

departments and to give developers direction regarding their project. The meeting identified the following discretionary actions and issues:

Environmental Review: The project will be the subject of an Initial Study of environmental impacts to determine whether the anticipated impacts are significant, and, if so, whether they can be mitigated to a level of insignificance. Due to the proximity of this project to Lake and Walnut and other congested intersections, it is possible that an Environmental Impact Report will be necessary.

Infrastructure Review: The Public Works Department identified the need for a sewer area study, a grading and drainage plan and hydrology study, and street dedication along Walnut Street. Dedication is required to provide a standard 10' wide sidewalk on Walnut Street and to widen Walnut Street's paved area to improve the future transition eastward to Lake Avenue.

Traffic: The Transportation Department cited the need for a comprehensive traffic impact analysis. Although not mentioned in the attached comments, Transportation staff has expressed concerns that the traffic study will show that a single driveway on Walnut will produce excessive traffic at Lake and Walnut.

The Transportation Department also found that the proposed loading area does not comply with PMC, specifically the requirement for head-in and head-out access to and from the site. Even though a loading zone is not required by the proposed Zoning Code, a functional area is needed since there is no parking on either street frontage. One option that staff presented at the meeting was provision of a loading zone in a cut-out on Hudson Avenue, which would necessitate additional street dedication for the northerly part of this frontage.

Design Review: Design review is required for new construction in the Central District. For projects over 50,000 square feet, as in this case, the Design Commission conducts this review. Most of the features of the design received a positive review; however, the round corner tower seems overly dramatic for a minor intersection like Walnut and Hudson.

Inclusionary Housing Plan: The project will need to provide an Inclusionary Housing Plan.

TIMELINE

This project is dependent on adoption of the Central District Specific Plan and the revised Zoning Code. The following schedule outlines the major stages in the review process:

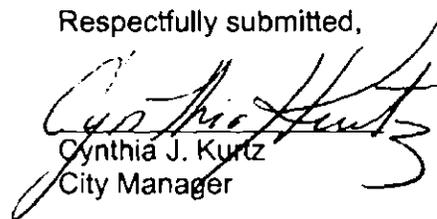
8/16/04 PPR meeting between applicant and city department
representatives

- 11/15/04 PPR report to City Council as information item
- 11/04 Applicant prepares traffic study and sewer area study.
- 12/04 Applicant submits project for Concept Design Review
- 1/05. Staff prepares Initial Study of environmental impacts
- 2/05 If Initial Study results in a Negative Declaration or Mitigated Negative Declaration, Design Commission holds public hearing and approves Concept Design. (If EIR is required, add nine months to timeline.)
- 5/05 Applicant completes Final Design details
- 6/05 Design Commission approves Final Design
- 9/05 Applicant obtains building permits and demolishes existing buildings

FISCAL IMPACT

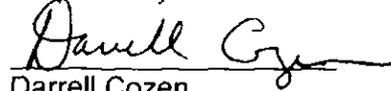
Fees will be paid for the discretionary actions required for the project. The project will also generate plan check and permit fees in an amount that cannot be determined at this time. In addition, the project will generate property tax revenues not currently assessed.

Respectfully submitted,



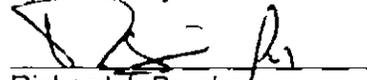
Cynthia J. Kurtz
City Manager

Prepared by:



Darrell Cozen
Planner

Approved by:



Richard J. Bruckner
Director of Planning & Development Department

Attachments:

1. Master Application Form submittal
2. Plans and Elevations
3. PPR Comments

W:\CITY COUNCIL AGENDA REPORTS\11-08-2004 Reports\Walnut 770E_Council PPR_sr.doc



MASTER APPLICATION FORM

Project Address: SOUTHWEST INTERSECTION OF WALNUT ST & HUDSON AVE APPLICATION #: _____
 Project Name: WALNUT-HUDSON MIXED USE PROJECT
 Project Description (Please describe demolitions, alterations and any new construction) _____
DEMOLISH: 1 COMMERCIAL BLDG, 2 DWELLINGS, AND 3 APARTMENT BLDG, CONSTRUCT NEW 103,000 SF MIXED-USE
 Zoning Designation: WALNUT HOUSING General Plan Designation: CENTRAL DISTRICT

APPLICANT / OWNER INFORMATION

APPLICANT NAME: ROBERT TYLER Telephone (626) 396-9599
 Address 203-B SO. FAIR OAKS AVE Fax (626) 396-0899
 City PASADENA State CA Zip 91105 Email ROB@TGARCH.NET
 CONTACT PERSON SAME Telephone () _____
 Address _____ Fax () _____
 City _____ State _____ Zip _____ Email _____

PROPERTY OWNER NAME: NEVIS HOMES Telephone (626) 254-0099
 Address 650 W. HUNTINGTON DR Fax (626) 254-0199
 City ARCADIA State CA Zip 91007 Email JEFF@NEVISHOMES.COM

TYPE OF CITY REVIEWS AND APPROVALS REQUIRED:
Mark clearly the type of approval required in the space provided below

- PRE-DEVELOPMENT PLAN REVIEW
- PRELIMINARY PLAN CHECK
- DESIGN REVIEW
- GENERAL PLAN AMENDMENT
- MASTER DEVELOPMENT PLAN
- STREET VACATION
- ZONE CHANGE
- CERTIFICATE OF EXCEPTION
- TENTATIVE PARCEL MAP
- CONDITIONAL USE PERMIT
- MINOR CUP
- MCUP IN HILLSIDE
- VARIANCE
- MINOR VARIANCE
- SIGN EXCEPTION
- OTHER PPR

CERTIFICATION:

I hereby certify that I am the applicant or designated agent named herein and that I am familiar with the rules and regulations with respect to preparing and filing this petition for discretionary action, and that the statements and answers contained herein and the information attached are in all respects true and accurate to the best of my knowledge and belief.

SIGNATURE OF APPLICANT OR AGENT: [Signature] Date: 6-25-04

OFFICE USE ONLY		
PLN #	CASE #	DATE APPLICATION ACCEPTED
DATE APPLICATION SUBMITTALS RECEIVED	APPLICATION FEE \$	RECEIVED BY
HISTORIC ARCHITECTURAL RESEARCH REQUIRED? YES NO PUBLIC ARTS FEE REQUIRED? YES NO APPLICATION FEE \$		

ENVIRONMENTAL ASSESSMENT
(SUPPLEMENT TO MASTER APPLICATION FORM)

EXISTING PROPERTY INFORMATION:

This section of the Environmental Assessment is for information regarding the existing property only.

* Your application is complete when all attached supplemental applications are completed and submitted. The case manager will notify you if any additional items or reviews are necessary. 5723-012-025

Assessor Parcel Number(s): 5723-012-023, 5723-012-024, 5723-012-026

Square Footage of Property: 45,763 Average slope of land if over 15%: _____

Surrounding Land Uses:

North: MF RESID East: CHURCH / COMMERCIAL
South: PARKING LOT West: COMMERCIAL

EXISTING BUILDING(S)	025		026			024	023
	BUILDING A	BUILDING B	BUILDING C	BUILDING D	E		
Total gross square footage	2501	942	2638	6694	6104	7888	
Year built	1979	1925	1909	1954	1981	1957	
Building footprint in square feet	2501	942	2638	3375	2881	4211	
Open space / landscaping square footage							
Paving square footage							
Number of parking spaces	9	0	0	3	10	10	
Height of building in feet	16	14	16	22	28	27	
Number of stories	1	1	1	2	2	2	
Number of housing units	0	1	1				
Square feet to be demolished	2501	942	2638	6694			
Number of covenanted affordable units demolished	0	0	0	0	0	0	
Number of housing units demolished	0	1	1				
Number of hotel / motel rooms to be demolished	0	0	0	0	0	0	
To be altered? (yes / no)	N	N	N	N	N	N	
To be relocated? (yes / no)	N	N	N	N	N	N	
Unreinforced masonry? (yes / no)	N	N	N	N	N	N	
Type of Use (i.e. residential, commercial, mixed use, etc.)	RES	RES	RES	RES	RES	RES	

cum.

* Continue to Proposed Project Information Section

- BLDGS A, B, C = 185 N. HUDSON, APN 026
- BLDG D = 181 N HUDSON, APN 024
- BLDG E = 169 N. HUDSON, APN 023
- BLDG F = 770 E WALNUT

ENVIRONMENTAL ASSESSMENT CONTINUED

INCLUSIONARY HOUSING

(if project includes 10 or more new residential units)

Project type:

- Ownership (for sale)** , For Sale Subarea _____
- Rental** , For Rental Subarea _____
- Combination (sale / rental)** , For Sale Subarea _____ For Rental Subarea _____

Net residential floor area (habitable space) of the project in square feet:

Rental units _____ square feet
 For Sale units 90,000 square feet

Total number of units proposed 71
 Number of inclusionary units required 7
 Number of inclusionary units proposed 0

Residential Unit Mix:

# Bedrooms	Total # Units	# Units on Site	# Units off Site	# Market Rate Units	# Very Low Income Units	# Low Income Units	# Moderate Income Units
Studio							
1	16	16	—	16	—	—	—
2	46	46	—	46	—	—	—
3	9	9	—	9	—	—	—
4							
5							

Alternatives selected: (if 'yes' is selected, provide information in second part)

- yes no On-site development , Inclusionary Units Provided # _____
- yes no Off-site development , Inclusionary Units Provided # _____
- yes no Land donation , Estimated Land Value \$ _____
- yes no In-Lieu Fee , Estimated In-Lieu Fee \$ _____

Land Donation or Off-site Development Project Address _____

Incentives Requested:

- Fee Waiver yes no
- Unit Credit yes no
- Density Bonus yes no
- Financial Assistance yes no
- Marketing Assistance yes no



K&S
 1000 West 10th Street
 Suite 100
 Minneapolis, MN 55426
 Phone: 612.338.1111
 Fax: 612.338.1112
 www.kands.com

Project: **Walnut-Hudson Mixed Use Project**
 Location: 1000 West 10th Street, Minneapolis, MN 55426
 Date: 10/15/2014
 Drawing No: **Pr-5**

Designer: **Navis Homes**
 355 East Hennepin Avenue, Suite 200, Minneapolis, MN 55412
 Phone: 612.338.1111
 Fax: 612.338.1112
 www.navis.com

Architect: **Navis Homes**
 355 East Hennepin Avenue, Suite 200, Minneapolis, MN 55412
 Phone: 612.338.1111
 Fax: 612.338.1112
 www.navis.com

Engineer: **Navis Homes**
 355 East Hennepin Avenue, Suite 200, Minneapolis, MN 55412
 Phone: 612.338.1111
 Fax: 612.338.1112
 www.navis.com

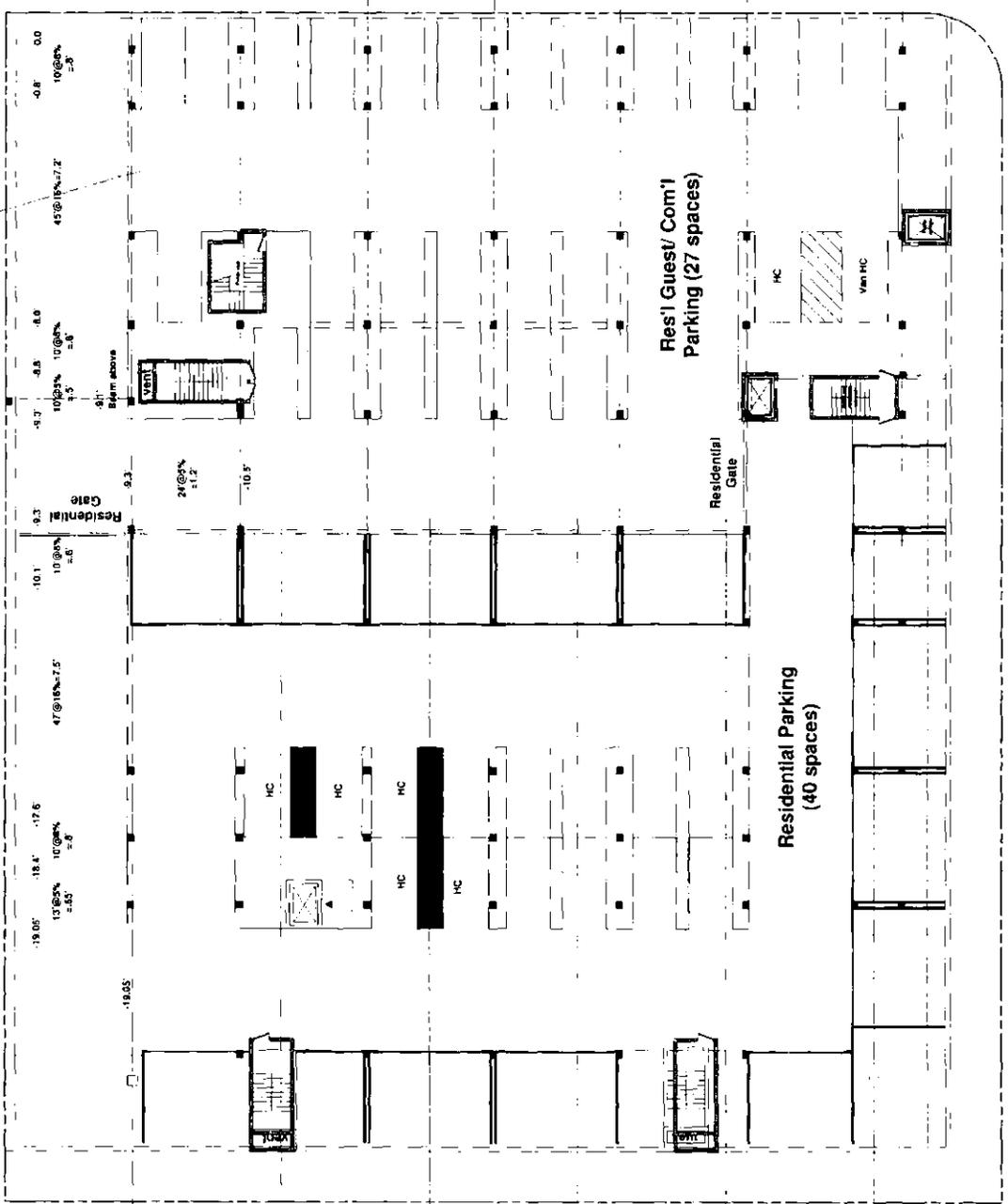
Contractor: **Navis Homes**
 355 East Hennepin Avenue, Suite 200, Minneapolis, MN 55412
 Phone: 612.338.1111
 Fax: 612.338.1112
 www.navis.com

Title: **Basement Upper Parking Level Plan (P1)**
 Scale: **1/8" = 1'-0"**
 Date: **10/15/2014**
 Drawing No: **Pr-5**

Project: **Walnut-Hudson Mixed Use Project**
 Location: 1000 West 10th Street, Minneapolis, MN 55426
 Date: 10/15/2014
 Drawing No: **Pr-5**

Designer: **Navis Homes**
 355 East Hennepin Avenue, Suite 200, Minneapolis, MN 55412
 Phone: 612.338.1111
 Fax: 612.338.1112
 www.navis.com

Architect: **Navis Homes**
 355 East Hennepin Avenue, Suite 200, Minneapolis, MN 55412
 Phone: 612.338.1111
 Fax: 612.338.1112
 www.navis.com



Basement Upper Parking Level Plan (P1)

Scale: 1/8" = 1'-0"
 Date: 10/15/2014
 Drawing No: Pr-5

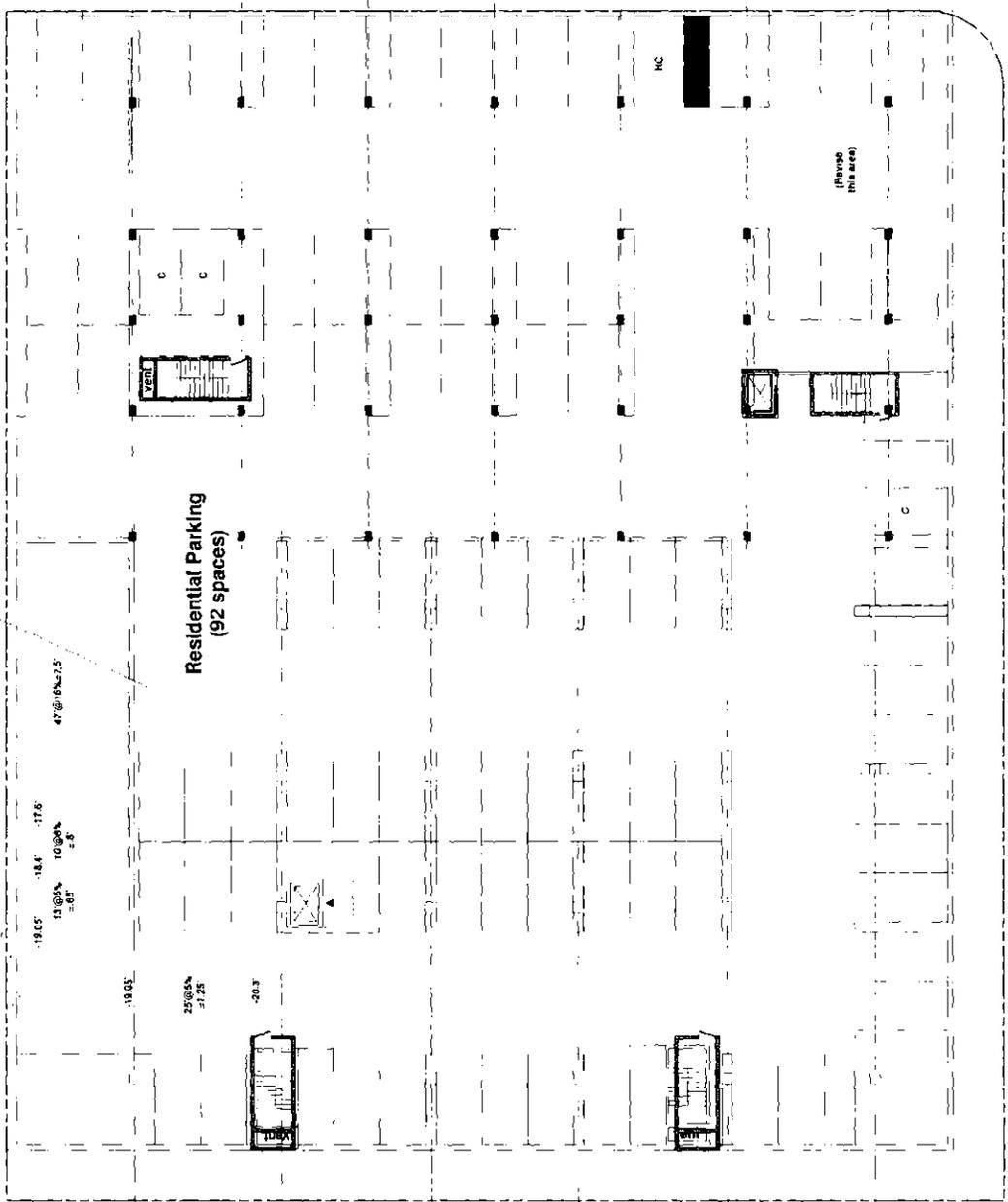


Robert C. Yee, PE
 Principal
 200 S. 1st Street, Suite 100
 New York, NY 10003
 Tel: 212 312 3100
 Fax: 212 312 3101

Project Name	Wainwright Hudson Mixed Use Project
Project Address	155 West 10th Street, New York, NY 10011
Client	Nevis Homes
Architect	Nevis Homes
Engineer	ICM
Scale	As Shown
Date	02/17/11

Project Name: Wainwright Hudson Mixed Use Project
 Project Address: 155 West 10th Street, New York, NY 10011
 Client: Nevis Homes
 Architect: Nevis Homes
 Engineer: ICM
 Scale: As Shown
 Date: 02/17/11

Basement Level Parking Plan
 Pr-6
 02/17/11



Basement Lower Parking Level Plan (P2)
 Scale: 1/8" = 1'-0"



JIG
 The Central Institute
 1000 N. 1st St., Suite 100
 Phoenix, AZ 85004
 Phone: (602) 254-1100
 Fax: (602) 254-1101
 Website: www.jig.org

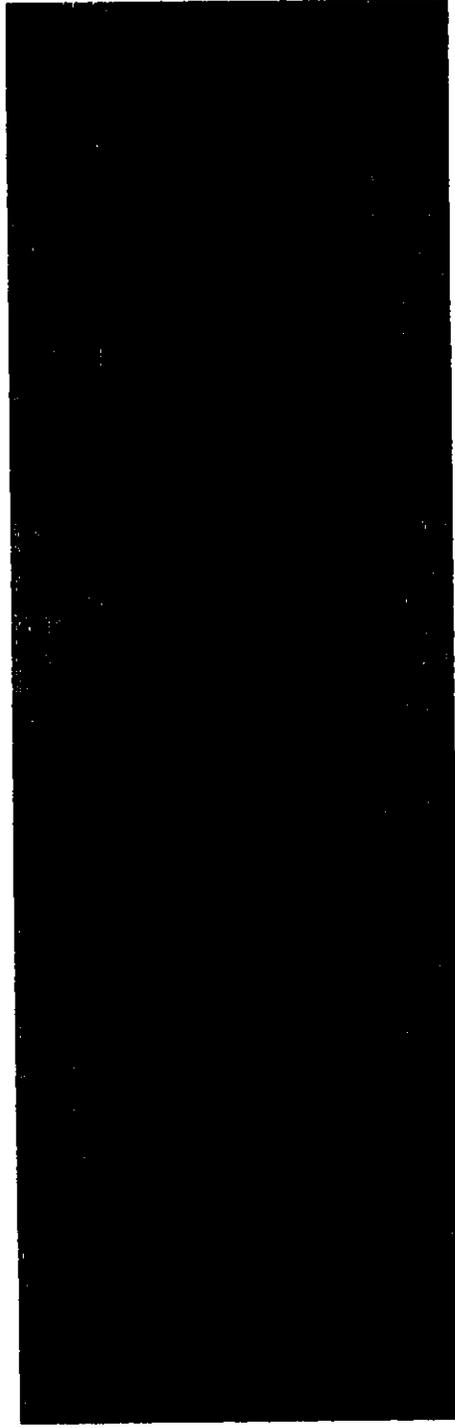
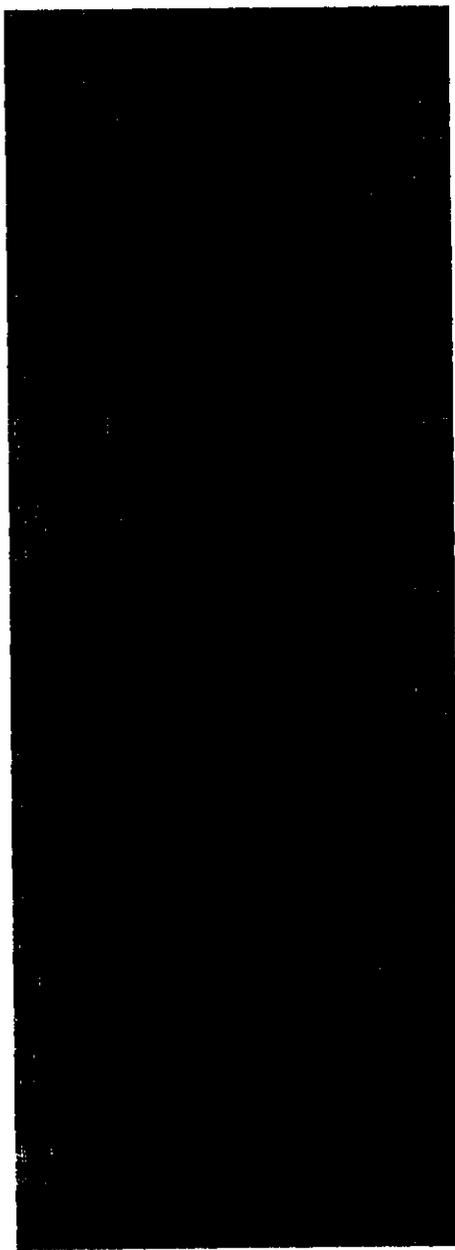
Project Name	
Project Number	
Project Location	
Project Status	
Project Start Date	
Project End Date	

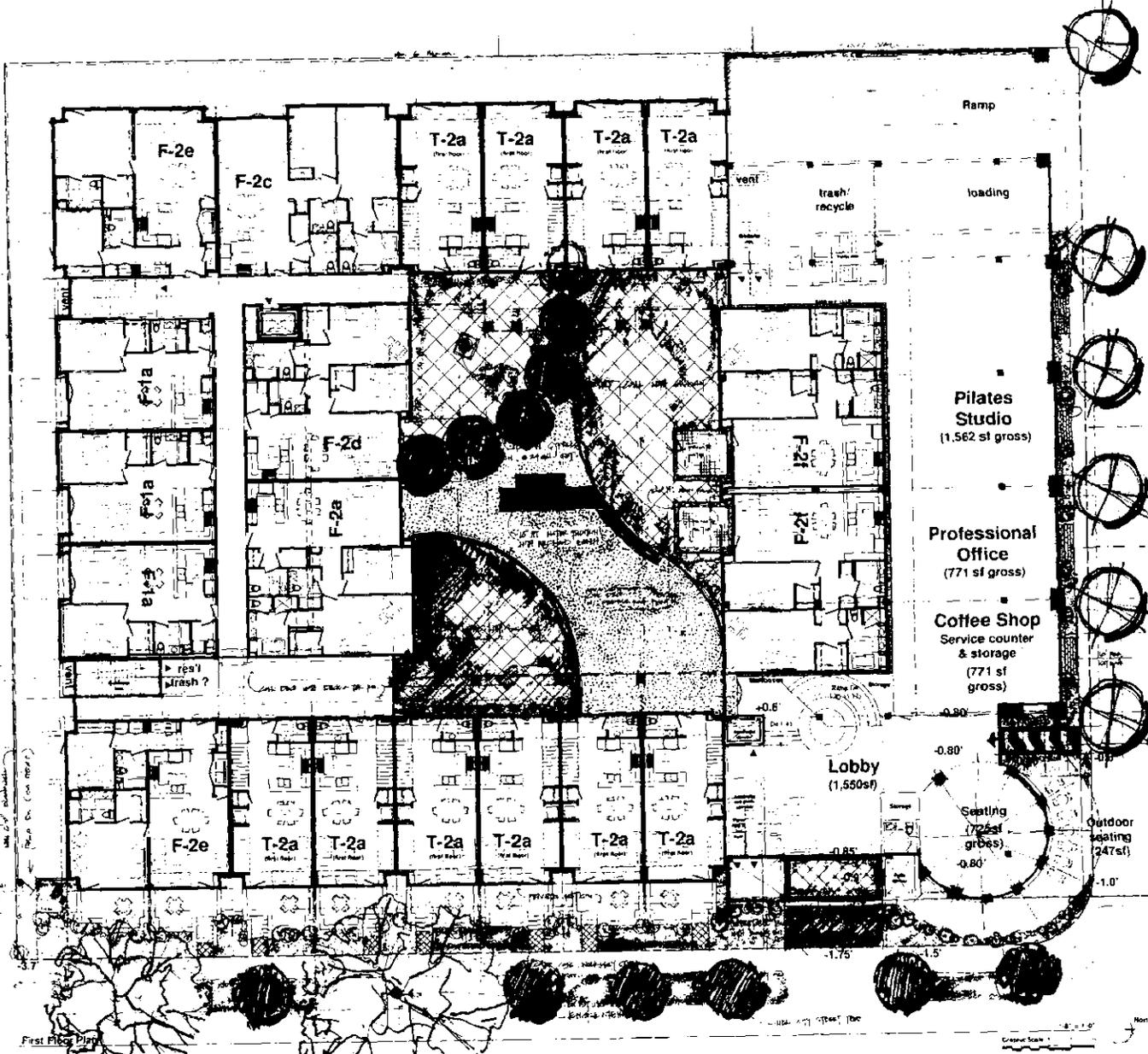
Walnut-Hudson Mixed-Use Project
 (Landscape)
Neiv's Homes
 21500 Walnut Street, Suite 200
 Phoenix, AZ 85024
 Phone: (602) 254-1100
 Fax: (602) 254-1101

Project Name: Walnut-Hudson Mixed-Use Project
 Project Number: [Redacted]
 Project Location: [Redacted]
 Project Status: [Redacted]
 Project Start Date: [Redacted]
 Project End Date: [Redacted]

Pr-7
 [Redacted]
 [Redacted]
 [Redacted]

Project & Land Description



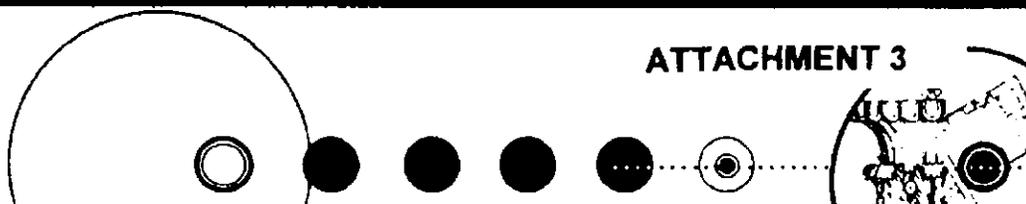


First Floor Plan

Floorplan	
Sheet No.	01
Project No.	100-100-100
Scale	1/8" = 1'-0"
Date	10/10/10
Drawn by	TKC
Checked by	TKC
Project Name	Walnut-Hudson Condominiums

Project: Walnut-Hudson Condominiums
 Location: 123 East Street, New York, NY 10001
 Architect: TKC
 Date: 10/10/10

Legend	
Door	TKC
Window	TKC
Wall	TKC
Furniture	TKC
Plant	TKC
Notes	TKC



ATTACHMENT 3

Project Number: PPR2004-00027 **Date:** August 16, 2004

Project Address: 770 E. Walnut Street

Project Description: Demolish six buildings and construct 103,000 square foot building containing 71 residential units, 3,800 square feet of first-floor commercial space, and 144 subterranean parking spaces.

Applicant: Robert Tyler and Nevis Homes

Case Manager: Darrell Cozen

Phone # 626-744-6753

COMMUNITY PLANNING

Plan Reviewer: Carol Hunt Hernandez **Phone No. (626) 744-6768**

General Plan Consistency: The proposed project is located on the southwest corner of Walnut Street and Hudson Avenue. The proposed project is to demolish 6 buildings consisting of 26,767 square feet and construct a new 103,000 square foot mixed use building totaling 71 units and 3,800 square feet of non-residential space. The project is subject to the Inclusionary Housing requirements. The proposed project is located within the Central District Specific Plan - a3 Urban Housing Area, and CD-3 Transit Village of the draft Central Specific Plan. The proposed use is consistent with both designations. Both areas permit housing with a commercial component.

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

Objective 1 - Targeted Development - Direct higher density development away from Pasadena's residential neighborhoods and into targeted areas, creating an exciting urban core with diverse economic, housing and cultural and entertainment opportunities. Policy 1.3 - Transit-Oriented Pedestrian-Oriented Development; Policy 1.4 Mixed Use; and Policy 1.5 Urban Villages. The proposed project is consistent with these goals in that it is located within the transit urban village, the project contains a residential and commercial component; and it is located within walking distance to the Lake Avenue Light Rail Station.

Objective 11.1 - Job Opportunities - Encourage the retention and creation of job opportunities for Pasadena residents. The commercial component of the project could provide jobs to Pasadena residents.

Objective 15 - Housing Conditions; Policy 15.1 Sizes and types; Policy 15.2 - Increase Supply. Policy 15.2 - Increase Supply. Increase the total number of market-rate and affordable housing units within the City. The proposed project is a 71 unit residential project which includes a variety of unit sizes, from one bedroom to 3 bedrooms.

Objective 20 - Circulation: Policy 20.1 - Transit Oriented and Pedestrian-Oriented Development; Policy 20.8 - In-fill and Revitalization Sites: Within targeted development areas, cluster development near light rail stations and along major corridors served by transportation, thereby creating transit-oriented development "nodes" and encouraging pedestrian access. The proposed project is located approximately a 1/4 mile from the Lake Avenue Light Rail Station and is easily accessible by walking. The proposed project includes the demolition of 6 buildings totaling 12,775 square feet and constructing 71 residential (for sale) units at 90,000 square feet (for the units) with 3,800 square feet of non-residential uses for a total FAR of 2.25 which is consistent with the draft Central District Specific Plan.

The General Plan states the following" "If an existing building is demolished and a new building is constructed on the same site, the square footage of the existing building is subtracted from the square footage of the new building in determining the total "new" square footage on the site regardless of use." Therefore with the demolition of the existing 12,775 square feet, and the new construction of 102,950 total square feet, the net new square feet utilized at the site will be 90,175.

Specific Plan: The draft Central District Specific Plan, conceptually approved by the City Council in December 2003 and February 23, 2004, contains the recommended heights, setbacks, floor area ratios and residential densities for projects in the Central District. The Specific Plan will revise the development standards across the Central District. The project site is located in D-3 Transit Village (Urban Residential & Mixed Use Emphasis)

The General Plan Designation for this area is Central District Specific Plan - a3 - Urban Housing. In this area, the Specific Plan envisioned a downtown high density housing area - (49 - 60 dwelling units per acre) which will provide an opportunity for people to live close to where they shop and work and be within easy walking distance to the light rail station. The principles of a transit oriented district will apply to this area. The proposed project is consistent with this framework.

Draft Central District Specific Plan

CD-3 - Transit Village (Urban Residential and Mixed Use Emphasis)

Sub-District Goal - To promote development as an urban village in the vicinity of Walnut Street, with strong connections to the adjacent Lake Avenue Rail Station as well as to balance the institutional growth and historic preservation activities of Fuller Seminary, which is prominently located within the area. The project is consistent with this goal.

Housing is a permitted use except on the ground floor. The project is consistent with this goal.

The minimum required setback on Walnut Street is 5 feet, and may be setback up to 10 feet maximum. The project is setback 5 feet from the property line, with a 7 foot sidewalk. A 10 foot sidewalk is required for Walnut Street.

The draft Central District Specific Plan recommends a maximum Floor Area Ratio (FAR) of 2.25 FAR for this area which would permit 102,971 square feet. The proposed project is 102,950 square feet. The height of the building is 52.2 feet which is within the height limit of 60 feet for this area for both the existing Central District Land Use Regulations and the draft Central District Specific Plan.

The Permitted number of units - 87 du/acre - The scale of new residential developemnt should transform this sub-district into a high density urban village with 48-87 DU/acres/ The number of units proposed is 68/acre.

The City Council is expected to adpt the draft Central District Specific Plan on September 27, 2004. Until the Central District Specific Plan is adopted, the General Plan Land Use element (referenced above) provides policy direction for this area.

Master Development Plan: N/A

Planned Development: N/A

Neighborhoods: Chris Holden, District 3
Field Rep. Jacqueline McIntyre

Estimated Fees:

CURRENT PLANNING

Planner: Michael A. Huntley

Phone No. (626) 744-6709

Zoning District: CD13 (Central District 13, Walnut Street)

Development Standards: Review Section 17.33 (Central District Development Standards), 17.68 (Off-street Parking), and 17.64 (Site Regulations).

Certificate of Compliance: Not applicable.

Existing Central District Development Standards:

Minimum Yards: North – Average of the two adjacent properties
South – No setback required.
East – Average of the two adjacent properties
West – No setback required.

Based on the conceptual site plan and floor plans submitted for the project, it appears that the project does not meet the required front yard setback (i.e., Walnut Street), and does not meet the required street side yard setback (i.e., Oak Knoll Avenue). Although the average setbacks for the properties to the west (Walnut frontage) and south (Hudson frontage) were not provided, it is apparent that the project does not meet the

average setback requirements. If you wish to proceed with the current design prior to the changes to the code, a variance would be necessary to deviate from the required setbacks.

Maximum Building Area: There is currently no maximum building area indicated in the zoning code. Maximum building area is subject to meeting the setback, height and parking requirements.

Residential Density: The residential density for the subject site is per the RM-48 Urban Development Standards or 87 dwelling units per acre. However, the General Plan residential density for this area is 60 dwelling units per acre and would be the density applicable. Based on a lot area of 45,763 square feet, the code would allow a residential density of 63 units. Since the subject site is located in the CD-13 district, the code allows for up to a 50 percent density bonus from the base residential density for the site. This would increase the base density number by 31 additional residential units.

Based on the preliminary plans, the proposed residential density of 71 units exceeds the base residential density. At this time, there is no indication that you are proposing a density bonus so the project currently exceeds the maximum residential density permitted for the site.

Building Modulation: Subject to Design Review requirements and review.

Over the front entry for each of the residential units that front onto Hudson, please consider providing an overhead architectural element over each door that emphasizes the entries.

Height: The maximum building height in this area of the Central District is 80-feet for any building and there is no differentiation between residential or commercial building heights at this location in the Central District.

Based on the preliminary building elevations, the building is proposed to be 52 feet 8 inches at its highest point. As such, based on the preliminary elevation, the project is below the maximum building height.

The code also allows for appurtenances to exceed the maximum height by 20 feet so long as the appurtenance(s) does not cover more than 25 percent of the roof.

Open Space: None required.

The project includes a centrally located courtyard at the ground floor as a common amenity for the project. For mixed-use projects, the City encourages a common open space element such as this since there is limited open space in the Central District.

Landscaping: Since there is no at grade open parking associated with this project, no landscaping is required as part of the project. Landscaping may be required through the Design Review process.

Staff would encourage the use of vertical growing trees in the corner side yard along the Hudson frontage in front of or between each of the landings for each unit. The trees will help break up the height of the building and soften the streetscape. Examples of trees

would be melaleuca quinquenervia, any vertical variety of Eucalyptus, Acacia melanoxylon, etc.

Parking: Since the proposal is a mixed-use project, there are a number of parking ratios that apply to this project. The following is a list of the parking ratios:

Retail Sales – 2.5 per 1,000 square feet of gross building area

Take-out Restaurant – 1 per 2 seats, or 1 per 250 square feet of dining area

Residential – 1.5 parking spaces per dwelling unit

Guest Parking – 1/10 residential parking spaces

Based on the proposed plans, the project is required to provide 134 off-street parking spaces and the project provides 144 off-street parking spaces that exceed the minimum number of parking spaces. Although the project meets the minimum number of parking spaces, please be advised that there are other off-street parking requirements that must be met. The applicant should submit fully dimensioned floor plans for the parking area so that staff can verify parking stall size, back-up area, turning radius, access, ramp slope and length, clearance, etc. Please refer to Chapter 17.68 (Off-street Parking Requirements) of the zoning code.

CEQA: Based on the size and location of the proposed mixed-use project, an Initial Study will be required to evaluate potential impacts to the surrounding area. Some of the areas of concern are traffic and circulation, aesthetics, district compatibility etc.

Loading: Based on the square footage of the commercial component and the types of uses indicated on the plans, the Off-street Parking Regulations of the Zoning Code requires one large loading space (12' x 34' x 14') be provided on-site for the project. The proposed first floor plan indicates that one small (10' x 20' x 10') loading space is being provided that does not meet the loading space requirement. Also, the code requires that all maneuvering of the loading spaces be done on-site and not in the public right-of-way. As proposed, vehicle movements for the loading space would have to be done along Walnut Street. Revise the plans to correct this or obtain a waiver from the Director of Transportation.

Please be advised that the Department of Public Works and Transportation will evaluate the location and on-site turning area for the loading space.

Refuse Storage: The size of the refuse storage is to be determined by the Director of Public Works and Transportation based on the type of use. The plans clearly indicate that trash and recycling are provided on site.

Discretionary Review Process:

Design Review

Maximum Floor Area: Not applicable.

Environmental Review - Initial Study: Based on the size and location of the proposed mixed use project, an Initial Study will be required to evaluate potential impacts to the surrounding area. Some of the areas of concern are traffic and circulation, aesthetics, district compatibility etc.

Signage: See Section 17.72 Central District Sign Ordinance for the sign requirements

Mitigation/Condition Monitoring: Mitigation measures may be required through the environmental review process and conditions of approval would be included in the variance process. Both processes require monitoring by the City.

Estimated Fees: \$

Draft Central District Development Standards:

Note: The following development standards mentioned below are the draft changes to the zoning code. For those sections where there is no anticipated or proposed change, the comments above will stand.

Minimum Yards: North – Up to a minimum of five (5) feet
South – No setback required.
East – A minimum of 10 feet
West – No setback required.

As proposed, the project appears to meet the future draft mixed-use standards for the Central District.

Maximum Building Area: The draft Central District Specific Plan includes a Floor Area Ratio (FAR) of 2.25 for the subject site. Based on the lot size of 45,763 square feet, the maximum building area permitted for the subject site would be 102,967 square feet. Based on the site data on the cover sheet, the proposed building would have a floor area of 102,950 square feet that is below the maximum permitted for the subject property.

Residential Density: The residential density for the subject site is per the RM-48 Urban Development Standards or 87 dwelling units per acre. The General Plan residential density for this area is proposed to be changed to 87 dwelling units per acre to create consistency with the underlying zoning density.

Based on a lot area of 45,763 square feet, the code would allow a residential density of 91 units. Since the subject site is in the CD-13 district, the project would also be entitled to a 50 percent density bonus. This would increase the base density number by 46 additional residential units.

Based on the preliminary plans, the proposed residential density of 71 units would be below the maximum density permitted for the subject site without a density bonus.

Height: The proposed building height in this area of the Central District is 60-feet for any building and there is no differentiation between residential or commercial building heights at this location in the Central District.

Based on the preliminary building elevations, the building is proposed to be 52 feet 8 inches at its highest point. As such, based on the preliminary elevation, the project complies with the maximum building height.

The code also allows for appurtenances to exceed the maximum height by 20 feet so long as the appurtenance(s) does not cover more than 25 percent of the roof

Loading: The loading space requirements in the draft zoning code provide a reduction in the required number and size of loading spaces. Based on the square footage of the commercial component and the types of uses indicated on the plans, the draft loading spaces requirements would not require a loading space of any size.

Parking: Since the subject site is located in the Central District and in a Transit Oriented Development area of the city, there are proposed caps placed on the maximum number of parking spaces that can be provided. Please see the proposed TOD requirements in the zoning code.

DESIGN & HISTORIC PRESERVATION

Plan Reviewer: Darrell Cozen
dcozen@cityofpasadena.net

Phone No. (626) 744-6753

Historic Significance: There are six primary structures on the site with ages from 1909 to 1981. This area is in the Central District, which is the subject of a comprehensive historic inventory that is currently nearing completion. These six structures were not considered to have sufficient significance to merit individual inventory forms as part of the study. Staff is not aware of any significant person, group, or event that is associated with these properties. None of the buildings have unique or exemplary architectural styles. Thus, these structures do not appear to meet any criterion for designation as a landmark or historic monument or for listing in the California Register or National Register.

Historic Preservation Commission Review: Demolition of structures must be reviewed by the City pursuant to a request for a Certificate of Appropriateness or as part of the CEQA analysis of environmental impacts of the entire project. Since the recent survey found these buildings not to be historic, no Commission review is required.

Relocation: Not necessary for purposes of historic preservation.

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 to the Design Commission for an approval to demolish a building prior to issuance of a building permit for a replacement project located within the Central District. This application requires a public hearing, with notification to surrounding properties within 300 ft. of the site. The Commission may approve the application if it adopts findings that the building does not qualify as a landmark, is not habitable and has not been occupied in the last 12 months, and its demolition would not disrupt a continuous grouping of significant buildings. Alternatively, the Commission may also deny the application. Decisions on these applications may be appealed to the City Council or called for review by the Council.

Design District: The municipal code requires design review of all new construction in the Central District Specific Plan area. For new construction with more than 50,000 square feet, as in this case, the review is conducted by the Design Commission.

Applicable Design Guidelines: The applicable design guidelines are: The City-wide Design Principles (*CDP*) in the General Plan, the Central District Specific Plan (*CDSP*) Design Guidelines, and the Design Guidelines for Windows in Multi-family Residential Projects. Although not design guidelines, the Purposes of Design Review in the zoning code also provide measures for reviewing the project. These guidelines are accessible through the City's Web site: www.cityofpasadena.net/planning.

Design Commission Review/Staff Review: Design review is a three-step procedure: 1) a **preliminary meeting with staff** to review the project and site plans and elevations, to discuss the design guidelines, and to identify additional information that may be needed for a complete application; 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.

Concept design review requires: An application with a filing fee and the submittals listed in the design review information packet.

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) eye-level perspective drawings or computer models, concentrating on both street elevations.

Final Design review requires an application with a filing fee and the submittals listed in the design review information packet. Although the staff usually conducts final design, for a project of this size the Commission, during concept review, is likely to request that it conduct final review in place of the staff. You may file for building plan check (for possible building and fire safety corrections) while awaiting approval for the application for Final Design review.

Final Design review focuses on compliance with the conditions of approval (if any) of concept design and on construction details, paint colors, finishes, doors and windows, landscaping, exterior lighting, location/screening of mechanical equipment, etc.

Appeals/ call for review. Any interested person may appeal a decision to the City Council; the Council may also call for a review of a decision by the Planning Director or the Commission. Appeals must be filed before the decisions become effective (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.
- Views into and from the interior of the site (and elevations facing the interior courtyard).

Massing/Height: The building has a four-story height, which is common on Walnut. Massing has more horizontal than vertical emphasis, but not strongly so. The horizontality of the design is mitigated considerably by breaking the design into three modules along Walnut Street and two along Hudson Avenue. This modulation is effective in making the building fit well into the environment, in which projects were originally much smaller in scale.

The rectangular geometric forms on the facades and the jagged roofline give the design a contemporary massing that follows Central District Specific Plan Design Guideline (CDSPDG) 1.1, which calls on applicants to “design visually attractive buildings that add richness and variety to the Downtown environment, including creative contemporary architectural solutions.” The massing shows clear differentiation between the base, middle and top levels of the building in conformance with CDSPDG 2.6. At the roofline, the variety of roof shapes follows CDSPDG 8.1's encouragement of “sculpted roof forms.”

The tower element appears to be overly dramatic for a minor street intersection. Although the tower does show that the designers have attended to the guideline that requests emphasis be provided on street corner interfaces, this design goes too far in that direction. Additionally the tower might be too heavy due to the large solid wall areas on its sides. Restudy of this element might result in a more appropriate design for this location.

Siting: The project has an urban site plan with the building situated close to the street. A single driveway is placed on the major street (Walnut Street) as far as possible from the intersection, which seems appropriate. The single driveway for a project with two frontages “minimizes the number of drive approaches ... to reduce conflicts between pedestrians and automobiles” (*Central District Specific Plan Design Guideline 2.2.1*). The provision of residential units above commercial units along Walnut Street is a traditional building plan that has returned to favor and is welcome here. The main pedestrian access to the residential units occurs near the street corner (in compliance with CDSPDG 5.5) and provides “an easy transition between exterior and interior space” (*Citywide Design Principles*, p. 16). This entry is well marked by a large canopy and a sign. The substantial commercial units along the sidewalk will strengthen the area’s use as a pedestrian-oriented commercial area and help make the street “an active and engaging place” (*Citywide Design Principles*, p. 14).

The proposed open space is situated in a courtyard that benefits the units relatively equally. Two front doors and ten rear doors enliven the courtyard and give it the potential for use. The courtyard; however, does not have visibility from the public street, which is desired. With the deletion of one townhouse unit on Hudson, the courtyard

could become highly visible from Hudson Avenue, making it a feature that adds to the attractiveness of the building.

The ground floor units along Hudson appropriately face the street and have steps up to the front patio, as encouraged by the City in *CDSPDG*'s 1.1, 1.6, 2.2 and 2.3.

The placement of all parking in two levels of subterranean parking goes as far as the City could ask in minimizing the visual effect of parking. However, *CDSPDG* 7.2 says to "locate service, loading, and storage areas away from public streets and public spaces, as far as feasible." It is questionable whether the loading area adjacent to Walnut Street meets this guideline.

Compatibility: The height and massing are compatible with the other projects recently built and being built nearby. There are no nearby historic properties that require compatibility.

Fenestration: The ground floor windows are modern storefront floor to ceiling windows. The upper floor windows are large and highly organized, especially vertically.

The Hudson Avenue residential entries should have hoods or porch roofs over the entries to give the entries more prominence.

Design Details: The design shows considerable variety in its details, such as boxes around window bays, canopies, canted roofs, canted window surrounds, and a round corner element. The two street elevations are designed with significant design differences to give the appearance of different buildings along each street. The proposed design details clearly give the building visual interest.

Landscaping: Two existing oak trees in the parkway along Hudson Avenue have branching that extends over 15 feet into the property. The proposed setbacks appear to accommodate these trees well. In addition a private tree in the front setback of the neighboring property to the south may be affected by the development. The applicant should have an arborist identify that tree, and, if it is a protected tree, devise a tree protection plan at the Concept Review stage for this private tree, as well as for the public trees.

The landscape plan shows six trees in the central courtyard, along with a variety of hardscape surfaces. The applicant should consider the beauty, shade and cooling powers of additional landscaping in the courtyard (*CDDG* 5.2: "encourage the use of on-site planting").

Signage: The corner retail shop sign and entry lobby sign are shown in an appropriate location above ground floor canopies.

Materials: The materials, which are not called out at this time, will be reviewed at the Final Design review. This design might be advanced with sections of modern metal or composite siding materials.

Estimated Fees:

Concept Design Review:	\$2090
Final Design Review	\$470
Initial Study for CEQA:	\$1800

HOUSING & DEVELOPMENT

Plan Reviewer: Kermit Mahan

Phone No. (626) 744-8315

General Comments: Project is providing 71 residential units and is therefore subject to comply with standards of the Inclusionary Housing Ordinance,

Estimated Fees:

BUILDING DIVISION

Plan Reviewer: Chris Wu

Phone No. (626) 744-6886

Governing Codes: The design and construction of this project shall be in full compliance with Title-14 of PMC(Pasadena Municipal Code), CBC(2001), CEC(2001), CPC(2001), CMC(2001), California Energy Code(2001), California Building Standards Code(2001) and all the applicable federal, state and county laws.

Occupancy Group: R1, B /S3

Construction Type: Defined by architect.(TYPE V - 1, I)

Means of Egress (Exiting): Exits and exit systems shall be properly dimensioned on the plans and shall comply with chapter 1004 of CBC.

California Disabled Access Requirements: This project shall be fully accessible and adaptable to comply with the Title-24 handicapped requirements and the Multi-Family Disabled Access Regulations and chapter 11 of CBC.

California CCR Title 24 Energy Requirements: This project shall comply with the Title-24 energy requirements and calculations are required

Fire Protection System: Fire protection requirements shall refer to section 14.25 of PMC and chapter 9 of CBC; section 904.2.8 and per fire department's requirements.

Plans and Professional Documents: architectural,electrical, mechanical and plumbing plans,grading plans, STORM WATER PLANS (SEPARATE PLANS WHICH WILL BE REVIEWED BY CITY'S CONSULTANTS),soil investigation reports, structural calculations, engineering details and all other construction drawings (all prepared by architects or civil / structural engineers licensed in California) are required for this project.

Estimated Fees: shall be based on the square footage and / or the construction valuation.

CULTURAL AFFAIRS DIVISION

**Public Art Coordinator: ROCHELLE BRANCH
(626) 744-6915**

Phone No.

Public Art Requirement: Based on the information provided, this project IS SUBJECT to the City of Pasadena Public Art Requirement. One percent of the building valuation must be dedicated to public art, of which 20 percent is due to the City at Plancheck. The remaining amount is to be used on an on-site public art budget, if the developer chooses to create a public art project.

Design Commission and Art Commission Reviews are now linked. Please refer to the Public Art Guidelines and packet materials for details. Please contact the City's Public Art Program Manager, Rochelle Branch, as soon as possible to schedule a meeting to review the Requirement and procedures.

Estimated Fees:

DEPARTMENT OF PUBLIC WORKS

Plan Reviewer: John Orolfo

Phone No. (626) 744-4273

General Statement: The following conditions are in response to a predevelopment 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 predevelopment 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.

Sewer: A sewer area study, prepared by a licensed civil engineer registered in the State of California, shall be submitted to the Department of Public Works for review and approval. The sewer area study shall include sewer flow monitoring at specific locations, to be determined by the Department. The sewer flow analysis shall include calculations for the quantities of sewer flow for the pre-development and post-development conditions and determine the impact on all affected City sewerage facilities. The increase in sewer flow may impact the sewer capacity downstream from the proposed development. The applicant will be required to mitigate any potential capacity deficiency by a method approved by the Department. The applicant shall be responsible for all costs required to mitigate the potential capacity deficiency, including upgrading existing sewer main and/or replacing the existing sewer main with sewer mains larger than the existing sewer main in the fronting street, including sewers downstream of the proposed development.

The proposed development shall connect to the public sewer by a method approved by the Department of Public Works. All sewer connection shall be 6" diameter vitrified clay pipe with a minimum slope of 2 percent.

Grading and Drainage: The applicant shall submit to the Department of Public Works a grading and drainage plan and hydrology study for review and approval prior to the issuance of a building permit. The grading and drainage plan and hydrology study shall be prepared by a licensed civil engineer registered in the State of California. The hydrology study shall include calculations for the quantities of storm water runoff for the pre-development and post-development conditions and how it will be handled.

The drainage system at the intersection of Walnut Street and Hudson Avenue includes a culvert system that must be removed and replaced with a standard catch basin and storm drain pipe system. The work includes removal of the existing system. The exact details and scope of work of the drainage improvements will be determined after a thorough drainage assessment is completed. (See Drawing No. 4318 for reference)

If water is pumped from the subterranean parking garage before discharging into the public right-of-way, the applicant shall install a drainage structure in private property to dissipate energy from the pumped water.

If the proposed improvement drains to the driveway, the applicant shall construct a non-sump grate drain in the driveway at the back of the sidewalk. This drain shall discharge to the street at an approved angle in a cast iron curb drain or an approved curb outlet.

This project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to the issuance of any demolition, grading or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance.

Street Dedication: The south side of Walnut Street has an existing 7-foot wide parkway. In order to provide for a standard 10-foot wide parkway, the applicant shall dedicate to the City a 3-foot strip of land along the Walnut Street frontage of the subject property for street purposes.

The southwest corner of Walnut Street and Hudson Avenue has a 15-foot radius property line corner rounding. In order to provide for an American with Disabilities Act (ADA) compliant wheelchair ramp, the applicant shall dedicate to the City the land necessary to provide a 20-foot radius property line corner rounding at the southwest corner of Walnut Street and Hudson Avenue for street purposes.

In order to improve the alignment and transition on Walnut Street between Hudson Avenue and Lake Avenue, the applicant shall dedicate to the City a variable strip of land, width and limits to be determined by the Departments of Public Works and Transportation, along the Walnut Street frontage for future street purposes.

In order to improve loading and unloading operations on Hudson Avenue, the applicant may be required to dedicate to the City a 10-foot strip of land along the Hudson Avenue frontage for street purposes. Contact Jolene Hayes, Transportation Planner, at (626) 744-7424 for details.

All dedications shall be shown on the final map which will require the approval and acceptance by the City Council.

Street Improvements and Repair: In conjunction with the above dedication of a 3-foot strip of land along the Walnut Street frontage, the applicant shall remove the existing sidewalk and construct a 5-foot wide concrete sidewalk and a 5-foot wide parkway strip.

In conjunction with the above dedication of the land necessary to provide a 20-foot radius property line corner rounding, the applicant shall construct improvements consisting of concrete curb, gutter, sidewalk, wheelchair ramp, and other work necessary to construct a standard 25-foot radius curb at the southwest corner of Walnut Street and Hudson Avenue. Improvements shall include the relocation and upgrading of affected street lights, signals and various utilities, and re-striping of crosswalks and traffic lanes.

In conjunction with the above dedication of a 10-foot strip of land along the Hudson Avenue, the applicant shall construct improvements consisting of pavement, concrete curb, gutter, and sidewalk on Walnut Street. Improvements shall include the relocation and upgrading of affected street lights, signals and various utilities, re-striping of crosswalks and traffic lanes, and planting of street trees.

Walnut Street has a rubberized asphalt (ARHM) pavement. If the street is excavated for utility connections, it shall be repaved with ARHM. The full width of Walnut Street and of Hudson Avenue shall be repaved along the subject development frontages.

Excavation in the streets for utility connections shall be as close as possible to each other and the pavement shall be restored contiguously between extreme excavations.

The applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk and shall repair any existing or newly damaged curb, gutter and sidewalk, avoiding any damage to existing street trees and using the City's Tree Protection Standards available from the Parks and Natural Resources Division (744-4514) of the Department of Public Works, along the frontages prior to the issuance of a Certificate of Occupancy.

The applicant shall construct any one-way drive approach a minimum of 12 feet in width and two-way drive approach a minimum of 24 feet and a maximum of 26 feet in width and in accordance with Standard Drawing No. S-403. Cuts for drive approaches shall be made at the flow line of the gutter. The pavement shall not be removed.

Recycling: The applicant shall submit the following plan and form which can be obtained from the Recycling Coordinator, 744-4721, of the Department of Public Works for approval prior to the request for a building permit:

- a. C & D Recycling & Waste Assessment Plan – Submit plan prior to issuance of the grading permit. A list of Construction and Demolition Recyclers in Los Angeles County can be obtained from the Recycling Coordinator.
- b. Monthly reports must be submitted throughout the duration of the project.
- c. Summary Report with documentation must be submitted prior to final inspection.

The applicant shall advertise the availability of salvage materials. A listing can be made at no charge in the CALMAX Quarterly Catalog at www.ciwmb.ca.gov/CALMAX or through LACOMAX at www.dpw.co.la.ca.us/epd/lacomax or through preservation groups or web or newspaper advertising.

The project shall be subject to the use of deconstruction techniques. A deconstruction manual is available free of charge by downloading it from www.ciwmb.ca.gov/publications or by requesting a copy from the Recycling Coordinator, (626) 744-4721, of the Department of Public Works.

Street Lighting: The existing street lighting system on Hudson Avenue consists of utilitarian lights (mounted on wood power poles) and therefore, does not meet present design standards. In order to improve pedestrian and traffic safety, the applicant shall install a maximum of one (1) new street light on or near the frontage of the property, including conduits, conductors, electrical service (if necessary), pull boxes, and miscellaneous appurtenant work. The type and hardware shall conform to current policies approved by the City Council, and the location shall be as approved by the Department of Public Works.

If the existing street lighting system along the project frontage is in conflict with the proposed development/driveway, it is the responsibility of the applicant to relocate the affected street lights, including conduits, conductors, electrical services, pull boxes and miscellaneous appurtenant work in a manner that complies with the requirements and receives the approval of the Department of Public Works.

Unless otherwise arranged, the applicant is responsible for design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above improvements shall be prepared by an engineer registered in the State of California. Upon submission of improvement plans to the Department of Public Works, 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.

Street Trees: The project shall comply with the Tree Protection Ordinance (TPO) that provides protection for specific types of trees on private property as well as all trees on public property.

If pruning of street trees is required to facilitate the construction of the project, it shall be done by the City's Parks and Natural Resources Division crew. The applicant shall be responsible for the cost of pruning the street trees and submit to the Department of Public Works a deposit, amount to be determined by the Department and subject to refund or additional billing, for the City crew to prune the street trees.

If street tree vacancies exist, the applicant shall plant and maintain, for a period of three years, the officially designated street trees on the subject frontages and install and permanently maintain an irrigation system for those trees. Locations will be finalized in the field by Department. Plans for the irrigation system shall be prepared by a landscape architect registered in the State of California and submitted to the Department for review and approval.

Plans must be submitted to the Parks and Natural Resources Division for approval showing any structures, irrigation, footings grading or plantings that impact City street trees. The plans must conform to the Tree Protection Standards which specifically

require showing the locations of all existing trees, their diameters and actual canopies as well as any trees to be planted with their canopy at mature size.

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 **\$10,000** 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, either directly or indirectly, by the construction on this site.

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

Estimated Fees: Based on work performed in the public right-of-way. See General Fee Schedule.

DEPARTMENT OF TRANSPORTATION

Plan Reviewer: Jolene Hayes **Phone No.** (626) 744-7424

General Statement: The following conditions are in response to a predevelopment 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 predevelopment plan review process, the Department of Transportation will review the proposed development for specific recommended conditions to be approved, which could also include other conditions.

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

Estimated Fees: Based on work performed in the public right-of-way. See General Fee Schedule.

Parking/Loading/Trash: The parking, loading, and trash/recycling areas shall conform to the requirements of the Pasadena Municipal Code (PMC) and a plan showing all pertinent dimensions for these areas shall be submitted to the

Department of Transportation for review and approval prior to the issuance of a building permit.

Parking: As submitted, the project complies with the proposed revisions to the parking requirements, including 1.75 parking spaces per dwelling unit, 13 spaces for the restaurant use, and seven spaces for the retail use.

Bicycle Parking: **Bicycle Parking:** The proposed Zoning Code revisions require a minimum of sixteen (16) bicycle parking spaces, including four (4) spaces for the commercial use and twelve (12) spaces for the residential use. Contact Rich Dilluvio for further details at (626) 744-7254.

Loading: The loading as shown on the plans does not conform to the requirements of the PMC, specifically the requirement for head-in and head-out. The City may be willing to allow for an on-street loading zone on Hudson Avenue should the applicant dedicate a ten-foot strip of land on Hudson Street with the length to be determined by the Departments of Public Works and Transportation.

Traffic: A Full Traffic Impact Analysis shall be prepared in accordance with the City's established guidelines. The applicant shall pay a deposit of \$4,000, subject to refund or additional billing, for reviewing the analysis. The report shall assess the project's potential effects on the following:

- Pedestrian traffic and/or bicycle use
- Increases in traffic volumes and/or speeds on adjacent residential streets
- Transit use, including identification of existing nearby transit stops, potential/proposed location changes to existing amenities (bus benches, receptacles, etc)
- Multi-modal corridors and/or de-emphasized streets
- Loading/unloading and miscellaneous delivery services, including FedEx, UPS, etc. associated with the commercial uses, as well as moving activities associated with the residential units

Appropriate traffic impact mitigation measures will be determined in conjunction with the Public Works' street improvements and dedications. The scope of work for the traffic study must be approved by the Department of Transportation; therefore, it is strongly recommended that the applicant enter into a memorandum of understanding (MOU) for the traffic study scope prior to collecting data and conducting the traffic analysis. Contact Eric Shen, Transportation Planning & Development Manager, at 626-744-7208 for additional information.

Overnight Parking: Upon completion of this project, no overnight parking permits will be issued to tenants residing at this site.

Trip Reduction: The project is not subject to the City's Transportation Demand Management (TDM)/Trip Reduction Ordinance (TRO) requirements.

WATER & POWER DEPARTMENT, Water Division

150 South Los Robles Avenue, Suite 200, Pasadena, CA 91101

Plan Reviewer: Antoinette T. De Leon **Phone No.** (626) 744-4475

PPR2004-00027: 770 East Walnut Street (D.S. #616)

Water Mains: Pasadena Water and Power (PWP), Water Division can serve water to this project. Currently, there is a 12-inch water main in Walnut Street, 11-feet north of the south property line of Walnut Street, and an 8-inch water main in Hudson Avenue, 20-feet east of the west property line of Lake Avenue. The owner/developer must pay a water main charge for the 8-inch water main in Hudson Avenue, from Walnut Street to Union Street based on the lot street frontage. This is half of 235 feet multiplied by \$95.00, the cost per foot of installing an 8-inch main, for a total of \$11,163.00.

Moratoriums: A section of Walnut Street was paved with rubberized asphalt. Verify with The Public Works Department regarding any construction moratorium affecting this project.

Water Pressure: The approximate water pressure range for this project is 80-85 psi (pounds per square inch). The uniform plumbing code recommends the installation of a pressure regulator when water pressure exceeds 80 psi.

Water Service: There are several existing water services to this site. These services may not be sufficient for the proposed development and may be abandoned. The size of the single service necessary will be determined per the Uniform Plumbing Code when final building plans are submitted. PWP will install any new service at the Pasadena Water Service Rate Ordinance in effect at the time of application and installation. (NOTE: Pasadena Water Service Rate Ordinance is applied to new services tapped off the main closest to the parcel when installed in the street under normal conditions and standard methods).

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. If you would like to request fire flow test information for your site, please contact Rudy Nickens at (626) 744-4524

Cross Connections: All city cross-connection prevention policies must be adhered to. All meters serving the project shall be protected by an approved backflow prevention assembly. Each parcel must have a separate water service; water lines are not permitted to cross lot lines to serve adjoining lots. If you have additional questions, please contact Richard Thompson at (626) 744-4299.

Landscaping and Irrigation: Provide backflow protection.

WATER & POWER DEPARTMENT, Power Division

150 South Los Robles Avenue, Suite 200 Pasadena, CA 91101

Plan Reviewer: Ron Smith

Phone No. (626) 744-

-City of Pasadena Water and Power can serve power to the proposed development.
-Customer must provide a transformer room/vault if electrical service is 400 Amps, 120/240V or larger. The size and the voltage of the service will determine the size of the transformer room/vault.

Customer must maintain existing ingress/egress access to a transformer room/vault, and 14' vertical clearance above a below grade transformer vault.

-2-4" concrete encased conduits shall be installed from transformer room/vault to the property line nearest to Walnut Street.

-Customer/Developer must identify and notify the department for any conflict with existing overhead lines/poles. Proper clearances between proposed structure and those overhead poles/lines must be maintained.

- Please contact Sheldon Cox, the overhead the Power Distribution Supervisor regarding power poles and line clearances at (626) 744-3707.

- Customer/Developer must also identify and notify the department if there is any underground electrical conduit in the proposed development area that is in conflict with the construction.

-Developer/Owner shall maintain existing ingress/egress access for those existing overhead wires and power poles.

-The following items will need to be included on the drawings (2 sets of power plans required): main switch, size & voltage type; plot plan with scale; vault location; suggested meter location and single line diagram.

-Please arrange a meeting with Utility Services Advisor personnel for other detail requirements.

-Further information may be obtained from Bill Woods, Utility Services Advisor at (626)744-4495

-Estimated fees: \$40,000

BUILDING DIVISION – ADDRESSING

Address Coordinator: Betty Anderson
4622

Phone No. (626) 744-

General Comments: The letter that authorizes you to use 770 E. Walnut Street for a working number. An official address letter will be sent to you after the requirements listed below are met and after the building permit is issued. Copies of the official 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 (ADD200) is \$. This fee, the address application, and a current half size or 8 1/2" by 11" plan for each above ground level are due on or before submittal into plan check.