

ATTACHMENT C
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.

Date: May 2, 2019

Project Number: PPR2019-00004

Project Address: 213-279 South Euclid Avenue

Project Zoning: RM-48-HL-40(45) (Multi-Family Residential, 0-48 dwelling units per acre, Height Limit Overlay District)

Project Description: The project includes the construction of a three-story, 70,270 square-foot multi-family residential project with 62-units and a 41,985 square-foot subterranean parking garage, providing 99 parking spaces.

Project Applicant: Euclid Cordova Associates LLC. / Richard Kale

Case Manager: Kristen Johnston, Planner

Phone #: (626) 744-6709

E-mail: kjohnston@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 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.

Department / Division	Plan Reviewer	Phone #	Page
Addressing Section	Angie Jackson	626-744-6903	2
Building & Safety Division	Johnny Lee	626-744-6887	2
Community Planning Section	Andre Sahakian	626-744-6916	3
Cultural Affairs	Wendy Miller	626-744-7547	7



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

Department / Division	Plan Reviewer	Phone #	Page
Current Planning Section	Kristen Johnston	626-744-6709	8
Design and Historic Preservation Section	Amanda Landry	626-744-7137	28
Development/NW Programs	Lola Osborne	626-744-4791	32
Fire Department	Pari Bagayee	626-744-7596	32
Local Development Area	Eric Duyshart	626-744-7353	34
First Source Local Hiring	Antonio Watson	626-744-8382	34
Health Department	Gabriel Barrios	626-744-6072	34
Housing Department	Jim Wong	626-744-8316	35
Public Works Department	Yannie Wu	626-744-3762	36
Department of Transportation	Conrad Viana	626-744-7424	45
Water & Power: Power Engineering Section	Eduard Avakyan	626-744-7826	46
Water & Power: Water Services Engineering	Sandra Andrade-Hernandez	626-744-4189	48

BUILDING & SAFETY – ADDRESSING:

Plan Reviewer: Angie Jackson
Phone: (626)744-6903
Email: ajackson@cityofpasadena.net

General Comments: Addressing is based on the main front door entry into the proposed 3-story multi-family building, based on the site map provided the main front door entry into the building is not clear, whether the main front door entrance into the building is off of S. Euclid Avenue or Cordova Street. I'm unable to determine an address for the proposed 3-story multi-family project with a subterranean parking garage at this time. Please provide a site map showing main front door entry into the building and floor plans for each level showing path of travel, front door entries into each residential unit and identify elevators, stairwells and lobbies. Once an address has been assigned 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 and a current half size or 8 ½" x 11" site plan showing the main front door entrance into the residence, the streets, indicate the N/S direction as well as the orientation of the building to the streets before submittal into plan check.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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BUILDING & SAFETY DIVISION:

Plan Reviewer: Johnny Lee
Phone: (626) 744-6887
Email: jlee@cityofpasadena.net

Governing Codes: Current Edition of the California Building, Mechanical, Electrical, Plumbing, Energy, and Green Building Standards Codes. The governing edition is based on the date in which the project is submitted to the City for review.

FYI – The current edition is the 2016 series starting January 1, 2017 thru December 31, 2019.

Soils Report: Soils report is required for the project (new construction).

Shoring: A building permit is required for shoring. Submit plans and documentation for review & approval.

Grading: If greater than 50 cubic yard (excluding excavation for foundation & basement), Grading/Drainage Plans shall be prepared by a registered engineer.

Building Code Analysis: Document on the plans the Allowable Height & Area, Occupancy Groups, Type of Construction, and Height & Area Increases.

Fire Protection: Provide wall & opening protection for exterior walls & openings near property lines. Provide fire separation between different occupancy groups and each unit of 'R' Occupancy.

Emergency Escape & Rescue Openings: Basement and each sleeping rooms (bedrooms) below the fourth story above the grade plan shall have at least one operable emergency escape and rescue opening per Section 1030 of Building Code.

Means of Egress (Exiting): Provide Occupant Load Calculations, and provide an "Exit Plan". Identify exit separation and travel distance.

California Disabled Access Requirements: Project to be accessible to the disabled in accordance with Chapter 11A & 11B of the CBC.

Permit(s): Separate permits are required for demolition, grading (if applicable), fire sprinkler, mechanical, electrical, plumbing, fences & block walls, and work within Public Right-of-Way.

COMMUNITY PLANNING:

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 Density Residential (0-48 du/ac), which is characterized by higher density multi-family complexes in neighborhoods with densities of up to 48 dwelling units per acre and two to three story buildings. Though not exclusively, many of these buildings are characterized as "City of Gardens" projects. Their main feature is a centrally located courtyard or garden court that is visible from the street. Units are encouraged to have an entrance toward the street. Parking is not visible from the street and driveways are minimized. There are minimal setbacks at the rear of the property.

The project site is 56,586 square feet in size, and is currently developed with a series of four, one-story commercial buildings consisting of approximately 16,555 square feet dispersed throughout the site and connected by shaded walkways, as well as two surface parking lots located at the northwest corner and southern end of the lot. The site is surrounded on three sides (North, West, and South) by three- and five-story multi-family residential complexes, and a three-story parking structure to the East across South Euclid Avenue. Based on the submitted plans, the project proposes demolition of the existing buildings and development of a new two- and three-story multi-family residential building with 62 units and one level of subterranean parking with 99 parking spaces. The proposed development will also feature multiple interior courtyards and open spaces as well as private patios facing the West and South property lines and walk-up entrances to townhome units along the East frontage on South Euclid Avenue.

Based on the size of the site, the subject property would allow up to 62 residential units based on the maximum allowable General Plan residential density of 48 dwelling units per acre. The High Density Residential land use designation prohibits non-residential uses, and makes reference to design features from "City of Gardens" projects, which the proposed project generally incorporates by including centralized gardens, a single driveway entrance, and entrances to units off the street. Thus, the proposed use, site planning, and overall design are consistent with the General Plan land use designation. The General Plan also established Development Capacities for each Specific Plan area. Analysis of the effect of the proposed project on the adopted Development Capacities for the Central District Specific Plan is provided in the table below:

Residential Unit Development Cap	
2015 General Plan Adopted Cap	4,272 units
Remaining Cap Before Project	2,876 units
Remaining Cap After Project	2,814 units

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

Policy 2.1 Housing Choices. Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community's fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena's commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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Policy 3.6 Non-Conforming Uses. Encourage the replacement of non-conforming uses to achieve groupings of compatible uses that conform to the current zoning standards.

Policy 21.5 Housing Character and Design. Encourage the renovation of existing housing stock in single- and multi-family neighborhoods. When additions or replacement housing is proposed, these should reflect the unique neighborhood character and qualities, including lot sizes; building form, scale, massing, and relationship to street frontages; architectural design and landscaped setbacks.

Policy 23.1 Character and Design. Design and modulate buildings to avoid the sense of "blocky" and undifferentiated building mass, incorporate well-defined entries, and use building materials, colors, and architectural details complementing the neighborhood, while allowing flexibility for distinguished design solutions.

Policy 23.2 Parking Areas and Garages. Minimize the visibility of parking areas and garages.

Policy 23.3 Landscaped Setbacks and Walkways. Provide appropriate setbacks, consistent with the surrounding neighborhood, along the street frontage and, where there are setbacks, ensure adequate landscaping is provided.

Policy 23.6 Open Space Amenities. Require that open space is provided on-site, is accessible, and of sufficient size to be usable by residents, in common areas and/or with individual units pursuant to the Zoning Code.

The proposed project replaces existing commercial office uses with a fully-residential use, thus bringing the site into conformance with the General Plan Land Use Diagram, which designates this site for High Density Residential uses rather than commercial uses. This is consistent with Policy 3.6. The proposed project provides additional housing stock to the City, including a variety of residential unit types, ranging from studio units to 1- and 2-bedroom flats, lofts, and townhouses, consistent with Policy 2.1. The overall design of the project includes variation in building massing, differentiation of architectural detailing, orientation to the street with direct access to units, well-defined entries, landscaped setbacks, and a variety of common open spaces and courtyards, and is thus generally consistent with Policies 21.5, 23.1, 23.3, and 23.6 relating to character and design of multi-family residential housing. The project also features a single driveway to subterranean parking located in a discreet location and screened with an architecturally compatible gate, minimizing the visibility of parking and maintaining consistency with Policy 23.2.

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



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Mar, Memorial Park and Lake Metro Gold Line stations, moderate intensities at Sierra Madre Villa station and lowest intensities at the Allen Avenue station.

The project site is located within a one-half mile radius but outside the one-quarter mile radius of the Del Mar Gold Line Station. The General Plan contemplates the development of Transit Villages with higher development intensities around the Del Mar Gold Line Station. Although the project site is not immediately adjacent to the station, it is still within walking distance, and thus could contribute to the Transit Village dynamic. The proposal includes 62 residential units, which would utilize the maximum allowed residential density of 48 dwelling units per acre for the site. Given the land use designation for the site, the proposed project is an appropriate development intensity, given its proximity to the Del Mar Gold Line Station and the potential opportunity it would provide to future residents to live within walking distance of a major transit station.

Specific Plan:

The subject property is located within the Central District Specific Plan area. The Central District Specific Plan (Specific Plan) establishes various sub-districts, and precincts within those sub-districts. The subject property is located in the In-Town Housing sub-area as well as the In-Town Housing Precinct. The objective of the In-Town Housing sub-district is to protect the existing residential character from incompatible intrusions, and provide for sensitive infill development based on the City of Gardens standards with a scale that relates to adjacent residences and entrances oriented to the street. The Specific Plan requires housing in this sub-area and precinct, and establishes the maximum residential density at 48 units per acre. Based on the design and proposed density, the project is consistent with the Specific Plan character objectives and land use and intensity provisions.

District-Wide Map 25: Maximum Height Concept allows up to 40' maximum building height with 45' allowed utilizing height averaging, where no more than 30% of the building may be built up to a maximum of 45'. The proposed project appears to comply with this standard, and is thereby consistent with the Specific Plan maximum height concept. Building setbacks are not regulated by the Specific Plan, and therefore are deferred to the underlying RM-48 development standards.

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.

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 the following neighborhood associations:

- Council District 6
Councilmember Steve Madison



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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

- Bellevue Drive, Waldo, Pleasant, and Euclid Residents Association
Contact Person: Mary Sands
Contact Phone: (626) 796-5836

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 in the Master Application, the project noted above IS SUBJECT to Public Art Ordinance No. 6420 as it is a multi-family development in the Downtown area with new construction that will exceed \$500K in total building valuation.

The Public Art Ordinance requires that at least one percent (1%) of the building valuation be allocated to public art.

Prior to being issued a building permit, you will be required to deposit twenty-five percent (25%) of the total one percent building valuation as the Public Art Deposit for your project. It is your responsibility to allocate the remaining seventy-five percent (75%) toward an onsite public art project, developed in accordance with the Guidelines for New Private Development. You may also choose to pay the full 1% to the Cultural Trust Fund, in lieu of developing an onsite public art project. Fulfillment of the Public Art Requirement via an onsite public art project or payment of the 1% in lieu fee, must occur in order to receive Final Signoff/Certificate of Occupancy.

Please note: For those developers who choose to pursue the onsite public art project option, the Design Commission and Arts & Culture Commission reviews are linked. The following is required:

- 1) An art consultant must manage any art project valued at \$25,000 or more. After consulting with Cultural Affairs Staff, an art consultant should be contracted as soon as possible so they may work as an integral part of the design team from the inception of the project.
- 2) No project will receive Concept Design Review by the Design Commission without having first filed a Public Art Application with Cultural Affairs Staff.
- 3) The Concept Art Plan must be submitted to Cultural Affairs Staff within 45 days after Concept Design approval by the Design Commission.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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4) Application for Final Design Review by the Design Commission is only possible after the Concept Art Plan has been approved by the Arts & Culture Commission.

It's never too early to begin the process of developing an on-site public art project. Please contact me so we may discuss the Public Art Requirement for your project, address any questions you may have, and clarify next steps. I look forward to hearing from you.

CURRENT PLANNING:

Plan Reviewer: Kristen Johnston
Phone: (626) 744-6709
Email: kjohnston@cityofpasadena.net

Project Description: The proposed project consists of the construction of a 70,270 square-foot three-story, multi-family residential project with 62-units and a 41,985 square-foot subterranean parking garage, providing 99 parking spaces.

Applicable Zoning Sections: The proposed project is subject to development standards of the Zoning Code Chapters or Sections that include but are not limited to the following:

- Chapter 17.22 – Residential Development Standards
- Chapter 17.40 – General Property Development and Use Standards
- Chapter 17.42 – Inclusionary Housing
- Chapter 17.43 – Density Bonus
- Chapter 17.44 – Landscaping
- Chapter 17.46 – Parking and Loading

All of these sections can be found online at:

https://library.municode.com/ca/pasadena/codes/code_of_ordinances?nodeId=TIT17_ZONING_CODE.

General Comments: The information provided below are general due to the general content of the information submitted. In addition to the comments provided below, staff recommends the applicant thoroughly review each of the Zoning Code sections noted above.

Project Site: The project site consists of one legal lot 56,580 square feet in area (APN 5722-024-117).

Zoning District: The property is within the RM-48 (Multi-Family Residential, Height Limit Overlay District) zoning district and shall therefore meet the requirements in Chapter 17.22.

General Plan Designation (Land Use Element): The site is designated as High Density Residential (0-48 du/acre) in the General Plan, which is characterized by multi-family residential land uses.



Development Standards for Multi-Family Residential Development (RM-48) – Chapter 17.22

The proposed multi-family residential project is subject to the development standards provided in Sections 17.22.060-Table 2-4, 17.22.070, and 17.22.080 in addition to all other applicable standards in Article 4 (Site Planning and General Development Standards). Principal and accessory structures shall meet the same development standards unless otherwise modified in this Zoning Ordinance.

Minimum Lot Area. 10,000 square feet

Minimum Lot Width. 60 feet

Maximum Density. The maximum density allowed for projects located within the RM-48 zoning district is 62 dwelling units.

The subject site is 56,580 square feet in area and allows for a maximum base of 62 dwelling units. The project proposes 62 dwelling units, of which six (6) are low-income (10 percent) and three (3) are moderate-income (5 percent) units. Section 17.43.040B.2 – Density Bonus Allowance, allows for an increase in density for low-income units of up to 20 percent, based on the percentage of low-income units provided.

As discussed above, the maximum allowable base density for the site is 62 units. An increase in the maximum allowable density of 20 percent of the base density (62 units) allows for a maximum of 74 units, given 10 percent of the units will be low-income units. Therefore, the applicant's proposal of 62 units complies with the allowable maximum density, as the project is not requesting a density bonus increase.

Pursuant to Section 17.43.050, an applicant who utilizes the density bonus provisions provided in chapter 17.43, may request one or more concessions or other incentive as found applicable. Based on the number of low-income units proposed (10 percent), one concession or other incentive may be requested. The applicant shall submit an application for an Affordable Housing Concession Permit, for approval of a request for the concession and other incentives.

Setbacks.

Front setback. The following front setback requirements are intended to ensure compatibility with the adjacent neighborhood.

When 40 percent or more of the lots on a block face in the same zoning district (excluding corner yards of reversed corner lots) are developed with primary structures (including the existing setback of the proposed development site), the minimum front setback shall be the average of the front setbacks of the developed lots, but not less than 20 feet. In calculating the block face average, measurement shall be from the front property line to the principal structure. Building projections (such as eaves or bay windows) and unenclosed porches shall not be used as the reference point for this measurement.

Where less than 40 percent of the lots on a block face within the same zoning district (excluding corner yards or reversed corner lots) are developed with primary structures (including the existing



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setback of the proposed development site), the minimum front setback shall be 20 feet. See Section 17.40.160 for allowed projections into front yard setbacks.

The plans shall provide a separate site plan to show the setbacks of properties within the block face with setbacks, in order to verify the front setback complies with the average block face requirement.

Interior Side setback. Five feet for a distance of 40 feet behind the front setback line, otherwise none required.

The project appears to comply with the required five-foot side setback for a distance of 40 feet behind the front setback line.

Corner Side setback. The minimum corner side setback is 15 feet.

The plans provided demonstrate a corner side setback of 15 feet, which complies with the corner side setback requirement.

Rear setback (corner lots). Five feet for a distances of 40 feet behind the corner side yard setback, unless adjoining an RS district, five feet at the first story, 15 feet at the second story, 25 feet at the third story.

The subject site is not located adjacent to an RS zoning district. Therefore, the rear setback is five feet for a distance of 40 feet behind the side yard setback. The plans provided demonstrate a rear setback of approximately 10 feet.

Yard encroachments. Structures and structural features may project into required setbacks in compliance with Section 17.40.160 (Setback and Encroachment Plane Requirements and Exceptions). For projects in which the rear of side yard adjoins an RS district, no balconies or upper floor decks may project into the rear yard setback.

Building separation. The following minimum standards for building separation apply in addition to the setback requirements of the applicable zoning district. In the event that the two requirements conflict, the more restrictive shall control.

Side separation. Proposed structures shall be set back from buildings on adjacent lots along the side property line by a minimum of 15 feet, from the sidewalk across the property frontage to a minimum of 40 feet behind the front setback line.

Information should be provided to verify compliance with the above requirements.

Light and air separation. The following requirements for light and air separation are intended to provide clear space for existing windows.

When new construction faces major windows or doors in existing structures (principal or accessory) on an adjacent lot, or a new wall is proposed to contain major windows or doors, the minimum building separation shall be 15 feet, for a minimum of three feet beyond each side of the width of the window or door at all stories.



When new construction faces minor windows in existing structures (principal or accessory) on an adjacent lot, or a new wall is proposed to contain minor windows, the minimum separation shall be 10 feet for a minimum three feet beyond each side of the width of the window at all stories.

When a windowless wall of new construction faces an existing windowless wall on an adjacent lot, there is no minimum building separation.

The plans should demonstrate the setback from the proposed structure(s) to the existing structures on the adjacent property along with proposed and existing window sizes to verify compliance with the light and air separation requirement.

Habitable encroachments prohibited. No encroachment that consists of habitable space is permitted into the building separation requirement. Uninhabitable encroachments, including chimneys and projecting eaves, may project up to three feet into the building separation requirement.

Massing.

No facade along the street may be longer than 60 feet.

A minimum building separation of 15 feet between adjacent buildings on a site is required up to the front line of the main garden for every 60 feet of frontage. This building separation shall provide a view into the main garden required by Section 17.22.080.

The building façade and proposed building separation along Cordova Street complies with this requirement.

The Zoning Administrator Interpretation completed in September 2012, allows for the following:

The building façade facing the corner yard could exceed 60 feet, provided all of the following is met:

- The entire building façade or length was "broke up" into multiple "sections" with each "broken-up" area having a minimum width of 6 feet and minimum depth of 5 feet.
- The combined width of all "broken-up" areas is 15% or more of the entire building façade or length.
- The "broken-up" area could be used for private patios/balconies provided no solid walls surrounding the patio/balcony exceeded 4 feet in height (this would not apply to trellises and other architectural features that are 50% or more open).
- No individual "section" of a building façade or length was greater than 60 feet.
- This would apply to each individual story for multi-story buildings

It is unclear if the building façade along South Euclid Avenue complies with the above requirement. The plans provided do not appear to have proper building articulation as required in the above interpretation for corner properties.



Wall modulation. All wall planes shall be modulated in a manner consistent with the light and air separation requirements. Final wall plane modulation shall be reviewed and approved during the design review of the project.

Building frontage. On sites with 60 feet or more of street frontage, at least 50 percent of the site width shall be occupied by building volume at the front setback.

At least 70 percent of the width of a site must be occupied by building volume, other architectural elements such as low walls and trellises, or linear landscape elements such as hedges or rows of trees.

The plans provided demonstrate building frontage that meets the above requirements.

Street orientation. The following requirements are intended to ensure that residential streets are attractive pedestrian spaces and are not dominated by blank walls, parking lots, driveways and garage doors.

Street facades of all residential buildings shall have major windows.

The windows along both street facades appear to be major windows. Dimensions should be provided on the plans, specifically the elevations to verify compliance.

Street facades of all residential buildings shall have entrances to individual units, clusters of units, or common lobbies.

It appears the proposed units facing South Euclid Avenue provide entrances to five individual units. Floor plans shall be provided to demonstrate entrances to all of the proposed units.

Building entrances.

Orientation. The majority of entrances to units should be accessed from the street or from the main garden. Additional entrances may serve units from additional open spaces.

The plans do not clearly demonstrate the orientation of entrances to units. The plan demonstrates five potential unit entrances. However, floorplans were not provided to verify compliance with entrance orientation for the overall project.

Embellishment and articulation. Transitional spaces in the form of stoops, overhangs, and porches between public areas and entrances to units are an important element of Pasadena's architecture. New residential buildings shall provide the element for each unit or group of units.

The plans do not provide enough detail for each elevation to verify compliance. It appears the units along South Euclid Avenue provide stoops at the unit entrances. However, detail for entrances to the remaining units are not demonstrated.

Height limits. The following height limits are intended to produce buildings with a rhythm and scale appropriate to the City's residential neighborhoods.



General. The measurement of height for a new residential structure in an RM district is measured from the lowest point of existing grade at an exterior wall of the structure to the highest point of the structure. The highest point of the structures shall be considered its highest ridge or parapet.

When more than 50 percent of the buildings on a block face of a proposed project and the block face on the opposite side of the street have a one-story building element at the street, the project shall have a two-story building element not to exceed 24 feet to the top plate and 27 feet to the ridgeline, for a distance of 15 feet behind the required front setback.

The plans do not demonstrate the height of structures at the street within the block face in order to determine if a two-story element is required to be provided. A plan shall be provided to show the properties on both sides of the street within the block face for both South Euclid Avenue and Cordova Street.

In the RM-48 zoning district, the maximum height of structures is 38 feet to the highest ridgeline. No maximum top plate height is applicable.

The subject site is located within the Height Limit Overlay District, which allows a maximum height of 40 feet, and up to 45 feet with height averaging. The elevations shall provide the actual height dimensions of the proposed structures.

Maximum heights at garden rectangle.

Corner lots. Building heights on corner lots are limited as follows.

In the RM-48 district, buildings may be three stories.

The subject site is located within the Height Limit Overlay District, which allows a maximum height of 40 feet, and up to 45 feet with height averaging if properly applied as provided in Section 17.30.050.B provided below.

Extent of height averaging allowed.

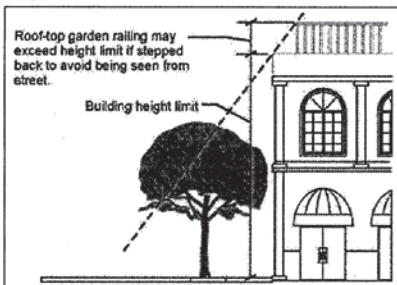
- a. Additional building height is permitted over no more than 30 percent of the building footprint, provided that the average height over the entire footprint does not exceed the otherwise required maximum building height.
- b. Height averaging shall not be applied to parking and/or accessory structures.
- c. The additional height allowed by this subsection B. through height averaging shall require Design Commission approval.

Exceptions to height limits. See Section 17.40.060 (Height Requirements and Exceptions).

Multi-family structures. For multi-family structures, 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 10 feet. For projects subject to the City of Gardens provisions (17.22.060) enclosed or trellised roof decks may exceed the height limit upon approval of a minor conditional use permit.



Height limit exceptions – Roof-top garden railings. 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.



It is unclear if the project proposes trellis roof decks or roof-top gardens. If applicable, the project may utilize the height exceptions provided above.

Landscaping and maintenance. Landscaping shall be provided and maintained in compliance with Chapter 17.44 (Landscaping).

Walls and fences. Walls and fences that are visible from the street or main garden should be treated as an integral part of the architecture. The materials, colors, and detailing shall be consistent with the buildings they surround and adjoin. Walls and fences shall be in compliance with Section 17.40.180.B.3 (Multi-family Projects (City of Gardens)). Provided below:

Multi-family (City of Gardens standards). Walls and fences may be located along property lines or in setbacks in compliance with the following.

- a. The height of a wall of fence along the rear property line or rear yard shall not exceed 10 feet excluding any corner side yard setback.
- b. The height of a wall of fence along the side property lines shall not exceed 10 feet for the rear 50 percent of the site and shall not exceed six feet for the remainder of the site, excluding the front or corner side yard setback.
- c. Between the front property line and the occupancy frontage, the height of a wall or fence in a front yard or corner yard shall not exceed four feet if it is 50 percent open and two feet if the wall or fence is solid. The wall or fence height shall be measured from existing grade and shall be setback 18 inches from the front property line.
- d. The height of a wall or fence separating the main garden from other garden space on the same or an adjacent lot shall meet the requirements as a wall or fence in the front yard. See Subparagraph 3 above.
- e. The height of a wall or fence separating the main garden from a residential building on an adjoining lot with entrances close to the common property line shall meet the same requirements as a wall or fence in the front yard. See Subparagraph 3 above.
- f. The height of an interior wall or fence bordering an individual patio area shall not exceed six feet. It is encouraged to be less and to allow at least 50 percent visibility.
- g. The height of a wall or fence screening a driveway shall not exceed six feet.



- h. The height of a wall or fence screening a parking area shall be at least six feet but shall not exceed 10 feet.

RM District Garden Requirements - Section 17.22.080

The presence of gardens and landscaped areas creates the ambiance of Pasadena more than any other factor. Neighborhood character and quality depend on the coherence, embellishment, and visibility of courts and gardens, on the size and consistency of front yards, and on the frequency and uniformity of street trees. Mandatory requirements regulating the size and configuration of yards and gardens are therefore a central feature of these provisions.

Main garden requirements. Each multi-family project shall have a landscaped open space as its central focus. This space may take the form of a main garden, private garden or landscaped court. It shall be a well-defined, coherent area that is an essential component of the project design, not merely space left over after the building mass is placed.

Main garden location. The placement of a main garden shall comply with at least one of the following standards. Additional alternatives may be approved by through the Design Review process.

- a. The main garden may adjoin the minimum front setback line creating a deep, combined garden on the street. Decorative fences or other landscape elements shall be constructed so that the main garden is visible from the street.
- b. The main garden may be an internal courtyard, entirely contained within the site, but visible from the street.
- c. When a site contains a large, healthy tree or some other exceptional feature, the main garden may be placed to retain and take advantage of that feature. See also Chapter 17.44 (Landscaping).
- d. In the RM-48 district, when the required garden area is 2,500 square feet or greater, 50 percent of the required main garden area shall be provided as a main garden meeting one of the location requirements described in a through f, above, including the required minimum dimension. The balance of the required main garden area may be provided in the form of ancillary gardens throughout the project site (not including the required front setback), and shall meet the minimum dimension of 20 feet in both directions. A minimum of 80 percent of the ancillary garden shall be landscaped.

Minimum garden area. The main garden rectangle and total area of garden on each site shall comply with the following minimum area requirements, based on the width of the lot.

Lot Width	Requirement by Zoning District
	RM-48
Minimum area of main garden rectangle (% of site area)	
Between 80 and 160 feet	17%
Minimum total garden spaces for fully and partially subterranean parking (% of site area)	
Between 80 and 160 feet	32%



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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The main garden shall be a rectangular shape and shall have a minimum dimension of 20 feet in either direction. With approval through the Design Review process, an alternative shape for the main garden, private gardens, and ancillary gardens may be approved as long as the minimum total garden area and dimensions are met.

The subject site is 56,586 square feet in area with a lot width of 142 feet along Cordova Street and 360 feet along South Euclid Avenue. Therefore, the minimum main garden rectangle is 9,620 square feet (17%), and a total garden area of 18,108 square feet (32%).

As noted above in main garden location requirements, 50 percent of the required main garden shall be provided as a main garden meeting one of the location requirements. Thus, 50 percent of the required main garden is 4,810 square feet which should be provided as a main garden meeting the minimum dimensions. The plans provided demonstrate that the "pine courtyard and palm walk" are considered the main garden, which totals 5,375 square feet.

Main garden enclosure requirements.

- a. On sites with 60 feet or more of street frontage, buildings shall enclose the garden for at least 50 percent of its perimeter.
- b. On all sites, at least 75 percent of the main garden's perimeter shall be bounded by building walls, architectural elements such as low walls or trellises, or linear landscape elements such as hedges or rows of trees.
- c. As long as at least 75 percent of the main garden's perimeter is bounded, building walls and landscape elements may overlap.
- d. A segment of the main garden rectangle may be bounded by a building wall or a linear landscape element on an adjoining property provided that the wall or element is within 15 feet of the property line.
- e. Driveways located adjacent to a main garden shall be screened by linear landscape elements such as hedges or rows of trees, or by architectural elements such as low walls or trellises. The screening shall count towards the required enclosure of the main garden.

Main garden visibility.

- a. On lots with more than 60 feet of street frontage, an opening at least 10 feet wide and 10 feet high shall provide a view to the main garden from the street. All fencing across the opening shall be partially open or perforated; fence openings shall constitute a minimum of 80 percent of the screening surface and be evenly distributed throughout the fencing. Gates, fences and landscaping across the opening of or leading to the main garden shall not exceed 6 feet in height.
- b. For openings into the main garden of less than 20 feet in width, the depth shall not exceed twice the width. The height of the opening shall not be less than 10 feet.
- c. Openings 20 feet wide or more shall be open to the sky.

Unable to determine main garden enclosure and visibility requirements. It appears the enclosure requirements are being met. More detail is required to verify compliance with the main garden visibility.



Main garden planting and paving standards. The main garden may only occur under the following conditions.

- a. The main garden may be at existing grade on two feet minimum of soil over a fully subterranean parking structure. For gardens or parts of gardens over fully subterranean parking, the following requirements shall be met in addition to the requirements listed above for gardens at existing grade.
 1. Planting shall be at finished grade or in permanent planters. The top of walls of such planters may be no more than 18 inches above the finished grade at the main garden. Planter walls may step up. Where aesthetic considerations warrant an alternative to this requirement, the applicant may request Planning Director approval of this alternative. The review authority may approve up to 25 percent of the garden walls to be up to 28 inches in height to provide better tree growth.
 2. For each canopy tree required, one tree well extending down through the parking structure shall be provided. Tree wells shall have a minimum inside diameter of six feet. A tree well area shall be counted as part of the required planting area.
 3. Appropriate drainage shall be provided for planters, tree wells, and the soil covering the parking structure.

The plans do not provide enough detail to determine compliance with this requirement.

Allowed encroachments into a main garden. Eaves may project up to three feet and fireplaces or chimneys may project up to two feet for a length of 10 feet measured parallel to the building into the main garden without having to maintain the minimum 20-foot dimension. The following encroachments may occur within the main garden or ancillary garden (but not private gardens) as long as the minimum dimension in any direction of the main garden is not reduced to less than 20 feet.

1. Exterior, unenclosed building elements such as stoops, balconies and open stairs may encroach into the main garden subject to the following limitations:
 - a. Encroaching balconies shall be supported by brackets or by columns at the ground floor.
 - b. Encroaching stairs shall be either wood or masonry and have closed risers.
 - c. Unenclosed encroachments shall have a maximum depth of four feet, measured perpendicular to the line defining the main garden rectangle, and an unlimited width, measured parallel to the line defining the main garden rectangle.
 - d. The total area of unenclosed encroachments shall not exceed seven percent of the area of the main garden rectangle.
2. Enclosed living space may encroach into the main yard subject to the following limitations:
 - a. Enclosed encroachments shall have a maximum depth of four feet, measured perpendicular to the line defining the main garden rectangle, and maximum width of 15 feet, measured parallel to the line defining the garden rectangle.
 - b. There shall be a minimum separation of four feet, measured parallel to the line defining the main garden rectangle, between enclosed encroachments.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

- c. The ground floor area of all enclosed encroachments shall not exceed 13 percent of the main garden rectangle.

Private garden space for individual units is subject to the following limitations:

The maximum height of walls or other elements separating such space from the rest of the main garden shall be two feet or less in height if opaque and four feet or less in height if it allows 80 percent visibility. Height should be measured from the finished grade of walkways or patios in the common portion of the main garden.

1. The private garden shall meet the planting and paving standards of Subsection A.6 (Main garden planting and paving standards).
2. The main garden, as a whole, shall meet the planting and paving standards of Subsection A.6 (Main garden planting and paving standards).
3. Total garden space required. The following requirements have been specifically designed to provide an incentive for assembling sites which permit gardens similar in size to historic examples. Site assemblies that are larger than the following dimensions, which would begin to reduce architectural diversity and fundamentally alter the scale and character of the city, are not eligible for this incentive.

The plans do not provide enough detail to determine if there are any proposed unenclosed or enclosed encroachments into the main garden or proposed private garden space.

Total garden space required. The following requirements have been specifically designed to provide an incentive for assembling sites which permit gardens similar in size to historic examples. Site assemblies that are larger than the following dimensions, which would begin to reduce architectural diversity and fundamentally alter the scale and character of the city, are not eligible for this incentive.

Eligible open space. The categories of open space that shall contribute to total garden space are:

- a. The main garden (see main garden requirements above).
- b. The front yard.
- c. Side yards that are within 40 feet of the front setback line and meet the planting and paving requirements of the main garden.
- d. Common open space that has a minimum dimension of 10 feet and meets the planting and paving requirements of the main garden.
- e. Swimming pools, spas, tennis courts and other amenities.

The plans indicate that the required main garden area, front setback and corner side setback are utilized to meet the total garden space which complies with the total garden area required.

Overlapping not permitted. Space counted in one category cannot be counted again in another.

On-site compliance required. All garden area requirements must be met within the site boundaries.



Residual open space. Open space in addition to the required garden space shall be attractively finished with landscaping or decorative paving. When landscaped, it shall meet the requirements of Chapter 17.44 (Landscaping).

Front yard planting and paving standards. For purposes of planting and paving standards only, the front yard shall include the planting strip between the sidewalk and the street.

- a. Except for walkways and private open space, the front yard shall be planted in its entirety with trees, shrubs, ground cover and water conserving plant materials.
- b. Street trees of an approved type shall be provided in the planting strip between the sidewalk and the street at a frequency of at least one tree per 30 feet of street frontage. Minimum tree size at planting shall be 15 gallons.
- c. The remainder of the planting strip shall be planted with small shrubs, groundcover and water conserving plant materials.
- d. All planting shall comply with Chapter 17.44 (Landscaping).

Front yard encroachments. See Section 17.40.160 (Setback Measurement and Exceptions) for building encroachments. Private open space (excluding the private garden area) is not an encroachment and may be included as part of the front yard subject to the following limitations:

- a. The maximum height of walls or other elements separating such space from the rest of the front yard shall be two feet or less in height if opaque and four feet or less in height if it allows 80 percent visibility.
- b. The total area of private open space within the front yard shall not exceed 25 percent of the area of the front yard.
- c. The front yard as a whole shall meet the planting and paving standards of Subsection D.1.

Craftsmanship and Building Elements.

1. Craftsmanship Element. Each project shall incorporate into the design at least one feature such as iron grates, tile fountains, cast terra cotta, wood work, stenciled ornament or other elements as approved by the Design Review authority.
2. Building Element. In addition to the above requirements, each new project shall incorporate at least two building elements. Building elements include: upper floor loggias, roofed balconies supported by brackets or by columns at the ground floor, exterior wooden or masonry stairs with closed risers, or tile or masonry fountain.

Parking and Loading - Chapter 17.46

Location requirements for multi-family projects. A project that is subject to the multi-family development standards of Section 17.22.060 (RM District General Development Standards) shall comply with the following parking location standards.

Subterranean parking.

- a. Fully subterranean parking shall be located within the site boundary and may extend to all property lines.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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- b. A fully subterranean structure not covered by building volume shall be covered by soil with a minimum depth of two feet, recreating the natural grade before construction.
- c. Planting and tree wells shall be provided as specified by the planting and paving standards in Chapter 17.44 (Landscaping).
- d. Ventilation openings and grilles shall be concealed and shall not be visible from the street.

Number of Off-Street Parking Spaces.

Multi-family residential projects are required to provide two (2) covered parking spaces per unit 650 square feet or larger; one (1) covered space per unit less than 650 square feet of net floor area. Developments with ten (10) units or more shall also provide one (1) guest parking space for each ten (10) units. The guest spaces shall be clearly marked for "Guest Parking Only."

The project proposes 62 multi-family residential units, of which 25 units are less than 650 square feet and the remaining 37 units are more than 650 square feet in net area. Therefore, based on the information provided on the plans, the project is required to provide 99 unit parking spaces and 6 guest parking spaces for a total of 105 required parking spaces. The plans indicate a request to allow a reduction in the parking requirements will be requested for tree retention purposes. Thus, the review authority shall review the applicant's request to allow the modification of development standards. In this case, the review authority will be the Design Commission.

Furthermore, the plans demonstrate 18 of the 99 parking spaces provided will be tandem parking spaces. Tandem parking spaces are permitted if in compliance with the following requirements:

Tandem parking is permissible for multi-family residential uses up to 30 percent of the total off-street parking required, which equates to 30 spaces as long as the following conditions are met for tandem parking.

- 1. Assigned to same unit. Both tandem spaces shall be assigned to the same dwelling unit.
- 2. Up to 30 percent. Up to 30 percent of the total off-street parking spaces provided may incorporate tandem parking.
- 3. Minimum tandem space dimensions. Two parking spaces in tandem shall have a combined minimum dimension of nine feet in width by 34 feet in length.

The plans should demonstrate compliance with the above requirements by labeling tandem space unit assignments, show percentage of tandem spaces, and stall dimensions.

Parking Space Dimensional Requirements. Required parking spaces shall comply with the minimum dimensions identified in the below table:

Type of Space	Minimum Universal Stall Dimension (Feet)
All nonparallel spaces.	8.5 X 18
Parallel spaces	8 X 24

The plans do not provide stall dimensions to verify compliance.



Relation to aisles.

If contiguous to an obstruction. 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.

If located at end of aisle. At the end of an aisle providing access to a parking spaces perpendicular to the aisle, the aisle shall extend two feet beyond the side of the last parking space in the aisle.

The plans do not provide enough detail to determine if the parking is in compliance with the above requirements.

Minimum vertical clearances required.

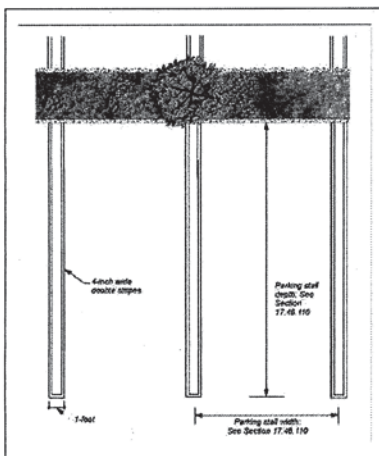
All parking spaces. Vertical clearance for all parking spaces, including entrances, shall be a minimum of seven feet in height.

Residential spaces. Vertical clearance for the front four feet of a parking space serving a residential use may be reduced to not less than four feet, six inches in height.

Handicapped spaces. Vertical clearance for access to and including handicapped spaces, shall be a minimum of eight feet, two inches in height.

The plans do not provide enough detail to determine compliance with the above requirements. The plans should provide a section detail of the subterranean parking garage with dimensions showing vertical clearances.

Striping. Parking spaces shall be double-striped.



The plans appear to demonstrate double-striped parking stalls. Dimensions should be provided.



Aisle Dimensions.

Aisle width in unobstructed parking areas. Aisle width in an unobstructed parking area shall comply with the requirements in the below table:

Minimum Aisle Width for Specified Parking Angle (feet)					
Increase in Parking Size Width	90°	75°	60°	45°	30° or less
.00	24	22	18	13	12
.25	23	21			
.50	22	20			
.75	21	19			
1.00	20				

Aisle widths and plater areas. Aisle widths do not include required planter areas. All spaces shall have wheel stopes three feet from a fence, wall, or required landscaped area. Raised curbs of planter areas not less than six feet deep may be used as wheel stops, provided the cars can overhang the planter area without disturbing the plant materials. Any aisle less than 18 feet shall be restricted to one-way traffic.

Driveway Design, Widths, and Clearances.

Multi-family uses. Serving a multi-family use in projects utilizing development standards of Section 17.22.060 (RM District General Development Standards).

Driveways shall have the following widths at a minimum plus at least one-half foot additional clearance on any side where they pass a vertical obstruction exceeding curb height.

A project providing 26 or more parking spaces, the minimum driveway width shall be ten feet for two one-way driveways, or 12 feet for one two-way driveway.

Driveway Visibility. Each driveway for a nonresidential use shall comply with the following requirements.

- a. View corridor. 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.
- b. Visibility. The view corridor shall not be blocked between a height of 2.5 feet and seven feet.
- c. Landscaping. At least 50 percent of the view corridor shall be landscaped. The landscaping shall meet the visibility requirement identified in Subsection B., above.
- d. Modifications by Director of Public Works and Transportation. The Director of Public Works and the Director of Transportation may modify the requirements of this Section.

Driveway Location and Frequency for Multi-Family Projects. For projects utilizing the multi-family development standards of Section 17.22.060 (RM District General Development Standards), the following driveway location standards shall apply:



Ramp leading to subterranean parking. When a driveway is a ramp leading to fully subterranean parking, the maximum distance between the outside edge of the driveway and the side property line shall be five feet.

The plans indicate the outside edge of the proposed driveway is 10 feet from the property line, due to an easement. The assessor map does not indicate any easements located on the subject site. Please provide documentation for the easement.

Garage Door and Grille Standards for Multi-Family Projects. For projects utilizing the multi-family development standards of Section 17.22.060 (RM District General Development Standards), the following garage door and grille standards shall apply.

- a. Opaque garage doors required. Garage doors shall be opaque when permitted to be visible from the street or main garden, adjacent property or main garden.
- b. Garage door openings. Garage door openings shall be no more than 20 feet in width.

Ventilation grills.

1. Over four square feet. Grilles over four square feet in area shall not be visible from the street or main garden.
2. Four square feet or less. Grilles four square feet or less which are at least five feet above finished grade may be visible from the street or main garden.
3. Contribute to quality and character. All grilles shall contribute to the architectural quality and character of the structure.

Ramps.

- a. Profile required. All parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions, and overhead and adjacent wall clearances.
- b. Length of ramp defined. 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.
- c. Maximum grade for ramps 65 feet or less in length. 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.
- d. Maximum grade for ramps longer than 65 feet. 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.
- e. Maximum parking area slope. The slope of all parking areas shall not exceed five percent, excluding ramps.
- f. Standards for ramps within multi-family developments. Ramps within multi-family projects utilizing development standards of Section 17.22.060 (RM District General Development Standards) shall comply with the following:
 - a. Maximum grade for ramps. The maximum grade of ramps shall be 16 percent. Any deviation shall first be approved by the City Traffic Engineer.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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- b. Minimum width of ramps. The width of ramps shall conform to the requirements for the widths of driveways identified in Section 17.46.150 (Driveway Design, Widths, and Clearances), above.
- g. Exceptions: The Director of Transportation may modify the ramp grade requirement.

Driveway Paving for Multi-Family Projects. All parking areas, circulation aisles, and access ways shall be paved with Portland cement concrete. The slope of all parking areas, excluding ramps, shall not exceed five percent.

Bicycle Parking Standards. Bicycle parking facilities shall be provided for any new structure, or addition to any existing structure that exceeds 15,000 square feet in gross floor area.

Bicycle spaces required. Bicycle parking facilities shall be provided in compliance with the following table:

Type of Use	Minimum Number of Bicycles
Multi-family residential structures (3 or more dwelling units)	1 space for every six dwelling units

Based on the number of units proposed, the project is required to provide ten (10) bicycle spaces within a class-one bicycle facility.

Type of bicycle parking required. Each bicycle parking spaces shall be no less than six feet long by two feet wide and shall have a bicycle rack system in compliance with the bicycle rack classifications listed below.

Class 1 bicycle facility.

- a. A fully enclosed lockable space accessible only to the owner/operator of the bicycle;
- b. Attendant parking with a check-in system in which bicycles are accessible only to the attendant; or
- c. A locked room or office inside a structure designated for the sole purpose of securing the bicycles.

Location and design of bicycle facilities.

Bicycle parking facilities shall:

- a. Be located in close proximity to the structure's entrance and clustered in lots not to exceed sixteen spaces in each lot;
- b. Support bicycles in a stable position without damage to the frame, wheels, or other components;
- c. Be located in highly visible, well-lighted areas to minimize theft and vandalism;
- d. Be securely anchored to the lot surface so they cannot be easily removed and shall be of sufficient strength to resist theft and vandalism;
- e. Not impede pedestrian or vehicular circulation, and should be harmonious with their environment. The facilities shall be incorporated, whenever possible, into the structure's design or street furniture; and



- f. Be separated by a physical barrier to protect the bicycle from damage by motor vehicles if located within a vehicle parking area. The physical barrier can be curbs, poles, wheel stops, or other similar features.

Bicycle racks shall not be placed too close to a wall or other obstruction so as to make use difficult. There shall be sufficient space (at least twenty-four inches) besides each parked bicycle to allow easy access. Adjacent bicycles may share this access.

Motor vehicle entrances shall display adequate signs to indicate the availability and location of the bicycle parking facilities.

The bicycle parking facilities within a vehicle parking garage shall be located in close view of a parking attendant if the facility has a bicycle attendant.

Refuse Storage Facilities

Location. Each required refuse storage area shall be located within 150 feet of the users and shall not be located in a required garden, yard, or landscaped area.

Trash area. Multi-family residential units with 20 or more dwelling units shall provide trash storage areas with minimum size determined by the Director of Public Works based on the type of use, the size of the refuse area proposed, and the frequency of refuse collection.

Recycling area. 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.

Enclosure required. A refuse storage area shall be enclosed in concrete block or other materials acceptable to the Zoning Administrator.

Minimum height and clearance. The minimum height of the enclosure shall be six feet with a vertical clearance of seven feet.

Doors required. Solid wood doors shall be provided at the entrance of the enclosure; the doors shall not be visible from a street.

Maneuvering space. Space within the enclosure shall be provided for accessing and maneuvering the bins.

Pavement. The surface of a refuse storage area shall be paved with Portland cement and shall be constructed to provide proper drainage.

Accessibility. Accessibility to a refuse storage area shall be approved by the Director of Public Works.



Outdoor Lighting. Pursuant to Section 17.40.080, 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. 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.

Public Art Requirement. The project exceeds 25,000 square feet of gross floor area and shall incorporate in its design a public art component pursuant to Section 17.40.100. 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.

Screening. Pursuant to Section 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.

Underground Utilities. Proposed development shall provide for the undergrounding of utility facilities (e.g., cable television, data network, electrical, telephone, and similar distribution lines providing direct service to the site) in compliance with the requirements outlined in Section 17.40.190. Future submittals should provide enough information to determine compliance.

Inclusionary Housing. The project consists of more than 10 dwelling units and is therefore subject to Inclusionary Housing Requirements, pursuant to Section 17.42.040. Inclusionary Housing requirements are intended to encourage the development and availability of affordable housing by ensuring that the addition of affordable housing units to the City's housing stock is in proportion to the overall increase in new housing units.

The applicant is required to submit a detail inclusionary housing plan for approval prior to any discretionary action for the project. Please see Housing Department comments provided below.

Landscaping. Pursuant to Section 17.44.030, 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



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

not devoted to lot coverage and paving (i.e. 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.

Trees. The City's Tree Protection Ordinance has a list of protected trees and criteria for protection under this ordinance. The proposed removal of any of the identified trees requires the processing of a Private Tree Removal application, which would be processed in conjunction with entitlements or Design Review. Please be aware that a tree protection plan showing methods for how any existing tree(s) will be protected during construction is required prior to the issuance of any building permits. The application indicates there are protected trees to be removed as a part of the project, which will require a Private Tree Removal Application. The City's Tree Protection Ordinance, Chapter 8.52, can be found at the link provided below:
<http://library.municode.com/index.aspx?clientId=16551>.

Entitlements and Process. Based on the scope of work proposed, a discretionary application from Current Zoning is not required for this project as long as the project is designed in compliance with all of the applicable development standards and requirements of the Zoning Code. The scope of the proposed project would require the following review process:

1. **Preliminary Plan Check:** Prior to Design Review submittal, the applicant shall submit the project plans with the above changes, for preliminary plan check.
2. **Tree Removal Permit Application:** In conjunction with the Design Review process, a Private Tree Removal Application will be required if it is determined that a protected tree will be removed.
3. **Preliminary Consultation-Design Review:** This project must be reviewed by the Design Commission through the Preliminary Consultation process for preliminary advisory comments. Please see the comments in this document provided by the Design & Historic Preservation section for additional information on this process
4. **Concept & Final-Design Review:** This project must be reviewed by the Design Commission through the Concept and Final Design Review process. Please see the comments in this document provided by the Design & Historic Preservation section for additional information on this process.
5. **Tract Map:** After completing steps 1-4 above, submittal of a Tract Map application (if applicable) to create air parcels for condo purposes. The Hearing Officer is the decision making body for the Tract Map.

Environmental Review: This project will be subject to California Environmental Quality Act (CEQA) compliance. 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,



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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Mitigated Negative Declaration, or an Environmental Impact Report (EIR) would be required for the project. Otherwise, the project may be exempt from the CEQA document requirement if the project is determined not to have a significant effect on the environment. Additional environmental studies (e.g. air quality, noise, historic resource assessment) may be required to supplement an exemption from CEQA. (*Environmental review fees: At cost*)

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.

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.

The following Current Planning fees apply - Estimated Current Planning Fees (FY 19):

Preliminary Plan Check:	\$1,759.00
Tentative Tract Map Base Fee:	\$5,065.00
➤ Each land and/or air parcel:	\$ 187.00
Private Tree Removal Permit (Arborist Report):	Cost based on # of trees
Tree Protection Plan:	\$ 838.00
Categorical Exemption:	\$ 213.00
Environmental Study/Reviews:	At cost
Records Management Fee:	3% added to total fees

Fees are subject to change and based on actual rates at the time of formal submittal.

DESIGN & HISTORIC PRESERVATION:

Plan Reviewer: Amanda Landry
Phone: (626) 744-7137
Email: alandry@cityofpasadena.net



HISTORIC PRESERVATION REVIEW:

Because the buildings at 279 South Euclid are not designated as a historic resource and do not appear to be eligible for such designation, a Certificate of Appropriateness is not required to demolish the building.

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. 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. 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 multi-family project with more than 10 units, 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 of the Land Use Element of the General Plan and the Design Guidelines for Neighborhood Commercial and Multi-Family Districts.

If no zoning entitlements are required for the project, environmental review pursuant to the California Environmental Quality Act (CEQA) will be conducted in conjunction with design review. Prior to filing an application for design review, it is recommended that the applicant consult with the Transportation Department to begin preparation of any necessary traffic assessment or study that may be required. If the project will involve substantial grading or excavation, (i.e., more than one level of underground parking or 7,000 cubic yards of grading), an air quality analysis may also be required.

Design review is a three-step procedure: 1) Preliminary Consultation with the Design Commission 2) **Concept (schematic-level) Design Review**; and 3) **Final Design Review**. Concept design review is a noticed public hearing before the Design Commission. Notification for this hearing may be combined with notification for any zoning entitlements, and the zoning and design review hearings may be scheduled concurrently, with the zoning hearing to precede the design hearing.

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. For a project of this scale, we suggest including some or all of the following visual materials: a) a massing model; b) rendered elevations; and c) an eye-level perspective drawings or computer models, concentrating on all three street elevations.

Final Design Review: Requires an application with a filing fee and the additional materials indicated in the Final Design Review submittal requirements list. 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 decision may appeal a Design Commission decision 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.
- The inclusion of local references (termed “Pasadena elements” in the code) and an element of “craftsmanship.”
- Views from the interior of the site (and elevations facing the interior courtyard).

Specific Comments on Proposed New Construction

Massing: The proposed two-to-three story massing with a combination of pitched and flat roofs is consistent with the surrounding context and is generally appropriate for a residential development of this scale. However, further consideration should be given to softening the blocky appearance of the proposed building mass by more significantly articulating the facades and the



building volumes. The articulation of the mass should be coordinated with significant architectural elements from the chosen Mediterranean Revival architectural style. Consider revising the entry portals facing Cordova Street and South Euclid Avenue so that they are wider and taller as well as more significantly recessed, to provide for greater relief from the appearance of long expanse of street facing facades. More generously sized openings would also provide for more meaningful views into the main garden areas.

Siting: The proposed siting of the development generally respects the street-edge conditions found in the immediate surrounding context and provides for open space and garden areas while incorporating several existing protected trees into the landscape design. However, the existing development at the property is characterized by large areas of landscaped open space, which connects the separate buddings. Consider refining the site plan to further develop the connections between the various proposed courtyards and open spaces. The connection between the proposed "Wisteria Courtyard" and "Sycamore Courtyard" should be more clearly explained in future submittals, as it appears to be a narrow enclosed corridor that does not meaningfully connect these open space areas. In addition, the pedestrian circulation to, from, and within the site should be more clearly explained. The southernmost pedestrian access point facing South Euclid Avenue, serving a proposed three-story multi-family portion of the development, is very close to the other pedestrian oriented entry portal facing South Euclid Avenue, leaving a large expanse of building façade at the northeast portion of the building without a major pedestrian access point or view into the garden areas. Consider incorporating another ground level opening with the proposed vertical circulation element near the northeast corner to provide a view into the "Pine Courtyard."

Compatibility: The surrounding context consists of higher density multi-family residential and medium-scaled commercial development, with most developments reflecting contemporary architectural styles. The scale of the proposed Mediterranean Revival style project is generally compatible with the context. However, the chosen architectural style, while found throughout Pasadena, is not strongly represented in the immediate context. Consider revising the architectural style to a unique, well executed Contemporary or a Modern influenced style, to better relate to the surrounding context. If the Mediterranean Revival style is carried forward, more clearly explain in the submittal package how the style is compatible with the surrounding context.

Landscaping: Conceptual and final landscape design will be reviewed during the design review process and should respond to the unique conditions of the site and soften the new development. This property appears to contain a significant number of protected trees. More information is needed in future submittals to better understand what protected trees are to be retained, and if they are to be retained, how they will be protected during construction activity. The proposed project includes subterranean parking and extensive analysis and studies by qualified professionals will be needed in future submittals to determine to address construction methodology and the recommended best practices of tree protection will and to determine if retention of the trees is realistic or even possible. The main garden and other landscaped open space should be appropriately programmed and planted to enable their active use by residents, and not merely serve as pass-through space. Please note that construction projects with an aggregate landscape area equal to or greater than 500 square feet requiring a building or landscape permit, plan check or design review are subject to the 2015 State Model Water Efficient Landscape Ordinance (MWELo) Requirements.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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Signage: Detailed review of signage will be required at either at Final Design Review or after the design review process for the development has been completed. Please review the development standards for signs in Chapter 17.48 of the Pasadena Municipal Code as well as the Sign Design Guidelines to ensure that the new signs are in compliance with the City standards.

Materials: High quality materials are encouraged. Detailed specifications regarding materials will be required as part of the submittal package for the Final Design Review Phase.

Below are links to the design guidelines that apply to the project:

<https://ww5.cityofpasadena.net/planning/planning-division/design-and-historic-preservation/design-review/>

<https://ww5.cityofpasadena.net/planning/wp-content/uploads/sites/56/2017/08/Neighborhood-Commercial-and-Multi-family-Residential-Districts.pdf>

<https://ww5.cityofpasadena.net/planning/wp-content/uploads/sites/56/2017/07/Land-Use-Element-2016-01-25.pdf>

Estimated Fees: Fees are subject to change and are based on actual rates at the time of formal submittal. A 3% records management charge is added to each fee. The current application fees for this project are as follows:

- | | |
|----------------------------|------------|
| • Preliminary Consultation | \$732.00 |
| • Concept Design Review | \$4,873.00 |
| • Final Design Review | \$2,082.00 |

NORTHWEST PROGRAMS:

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

No Comments.

FIRE DEPARTMENT:

Plan Reviewer: Pari Bagayee
Phone: (626) 744-7596
Email: pbagayee@cityofpasadena.net

The project and plans submitted shall comply with the requirements of 2016 California codes and Pasadena Municipal Code (PMC).



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

Mixed Use and Occupancy: Where a building contains more than one occupancy group, the building or portion thereof shall comply with applicable provision of CBC Section 508.

Emergency escape or rescue window: In dwelling units and every sleeping room below the fourth story shall have at least one operable window or door approved for emergency escape or rescue that shall open directly into public street, public alley, yard or exit court. The emergency door or window shall be operable from the inside to provide a full, clear opening without the use of separate tools. (CBC Sec. 1029).

A minimum of 5 feet clearance on the ground shall be provided for rescue windows and doors located in first and second floor and 10 feet if located on third floor.

Interior Exit Stairways: Interior exit stairways shall lead directly to the exterior of the building or shall be extended to the exterior of the building with an exit passageway. CFC section 1023.

Occupied Roof: assembly occupancy at the roof top shall comply with the requirements of CBC Table 504.4 for type of construction and means of egress shall comply with Section 1007.

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.

Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix B Table B 105.1 and the quantity and spacing of fire hydrants as required by Appendix C Table C105.1 of Title 24, California Fire Code. Plans shall be submitted to the Pasadena Fire Department for review and approval prior the review and approval of the building plans.

NOTE: A current fire flow report (not older than 6-months), performed by the Pasadena Water Department, shall be provided to the Fire Department when applying for building permits to construct or add to any structures.

Fire Apparatus Access Road: Fire Department Access shall be provided to within 150-feet of all exterior portions of any structure. All access roads exceeding 150-feet shall be provided with an approved Fire Department Hammerhead or Turnaround. Fire department access shall be constructed of an all-weather surface to support a minimum of 75,000 pounds, with a minimum of 20-foot wide and unobstructed height of 13'-6", with No Parking on Either Side. No roadway way shall exceed 10% slope.

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 Know Box or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.

Automatic Fire Sprinkler System or Standpipe: An automatic sprinkler system shall be provided throughout building per CBC Section 903.2.1 and PMC amended CFC section 903.

Stand pipe system shall comply with the requirements of CBC Section 905.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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Fire Department Fire Sprinkler Connections: Shall be comprised of:

- FDC shall be located a minimum of 25-feet from the building or surface mounted to 2-hours rated wall with no opening within 10 feet and FDC shall be located within 150 feet of a fire hydrant.
- (2) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 4" FDC
- 4" CLAPPERED internal swivel outlet X 4" FDC
- Shall be clearly labeled to indicate FDC for Fire Sprinklers and Standpipes.
- **A CLEAR DIMENSION OF 3-FEET SHALL BE MAINTAINED AROUND THE PERIMETER OF EACH FIRE DEPARTMENT APPLIANCE.**
- All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or krylon.

Automatic Fire Alarm/Detection System: All structures 10,000 square feet or any structure required by Title 24, California Building or Fire Codes, shall be provided with a fully automatic and manual fire detection and notification system. Shop drawings to be submitted by contractor for review and approval prior to construction. PMC amended CFC Section 907.

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:

No comments.

FIRST SOURCE LOCAL HIRING:

No comments.

HEALTH DEPARTMENT:

Plan Reviewer: Gabriel Barrios
Phone: (626) 744-6072
Email: gbarrios@cityofpasadena.net

Per the plans provided, there will not be any food service (retail) or common pool. Therefore, this project is not subject to review by the Health Department.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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HOUSING DEPARTMENT:

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

The 62-unit project is subject to the City's Inclusionary Housing Requirements ("IHR") at Chapter 17.42 of the Zoning Code. The application does not indicate if a Density Bonus Incentive is being requested for the project. Therefore, these comments do not address the affordable housing requirements that may be applicable in connection with a density bonus.

Pursuant to IHR, 15% of the base density units are required to be set aside on-site and restricted as affordable units at the following income levels percentages: Rental project - 10% Low income and 5% Moderate income. For-sale project - 15% Moderate income. As proposed in the application, the Residential Units Mix for the project consists of six (6) Low Income units and three (3) Moderate Income units. This mix complies with the IHR unit percentage requirements for rental housing projects. The Inclusionary units are required to be dispersed throughout the project.

All 9 Inclusionary units shall be rented only to households with income not exceeding the applicable Low and Moderate Income limit, and at rents not exceeding the IHR affordable housing cost standards. All 9 Inclusionary units shall be restricted by the City in perpetuity.

The applicant shall submit to the Housing Department a detailed INCLUSIONARY HOUSING PLAN for City approval prior to the first discretionary action that may be required for the project (e.g., variance, CUP, design review, etc.). Prior to the project entering into the City's plan check process, the Housing Department will prepare for applicant's review a draft INCLUSIONARY HOUSING AGREEMENT. The AGREEMENT is required to be executed by the City and applicant, and recorded against the project, prior to and as a City condition of building permit issuance.

The affordable units required to comply with the City's Inclusionary Housing requirements will qualify the project for certain reductions in City' fees paid at the time of building permit issuance. The Housing Department will provide an estimate of these fee reductions after the Inclusionary Housing Plan has been approved.

After the project is completed and placed into operation, the City will monitor the project's compliance with the Inclusionary Housing Agreement, and assess an annual Compliance Monitoring Fee on the Inclusionary units. Currently, the annual fee is \$164.09 per Inclusionary unit.

The project does not entail the demolition/removal of multifamily housing units and the displacement of tenants. Hence, the project is not subject to the City's Tenant Protections Ordinance.



DEPARTMENT OF PUBLIC WORKS (DPW):

Plan Reviewer: Yannie Wu
Phone: (626) 744-3762
Email: ywu@cityofpasadena.net

General Statement:

The Department of Public Works has reviewed the application for PPR 2019-00004 at 217-279 South Euclid Avenue. The application is to request permission to allow the construction of a 70,270 square-foot three-story, Multi-Family Residential project with 62-units and a 41,985 square-foot subterranean parking garage, providing 99 parking spaces. The subject site is 56,586 square feet in area and is located within the RM-48-HL-40(45) (Multi-Family Residential, Height Limit Overlay District) zoning district. 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.

Department of Transportation:

In reference to the Department of Transportation requirement on sidewalk widening along Cordova Street frontage, the applicant shall be responsible for all the costs required to complete the dedication. The dedication documents and processing fee 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.

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 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, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of any 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



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

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.

Ingress/egress to the subterranean garage:

In order to provide safety/sufficient sight distance for pedestrians along Euclid Avenue frontage, the proposed vehicular-entry gate shall have a 20-foot setback from the property line and the driveway ramp to the subterranean garage, from the property line to the first 20 feet west, shall be sloped at 2% or less, unless otherwise reviewed and approved by the Department of Transportation.

Drainage:

The existing 10 feet wide easement for storm water drainage purposes along the south property line, per the Tract No. 41106 (1982) and Parcel Map No. 7218 (1977), shall be shown on all maps and plans of the site. No permanent structures shall be constructed within the easement area.

On-site drainage, such as roof drain and area drain 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.

Sewer:

Each building of the proposed development shall connect to the public sewer with one or more new six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter 13.24.010, house sewer "means that part of the horizontal piping beginning 24 inches from the exterior wall of the building or structure and extending to its connection with the public sewer." The section of house sewers within the public right-of-way - from the property line to the public sewer, or within easement, shall be vitrified clay or cast iron pipe. The 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.

ADA Compliant Curb Ramp Requirements:

In order to accommodate an Americans with Disabilities Act (ADA) compliant curb ramp, the applicant shall verify, and reconstruct if necessary, a standard curb ramp, per Caltrans Standard



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

A88A or City of Pasadena Standard S-414, on all four corners of Cordova Street and Euclid Avenue intersection. The curb ramp 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 shall submit to the City for review any proposed designs that will comply with the ADA requirements. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramp. Plans for the curb return improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to place a deposit with the Department of Public Works to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. Note that the building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit the curb return improvement plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.

Upon review of the curb ramp 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, at least three to four (3-4) months, prior to issuance of any permits. The dedication documents shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

Public Improvements/Restorations and Plans:

Euclid Avenue restoration, depending on the utilities excavations and connections, fronting the subject development, shall be a full-width (from gutter to gutter) cold milling and resurfacing of asphalt concrete roadway per Standard Plan S-415.

The applicant shall demolish existing and construct all new public improvements along the subject development frontages of Cordova Street and Euclid Avenue, including concrete drive approach per Standard Plan S-403; 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.

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. The amount of deposit will be based on the current City's General Fee Schedule. Note that 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 public improvements plans



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.

Street Lighting & Traffic Signal:

Street Lighting:

The existing street lighting along the Cordova Street and Euclid Avenue frontages are substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate one (1) existing street lighting on the Cordova Street frontage and one (1) existing street lighting on the Euclid Avenue frontage of the subject property per the City requirements and current standards. The renovation shall include but not limited to new LED light, conductors, lamp socket, fuse, globe/lantern, globe holder, photo cell, and miscellaneous related parts.

In the event where the existing street light pole determined, by the City, to be deteriorated and/or damaged, the applicant shall replace the existing street light pole with a new street light pole in kind. The replacement shall include but not limited to new pole, new footing, new LED light(s), conduit, conductors, lamp socket, fuse, globe/lantern, globe holder, photo cell, and other miscellaneous related parts. The applicant shall schedule a street lighting pre-inspection with the Public Works inspector to determine the details/scope of the replacement/renovation of the existing street lighting. Please contact 626-744-4195 or via email: pw-permits@cityofpasadena.net to schedule a street lighting pre-inspection, prior to the issuance of any permits.

Traffic Signal

The existing concrete TS pole on the SW corner of the Cordova Street and Euclid Avenue intersection is substandard. This pole with mast arm shall be upgraded to current Caltrans Standard traffic signal poles. This upgrade will include new pole foundation, conduits, conductors, and pull box.

The existing traffic safety lighting are high pressure sodium luminaires. To increase efficiency and power savings, all four (4) safety luminaires shall be replaced with LED luminaires.

To provide all pedestrian access and ADA compliance, the existing eight (8) pedestrian push buttons shall be replaced with Accessible Pedestrian System (APS) push buttons by Polara.

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

Street Tree:

Existing City Tree Protection



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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Full tree protection conditions with security deposit for existing street trees (3 *Ficus microcarpa* and 1 *Quercus ilex*) on South Euclid Avenue frontage of property. The applicant must submit tree protection plan completed by a certified arborist that notes how subject trees will be protected in place. If project requires tree maintenance in order to accommodate construction access, scaffolding, project's final design, etc., plan must demonstrate how pruning (or other tree maintenance) will not adversely impact subject trees. If maintenance cannot be performed without adversely impacting subject trees, applicant may have to submit a public tree removal request to be reviewed by the Urban Forestry Advisory Committee.

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.

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 non-refundable 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 permitted, 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.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

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

New Tree Planting

The applicant must replant a maximum of (3) street trees along Euclid Avenue frontage subject to review by PNR staff. The type of tree shall be the officially designated street tree per the City's approved Master Street Tree Plan.

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.



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 non-refundable flat fee, based on the current 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.

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.

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.

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 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



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

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.
- 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/>



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

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, dated March 7, 2019, for this project is: \$1,255,039.21. 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-recycling/> 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.

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.



DEPARTMENT OF TRANSPORTATION (DOT):

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 for specific recommended conditions to be approved, which could also include other conditions.

Transportation Analysis: Based on the preliminary information provided in the Master Application form, a transportation analysis shall be prepared for this project. When the applicant is ready to proceed, they shall contact the Department of Transportation, attention: Conrad Viana to begin the invoice process. A \$10,000 deposit*, subject to partial refund or additional billing, is required.

Additional, appropriate, traffic impact measures will be determined, if any, based on the outcome of the analysis.

*Based on the current General Fee Schedule.

Street Design Guidelines: Pursuant to the Street Design Guide adopted by City Council on March 20, 2017, the applicant shall comply with the following:

- Cordova Street is classified as a Residential – Urban roadway and a Neighborhood Connector. The existing sidewalk width is 10'. The project shall provide a 4' sidewalk easement to allow for a 14' wide concrete sidewalk along the project's Cordova Street frontage.
- Euclid Avenue is classified as an Access roadway. The 10' existing sidewalk width shall be maintained.
- Reconstruct the southwest corner of the Euclid Avenue at Cordova Street intersection 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.

Parking: City Permits for permanent, on-street, overnight parking on City streets will not be issued to future tenants at this address. Future tenants shall be advised by the property management of the unavailability of permanent, on-street, overnight parking permits.

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).

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



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

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. Permitted hours for construction may be limited due to construction activities bordering the project site.

Transit: Adjacent property environment shall not interfere with bus operations (this includes, but is not limited to, building overhangs, awnings, landscaping, etc.)

- All bus zones shall be maintained during construction.
- Any existing transit amenities, including the bus shelter and the bus shelter trash receptacle, shall remain in place.
- Street lights, fire hydrants, trees, 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.

Traffic Impact Fee: The City Council adopted the Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076). This fee will apply to all net new residential, retail, and office developments. The FY 2019 fee for a multi-family residential project is \$3,572.93 per net new unit. The project will receive a credit of \$8.42 per net SF of office to be demolished. Fees are subject to change based on when the Building Permit is issued.

WATER & POWER DEPARTMENT, POWER DIVISION:

Plan Reviewer: Eduard Avakyan
Phone: (626) 744-4495
Email: eavakyan@cityofpasadena.net

The City of Pasadena Water and Power Department (Department) shall provide electric service to the proposed development at 217-279 S Euclid Ave on the following basis:

- Owner/developer shall provide a private property transformer vault or vault room located close to the street. The size of the transformer vault / vault room will vary depending on the size of the electrical service. Larger electrical services will require a vault room that is adjacent (sharing a wall) with the electrical room.
- Transformer vault rooms shall have both door access and an access hatch from above (open to sky). The hatch shall have PWP truck access for equipment installation purposes.
- A utility easement shall be required if the electrical service crosses/feeds multiple parcels.
- 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.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

- Owner/developer 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 at the owner/developer's expense if there are no existing conduits available. The number and location of the service laterals varies according to the size of the electrical service.
 - Owner/developer shall pick-up new primary service laterals at the property line and install concrete-encased conduits to the transformer vault within the development area. The number and location of the conduits varies according to the size of the electrical service.
 - Owner/developer shall install 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.
 - Owner/developer 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.
 - Owner/developer 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.
 - Owner/developer 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 cost for providing electric service to this development will depend on service size and the extent of civil work required in the public right of way. A cost estimate shall be provided to the owner/developer after the Submittal Drawing Set has been provided to the Department. The Department estimate and comments are valid for ninety (90) days.

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 ENGINEERING DIVISION:

Plan Reviewer: Sandra Andrade-Hernandez
Phone: (626) 744-4189
Email: sandrade-hernandez@cityofpasadena.net
District Map Sheet: 517 & 518

Water Mains:

Pasadena Water and Power (PWP), Water Division can serve water to this project. There are two water mains surrounding this project. There is an 8-inch cast iron water main in Cordova Street, installed under Work Order 5187 in 1958. This water main is located approximately 16 feet north of the south property line of Cordova Street. There is a 20-inch cast iron water main in Euclid Avenue, installed under Work Order 1197 in 1924 (CML WO 5939). This water main is located approximately 28 feet east of the west property line of Euclid Avenue.

Moratoriums:

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

Water Pressure:

The approximate water pressure at this site is 50 - 60 psi.

Water Service:

PWP records reflect a 2-inch service (46144) 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, if it is determined that a water main must be upgraded due to size, age, pressure deficiencies, and/or the integrity of the existing water main; the upgrade will be paid for by the owner/developer. A deposit will be requested for the water main design and a cost estimate will be provided to the owner/developer for the new water service installations, main design, and main construction. The owner/developer must be aware that the design of a new water main will take 3 to 4 months after the initial deposit is made by the owner/developer. Also, an additional 4 to 6 months will be needed for the construction of the water main after the balance of the estimate is paid in full by the owner/developer. The design and construction estimated time depends on the size and length of the water main and other mains in the queue. For this reason, it is imperative that the initial deposit be submitted promptly.

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.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

- 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.
- 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 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 two fire hydrants in close proximity to the project site. Fire hydrant 517-3 is located on the southwest corner of Cordova Street and Euclid Avenue. Fire hydrant 518-8 is located on the northwest corner of Del Mar Boulevard and Euclid Avenue.

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:

