The project is required to provide a minimum of one 24-inch box tree planted in the parkway, or in the sidewalk area where there is no parkway, at the same spacing as existing trees or at 20-foot intervals if there are no existing trees, unless the City's Street Tree Plan specifies a different spacing requirement. The actual number of trees shall be determined by the Director of Public Works. The tree species shall be the same as the most prevalent tree type on the block unless the City's Street Tree Plan specifies a different species. Mature healthy street trees shall not be removed unless the



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removal is ordered by the Director of Public Works. Refer to Public Works comments regarding street trees.

The tree inventory provided references the removal of all 11 existing trees on private property. However, the survey only references nine trees. The survey identifies three trees inside the north property line (approximately center of the site; 8", 8", 17") where the tree inventory identifies two. The survey does not identify any trees in the southwest corner of the site, where the tree inventory references three trees (#'s 9, 10, 11). Similarly, the survey references seven trees in the right-of-way, where the tree inventory references 14 trees. In this instance, the survey does not appear correct. There are several existing trees in the right-of-way along the Colorado Boulevard frontage, where the survey appears to only reference tree wells, but not the actual trees. In addition, tree sizes (DBH) referenced in the inventory appear to be inconsistent with sizes referenced on the survey. The applicant shall verify the information and provide a tree report from a certified arborist as part of any land use entitlement application.

According to the inventory, 14 street trees are to remain as are four trees located off-site at the abutting property to south (155 E. Green Street). Of the 11 trees planned for removal on private property, eight are protected (#1, 4-9, 11) where three are not (#2-3, 10). Tree #'s 1, 4, 5 are protected specimen trees that meet or exceed the minimum size for protection. Tree #'s 6-9, and 11 are not on the City's protected list, but meet or exceed a diameter-at-breast height of 19 inches and qualify as mature trees that are protected by the City. Each protected tree planned for removal requires its own tree removal permit application. A thorough response to a finding for removal is required. A landscape plan is also required showing the location, species, and size of replacement trees. Protected trees that are allowed to be removed may require replacement per to the City's replacement matrix. Approval to remove protected trees is not guaranteed.

Protected Trees on Private Property Requiring Tree Removal Permit (Based on Inventory)

#	Species	DBH	Tree Protection List	Min Tree Protection Size	Mature Tree
1	Jacaranda mimosifolia	39"	Yes	12"	N/A
4	Melaleuca quinquenervia	28"	Yes	25"	N/A
5	Melaleuca quinquenervia	25"	Yes	25"	N/A
6	Eucalyptus viminalis	34"	No	19"	Yes
7	Eucalyptus viminalis	30"	No	19"	Yes
8	Eucalyptus viminalis	27"	No	19"	Yes
9	Eucalyptus viminalis	28"	No	19"	Yes
11	Eucalyptus viminalis	37"	No	19"	Yes

In addition, the applicant is required to demonstrate that all *protected* trees on and off-site (in public right-of-way and on private property) will be protected and not injured or removed through a tree protection plan. Trees located on the abutting southerly property (O-1 to O-4) are within proximity of the south property line and are protected by the Ordinance (protected specimen tree provided minimum DBH of 12"; all \geq 20" DBH). Based on the location of the



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subterranean parking structure (built to the south property line), it is unclear whether sufficient protection is provided to these off-site trees. Further, street trees (and their canopies) located along Arroyo Parkway and Marengo Avenue appear to extend onto the property (canopies). It is unclear whether the proposal accommodates/protects these existing street trees. The City requires that all off-site trees be protected through a tree protection plan that adhere to tree protection guidelines. In general, the root protection zone defines the area of protection. The root protection zone is defined as the area within a circle with a radius equal to the greatest distance from the trunk to any overhanging foliage in the canopy. Plans should provide a level of detail that demonstrates compliance with these standards where applicable (eg. tree protection plan). This may require a change to the location of the subterranean garage and/or building facade as it relates to any off-site trees. A tree protection plan should be included as part of any land use entitlement.

- 21. Parking (PMC §17.46):** Parking shall comply with all applicable standards of the Chapter. In addition, the project shall adhere to parking standards specified in Zoning Code Sections 17.30.050.E (CD Exceptions to General Development Standards – Parking) and 17.50.340, where applicable. Parking and loading spaces shall be permanently available, marked, and properly maintained for parking or loading purposes for the use they are intended to serve. At grade or above ground off-street parking facilities shall not front on Colorado Boulevard. Parking requirements are based on individual use classifications. The number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements identified for each individual use. The applicant shall 1) calculate the requirement for each use (round fractional numbers); 2) account for any TOD reductions (round fractional numbers); and total. One space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50.

Nonresidential – parking requirements are specified by use in Table 4-6 (Off-Street Parking Spaces Requirements), of Zoning Code Section 17.46.040 (Number of Off-Street Parking Spaces Required). Requirements are calculated based on gross floor area unless otherwise specified, and shall include all common areas (ie. shared restrooms, circulation areas, storage areas, etc.). In addition, nonresidential uses located in the Central District TOD area are subject to parking reductions pursuant to Zoning Code Section 17.50.340 that establish minimum and maximum parking requirements. For office uses (administrative business professional and governmental), the minimum number of required off-street parking shall be reduced by 25 percent, with an optional reduction up to 35 percent. The 25 percent reduction shall be the maximum allowed number of parking spaces. For all other nonresidential uses, the minimum number of required off-street parking spaces shall be reduced by 10 percent, with an optional reduction up to 20 percent. The 10 percent reduction shall be the maximum allowed number of parking spaces. Parking provided for nonresidential uses shall fall within the required range, otherwise a Minor Conditional Use Permit is required to further reduce, or exceed, the established minimums and maximums.

According to the application, nonresidential uses planned include retail, restaurant, and office uses. Be advised, any outdoor dining area on private property (associated with a restaurants or restaurants fast food use) that is not located in the public right-of-way (e.g., sidewalk) shall be included when calculating parking requirements. In addition, residential amenities (ie. gym, community room, leasing office, etc.) do not qualify as nonresidential uses, and therefore, are not parked.



Nonresidential Requirements

Use	Requirement		TOD Reduction
Offices – Administrative	3 spaces per 1,000 sf		25-35%
Retail, Sales	3 spaces per 1,000 sf		10-20%
Restaurants	10 spaces per 1,000 sf		10-20%
Restaurants, Fast Food	≤ 1,500 sf	4 spaces per 1,000 sf	10-20%
	1,501-1,999 sf	4 spaces per 1,000 sf + 3 spaces per 100 sf in excess of 1,500 sf, up to a maximum of 20 spaces	
	≥ 2,000	10 spaces per 1,000 sf	

Parking requirements for nonresidential uses cannot be calculated based on the information provided. Plans do not reference the mix of uses proposed or the gross floor area of each individual use. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

Residential – parking shall be provided in compliance with TOD standards (Zoning Code Section 17.50.340) provided the project proposes at least 48 dwelling units per acre, because the project site is located in the Central District TOD area. Based on a lot size of 65,596 square feet (per plan), approximately 72 units minimum are required to maintain the density necessary for the residential TOD standards to apply. If the density proposed is less than 48 dwelling units per acre, the multi-family requirement specified in Table 4-6 (Off-Street Parking Space Requirements) of Section 17.46.040 shall apply. In addition, developments with 10 units or more shall provide 1 guest parking space for each 10 units as required by Table 4-6. The guest spaces shall be clearly marked for “Guest Parking Only.” The number of guest parking spaces provided shall not exceed the minimum number of guest parking spaces required.

Since the proposal includes 88-100 units, it is subject to the TOD standard. The requirement for units less than 650 square feet (< 650 sf) is one parking space for each unit (no more or less). For units 650 square feet or greater (≥ 650 sf), a minimum of 1.5 parking spaces shall be required for each unit, to a maximum of 1.75 spaces per unit. The represents a minimum and maximum range. The guest parking required is in addition to this standard. The parking requirements may be further reduced through a parking demand study and approval of a Minor Conditional Use Permit.

Residential Requirements

Unit Size	TOD Requirement
< 650 sf	1 space per unit
≥ 650 sf	1.5-1.75 space per unit
Guest Parking	1 space per 10 units

According to the unit plan, all are shown to exceed 650 square feet. However, due to the uncertainty regarding the number of units and the mix of nonresidential uses, there is not



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enough information to determine the total parking requirement for the site. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- a. **Tandem / Triple Stack Parking (PMC §17.46.080):** Tandem parking is allowed for the residential component of a mixed-use project. Tandem spaces for residential units shall be assigned to the same dwelling unit. Up to 30 percent of the total off-street parking spaces provided may incorporate tandem parking. Two parking spaces in tandem shall have a combined minimum dimension of nine feet in width by 34 feet in length. Nonresidential uses may incorporate either tandem (up to 75 percent of the total off-street parking spaces provided) or triple stack parking (up to 50 percent of the total off-street parking spaces provided) with the approval of a Minor Conditional Use Permit.

Plans do not provide enough information to determine whether any tandem or triple stack parking is proposed. If proposing tandem or triple stack parking, plans should provide a level of detail that demonstrates compliance with these standards where applicable as well as the dedicated user (ie. residential or nonresidential) of said parking.

- b. **Dimensional Requirements (PMC §17.46.120, §17.46.130):** Parking spaces shall measure a minimum of eight and one-half feet wide by 18 feet deep (8.5' x 18'). An additional width of one foot shall be provided for each parking space the length of which is contiguous to a fence, structure, wall, or other obstruction. Except if columns are set back away from the aisles, the one-foot additional width required may be lessened three inches for each foot the columns are set back from the aisles. At the end of an aisle providing access to a parking space perpendicular to the aisle, the aisle shall extend two feet beyond the side of the last parking space in the aisle. Vertical clearance for all parking spaces, including entrances, shall be a minimum of seven feet in height. Vertical clearance for access to and including handicapped spaces, shall be a minimum of eight feet, two inches in height. The minimum aisle dimension is based on the size and angle of a parking space pursuant to Table 4-8 (Aisle Dimensions), of Zoning Code Section 17.46.130 (Aisle Dimensions). Compact parking spaces are prohibited.

In general, all parking plans shall be fully dimensioned. At a minimum, this includes stall widths, stall depths, clearance provided when adjacent to an any obstruction, distance columns are setback from aisles, aisle widths, vertical clearances (nonresidential, residential, handicap), driveway widths, etc. Further all parking spaces shall be double striped. Parking plans shall number all stalls and/or identify counts by row. Be advised disabled accessible parking spaces required shall count toward fulfilling off-street parking requirements. Plans shall distinguish residential and guest spaces from nonresidential spaces.

Plans do not provide enough information to determine whether parking areas comply with dimensional requirements. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- c. **Parking Access from Street and Driveways (PMC §17.46.140, §17.46.150.B):** All spaces in a parking facility shall be accessible without reentering a public right-of-way. Driveway approaches for all developments shall be required as determined by the



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Department of Public Works. All driveway access to a public street or alley is subject to the approval of the Director of Public Works and the Director of Transportation. The minimum driveway width serving a nonresidential use (including a mixed use project) with 15 or more parking spaces shall be 12 feet for one-way drive and 20 feet for two-way drive pursuant to Table 4-12 (Minimum Driveway Width – Nonresidential Uses) Zoning Code Section 17.46.150 (Driveway Design, Widths, and Clearances). In addition, each driveway shall comply with visibility requirements specified in Zoning Code Section 17.46.170 (Driveway Visibility). A view corridor shall adjoin both sides of a driveway crossing a street property line. The view corridor shall be a minimum depth of five feet at the edge of the driveway and a width measured on both sides of the driveway of 50 feet, or the distance to the intercepting property line, whichever is less. The view corridor shall not be blocked between a height of 2.5 feet and seven feet. At least 50 percent of the view corridor shall be landscaped. The landscaping shall not block the view corridor between the heights specified. The Director of Public Works and the Director of Transportation may modify the requirements of this Section.

The ground floor plan identifies two way vehicular access from Arroyo Parkway and Marengo Avenue. Plans do not provide enough information to determine whether driveways comply with access, sizing and visibility requirements. Plans should provide a level of detail that demonstrates compliance with these standards where applicable. Refer to Public Works comments and be advised that the location and design of any driveway shall be referred to the Fire and Transportation Departments for review and comment as to on- and off-street safety of vehicles, vehicle passengers and pedestrians, and access for emergency vehicles.

- d. **Central District Additional Standards for Parking (PMC §17.46.250):** Parking within the CD zoning district shall comply with the requirements of this section, where applicable. Any at grade or above ground off-street parking facilities shall not front on Colorado Boulevard.

According to the plan, all parking will be spread across four subterranean parking levels. However, due to the change in grade across the site, the applicant is advised that all parking levels must qualify as either fully or partially subterranean parking, as defined in Zoning Code Chapter 17.80 (Glossary of Specialized Terms and Land Use Types).

A *fully subterranean parking* facility is a mechanically ventilated subterranean parking structure the top of which is at existing grade.

A *partially subterranean parking* facility is a mechanically ventilated parking structure, the top of which does not exceed two feet above existing grade measured at the center of the site along the street frontage.

These definitions are based on existing grade elevations. Any parking facility that cannot meet these definitions may qualify as at grade parking, which is not allowed to front on Colorado Boulevard. Plans should provide a level of detail that demonstrates compliance with these standards where applicable. This may include the provision of sections and elevations.



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- e. **Loading Spaces (PMC §17.46.260, §17.50.160.N):** Loading spaces are required for the nonresidential component pursuant to Table 4-15 (Loading Space Requirements), Zoning Code Section 17.46.260 (Number, Location, and Design of Off-Street Loading Spaces). The loading requirements of Table 4-15 are expressed as minimum standards and are calculated based on the type and size of nonresidential land use proposed. One space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50. Off-street loading areas shall be located as far as possible from the residential units and shall be completely screened from view from the residential portion of the project. If the loading of furniture and household goods for the residential units is to occur on the street, it shall be limited to the hours of 9:00 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 10:00 p.m. on weekends.

In general, loading spaces shall be required for all office uses 8,000 square feet or larger, restaurant uses 20,000 square feet or more, and any other nonresidential use 8,000 square feet or larger. Refer to Table 4-15 for specific ranges based on uses proposed. Be advised, square footage amounts specified in Table 4-15 above are cumulative by use. For example, if proposing three different restaurants, each 7,500 square feet in size, the loading space requirement would be based on 22,500 square feet. For projects with over 3,000 square feet of nonresidential gross floor area, the first loading space shall be a minimum of 12 feet by 30 feet, with 14 feet of vertical clearance. All additional loading spaces shall be a minimum of 10 feet by 20 feet, with 12 feet of vertical clearance. The minimum turning radius shall be 25 feet for a loading space of 10 feet or less in width, and 45 feet for a loading space of over 10 feet in width. Required loading spaces shall not be located in required setbacks but shall be located on the site of the use or on an adjoining site. All loading spaces shall have adequate ingress and egress as approved by the Director of Transportation, and shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street. Any loading spaces or areas visible from a street shall be screened on three sides by a fence, hedge, or wall a minimum of six feet in height. New loading spaces shall be designed and maintained so that vehicles do not park in a public right-of-way. All loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street. Refer to the section for addition standards regarding location, screening, and striping.

Plans do not provide enough information to determine the number of required loading spaces and it is unknown whether any are required or provided. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- f. **Ramps (PMC §17.46.270):** All parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions, and overhead and adjacent wall clearances. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end of the ramp. For ramps 65 feet or less in length, the ramp grade shall not exceed 16 percent, with the first and last 10 feet of the ramp not exceeding eight percent. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent, with the first and last eight feet of the ramp not exceeding six percent. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the



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transition at the opposite end of the ramp. The slope of all parking areas shall not exceed five percent, excluding ramps.

Plans do not provide enough information to determine whether ramps comply with standards where applicable. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- g. Trip Reduction Requirements (PMC §17.46.290):** The purpose of the trip reduction requirements is to reduce the demand for vehicle commute trips by ensuring that the design of major residential and nonresidential development projects accommodates facilities for alternative modes of transportation.

The nonresidential portion of mixed-use development projects, which exceed 25,000 square feet of gross floor (up to 75,000 sf) shall provide the following:

1. A minimum of 10 percent of the employee parking spaces shall be for, and designate as, preferential parking for carpool and vanpool vehicles. The parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as possible to the employee entrance;
2. Bicycle Parking in compliance with Section 17.46.320 (Bicycle Parking Standards); and
3. A transportation plan for smaller projects, or a Transportation Demand Management Program ("TDM") Plan, shall be submitted which complies with Chapter 10.64 of the Municipal Code (Transportation Management Program).

Be advised, mixed-use projects with 50 units or more, shall submit a TDM Program Plan as required by Chapter 10.64 of the Municipal Code (Transportation Management Program).

According to the environmental assessment provided, the proposal includes between 88 and 100 for sale units, where the project summary references 88 units (41 west, 47 east). The plans and application also reference 50,850 square feet of nonresidential floor area. Based on the number of units and nonresidential floor area proposed, a TDM Program Plan is required. Refer to Department of Transportation comments for additional information. In addition, plans do not provide enough information regarding the location of carpool and vanpool parking or bicycle parking. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- h. Electric Recharge Stations (PMC §17.46.310):** At least one conductive and one inductive charger shall be provided in each project required to provide between 250 and 500 parking spaces. An additional conductive and inductive charger shall be provided for each 250 required parking spaces over 500, with a maximum of six.

Although the plans reference 400 parking spaces, there is not enough information to determine whether the number of required parking spaces is within the applicable range



and/or the number of electric recharge stations required. The parking plan also does not provide enough information to determine whether any are provided. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- i. **Bicycle Parking (PMC §17.46.320):** Bicycle parking facilities shall be provided for both the residential and nonresidential components. A project with less than 15,000 square feet (< 15,000 sf) of nonresidential floor area requires four bicycle spaces (all Class 2). A project with 15,000 square feet or more of nonresidential floor area (\geq 15,000 sf) requires bicycle parking at a rate of five percent of the required motor vehicle parking; but not less than four parking spaces. The type or class of bicycle parking (ie. Class 1, Class 2) is based on uses proposed pursuant to Table 4-17 (Type of Bicycle Spaces Required), Zoning Code Section 17.46.320 (Bicycle Parking Standards). The residential portion shall provide one space for every six dwelling units (all Class 1; garages or accessible indoor areas count). Refer to the Zoning Code Section referenced for facilities that qualify as Class 1 or Class 2 as well as location and design requirements applicable to bicycle facilities.

According to the environmental assessment provided, the proposal includes between 88 and 100 for sale units, where the project summary references 88 units (41 west, 47 east). The plans and application also reference 50,850 square feet of nonresidential floor area. However, plans do not provide enough information to determine the number and type of bicycle parking required. Plans also do not provide enough information to determine the required number of motor vehicle parking and the exact number of dwelling units is unknown (for the purpose of calculating the bicycle requirements). Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

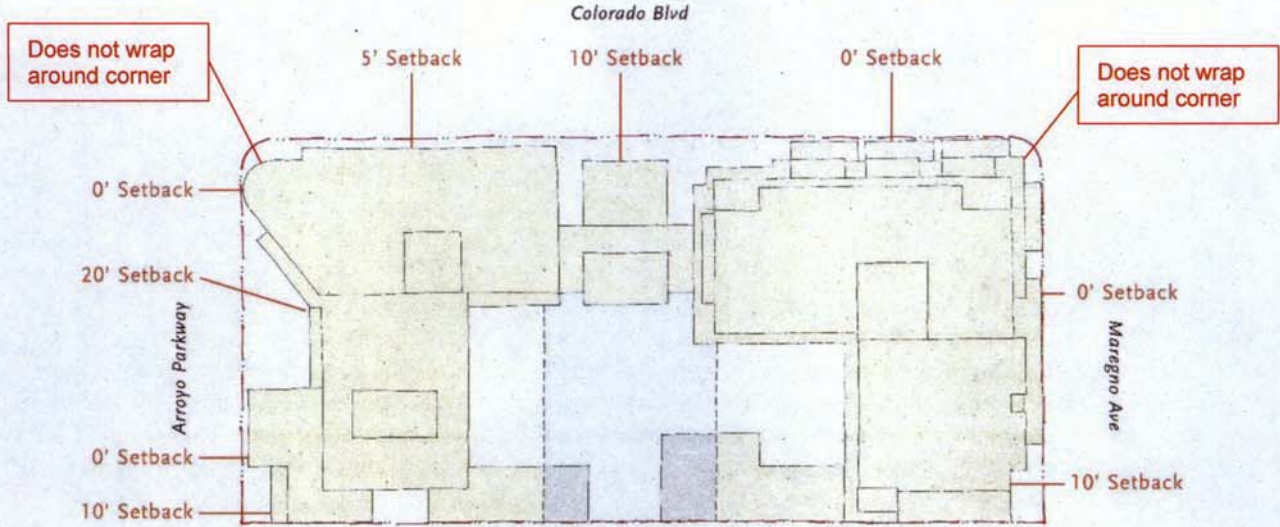
22. **Signs (PMC §17.48):** Any signs proposed are subject to this Chapter, where applicable. Depending on the number of signs proposed, a Master Sign Plan and Design Review may be required. Plans do not provide any information regarding signs. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

23. **Mixed-Use Projects (PMC §17.50.160):** The purpose of this Section is to ensure compatibility between the different land uses (e.g., residential and commercial) operating within a mixed-use project. Commercial uses shall be located along street frontages and have a minimum depth of 50 feet throughout the width of the frontage. On corner lots, the commercial space shall turn (wrap around) the corner for a minimum depth of 50 feet. This standard applies at the intersections of Arroyo Parkway and Colorado Boulevard and Marengo Avenue and Colorado Boulevard.

The ground floor plan does not comply with the requirement that the commercial space turn and wrap around the corner. In addition, plans do not provide enough information to determine whether the minimum 50-foot depth is provided throughout all frontages. Variations in the depths may be less than 50 feet deep. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.



Site Plan



Setback Diagram

- a. **Community Space Requirements (PMC §17.50.160.H):** Each development project shall provide a minimum of 150 square feet of community space for each dwelling unit. Community space shall include both indoor/interior space and outdoor open space. Community space can be in the form of private open space (e.g., balconies) or common open space (e.g., pool or side or rear setback areas.) An indoor recreational room of up to 600 square feet may be credited toward fulfilling this community space requirement. A utility easement may be credited toward fulfilling this community space requirement if it is properly landscaped in compliance with Chapter 17.44 (Landscaping). Each community open space shall have at least one minimum dimension of 15 feet and the other dimensions shall be at least six feet, except for private open space (e.g., balconies or patios). The private open space shall not exceed 30 percent of the total requirement for community space. Each private open space shall have a minimum six-foot dimension.

Plans do not provide enough information to determine the minimum community space requirement and the exact number of dwelling units is unknown. In addition, plans do not identify areas designated for community space or provide dimensions. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- b. **Balconies (PMC §17.50.160.I):** Balconies may project no closer than six feet to an interior or rear property line and four feet into a front or corner side setback. Balconies shall have a minimum dimension of six feet in order to count as required open space. Balconies that are designed to project over the public right-of-way shall have prior approval from the Department of Public Works.



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Floor plans reference hatched areas that appear to represent common or private space. However, it is unclear whether these areas represent balconies. Plans do not provide enough information to determine whether balconies are provided and/or whether they comply with these standards. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- c. **Noise Notification (PMC §17.50.160.M):** Be advised residents of a mixed-use development project shall be notified that they are living in an urban area and that the noise levels may be higher than in a typical residential area. The signature of the residents shall confirm receipt and understanding of this information.
- 24. Environmental Review (PMC §17.60.070):** This project will be subject to the California Environmental Quality Act (CEQA). An environmental review will occur after acceptance of a complete application. Depending on the final design, size, location, nature of the construction of the project, an Initial Study may be required to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report (EIR) would be required for the project. Otherwise, the project may qualify for a categorical exemption under CEQA if found not to have a significant effect on the environment. The environmental determination may require the preparation of technical studies (eg. air quality, noise, cultural resources, biological, etc.). A traffic study will also be required by the Department of Transportation.
- 25. Climate Action Plan (CAP):** The City of Pasadena has an adopted Climate Action Plan (CAP). The overall purpose of the CAP is to present measures that will reduce local greenhouse gas emissions and align the City's reduction goals with statewide targets. In 2006, with the passage of the Global Warming Solutions Act, Assembly Bill (AB) 32, California became the first state in the U.S. to mandate state-wide reductions in GHG emissions as an effort to combat climate change. AB 32 sets a state-wide target to reduce GHG emissions to 1990 levels by 2020. In 2016, the enactment of Senate Bill (SB) 32 extended this commitment by raising the state-wide emissions target to 40 percent below 1990 levels by 2030. Overall, California's state-wide target is to reduce emissions 80 percent below 1990 levels by 2050. Discretionary projects requiring an EIR, MND, ND, SCEA, Addendums, or qualifying under the Class 32 exemption are subject to the CAP.
- The City has made available a CAP Consistency Checklist that is intended to be a tool for new development projects to demonstrate consistency with Pasadena's CAP. The applicant will be required to complete/apply one of three options (A, B, or C) to the project.
- 26. Mitigation/Condition Monitoring:** Upon completion of the project's CEQA compliance documentation, some form of mitigation monitoring may be required. Condition monitoring may also be required for the discretionary permits. There are also fees associated with both mitigation and condition monitoring for the project.
- 27. Estimated Fees (FY2018) (PMC §17.60.050):**
- Conditional Use Permit: \$5,103
 - Combination Permit (more than one Variance, CUP, etc): \$310
 - Tentative Map: \$4,888
 - Vesting Tentative Map: \$5,263



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- Each Land and/or Air Parcel: \$181
- Private Tree Removal (4-12 trees w/arborist report): \$729
- Environmental Study/Reviews: At cost
- Records Management Fee: 3% added to total fees

Fees are subject to change and are based on actual rates at the time of formal submittal. Rates referenced run through June 30, 2018.

PLANNING DIVISION – DESIGN & HISTORIC PRESERVATION:

Plan Reviewer: Kevin Johnson

Phone: (626) 744-7806

Email: kevinjohnson@cityofpasadena.net

HISTORIC PRESERVATION REVIEW:

Demolition or relocation of designated or eligible historic structures must be reviewed by the City as part of an environmental study or as an application for a Certificate of Appropriateness (permit) for demolition. The building on the project site has not been identified in any previous historic resources surveys as being historically significant and is not a designated historic resource. As part of the environmental study for the project, the buildings will be formally evaluated and a determination made as to any potential impacts of the project on cultural resources.

Demolition without a Building Permit for a Replacement Project:

In addition to the demolition review, the municipal code also prohibits demolition unless the City has already issued a building permit for a replacement project on the site.

The code allows a developer or property owner to apply for an approval to demolish a building prior to issuance of a building permit for a replacement project. Planning staff reviews applications if the building to be demolished is ineligible for a historic designation. The Staff may approve the application if it adopts findings that the building does not qualify as a landmark, that the demolition of the building does not result in the loss of habitable dwelling units on a property zoned for residential use, and that the demolition would not disrupt a continuous grouping of significant buildings or create an inappropriate void in the character of the area OR it may adopt the single finding that the demolition serves an overriding public benefit and will not be detrimental to surrounding property. The Staff may deny the application if these findings cannot be met. Decisions on these applications may be appealed to or called for review by the City Council.

DESIGN REVIEW

Because the project consists of new construction of a building of more than 5,000 square feet of floor area within the Central District Specific Plan area, design review is required, with the Design Commission being the reviewing authority. The applicable design guidelines for the project are the design-related goals and policies in the Land Use Element of the General Plan and the Design Guidelines in the Central District Specific Plan.

Design review is a three-step procedure: 1) Preliminary Consultation; 2) Concept (schematic-level) design review; and 3) Final design review. Concept design review is a noticed public hearing.



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Preliminary Consultation requires: An application with a filing fee and materials indicated in the Preliminary Consultation submittal requirements list, including conceptual plans and elevations with surrounding context, photographs of the site and surrounding context, a conceptual digital 3D model and a design narrative that answers questions specified in the submittal requirements list. Preliminary Consultation is intended to allow architects to obtain input on their design concept prior to investing in detailed design drawings that would be difficult to modify. The process yields advisory comments which the architect should consider in subsequent phases of design review. Preliminary Consultation will be conducted by the Design Commission.

Concept design review requires: An application with a filing fee and additional materials indicated in the Concept Design Review submittal requirements list. Concept design review addresses basic project design, including massing, modulation, siting, proportions, solid-to-void relationships, compatibility with surroundings, and compliance with design guidelines.

Final Design review requires: an application with a filing fee and the additional materials indicated in the Final Design Review submittal requirements list. Although the staff may conduct final design review, the Commission, during concept design review, is likely to request that it conduct final review in place of the staff. You may file for building plan check (for possible building and fire safety corrections) while awaiting approval for the application for Final Design review. Final Design review focuses on compliance with the conditions of approval (if any) of concept design review and on construction details, paint colors, finishes, doors and windows, landscaping, exterior lighting, location/screening of mechanical equipment, etc.

Appeals/Calls for Review

Any person affected by a Design Commission decision may appeal it to the City Council. The City Council may also call a Design Commission decision for its review. Appeals or calls for review must be filed during the ten-day appeal period before the decisions become effective (which is on the 11th day following a decision).

Preliminary Design Issues

Based on the information contained in the preliminary plans, the following issues are likely to be analyzed during design review:

- The scale, massing, materials, solid-to-void relationships, the interplay of horizontal and vertical elements of the new construction and the modulation of the exterior walls facing public streets.
- The introduction of design features that are “human scaled” and inviting to pedestrians. The treatment of private entrances and common entrances facing the streets is part of this review.
- The quality of materials and finishes, the proportions of window/door openings, the modulation of building walls, shade and shadow.
- Landscaping—especially in the setbacks along the sidewalks—and screening of mechanical equipment.



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Specific Comments on Proposed New Construction

Preliminary Consultation with the Design Commission is scheduled to occur on June 26, 2018. Upon completion of that review, a written comment letter documenting the Commission's comments on the preliminary design will be provided.

Below is a link to the design guidelines that apply to the project:

http://www.ci.pasadena.ca.us/Planning/Design_Guidelines/

Estimated Fees: Concept Design Review (Major Projects over 101,000 sf): \$12,339.40
Final Design Review (Commission): \$2,070.30

DEVELOPMENT/NW PROGRAMS: Plan Reviewer: Lola Osborne
Phone: (626) 744-4791
Email: losborne@cityofpasadena.net

No comments received.

FIRE DEPARTMENT: Plan Reviewer: Vardan Azizian
Phone: (626) 744-7574
Email: vazizian@cityofpasadena.net

THESE REQUIREMENTS ARE BASED ON THE 2016 TITLE 24 AND ARE SUBJECT TO CHANGE BASED ON WHEN THE BUILDING AND FIRE PLANS ARE SUBMITTED FOR REVIEW AND PERMITS.

Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix-B and the quantity and spacing of fire hydrants as required by Appendix-C of Title 24, Part 9, California Fire Code.

Aerial Fire Apparatus Access Roads: Building exceeding 30 feet in height above the lowest level of Fire Department Vehicle Access shall comply with requirements of CFC Section D105.1 through D105.4.

Automatic Fire Sprinkler System: The structure shall be provided with a fully automatic fire sprinkler. Shop drawings are to be submitted by contractor for review and approval prior to construction. PMC, CFC Chapter 9.

Fire Department Fire Sprinkler Connections: Shall be comprised of:

- FDC shall be located a minimum of 25-feet from the building and within 100-feet of a public fire hydrant.
- (3) 2-1/2" CLAPPED internal swivel outlet X 2-1/2" CLAPPED internal swivel outlet X 6" FDC
- Shall be clearly labeled to indicate FDC for Fire Sprinklers.
- A clear dimension of 3-feet shall be maintained around the perimeter of each fire department appliance.



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- Approved protective vehicle bollards are to be installed when fire appliances are subjected to physical damage.
- All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or Krylon.

Standpipe System: Class I Standpipe System shall be provided for the building as required by CFC Chapter 9, Section 905.

High-Rise Building: Any building having occupied floors located more than 75 feet above the lowest level of Fire Department Vehicle Access shall comply with California Building Code Section 403.2 through 403.6.

Automatic Fire Alarm/Detection System: The commercial structure shall be provided with a fully automatic fire alarm notification system throughout all areas of the building. Shop drawings are to be submitted by the contractor for review and approval prior to construction. All smoke detectors shall be intelligent analog and photoelectric. PMC, CFC Chapter 9.

Accessible means of egress elevator: A building with five stories above grade shall comply with the requirements of Accessible means of egress per CBC Section 1009.

Knox Box: All access gates across roadways or entrances to facilities shall fail unlocked/open in the event of any loss of power. All access gates and main entrance doors shall have a Knox Box or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.

Emergency Responder Radio Coverage: Building shall have approved radio coverage for emergency responders within the building based upon the existing coverage level of the public safety communication system per California Fire Code Section 510.

Emergency Vehicle Traffic Signal Preemption Systems: Traffic signaling systems serving this complex are required to have Emergency Vehicle Signal Preemption Controls installed. The specific signals requiring this system is to be determined by both Pasadena Fire Department and Pasadena Department of Transportation. The fees for these systems will be determined based on the quantities and types of traffic signals being used and/or being retrofitted for the emergency vehicle controls.

LOCAL DEVELOPMENT AREA:

Plan Reviewer: Eric Duyshart

Phone: (626) 744-7353

Email: eduyshart@cityofpasadena.net

No comments received. Please contact directly with questions.



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FIRST SOURCE LOCAL HIRING:

Plan Reviewer: Antonio Watson
Phone: (626) 744-8382
Email: awatson@cityofpasadena.net

The City of Pasadena has a First Source Local Hiring ordinance (Chapter 14.80). The purpose of this chapter is to establish a first source hiring program for the city of Pasadena to increase employment opportunities for qualified residents. This ordinance offers a rebate of 50% of the construction payroll satisfied by Pasadena residents, up to 75% of the construction tax. Based on the "Valuation" (cost of project) submitted in the Master Application Form, if the project voluntarily participated in the City's First Source Local Hiring, this project could be entitled to a rebate from the construction tax paid to the City. Please contact Antonio Watson (626-744-8382) in the Department of Finance to discuss options for the City's First Source Local Hiring incentive.

Estimated Fees: This service is available at no charge to the applicant.

HEALTH DEPARTMENT:

Plan Reviewer: Carmina Chavez
Phone: (626) 744-6041
Email: cachavez@cityofpasadena.net

No comments received. Please contact directly with questions.

HOUSING DEPARTMENT:

Plan Reviewer: Jim Wong
Phone: (626) 744-8316
Email: jwong@cityofpasadena.net

The proposed mixed-use project includes a residential component of "88 to 100" for-sale units. The project does not require a density bonus. Compliance with Inclusionary Housing Requirements is required. The applicant proposes to satisfy the Inclusionary requirements by payment of the In-Lieu Fee which is currently estimated at \$3,721,055. The calculation of this amount is based on: a) project location in Inclusionary For-Sale Sub-Area "D", b) Net Residential floor area of 123,500 sq. ft. (per application); and c) In-Lieu Fee rate of \$30.13 per sq. ft. (applicable only through 6/31/18). The final In-Lieu Fee amount will be calculated after the City plan check process, based on the final Net Residential floor area and then effective In-Lieu Fee rate.

Applicant will be required to submit to the Housing Dept. an Inclusionary Housing Plan (for City Manager approval) prior to the first discretionary action required for the project. Also, applicant will be required to execute an In-Lieu Fee Certificate prior to City issuance of the building permit for the project.

This project does not entail the demolition of multifamily rental units; therefore, the City's Tenant Protection Ordinance is not applicable.



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PUBLIC WORKS DEPARTMENT:

Plan Reviewer: Yannie Wu, P.E.

Phone: (626) 744-3762

Email: ywu@cityofpasadena.net

General Statement:

The Department of Public Works has reviewed the application for PPR 2018-00005 at 150 East Colorado Boulevard. Predevelopment Plan Review for the construction of a 196,132 square-foot, eight story mixed-use development, consisting of 88-100 residential units, 50,850 square feet of nonresidential floor area (restaurant, retail, office) and 400 parking spaces. The following conditions are in response to a pre-development plan review and intended to be used only for this purpose. The conditions, as intended, are general in nature and are to be used as points of general discussion. Should this proposed development continue beyond the pre-development plan review process, the Department of Public Works will review the proposed development for specific recommended conditions to be approved, which could also include other conditions.

The Department of Transportation:

Pursuant to the adopted Street Design Guide, the applicant shall comply with the following:

- Maintain a minimum 15' wide sidewalk with a minimum 8' clear walk zone along the project's frontage on Colorado Boulevard
- Provide a 12' wide sidewalk with 5' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Arroyo Parkway
- Provide a 12' wide sidewalk with 5' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Marengo Avenue

The applicant shall be responsible for all the costs required to complete the dedications. The dedication documents and processing fee/deposit shall be submitted to this office, at least three to four (3-4) months prior to the issuance of any permits. The dedication documents shall be executed and recorded prior to the issuance of a Certificate of Occupancy. The applicant shall improve the dedicated area with PCC sidewalk per Standard Plan No. S-421.

- Reconstruct the southeast corner of Arroyo Parkway and Colorado Boulevard with a 15' curb radius ADA compliant directional ramps per Caltrans Standard A88A or Public Works standards. Additional striping, signal work, and/or poles/utility relocations might be necessary.
- Reconstruct the southwest corner of Marengo Avenue and Colorado Boulevard with a 15' curb radius ADA compliant directional ramps per Caltrans Standard A88A or Public Works standards. Additional striping, signal work, and/or poles/utility relocations might be necessary.
- In addition, realigning the curb along the Colorado Boulevard frontage may be considered. Further discussion will be required once the project description is finalized.

Any parking entry gate shall be setback a minimum of 20' from the property line. The gate must be included on the site plan and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

The ramp shall have a minimum width of 24' along the entire length of the ramp to accommodate 2-way traffic on the ramp. The driveway apron width shall match the ramp width. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a



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slope of 2% or less from the property line to 20' into the property to improve vehicular sight distance.

Driveways shall be located a minimum distance of 50 feet from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

The Arroyo Parkway driveway may be conditioned to operate as a right-in/right-out only driveway. Furthermore, a "pork chop" island and appropriate signage may be conditioned to prevent left-turn vehicles into or out of the driveway.

ADA curb Ramp:

In order to provide for an American with Disabilities Act (ADA) compliant ramp, the applicant shall reconstruct all four corners of Colorado Boulevard/Arroyo Parkway and Colorado Boulevard/Marengo Avenue intersections with ADA compliant curb ramps per Caltrans Standard A88A or Public Works standards.

Additional striping, signal work, and/or poles/utility relocations might be necessary. The curb ramps construction 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. Please contact 626-744-4195 for the general process.

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 ramps. 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 (2) months prior to the issuance of any building or demolition permits.

Upon review of the curb ramps improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (per Standard Plan No. S-423) to provide for the minimum clearance required by the Americans with Disabilities Act 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.

License Agreement:

No private improvements may be placed within the public right-of-way, including, but not limited to, soldier beams, tie-backs, utility conduits, backflow preventers, transformers, fire sprinkler valve, decorative sidewalk and applicable parade post holes on Colorado Boulevard per



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Standard Drawing S-419. Private improvements may only be placed in the public right-of-way by submitting a license agreement, which must be approved by the City. The license agreement application for any private improvement within the public right-of-way shall be submitted to the Department of Public Works for review and shall be approved by the City before any permits are granted.

The applicant shall submit the application, plan and processing fee/deposit, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of any building or demolition permits. An approved license agreement will allow the applicant to install and maintain the private improvements within the public right-of-way with conditions.

A license agreement for shoring requires an indemnity bond in order to guarantee that shoring and tie-backs are free from defect due to faulty material, workmanship and failure. Upon review of the license agreement exhibits, an indemnity bond estimate will be prepared and forwarded to the applicant. The estimated amount is equivalent to the cost of reconstructing the public right of way, including all affected utilities, public facilities, and infrastructures, based on the plane of failure at a 45-degree angle from the lowest point of excavation. The indemnity bond shall be submitted to the City prior to the execution of the agreement and the issuance of any building or demolition permits.

All steel rods in every tie-back unit shall be relieved of all tension and stresses, and any portion of soldier beams and any portion of the tie-backs located be removed entirely from the public right-of-way. A monthly monitoring report stamped and certified by a licensed surveyor shall be submitted to indicate that the deflection from any piles or soldier beams does not exceed one inch. Upon completion of construction, the developer or his contractor shall remove all tie-back rods within the public right-of-way. The removal shall be documented by a report certified by a licensed deputy inspector. The report shall be submitted to the City for review and approval. The applicant will be charged a penalty of \$7,000 for each tie-back rod not removed from the public right-of-way. For temporary tie-backs or shoring, the maximum width of the license area fronting the development frontage(s) shall only extend to the centerline of the public right-of-way.

Street Lighting & Traffic Signal:

The existing street lighting fronting the subject site is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate the existing street lighting with LED lights, per the City requirements and current standards:

- a. One (1) street light on Arroyo Parkway
- b. Six (6) street lights on Colorado Boulevard
- c. One (1) street light on Marengo Avenue

To increase pedestrian safety for all users at the intersections of Colorado Boulevard and Arroyo Parkway/Marengo Avenue, all existing pedestrian push buttons will be upgraded to Accessible Pedestrian System (APS) push buttons.

At the intersection of Colorado Boulevard and Arroyo Parkway/Marengo Avenue sits an aged CCTV camera that is due for an upgrade to keep up with the technological advancements required for communication and integration. Having this intersection as a Rose Parade route with high pedestrian activity during events and weekends, upgrading the existing CCTV camera



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to a current model will provide Federal Agencies, as well as, the Transportation Department better visual monitoring, safety for citizens and pedestrians, and traffic flow; and upgraded software and high definition capabilities.

To better enhance the safety for vehicles at the intersections of Colorado Boulevard and Arroyo Parkway/Marengo Avenue, both intersections will be restriped 200' (max) back from the pedestrian stripe at all approaches. Limit lines, cat track, RPM's and pedestrian stripes will be included, as well as, red curbs. Painting and RPM's shall conform to Caltrans Standard Plans and Specifications 2015. If there are raised pavement markers (RPM) in place of paint, that corridor using RPM's will be restriped to the next intersection with the full removal of the existing RPM's, slurry sealed, and restriped with paint as per the Caltrans Standard Plans and Specifications 2015.

To maintain Pasadena's beautification within the District, all traffic signal poles, equipment, luminaires, cabinet, signal/luminaire mast arms, etc. shall be repainted according to the District color below:

- a. Arroyo Parkway at Colorado Boulevard – Tavern Square Green
- b. Marengo Avenue at Colorado Boulevard – Colorado Brown (Roman Bronze)

To increase traffic safety lighting and power usage efficiency, the existing luminaires shall be upgraded from high pressurized sodium (HPS) lamps to light emitting diode (LED) lamps. The new LED lamps will require lumen output equivalences to maintain the minimum intersection foot candles for pedestrian safety. Those lamps will be determined by the Department of Public Works, Street Lighting and Traffic Signal section.

The applicant shall restore and re-paint all existing metal street light poles, traffic signal poles and traffic signal controller cabinet(s), along the frontages of the subject property in a manner acceptable to the Department of Public Works. In addition, the painting specification shall be per the Specific Plans and specifications. The cost of the street light pole and traffic signal pole/equipment restoration and painting is the applicant's responsibility.

The applicant is responsible for the design, preparation of plans and specifications, and the construction of all required street lights and traffic signal modification. Plans for the improvements shall be prepared by a civil engineer, registered in the State of California. Upon submission of improvement plans to the Departments of Public Works for checking, the applicant will be required to place a deposit with the department to cover the cost of plan checking and construction inspection of the improvements. The amount of deposit will be determined when the plans are submitted. In addition, there is possibly considerable lead-time for the materials required for the construction and modification. In order to avoid delays in the development schedule, the applicant shall coordinate with this office at 626-744-4195 regarding this street light/traffic signal condition at least five (5) months in advance of the anticipated issuance of Certificates of Occupancy.

New Street Tree Planting:

The applicant shall replant all street tree vacancies – current vacancies noted along East Colorado Boulevard frontage must be replanted with alternating Ginkgo, *Ginkgo biloba*, trees and Queen Palm, *Syagrus romanzoffiana*, trees – final number of replanting and specific tree species subject to PNR approval.



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In addition, the applicant shall install steel tree frames/grates per the Old Pasadena Streetscapes and Alley Walkways Specific plans and specifications. The cost of the frame/grate is the applicant's responsibility.

Trees planted by the applicant 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. Planting shall include the installation of the following per tree: no less than two tree stakes; one arbor guard; and the use of slow-release fertilizer tablets. The applicant shall contact PNR (626-744-3880) for tree planting approval, a minimum of two (2) months, prior to the issuance of a Certificate of Occupancy.

Trees planted by the applicant must be irrigated by either an existing or a new irrigation system constructed by the applicant. Plans for the irrigation system shall be prepared by a landscape architect registered in the State of California and submitted to PNR for review and approval. Irrigation facilities (main line, valve, pull box, timer, etc.) must be constructed within private property with the exception of the laterals and bubblers. The lateral shall be a minimum of 18" deep, and no above-ground structures are allowed.

Prior to issuance of the Certificate of Occupancy, the applicant shall submit a Tree Guarantee Deposit equal to the cost of all new trees planted to guarantee that newly planted trees are maintained by the applicant for a minimum of three calendar years. Tree maintenance during this period shall include the following: watering no less than once a week; weed removal; reconstruction of tree wells as needed; re-staking as needed; adjustment to grade of any trees that settle; and any other operations needed to assure normal tree growth. The applicant shall replace any newly planted trees which, for any reason, die or whose health is compromised, within the applicant's three-year establishment period. The three-year tree establishment period shall commence on the day that the Certificate of Occupancy is issued. PNR shall inspect all trees planted by the applicant at the end of the three-year establishment period, and if the trees are found to be in good health, the applicant's deposit will be released. If the trees are found to be in poor health, the establishment period may be extended by PNR and the applicant's deposit shall be held accordingly. Said deposit may be included as part of the construction guarantee if applicable, and is subject to partial refund or additional billing.

Existing Street Tree:

Any existing street tree(s) proposed to be removed are subject to the approval of the Urban Forestry Advisory Committee (UFAC).

A Tree Protection Zone (TPZ) shall be established for all existing City trees within the scope of a construction project. The TPZ extends from the base of the tree to four (4) radial feet beyond the dripline of a tree and applies to the entirety of the tree – from the roots to the canopy of the tree.

The applicant is prohibited from the following within a designated TPZ: construction vehicle access, construction vehicle operation, staging of materials, and trenching without the consent of the Department of Public Works.

The applicant shall at minimum provide the following within a designated TPZ: mulching, irrigation, and protective fencing.



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Prior to the issuance of any permit, the applicant shall submit a Preliminary Tree Protection Plan (PMC Ch. 8.52 – City Trees and Tree Protection Ordinance), prepared by a Landscape Architect or certified Arborist, showing the TPZ and all structures, footings, and grading that may impact City trees shall be submitted to the Department of Public Works, for review and approval. Given that each construction project poses unique conditions, it is the responsibility of the applicant to develop a Tree Protection Plan based off the TPZ standards to the extent feasible. The Plan shall conform to the Tree Protection Standards which specifically require showing the locations of all existing trees, their diameters, canopies, whether the tree is a public tree or private tree, as well as any trees to be planted with their canopy at mature size. The final conditions of the Tree Protection Plan shall be approved by the Forestry Superintendent. A flat fee, per the current General Fee Schedule, will be required for staff time to review the Tree Protection Ordinance compliance.

Prior to any construction, tree protections including the installation of fencing to protect public trees must be in place. The fencing material shall be chain-link attached to posts inserted into the ground at the edge of the dripline and shall be a minimum of 4' in height. See Standard Plan S-642 – Tree Protection Chain Link Fencing. Fencing shall maintain visual lines of sight in order to avoid vehicle and pedestrian hazards. Fencing shall include a minimum 8.5" x 11" warning sign with the following information: 'Tree Protection Zone'; name and contact information of project owner or authorized representative; 'Please contact the City of Pasadena Citizen Service Center to report any concerns (626) 744-7311'. All protective fencing must be inspected and approved by Public Works prior to the commencement of any construction.

All new drive approaches shall be at least seven (7) feet clear of the existing street trees measured from the edge of the trunk closest to the drive approach. All public trees shall be protected and fenced with a posting on the fences advising of the tree protection.

Prior to issuance of any permit, the applicant shall submit a valuation assessment report of the existing public tree(s) along the boundary of their project. The report shall be prepared by a registered Arborist and submitted to PNR for review and approval. If it is determined that the applicant has failed to care for any City tree within their Tree Protection Plan, and the health of the tree(s) was critically compromised requiring its removal, the applicant shall be liable for the following costs: assessed value of tree determined by a PNR Arborist using a current ISA assessment methodology; the removal cost determined by PNR; and any applicable infraction or administrative fines determined by Code Compliance.

Prior to issuance of any permit, a sundry deposit in the amount of the applicant's total liabilities based on the aforementioned approved report shall be submitted to the City. The sundry deposit is fully refundable, less administrative fees, upon the satisfaction of Public Works prior to the issuance of a Certificate of Occupancy.

Sewer:

There is an existing 8" sewer mainline and a terminal manhole on records at the subject property. The applicant shall submit proof that the facility has been abandoned, or abandon the pipe and remove the manhole as part of the development construction.

The proposed development shall connect to the public sewer with one or more six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter



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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 house sewer shall meet City Standards as determined by the Department of Public Works, and a permit issued by the Department of Public Works is required for work within the public right-of-way. The construction of all new house sewers shall be completed prior to the issuance of Certificate of Occupancy.

Public Improvements:

The applicant shall demolish existing and construct all new public improvements along the subject development frontages of Arroyo Parkway, Colorado Boulevard and Marengo Avenue, including concrete sidewalk per Standard Plan S-421; concrete curb and gutter per Standard Plan S-406. All public improvements shall be completed prior to the issuance of Certificate of Occupancy.

Arroyo Parkway restoration, fronting the subject development, shall be a full width (from gutter to gutter) cold milling and resurfacing of 1.5 inches depth rubberized asphalt concrete roadway. Restoration of rubberized asphalt concrete pavement shall be per Standard Plan S-416 and to the satisfaction of the City Engineer. Traffic channelization shall be restored per the Department of Transportation requirements and approval.

Colorado Boulevard, half width from the gutter to centerline, and Marengo Avenue, half width from the gutter to the median island, shall be restored with PCC roadway. Restoration of PCC roadway shall be per Standard Plan S-417 and to the satisfaction of the City Engineer. Traffic channelization shall be restored per the Department of Transportation requirements and approval.

The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above 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 to cover the cost of plan checking and construction inspection of the improvements. The amount of deposit will be determined when the plans are submitted and will be based upon the estimated cost to the department for the work. Note that building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Independent plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue. The applicant is encouraged to submit these plans as early as possible to avoid delays in the issuance of Certificates of Occupancy.

Drainage:

On-site drainage, such as roof drain, area drain and subterranean garage discharge, shall be contained on-site per LA County Regional Water Quality Control Board's current permit.

The applicant shall provide storm water drainage plans and obtain approval from the Planning Department and the Department of Public Works prior to issuance of a grading or building permit for this site.



Right-of-Way Guarantee Deposit:

Past experience has indicated that projects such as this tend to damage the abutting street improvements with the heavy equipment and truck traffic that is necessary during construction. Additionally, the City has had difficulty in requiring developers to maintain a clean and safe site during the construction phase of development. Accordingly, the applicant shall place a \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, including striping, slurry seal/resurfacing, curb, gutter, and sidewalk, either directly or indirectly, by the construction on this site. The deposit may be used for any charges resulting from damage to street trees. A processing fee will be charged against the deposit.

Construction Staging and Traffic Management Plan:

Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging and Traffic Management Plan to the Department of Public Works for review and approval. The template for the Construction Staging and Traffic Management Plan can be obtained from the Department of Public Works webpage at: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/forms-and-applications/>. A flat fee, based on the General Fee Schedule, is required for plan review and on-going monitoring during construction. This plan shall show the impact of the various construction stages on the public right-of-way (and the private street) including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. An occupancy permit shall be obtained from the department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and California Supplement. If the public right-of-way occupation requires a diagram that is not a part of the MUTCD or California Supplement, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the department for review and approval. No construction truck idling or staging, material storage, or construction trailer are allowed in the public right-of-way.

Construction-related traffic (delivery trucks or haul trucks) shall be restricted to the hours between 9:00 AM to 4:00 PM to limit peak hour traffic conflicts on the local street network.

In addition, prior to the start of construction or issuance of any permits, the applicant shall conduct a field meeting with an inspector from the Department of Public Works for review and approval of construction staging, parking, delivery and storage of materials, final sign-off procedure, and any of the specifics that will affect the public right-of-way. An appointment can be arranged by calling 626-744-4195.

Holiday Moratorium (November through January)

In preparation for the New Year Rose Parade and Rose Bowl Game, the Department of Public Works will suspend all works within the public right-of-way during the holiday season in accordance to PMC 12.24.100 and City Policy.

In general, all public streets, sidewalks and parkways shall be free and clear of excavations and other construction related activities during the period of November through January of the



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following year. Specific dates will vary on an annual basis. Accordingly, contractors will be required to shut down construction operations which would impede traffic and pedestrian movements during these periods unless otherwise authorized by the City Engineer. Any existing excavations shall be backfilled, compacted and temporarily repaved before the beginning of the moratorium period.

The Holiday Moratorium Map, showing the appropriate shutdown period, and corresponding areas in the City, is available at the Department of Public Works Permit Counter (window #6), 175 N. Garfield Avenue, Pasadena, CA 91109, or at the following link: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/forms-and-applications/>.

Requirements by Ordinance:

In addition to the above conditions, the requirements of the following ordinances may apply to the proposed project:

- Sewer Facility Charge - Chapter 4.53 of the PMC
The ordinance provides for the sewer facility charge to ensure that new development within the city limits pays its estimated cost for capacity upgrades to the city sewer system, and to ensure financial solvency as the city implements the operational and maintenance practices set forth in the city's master sewer plan generated by additional demand on the system. Based on sewer deficiencies identified in the City's Master Sewer Plan, the applicant may be subject to a Sewer Facility Charge to the City for the project's fair share of the deficiencies. The Sewer Facility Charge is based on the Taxes, Fees and Charges Schedule and will be calculated and collected at the time of Building Permit Issuance.
- Sidewalk Ordinance - Chapter 12.04 of the Pasadena Municipal Code (PMC)
In accordance with Section 12.04.035, entitled "Abandoned Driveways" of the PMC, the applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk. In addition, the applicant shall repair any existing or newly damaged curb, gutter and sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy in accordance with Section 12.04.031, entitled "Inspection required for Permit Clearance" of the PMC.
- City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC
The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property. No street trees in the public right-of-way shall be removed without the support of the Urban Forestry Advisory Committee. No trees shall be damaged by the proposed construction, if a City tree is damaged, the applicant may be liable for the assessed value of the tree. Refer to <https://ww5.cityofpasadena.net/public-works/parks-and-natural-resources/urban-forestry/> for guidelines and requirements for tree protection.
- Stormwater Management and Discharge Control Ordinance – Chapter 8.70 of the PMC
This project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to



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the issuance of any demolition, grading or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance. Information on the SUSMP requirements can be obtained from the Permit Center's webpage at: <https://ww5.cityofpasadena.net/planning/permit-center/apply-for-permit/>.

The resolution of the City Council of the City of Pasadena approving the amended stormwater and urban runoff pollution control regulations and repealing resolution No. 8151, can be found at the following link: http://ww2.cityofpasadena.net/councilagendas/2015%20Agendas/Aug_17_15/AR%2019%20RESOLUTION%20APPROVING%20AMENDED%20STORMWATER%20&%20URBAN%20RUNOFF%20POLLUTION.pdf

- o Residential Impact Fee Ordinance - Chapter 4.17 of the PMC

The ordinance was established to provide funds to mitigate the impact of new residential development on City parks and park and recreational facilities. A copy of the Residential Impact Fee Information Packet is available at the city webpage at: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/information-and-reports/>

The Residential Impact Fee is based on the current Taxes, Fees and Charges Schedule (<https://ww5.cityofpasadena.net/finance/fees-tax-schedules/>) and will be calculated and collected at the time of Building Permit Issuance.

The building plans shall include, preferably on the title sheet, a summary of all living units to capture the number of different units; number of bedrooms in each unit; and types of units (Regular, Workforce housing, Skilled nursing unit, Student housing, Residential care facility for the elderly, Affordable Housing). The definitions on the different types of units are available in the abovementioned Residential Impact Fee Information Packet as well as in the Pasadena Municipal Code.

The estimated Residential Impact Fee based on the current tax schedule and the submitted information in the application. This amount is a rough estimate and for informational purposes only. The exact amount will be calculated at the time of Building Permit issuance.

- o Construction and Demolition Waste Ordinance, Chapter 8.62 of the PMC

The applicant shall submit the following plan and form which can be obtained from the Permit Center's webpage at: <https://ww5.cityofpasadena.net/public-works/street-maintenance-waste-management/recycling-resources/construction-and-demolition-debris-recyclers/> and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:

- a. C & D Recycling & Waste Assessment Plan – Submit plan prior to issuance of the permit. A list of Construction and Demolition Recyclers is included on the waste management application plan form and it can also be obtained from the Recycling Coordinator.
- b. Summary Report with documentation must be submitted prior to final inspection.



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A security performance deposit of three percent of the total valuation of the project or \$30,000, whichever is less, is due prior to permit issuance. For Demolition Only projects, the security deposit is \$1 per square foot or \$30,000, whichever is less. This deposit is fully refundable upon compliance with Chapter 8.62 of the PMC. A non-refundable Administrative Review fee is also due prior to permit issuance and the amount is based upon the type of project.

Estimated Fees:

All costs associated with these conditions shall be the applicant's responsibility. Unless otherwise noted in this memo, all costs are based on the General Fee Schedule that is in effect at the time these conditions are met. A processing fee will be charged against all deposits. A Public Works permit is required for all construction and occupancies in the public right-of-way. If construction vehicles and equipment are parked off-site in the public right of way, the permit fee for street and sidewalk occupancy will be based on the area and duration corresponding to the current City's General Fee Schedule. For more information, please contact Yannie Wu at 626-744-3762.

TRANSPORTATION DEPARTMENT: Plan Reviewer: Conrad Viana, P.E.
Phone: (626) 744-7424
Email: cviana@cityofpasadena.net

General Statement: The following conditions are in response to a pre-development plan application review and intended to be preliminary. The conditions, as intended are general in nature and are to be used as points of general discussion. Should these proposed developments continue beyond the pre-development plan review process, the Department of Transportation will review the proposed developments to recommend conditions for approval. The following conditions are what will be required, at minimum:

Traffic Analysis: Based on the preliminary information provided in the Master Application form, a Category 2 traffic analysis shall be prepared for this project. When the applicant is ready to proceed, they shall submit a deposit of \$10,000* (subject to partial refund or additional billing) payable to the City of Pasadena.

Please contact Conrad Viana, P.E. at cviana@cityofpasadena.net to initiate the invoice process. Appropriate traffic impact measures will be determined in conjunction with the Public Works' street improvements and dedications.

*Based on the current General Fee Schedule.

The following link provides more information regarding the traffic study process:
<http://ww5.cityofpasadena.net/transportation/wp-content/uploads/sites/6/2015/12/Current-Practice-and-Guidelines.pdf>

Trip Reduction: The project is subject to the City's Transportation Demand Management (TDM)/ Trip Reduction Ordinance (TRO) requirements. The purpose of the trip reduction requirement is to reduce the demand for automobile commute trips by ensuring that the design



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of major nonresidential developments projects accommodates facilities for alternative modes of transportation.

In **addition** to the preparation of the traffic impact study, a TDM plan shall be completed to address the project's programs to promote alternative modes of transportation **prior to the issuance of the first permit for construction and shall meet the following requirements:**

- a. **Carpool and Vanpool Parking.** A minimum of 10% of the employee parking spaces shall be reserved for and designated as preferential parking for carpool and vanpool vehicles. Such parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as practical to the employees' entrances.
- b. **Bicycle Parking.** Bicycle parking shall be provided on-site in compliance with Section 17.46.320 (Bicycle Parking Standards). In addition, the bicycle parking shall be located near the employee entrance and shall be conveniently accessible from the external circulation system.
- c. **Transportation Demand Management Program Plan.** A Transportation Demand Management Program ("TDM") Plan shall be submitted which complies with Chapter 10.64 of the Municipal Code (Transportation Management Program).

The owner/ developer shall place a **\$2,000* deposit** with the Department of Transportation **prior to the issuance of the first permit for construction.** This deposit is subject to a partial refund or additional billing in the event that the deposit amount is not sufficient to cover the cost of the review. The developer shall pay an annual Transportation Demand Management (TDM) status report review fee of **\$455.13*** in compliance with the requirements of the Trip Reduction Ordinance.

To minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for TRO/ TDM Plan requirements so that trip reduction considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Please contact Talin Shahbazian, Associate Planner, at (626) 744-7464 to arrange a pre-design meeting to understand the TDM Plan requirements for the project.

** Based on the Current General Fee Schedule. Fees are subject to change.*

Loading: Any project loading/unloading spaces shall be on-site. DOT will not install a loading zone for project use along the project frontage.

Bicycle Parking: The location(s) of bicycle parking shall be shown on the plans and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).



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Parking: No permanent, on-street, overnight parking permits will be issued to future residents of this project. Future tenants shall be advised of the unavailability of permanent, on-street, overnight parking permits.

Construction Staging & Traffic Management: Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging & Traffic Management Plan to the Department of Public Works for review and approval. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, parking space relocation agreements, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site.

Construction-related traffic (delivery trucks or haul trucks) shall be restricted to the hours between 9:00 AM to 4:00 PM to limit peak hour traffic conflicts on the local street network.

Entry Gate(s): Any parking entry gate shall be setback a minimum of 20' from the property line. The gate must be included on the site plan and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

Driveway Configuration: The ramp shall have a minimum width of 24' along the entire length of the ramp to accommodate 2-way traffic on the ramp. The driveway apron width shall match the ramp width. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2% or less from the property line to 20' into the property to improve vehicular sight distance.

Driveways shall be located a minimum distance of 50 feet from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

Arroyo Parkway Driveway Access: The Arroyo Parkway driveway may be conditioned to operate as a right-in/right-out only driveway. Furthermore, a "pork chop" island and appropriate signage may be conditioned to prevent left-turn vehicles into or out of the driveway.

Street Design Guidelines: Pursuant to the adopted Street Design Guide, the applicant shall comply with the following:

- Maintain a minimum 15' wide sidewalk with a minimum 8' clear walk zone along the project's frontage on Colorado Boulevard,
- Provide a 12' wide sidewalk with 5' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Arroyo Parkway,
- Provide a 12' wide sidewalk with 5' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Marengo Avenue,
- Reconstruct the southeast corner of Arroyo Parkway and Colorado Boulevard with a 15' curb radius ADA compliant directional ramps per Public Works standards. Additional striping, signal work, and/or poles/utility relocations might be necessary.
- Reconstruct the southwest corner of Marengo Avenue and Colorado Boulevard with a 15' curb radius ADA compliant directional ramps per Public Works standards. Additional striping, signal work, and/or poles/utility relocations might be necessary.



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Transit: All existing bus zones shall be maintained and operational during and after construction. Any existing transit amenities, including the bus shelter and the bus shelter trash receptacle, shall remain in place. Per the new development, the City may require that the bus zone(s) be extended or reoriented. Tree wells, street lights, fire hydrants and other items may not be placed in the public right of way within bus zone(s) without prior approval from the Department of Transportation. Adjacent property environment shall not interfere with bus operations (this includes, but is not limited to, building overhangs, awnings, landscaping, etc.)

Traffic Impact Fee: The Traffic Reduction and Transportation Improvement Fee will apply to all net new residential, retail, and office developments. The current fee for a residential project is \$3,448 per net new unit, \$8.13 per net SF of office, \$10.79 per net new SF of retail. These fees are subject to change based on the time of Building Permit issuance.

WATER & POWER DEPARTMENT - POWER DIVISION

Plan Reviewer: Said Bernal, PE.
Phone: (626) 744-7857
Email: sbernal@cityofpasadena.net

The City of Pasadena Water and Power Department (Department) shall provide electric service to the proposed development at 150 E Colorado Blvd. (Customer) on the following basis:

- Customer shall provide transformer room(s) for each development if the electrical service is over 200 Amps single-phase. The number and size of the transformer room / vault varies according to the size of the electrical service.
- Any required transformer room(s) located within a building structure shall be rated for 4-hour fire separation and meet all local Building & Fire Department requirements related to room ventilation and alarming.
- Customer shall be responsible for the maintenance of the transformer room, provide protection for the equipment in the transformer room, and allow access to the transformer room at all times to Department personnel and vehicles in accordance with the Department Electric Service Requirements Regulation 21. Department shall install concrete-encased primary service laterals to the property line. The number and location of the service laterals varies according to the size of the electrical service.
- Customer shall pick-up new primary service laterals at the property line and install concrete-encased conduits to transformer room within the development area. The number and location of the conduits varies according to the size of the electrical service.
- Customer shall install a transformer room service equipment, and secondary service conduits within the development area.
- Department shall install electrical service transformers, cables, and electric meters.
- All Department installation costs shall be paid by the Customer and are included in the cost estimate below.



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- Customer must identify and notify the Department of any conflict with existing overhead lines / poles and maintain existing ingress / egress access for overhead lines / poles. Proper clearances between the proposed structure and overhead lines / poles must be maintained.
 - Customer must identify and notify the Department if there is any underground electrical conduit and transformer vault within the proposed development area in conflict with the construction.
 - Customer installed distributed generation resources that will be interconnected to the Pasadena Electric Distribution System shall be installed in accordance with the Department Distributed Generation Interconnection Requirements Regulation 23. In addition, all Customer installed solar photovoltaic (PV) resources shall meet all of the requirements of both the local Building & Fire Department and the Pasadena Solar Initiative Program.
1. In order to determine the specific requirements of the electrical service for this project, the following items will need to be included in the Submittal Drawing Set (2 sets of electrical plans required): service size & voltage, main service disconnect, scaled site plan, elevation plan, proposed transformer room location, electrical meter / panel location, single-line diagram, load calculation, and proposed construction schedule.
 2. Total estimated "ballpark" fee for providing electric service to this development is \$300,000. This estimate does not include the cost of the Customer electric infrastructure within the development area. In addition, this estimate does not include Department costs related to the modification of existing Department electric infrastructure that may be required in order to provide electric service that shall be paid by the Customer. A firm total cost estimate shall be provided to the Customer after the Submittal Drawing Set has been provided to the Department. The Department estimate and comments are valid for ninety (90) days.
 3. All comments are preliminary and are based on the limited description provided. Please arrange a meeting with Electric Service Planning personnel for further information and detailed requirements at (626) 744-4495.

**WATER & POWER DEPARTMENT -
WATER DIVISION AND WATER
SERVICES ENGINEERING**

Plan Reviewer: Sandra Andrade-Hernandez
Phone: (626) 744-4189
Email: sandrade-hernandez@cityofpasadena.net

Water Mains:

Pasadena Water and Power (PWP), Water Division can serve water to this project. There are three water mains surrounding this project. There is a 24-inch cast iron water main in Colorado Boulevard, installed under Work Order 477 in 1916. This water main is located approximately 29.5 feet north of the south property line of Colorado Boulevard. There is a 12-inch cast iron water main in Marengo Avenue, installed under Work Order 3148 in 1936. This water main is located approximately 48.5 feet east of the west property line of Marengo Avenue. There is a 12-inch cast iron water main in Arroyo Parkway, installed under Work Order 1041 in 1924. This water main is located approximately 51 feet west of the east property line of Arroyo Parkway.



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Moratoriums:

Verify with Public Works Department regarding any street construction moratorium affecting this project.

Water Pressure:

The approximate water pressure at this site is 80 - 90 psi.

Water Service:

PWP records reflect a 2-inch water service (46544) serving this project. Any change in water service will be reviewed when the building plans are submitted. Any change in service will be installed at actual cost and paid for by the owner/developer. Additionally, the owner/developer must pay for the replacement of the water main(s) serving the property if it is determined that it must be replaced.

Water Division Requirements:

- Water lines are not permitted to cross lot lines to serve adjoining lots without a utility easement; the Pasadena Water Division shall approve all proposed easements.
- The Water Division will install the service tap, lateral, water meter and designate the distribution main and service tap.
- All services not in use must be abandoned at the distribution main at the applicable rate.
- For subdivided lots with one unit behind the existing, show easement documentation and assessor parcel map showing the subdivision.
- Pursuant to the PWP Water Regulation Section XI 'A water service and meter may be evaluated for its continuing integrity. Should PWP find a service, meter, vault or other appurtenance to be substandard and no longer suitable for continued use, replacement and/or construction of new facilities may be required. PWP may require that a portion or all of the costs of such replacement and/or construction be paid or contracted for by the Applicant or Customer prior to construction.' The property owner is responsible for the replacement cost. All service pipes shall be of suitable capacity as determined by applicable plumbing and fire codes. The minimum sized service installed by PWP is 1-inch.

Cross Connection Requirements for Domestic Services:

- All city cross-connection prevention policies must be adhered to. The developer is required to provide back-flow protection at all connections whereby the plan arrangement or configuration could potentially contaminate the domestic water system.
- There shall be no taps between the meter and the backflow assembly.
- The owner/developer shall provide and install an approved double check valve backflow prevention assembly at each water service if more than one water service serves property. The location of the back-flow prevention assembly shall be above ground within 20-feet of the property line.
- The property owner is responsible for the back-flow prevention assembly. The assembly will be registered and require an annual test certification. All manufacturer warranties shall be transferred upon installation and certification to the property owner.
- The owner/developer is responsible for certifying and testing the assembly after installation by a person that possesses a current and valid license, and must be certified by the County of Los Angeles Department of Health Services.



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- The owner/developer shall submit the results of the test to the Water Utility Service Section for approval. Upon approval, the City will maintain domestic water to the property and will automatically register the assembly.
- All water services shall be protected from cross connections by means of approved backflow prevention techniques and assemblies.
- An administrative fee of \$194.00 will be charged for each backflow prevention assembly installed.

Cross Connection Requirements for Fire Service:

- The fire service requires a detector meter and back-flow prevention assembly.
- The assembly shall be located in a readily accessible location for meter reading, test and maintenance.
- All fire sprinkler systems require installation of an approved double check valve backflow prevention assembly at the sprinkler lateral off the domestic system.
- Contract service other than PWP, providing the backflow prevention assembly shall contact the Water Utility Services Section to verify assembly approval or contact the University of Southern California foundation for Cross Connection Control and Hydraulic Research for an approve list of assemblies.
- All manufacturer warranties shall be transferred upon installation and certification to the property owner. The property owner shall assume ownership of the back-flow prevention assembly. The assembly will be registered and require an annual test certification.
- If PWP is to provide DCDA for fire service, PWP will install Wilkins, model 450 DA.
- Choose from one of the below listed options and incorporate into the fire sprinkler plans.

Option 1:

Detector meter located on double check detector check assembly (DCDA) outside the structure on private property.

- The Water Division will install the service tap, lateral, DCDA (optional Wilkins, models 350 DA or 450 DA) and designate the distribution main and service tap.
- The location of the back-flow prevention assembly shall be a minimum of 12-inches above grade within 10-feet of the property line, on private property. Reference Water Division Plan Check for certification and registration.

Option 2:

Detector meter located in a vault within the public right of way with a double check valve backflow prevention assembly (DCA) provided and installed inside or outside the building by the owner/developer.

- The Water Division will install the service tap, lateral, detector water meter and designate the distribution main and service tap.
- The location of the back-flow prevention assembly shall be a minimum of 12-inches above grade within 20-feet of the property line on private property. Reference Water Division Plan Check for certification and registration.

All Other Cross Connection Requirements:

The owner/developer is also responsible for additional cross connection requirements for irrigation system, swimming pool and/or spa, boiler / chilled water / cooling tower (using



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chemical additives), domestic water line at makeup to carbonation system, sewage ejector, decorative water fountain, and makeup water to reverse osmosis filtration equipment.

Fire Flow and Fire Hydrants:

The Pasadena Fire Department (PFD) has jurisdiction and establishes the requirements for fire protection within the City of Pasadena. PFD must be consulted in this regard. Any cost incidental to providing adequate fire protection for the project must be paid for by the owner/developer.

There are three fire hydrants in close proximity to the project site.

- Fire hydrant 417-30 is located on the south curb of Colorado Boulevard 130 feet east of the west property line of 150 E Colorado Boulevard.
- Fire hydrant 417-52 is located on the southwest corner of Colorado Boulevard and Arroyo Parkway.
- Fire hydrant 417-44 is located on the west curb of Arroyo Parkway 27 feet south of the south property line of 150 E Colorado Boulevard.

There is no current fire flow test information available for these hydrants. If you would like to request fire flow test information for these fire hydrants, please contact Marco Sustaita at (626) 744-4498.

Fire Hydrants Details:

