

# Agenda Report

**DATE:** APRIL 29, 2002  
**TO:** CITY COUNCIL  
**FROM:** CYNTHIA J. KURTZ, CITY MANAGER  
**RE:** CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT (EIR). AMENDMENTS TO THE CIVIC CENTER SPECIFIC PLAN, AND ZONE CHANGE FROM CENTRAL DISTRICT 16 (CD-16) TO PLANNED DEVELOPMENT (PD-26) RELATED TO THE PLAZA LAS FUENTES PHASE II DEVELOPMENT PROJECT

## RECOMMENDATION

It is recommended that the City Council, following a public hearing:

- A. Adopt a resolution (*Attachment No.1*) to certify the Final Environmental Impact Report (EIR), as shown in *Attachment No.2* for the Plaza Las Fuentes Phase II Project; to make the Findings of Fact required by the California Environmental Quality Act and adopt a Statement of Overriding Considerations (*Attachment No.3*), and; to adopt the Environmental Mitigation Monitoring and Reporting Program (*Attachment No.4*);
- B. Make a finding of De Minimis Impact on State Fish and Wildlife Habitat (*Attachment No.5*);
- C. Adopt a resolution (*Attachment No.6*), to amend the Civic Center Specific Plan to reduce the maximum building height limit; to modify the requirement for a diagonal view from the intersection of East Colorado Boulevard and North Los Robles Avenue to the dome of City Hall; and, to modify the requirement for pedestrian arcades on the Colorado and Euclid elevations;
- D. Find that the proposed Zone Change is consistent with the policies of the General Plan and the purposes of the Zoning Ordinance;
- E. Approve the Zone Change from Central District 16 (CD-16) to Planned Development 26 Colorado-Los Robles (PD-26) for the property shown on the Site Plan (*Attachment No.7*) and Map of Land Uses (*Attachment No. 8*);
- F. Conduct First Reading of An Ordinance of the City of Pasadena Amending Title 17, the Zoning Code, to Add PD-26 Colorado-Los Robles and to Reclassify Certain Property known as Plaza Las Fuentes in the CD-16 Zoning District to PD-26 (*Attachment No.9*);
- G. Direct the City Clerk to file a Notice of Determination and a Certificate of Fee Exemption for the California Department of Fish and Game with the Los Angeles County Registrar-Recorder.

## **RECOMMENDATION OF COUNCIL- APPOINTED CITY ADVISORY BODIES**

The *Planning Commission* recommended that City Council deny of staff recommendation concerning the environmental documents, the amendments to Civic Center Specific Plan and the proposed Zone Change to Planned Development PD-26. In summary, the Planning Commission's opposition to the staff recommendation was based upon concerns that the environmental documentation did not adequately address impacts and/or mitigation measures related circulation, parking, air quality and cultural resources. Staff is confident in the adequacy of the EIR's scope and analysis. The mitigation measures contained therein are based upon a rigorous investigation of the project's impacts. An appropriate mitigation monitoring and compliance plan has been prepared.

The *Transportation Advisory Commission* voted to support the project and staff's alternative recommendation with an amendment that the City, using project-generated revenues, match the developer's contribution of One Hundred Thousand (\$100,000.00) per year to the ARTS fund; and that the City work with either the Councilmember's office or neighborhood associations in the 7<sup>th</sup> district to come up with additional low cost mitigation measures for traffic on El Molino, Los Robles, Marengo and Oak Knoll. Those mitigations can be limited to additional signage and bike lane striping. In the opinion of staff, the project's traffic analysis fully identified and addressed project-related impacts to affected intersections and roadway segments, including the area south of Green Street within District 7. Therefore, it is not necessary, nor correct, to link further circulation improvements to the proposed project. Finally, as part of the annual budget process, recommendations regarding funding priorities are presented to City Council for consideration. Staff believes that appropriate funding for ARTS bus service should remain part of the annual budget process.

The *Cultural Heritage Commission* commented on the EIR and provided advisory comments and recommendations on the document (as outlined in *Attachment No. 10*).

The *Design Commission* reviewed the EIR and provided advisory comments and recommendations on the document (as outlined in *Attachment No. 10*).

The *City Center Implementation Task Force* found the project to be in "substantial conformance with the recommendations in the 'Gray Book' excepting the following: saving and incorporating the Woolworth Building façade".

## **EXECUTIVE SUMMARY**

The amendments to the Civic Center Specific Plan and the Zone Change from CD-16 to Planned Development 26 (PD-26) will facilitate development of the Plaza Las Fuentes Phase II project, following the approach recommended by the *City Center Task Force*. The Planned Development will establish specific land use and development standards for the project development site in accordance with the policies of the General Plan, the Specific Plan and its amendments, and the purposes of the Zoning Code. Approval of these recommendations will provide land use entitlements. Any financial or other agreements will require separate Council action.

## **BACKGROUND**

Staff is recommending an amendment to the *Civic Center Specific Plan* to facilitate the development of the Plaza Las Fuentes commercial project following the direction of the *Civic Center/Mid-Town Programming Effort Report* ("Gray Book"). The corresponding Zone Change amendment from CD-16 to Planned Development (PD-26) has been developed in response to the project description provided by Maguire Partners for the Plaza Las Fuentes Phase II project. Maguire Partners submitted applications for amendments both to the Civic Center Specific Plan and to the Zoning Code requirements, consistent with the approach recommended by the Programming Effort Report.

The Planned Development provides specific land use regulations and development standards for the site, which would otherwise be subject to the Zoning Code regulations and standards for the CD-16 subdistrict.

An analysis of the project relationship to existing plans and regulations and the proposed amendments is attached as *Exhibit 'B'*.

## **PROPOSED PROJECT**

The proposed project and related amendments concern a 2.44-acre portion of the block bounded by Union Street on the north, Colorado Boulevard on the south, Euclid Avenue on the west, and Los Robles Avenue on the east. The site, as shown on *Attachment No.7*, does not include the separate development site on the northwest portion of the block. The site is identified as 385 East Colorado Boulevard and is located within the Civic Center Specific Plan area.

The proposed project involves a portion of the site of the previously approved Plaza Las Fuentes Phase II project, approved in 1986. The applicant, Maguire Partners, proposes:

- (1) to demolish the existing two-story Woolworth Store building;
- (2) to construct a 5-story, 270,000 square foot office and commercial building with approximately 240,000 square feet of office space and 26,600 square feet of ground floor retail/restaurants and commercial space;
- (3) to construct a three-level subterranean garage, with approximately 772 parking spaces, fully attended parking and a loading dock, providing ingress and egress off Union Street only; and,
- (4) to construct an Asian-inspired, landscaped outdoor plaza with a pedestrian promenade that will provide pedestrian connections through the project to Colorado Boulevard, Union Street and Euclid Avenue. Pedestrian access to/from the subterranean parking will be in the outdoor plaza area.

To accommodate development that is substantially consistent with the recommendations of the *Civic Center/Mid-Town Programming Effort Report ("Grey Book")* and the *Downtown Redevelopment Plan*, the applicant proposes a change in the site's zoning from Central District 16 (CD-16) to Planned Development Colorado-Los Robles (PD-26), with amendments to the Civic Center Specific Plan.

## **ENVIRONMENTAL REVIEW**

Pursuant to the California Environmental Quality Act (CEQA - Public Resources Code, Section 21000 et seq.), a draft Environmental Impact Report (EIR) and Initial Study for the proposed project and associated Zone Change and Specific Plan amendments were prepared and circulated for public review. The Draft EIR and Initial Study conclude that the project will result in significant, unavoidable environmental effects as well as potentially significant impacts that can be mitigated to a less-than-significant level. No significant impact on fish and/or wildlife is anticipated. The 30-day review period for the draft EIR concluded on March 21, 2002. Comment letters, as well as responses to the comments received from the public are included in the final EIR document (*Attachment No.2*).

The DEIR for the project was circulated for review and comment to City Advisory Bodies including the Design Commission, Cultural Heritage Commission, and the Community Development Committee. The Planning Commission held a formal meeting for public comment on the DEIR on February 27, 2002. At a joint meeting held on March 12, 2002, the Design Commission and Cultural Heritage Commission reviewed and provided comment on the proposed project's Draft EIR. On March 14, 2002, the Community Development Committee reviewed and provided comments on the DEIR document. On April 10, 2002, the Planning Commission held a public hearing and considered the adequacy of the EIR.

The Draft EIR analyzed the following potential impacts: Aesthetics; Air Quality; Cultural Resources; Transportation/Circulation; Construction Effects; Land Use/Planning; Public Services; Transportation (including parking); Utilities and Service Systems; and Noise. An extensive list of mitigation measures has been prepared to address these impacts, and, in accordance with CEQA requirements, an Environmental Mitigation Monitoring and Reporting Program was prepared for the project (*Attachment No. 4*).

The Final Traffic Impact Analysis for Plaza Las Fuentes Phase II identified significant impacts at two intersections (which will be mitigated) and on three roadway segments. The report also noted that the project proposes to have 273 less parking spaces than required by the Zoning Code. In order to mitigate the impacts and accommodate the reduction in access to automobiles caused by lack of parking, staff and Kaku Associates developed a strategy to increase transit use rather than to widen roadways and construct

more off-street parking. By shifting vehicular trips to transit, less parking will be required, and the capacity and efficiency will increase on the impacted roadway segments and at study intersections. In addition to conditioning the project to develop a Transportation Systems Management (TSM) plan and hire an Employee Transportation Coordinator (ETC) to market and sell passes for all available transit lines, staff and Kaku Associates determined the project's fair share contribution for shifting automobile trips to transit will be equivalent to 6 hours, 5 days per week on 2 downtown ARTS lines. The fair share contribution will allow ARTS bus operation to begin at 7:00 a.m. rather than 11:00 a.m. on ARTS Route 10.

A mixed-use parking analysis, prepared by Kimley Horn and Associates, as part of the Environmental Impact Report, describes how shared parking for the Project adequately meets the parking needs for the proposed development.

Based on existing ARTS bus usage as well as expected use of the future Gold Line light rail, the project has been conditioned to funding ARTS service commensurate with an 8% transit mode split during the peak hours. Based on the project location, which abuts two of the most heavily served transit corridors in Pasadena including service from L.A. DOT Freeway Express bus from Claremont, MTA Route 260 from Long Beach traversing Atlantic and Los Robles, Foothill Transit and Pasadena ARTS, staff and Kaku Associates are confident that the 8% mode split will be achieved.

With respect to traffic circulation, the impacts at all study intersections are expected to be less than significant. However, following mitigation, the impacts at three street segments remain "significant" according to the City of Pasadena Traffic Impact Analysis Guidelines. Staff has concluded that these impacts are acceptable because the guidelines for street segments base the measure of significant impacts on the percentage of growth on a street segments, rather than on the actual capacity of the roadway, as in intersection analysis. While the percentage of increase is significant, the street segments will continue to operate at an acceptable level of service. The intersections at either end of the impacted street segments will also continue to operate at acceptable levels of service, thus further supporting the recommended mitigation and project approval. Reduction of the project by 75 percent or more (EIR Alternative #2) would be required in order to reduce the traffic impacts on the street segments. According to the project pro forma analysis conducted by the project applicant, a reduction of this scale would render the development economically infeasible.

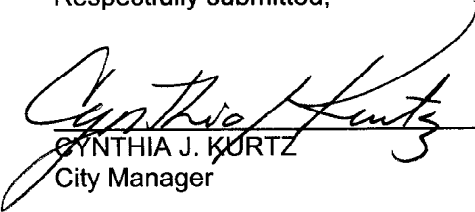
After mitigation, several significant, unavoidable impacts remain, with respect to Aesthetics (view corridor), Air quality (both project related and cumulative), Cultural Resources (demolition of the Woolworth Building); Traffic and Circulation and Construction Effects with respect to air quality and noise. As a result of the remaining significant, unavoidable impacts, it is recommended that City Council adopt a statement of overriding considerations, recognizing that the benefits of the projects justify its approval while impacts remain.

**FISCAL IMPACT:**

The Fiscal Impacts of the project are as follows:

1. The estimated one-time development fees received by the City for the project in 2002, in terms of plancheck, permit, development impact, construction tax and tenant improvement fees are estimated to be in excess of approximately \$3 million.
2. Based on the project's mitigation measures, enhancement of the City of Pasadena's ARTS transit services and provision of an on-site transportation manager will be required. The developer will therefore also contribute an annual fee of \$134,000 for the ARTS for 15 years .
3. The project will result in retaining approximately 270 jobs in conjunction with the project with an anticipated increase in jobs estimated at approximately 400-500 new jobs.
4. Annual Property Tax Increment Revenue: \$800,000 - \$900,000
5. Annual Transit Occupancy Tax Revenue: \$14,000 - \$27,000
6. Annual Incidental Sales Tax Revenue: \$17,000 - \$20,000

Respectfully submitted,

  
CYNTHIA J. KURTZ  
City Manager

Approved by:

  
RICHARD J. BRUCKNER  
Director of Planning & Development

Prepared by:

  
KAREN L. BALCHUNAS  
Project Planner, Redevelopment Division

Reviewed by:

  
WILLIAM TRIMBLE  
Planner – Community Planning

Approved as to Form:

  
MICHELE BEAL BAGNERIS  
City Attorney

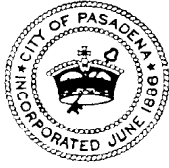
List of Exhibits:

- A Recommendation of Council-Approved City Advisory Bodies
- B. Analysis Of Project Relationship To Existing Plans And Regulations And Proposed Amendments

List of Attachments

- 1 Resolution No. xxx, Certifying the Final Environmental Impact Report for the Plaza Las Fuentes Phase 2 project; Making the findings required by the California Environmental Quality Act; Adopting a Statement of Overriding Considerations, and; adopting the Mitigation Monitoring and Reporting Program for the Project;
- 2 Environmental Impact Report for the Plaza Las Fuentes Phase 2 Project; State Clearinghouse No. 2001081086, prepared for the City of Pasadena, April 29, 2002 by Cotton/Bridges/Associates.
- 3 Findings of Fact and Statement of Overriding Considerations for the Plaza Las Fuentes Phase 2 Project
- 4 Environmental Mitigation Monitoring and Reporting Program for the Plaza Las Fuentes Phase 2
- 5 California Department of Fish and Game, Certificate of Fee Exemption, De Minimis Impact Findings;
- 6 Resolution No. xxx, Amending the Civic Center Specific Plan to modify the Specific Plan Standards and Guidelines and Exhibit 1 - Civic Center Specific Plan Amendment , and Amended map
- 7 Site Plan for Plaza Las Fuentes Phase 2 Project
- 8 Map of Existing Land Uses/Zoning Designations
- 9 An Ordinance of the City of Pasadena, Amending Title 17, The Zoning Code, to Add PD-26 Colorado-Los Robles, and to Reclassify Certain Property Known as Plaza Las Fuentes in the CD-16 Zoning District to PD-26 (with Exhibits E-1, E-2 and E-3);
- 10 Advisory Comments and Recommendation from the Cultural Heritage Commission and Design Commission on the Draft Environmental Impact Report

CityCouncilPD-26Report4-29-02 rev4-22.doc



# Ordinance Fact Sheet

**TO:** CITY COUNCIL

**DATE:** APRIL 29, 2002

**FROM:** CITY ATTORNEY

**SUBJECT:** An Ordinance establishing the development standards of the Planned Development 26 (PD-26, Colorado-Los Robles) Zoning District.

## **TITLE OF PROPOSED ORDINANCE**

AN ORDINANCE OF THE CITY OF PASADENA AMENDING TITLE 17, THE ZONING CODE, TO ADD PD-26 COLORADO -- LOS ROBLES AND TO RECLASSIFY CERTAIN PROPERTY KNOWN AS THE PLAZA LAS FUENTES PHASE II DEVELOPMENT PROJECT IN THE CENTRAL DISTRICT 16 (CD-16) TO PLANNED DEVELOPMENT 26 (PD-26).

## **PURPOSE OF THE ORDINANCE**

This ordinance implements and codifies the establishment of the PD-26 zoning district.

## **REASON WHY LEGISLATION IS NEEDED**

This legislation is needed to amend the Zoning Code in order to facilitate office and commercial development of the Plaza Las Fuentes Phase II site pursuant to the *Civic Center Specific Plan*, following the approach recommended by the Mayor and City Council's City Center Task Force in the *Civic Center/ Mid-Town Programming Effort Report*.

## **PROGRAMS, DEPARTMENTS OR GROUPS AFFECTED**

The Planning and Development Department will implement the proposed ordinance.

## **FISCAL IMPACT**

The Fiscal Impacts of the project are as follows:

1. The estimated one-time development fees received by the City for the project in 2002, in terms of plancheck, permit, development impact, construction tax and tenant improvement fees are estimated to be in value of approximately \$3 million.

MEETING OF 4/29/2002

AGENDA ITEM NO. 7.A.2. &  
8.B.

2. Based on the project's mitigation measures, enhancement of the City of Pasadena's ARTS transit services and provision of an on-site transportation manager will be required. The developer will therefore contribute an annual fee of \$134,000 for 15 years.

3. The project will result in retaining approximately 270 jobs in conjunction with the project with an anticipated increase in jobs estimated at approximately 400-500 new jobs.

4. Annual Property Tax Increment Revenue: \$800,000 - \$900,000

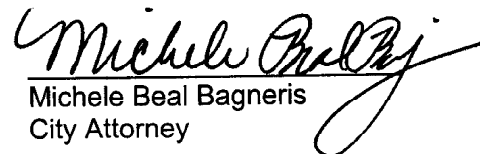
5. Annual Transit Occupancy Tax Revenue: \$14,000 - \$27,000

6. Annual Incidental Sales Tax Revenue: \$17,000 - \$20,000


### ENVIRONMENTAL

A Final Environmental Impact Report (EIR) has been prepared for the project in conformance with the requirements of the California Environmental Quality Act (CEQA – Public Resources Code, Section 21000 *et seq.*). Staff's recommendation is that the City Council certify the EIR for this amendment.

Respectfully submitted,

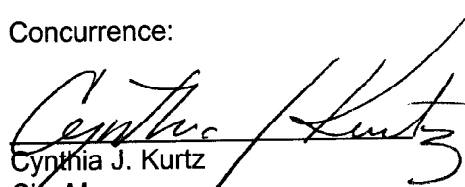
  
Michele Beal Bagneris  
City Attorney

Prepared by:

  
Karen L. Balchunas  
Project Planner

  
Maribel Medina  
Assistant City Attorney

Concurrence:

  
Cynthia J. Kurtz  
City Manager

Introduced by Councilmember \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF PASADENA AMENDING TITLE 17,  
THE ZONING CODE, TO ADD PD-26 COLORADO -- LOS ROBLES  
AND TO RECLASSIFY CERTAIN PROPERTY KNOWN AS PLAZA LAS  
FUENTES IN THE CD-16 ZONING DISTRICT TO PD-26**

The People of the City of Pasadena ordain as follows:

SECTION 1. This ordinance, due to its length and corresponding cost of publication, will be published by title and summary as permitted by Section 508 of the Charter. The approved summary of this ordinance is as follows:

**SUMMARY**

Ordinance No. \_\_\_\_\_ amends various provisions of Title 17, "the Zoning Code", by creating the PD-26 zoning district, including specific purposes, applicability, definitions, permitted uses, and development standards, including heights, parking and loading; by amending certain other chapters to implement the PD-26 zoning district; and by changing the boundaries of certain zoning districts established herein as follows:

By reclassifying certain property from Central District 16 (CD-16) to Planned Development-26 (PD-26) as shown on the map entitled "Site Plan, Plaza Las Fuentes Phase 2 Project," dated April 1, 2002, attached hereto as *Exhibit 1* maintained on file in the Planning Division.

SECTION 2. Section 17.08.040 of Title 17 of the Pasadena Municipal Code is amended by reclassifying the property shown on *Exhibit 2*, and incorporated herein by



this reference, from CD-16 to PD-26 (Colorado-Los Robles). The property's legal description is attached as Exhibit 3 and incorporated herein by this reference.

SECTION 3. Appendix B of said code is amended by adding the following new Planned Development:

**PD-26 - COLORADO-LOS ROBLES**

A. **Land Use.** That portion of the property formerly identified as Central District 16 (CD-16) by the Pasadena Municipal Code 1991 shall be used only for the uses identified in Appendix 'A'.

1. Permitted Uses. Land uses identified in *Attachment A* to this ordinance shall be permitted. A conditional use permit for a nonresidential project having more than 25,000 square feet shall not be required for a project that is consistent with the provisions of this PD ordinance.

2. Conditionally Permitted Uses. Conditionally permitted land uses shall be as identified in Appendix 'A'. A conditional use permit shall be required for any use proposing to offer alcoholic beverages for sale for consumption on premises only.

B. **Development Standards** All of the development standards and development additional standards of the CD Central District – CD-16 formerly identified in Chapter 17.33 by the Pasadena Municipal Code that are not inconsistent with this Planned Development shall apply. In cases of conflict, this Planned Development shall prevail.

1. Floor Area. New construction shall not exceed 270,000 square feet of gross floor area (excluding outdoor dining areas) and shall substantially conform to the site plan entitled *Exhibit 1*.

2. Maximum Building Area. The maximum building coverage on the project site shall not exceed 50 percent.

3. Building Height. The maximum height of all new structures shall be as follows:

- a. The building shall not exceed 78 feet in height to the top roof parapet of the building, with height measured from the existing grade.
  - b. The tallest portion of the building shall be concentrated at the intersection of Colorado Boulevard and Los Robles and from there must step down in height to the west and north. Massing and elevational treatments of the building shall complement and not dominate the surrounding buildings.
4. Appurtenances. Building appurtenances shall not exceed 20 feet above the building height limit set forth in the PD and shall cover no more than 30 percent of the total roof area of the building.
  5. Setbacks. There shall be no setbacks required along the street frontages of the project. The Los Robles elevation, however, shall include architectural treatments to express the importance of the Pacific Asia Museum on the east side of the street.
  6. Fenestration. The building shall have multiple entrances and windows along the streets. The main entrance lobby shall allow for direct physical access from the street to well designated semi-public open space within the project.
  7. Arcades. Pedestrian arcades shall be located along the Los Robles Avenue frontage and will continue to a terminus at the pedestrian promenade entrance on Colorado Boulevard.
  8. Active Uses. A minimum of 35 percent of the gross floor area of the ground floor of the building shall be devoted to active, non-financial, pedestrian-oriented uses such as eating and drinking establishments and retail sales.
  9. Pedestrian Activity/Landscaping. To encourage pedestrian activity, the project shall include walkways and plazas which promote pedestrian linkage within the Civic Center District as follows:

- a. **Walkways/Paseos.** The project shall include pedestrian entrance walkways leading from Colorado Boulevard, Euclid Avenue and Union Street into the semi-public, open space area of the project.
  - b. **Landscaping.** A central garden area shall be incorporated into the project to include landscaping materials and site amenities. The landscaped area at the southwest corner of Los Robles and Union Street, adjacent to the loading dock, shall be designed to encourage pedestrian movement into the project, provide a visual connection to the central garden area, and include landscaping that relates thematically to the Pacific Asia Museum.
  - c. The paseo/promenade areas of the project, including the arcade area between the loading dock and the building at the north end of the project, shall be open for pedestrian access at all times.
  - d. No construction shall be permitted that results in the injury or removal of a landmark, native, or specimen tree as defined under Chapter 8.52 of the Pasadena Municipal Code, unless findings are made pursuant to Chapter 8.52.
10. **Fences/Walls.** The maximum height of fences and walls shall be eight feet, and shall be constructed of solid material where they abut the interior property line of the project.
11. **Parking.** The standards for parking shall be as follows:
- a. Required parking for the project will be accommodated in a subterranean parking structure. The location of driveways leading to subterranean parking shall be limited to Union Street and Euclid Avenue only. There shall be no vehicular access to parking from Colorado Boulevard or Los Robles Avenue.
  - b. A minimum of 772 parking spaces shall be provided on site for the project with full time parking attendant as follows: a minimum of 104 customer/visitor spaces; 16 ADA Handicapped spaces; 375 employee spaces and 277 compact

parking spaces. A maximum of 50 percent of required employee parking may be achieved utilizing compact car stall dimensions.

c. Shared parking is permitted for this project without a minor conditional use permit, pursuant to thresholds identified in the shared parking analysis in the Project's Final Environmental Impact Report. Future land-use deviations not consistent with the shared parking thresholds will require reanalysis of traffic impacts on the project site, which may result in the need for a minor conditional use permit.

d. Pedestrian access to and from the parking structure shall be achieved by means of vertical transportation from the central garden/open space area of the Project. Direct access from the parking garage to the office building shall not be permitted.

e. The ramp leading to the subterranean parking shall be a minimum of 75 feet in length and have a maximum ramp grade not to exceed 16 percent, with the first and last 10 feet of the ramp not to exceed eight percent grade. The slope of all parking areas, excluding ramps shall not exceed five percent grade. Minimum lane width for a one-way ramp shall be 10'-10".

f. Tandem parking spaces shall be allowed on-site with the following minimum dimensions: (1) full size employee: 8.5 feet by 34 feet; (2) full size customer and visitor: 9 feet by 34 feet; and (3) compact sized customer and visitor: 7.5 feet x 30 feet.

g. No more than 85 percent of total parking for the project shall be provided in a tandem parking configuration. A full-time attendant will be on duty during business hours for on-site uses.

h. The driving surface of the subterranean parking levels shall be treated to reduce noise from vehicle tires.

- i. Security gates or grilles shall be provided at the subterranean parking garage entry and at the loading dock and shall be open during all hours of operation.
  - j. Provisions for valet parking may be permitted within the subterranean parking garage of the building.
  - k. Valet parking for the restaurant uses may be permitted with the approval of the Public Works and Transportation Department.
12. Loading. The standards for loading shall be as follows:
- a. Shared loading shall be permitted without a minor conditional use permit. Two loading docks shall be permitted in conjunction with this project.
  - b. Vehicular ingress/egress and access to the loading dock area of the project shall be via Union Street. Loading spaces shall have adequate ingress and egress and shall be designed and maintained to ensure safe maneuvering, loading and unloading of vehicles. Additional on-street loading areas may be permitted with the approval of Public Works and Transportation Department. Final location(s), configuration and hours of operation for all loading areas shall be approved by the Zoning Administrator and the Public Works and Transportation Department.
  - c. Loading dock size shall be a minimum width of 26 feet and a minimum length of 45 feet to the Union Street property line. The loading dock shall have a minimum vertical clearance of 14 feet and may be open to the sky.
  - d. Loading areas or spaces visible from the street shall be screened from view on three sides by a fence or wall at least six feet in height or through the use of landscaping material.
13. Refuse Storage Areas. A trash compactor shall be incorporated into the project and located in the loading dock area of the project site. The location and size

of the trash compactor shall be reviewed and approved by the Public Works and Transportation Department.

14. Recycling. A recycling area shall be provided in the subterranean garage for the project. A separate bin for each type of recyclable material collected shall be provided and clearly marked with the types of recyclable materials. A list of materials for which the bin is provided shall be attached to the bin. The location and size of the recycling area/bins shall be reviewed and approved by the Public Works and Transportation Department.

15. Construction and Demolition Waste Management Recycling Plan. The applicant, under voluntary condition, shall consider utilizing the construction and demolition waste management recycling plan for the project. This plan shall allow for the following measures to be incorporated by the applicant:

- a. Energy design shall indicate that the project will meet an energy budget which is 20 percent less than that prescribed by the current California Energy Regulations which are being enforced by the City of Pasadena.
- b. The developer shall advertise the availability of salvageable materials and make them available to interested individuals or groups either by auction or the taking prior to dismantling existing buildings.
- c. The developer shall use deconstruction techniques rather than demolition to remove existing buildings that are not being retained or rehabilitated in the new development.
- d. The developer shall provide a waste assessment plan to indicate what materials may or can be reused or recycled.
- e. The developer shall provide a summary report and documentation of all materials reused or recycled at the close or construction and prior to the certificate of occupancy.

f. The developer shall strive to reuse and incorporate materials from the existing buildings into the new construction whenever feasible. The developer shall strive to incorporate materials containing recycled content materials in the new construction whenever feasible.

16. Signage. A master sign program for the project shall be submitted for review and approval by the Zoning Administrator. The signage plan shall provide guidelines for the design of on-premise project identification, retail/commercial tenant signs and directional signage. Wall signs shall be limited to 1.5 square feet of sign per linear foot of street frontage.

17. Lighting. A lighting plan shall be prepared for the project to provide for the safe movement of people and vehicles throughout the project site. The lighting plan shall be submitted for review and approval of the Zoning Administrator.

**D. Project Modifications.** Any modifications to approved plans shall be submitted for review and approval to the Director of Planning and Development, for compliance with all applicable guidelines.

**E. Mitigation Measures and Conditions of Approval:** The applicant, or successor in interest, shall comply with all Mitigation Measures identified in the approved Environmental Impact Report, and Conditions of Approval identified by all applicable City Departments for the Project. The applicant shall participate in an on-going Mitigation Monitoring Program to ensure the appropriate implementation of the mitigation measures and conditions of approval for the project.

F. The applicant, or successor in interest, shall meet all other City requirements, including those from the Public Works & Transportation Department and the Building Division. Prior to issuance of excavation and/or grading permits, a Construction Staging Plan shall be prepared and submitted to the Department of Public Works & Transportation for review and approval.

SECTION 4. This ordinance shall take effect 30 days from its publication.

Signed and approved this \_\_\_\_\_ day of \_\_\_\_\_, 2002.

\_\_\_\_\_  
Bill Bogaard  
Mayor, City of Pasadena

I **HEREBY CERTIFY** that the foregoing ordinance was adopted by the City Council of the City of Pasadena at its \_\_\_\_\_ meeting held \_\_\_\_\_, 2002 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Published:

\_\_\_\_\_  
Jane L. Rodriguez, CMC  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Maribel Medina  
Assistant City Attorney