

Agenda Report

TO: CITY COUNCIL **DATE:** NOVEMBER 15, 2004
FROM: CYNTHIA J. KURTZ, CITY MANAGER
SUBJECT: PREDEVELOPMENT PLAN REVIEW FOR NEW RETAIL PROJECT
("BELLEVUE CENTER") AT 451-455 SOUTH ARROYO PARKWAY

RECOMMENDATION:

This report is for information.

BACKGROUND:

The City's Predevelopment Plan Review (PPR) guidelines identify projects of "community-wide significance" that are presented to the City Council as information items before the City issues land-use entitlements and permits. With 72,145 square feet of new construction and partial rehabilitation of an existing building, the Bellevue Center, at 451-455 South Arroyo Parkway, qualifies as a project of "community-wide significance."

PROJECT DESCRIPTION:

The 1.2-acre site, two blocks south of the Del Mar Gold Line Station, is at the southwest corner of Bellevue Drive and South Arroyo Parkway. It is in the Central District (CD-9 sub-district). It borders the Gold Line right of way to the west, a one-block stretch of Bellevue Drive to the north, South Arroyo Parkway to the east, and a paved commercial lot to the south. In its existing condition, the site has a one-and-two story, 28,000-square foot building, constructed in 1923, on its northern edge and surface parking on its southern edge. An auto-repair business currently occupies the building. There are no trees on the site, and there are three street trees on Arroyo Parkway.

The new project is designed for two retail uses: a Whole Foods Market and a drug store. At the corner of Arroyo Parkway and Bellevue Drive, it retains an 8,200-square-foot portion of the existing brick building as a "market annex." An outdoor seating and landscaped area adjoins the annex on Bellevue Drive. Enveloping the one-story annex, to the west and south, is a new two-story building. L-shape in plan, this building—of Type I and Type III construction—has a 17,700-square foot drug store and 5,600-square foot loading area on the first floor and on the second floor a 40,600-square foot level for Whole Foods Market.

The parking is in a three-level subterranean garage, which has 284 spaces and four loading bays, accessed off Bellevue Drive. The recently adopted code limits the parking to 236 spaces.¹ At ground level, a drive-thru pharmacy window is also proposed inside the building, next to a loading bay.

The development standards for the recently adopted Central District Specific Plan require a mandatory 10% reduction in the required parking for the project, because the site is in a transit-oriented district. These standards also prohibit a drive-thru component to a business, and they require a minor conditional use permit for new uses over 15,000 square feet in a transit-oriented district. The project is proposed at a floor-area ratio (FAR) of 1.39, below the 1.5 maximum proposed in the draft specific plan.

The existing brick building was constructed originally for service and storage of public-transit buses. An unusual example of Arts and Crafts design applied to an industrial building, it qualifies for designation as a landmark (but is not formally designated). It has ornamental parapeted garage openings on Bellevue Drive and three distinctive monitor roofs on the one-story wing along Arroyo Parkway. The new construction, which features brick-and-glass walls and a barrel-vaulted roof, is a contemporary interpretation of industrial design. It has its primary entrance—with steps, a ramp, and elevators in a recessed terrace—facing S. Arroyo Parkway.

Under the existing standards, the City requires three discretionary actions to entitle the project: a use permit for major projects, concept design review, and final design review. The applicant has also filed an application for a vesting tentative tract map. The environmental study for the project is likely to concentrate on air quality (excavation for the subterranean garage), cultural resources (the extent of demolition of the existing building), and traffic (circulation and potentially changed level of service at surrounding intersections). The project is subject to the public art requirement for new development, with 1% of the building valuation allocated for public art. The sequence for hiring an art consultant and presenting a proposal to the Arts Commission will be coordinated with submittals of applications for design review.

The developer is Bellevue Ventures, LLC (Los Angeles). The architects are MCG (Pasadena).

TIMELINE:

The following schedule outlines the major stages of reviews for this project:

Dates	Activity
08/24/04	PPR meeting between applicant and city staff.
09/17/04	Applicant files for concept design review.
09/20/04	Applicant files for zoning entitlements.
11/15/04	PPR presentation to City Council.
10/20/04	Staff issues letter confirming that the applications are complete and begins draft Initial Environmental Study.
11/22– 12/13/04	Staff circulates draft Initial Environmental Study for public review and comment, unless environmental impact report is required for the project.
1/05	Public hearings for discretionary reviews, unless environmental impact report is required for the project.

¹ These figures vary slightly from the figures in the attached PPR comments (dated September 3, 2004) because the applicant, Bellevue Ventures LLC, submitted slightly revised square footages for the new construction in a letter dated September 17, 2004.

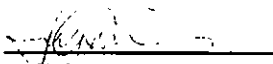
FICAL IMPACT:

The developers will pay fees for the required discretionary actions. The project will also generate plan check and permit fees and construction tax. The project will also generate increased revenues to the City from property tax and sales tax.

Respectfully submitted,


Cynthia J. Kurtz
City Manager

Prepared by:


Jeff Cronin
Principal Planner

Approved by:

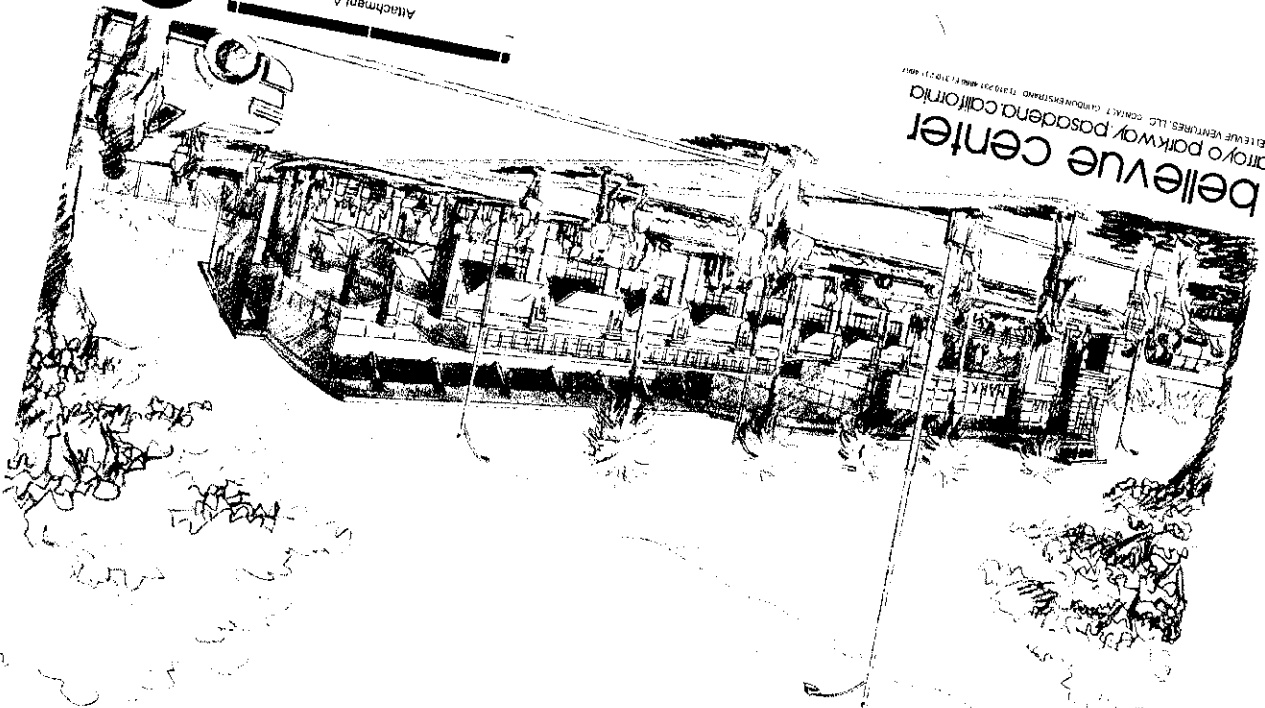

Richard J. Bruckner
Director of Planning and Development Department

Attachments:

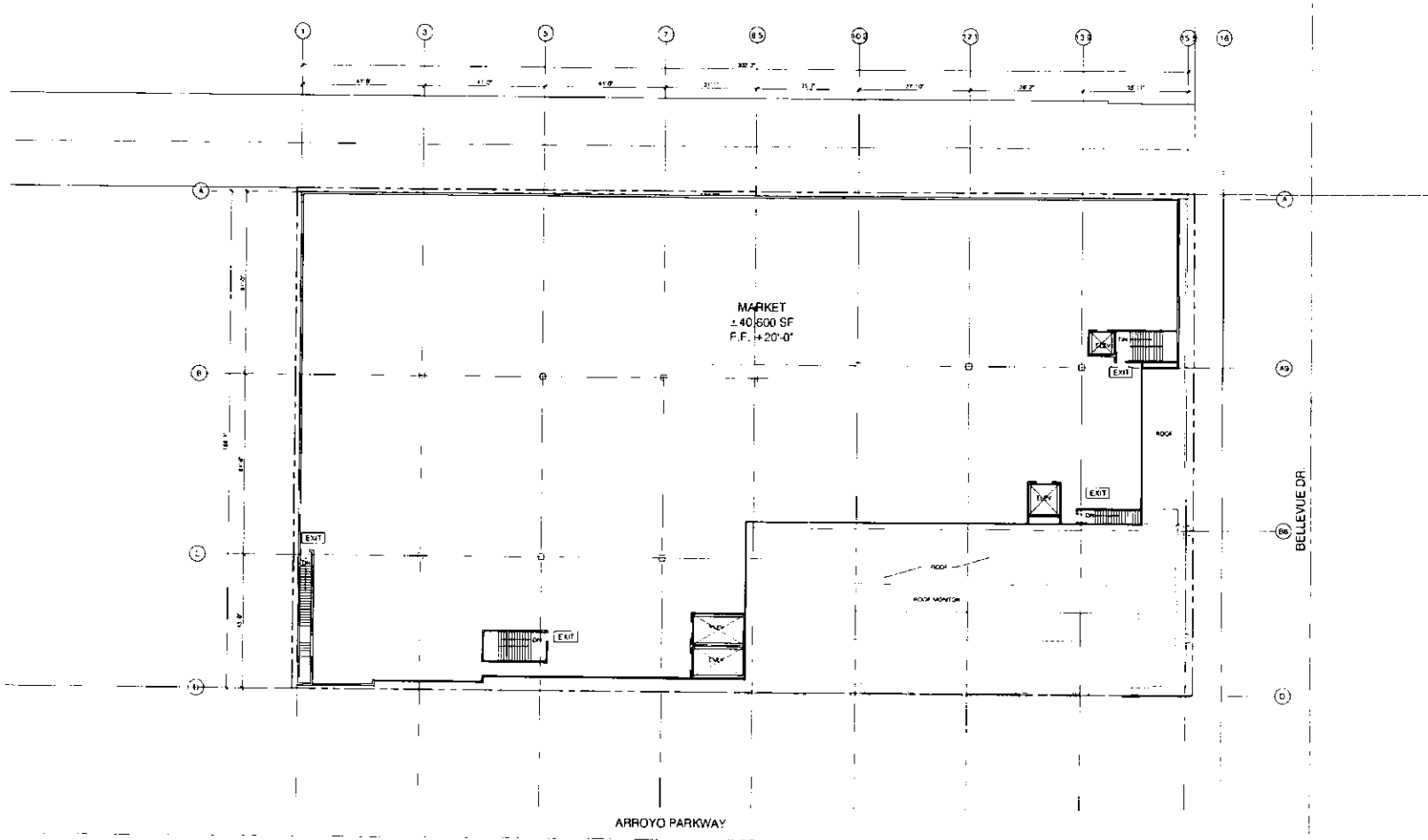
- a) Plans and elevations for Bellevue Center
- b) PPR comments from City staff



ATTACHMENT A
MAY 2011



bellevue center
10000 parkway, pasadena, california
BELLEVUE VENTURES, LLC CONTACT: KATHLEEN@BELLEVUEVENTURES.COM



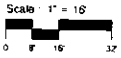
FLOOR PLAN
SECOND FLOOR PLAN (MARKET)

BELLEVUE CENTER
PASADENA, CALIFORNIA

DATE: 09 01 04
MCG JOB # 04318 01

DATE	REVISIONS

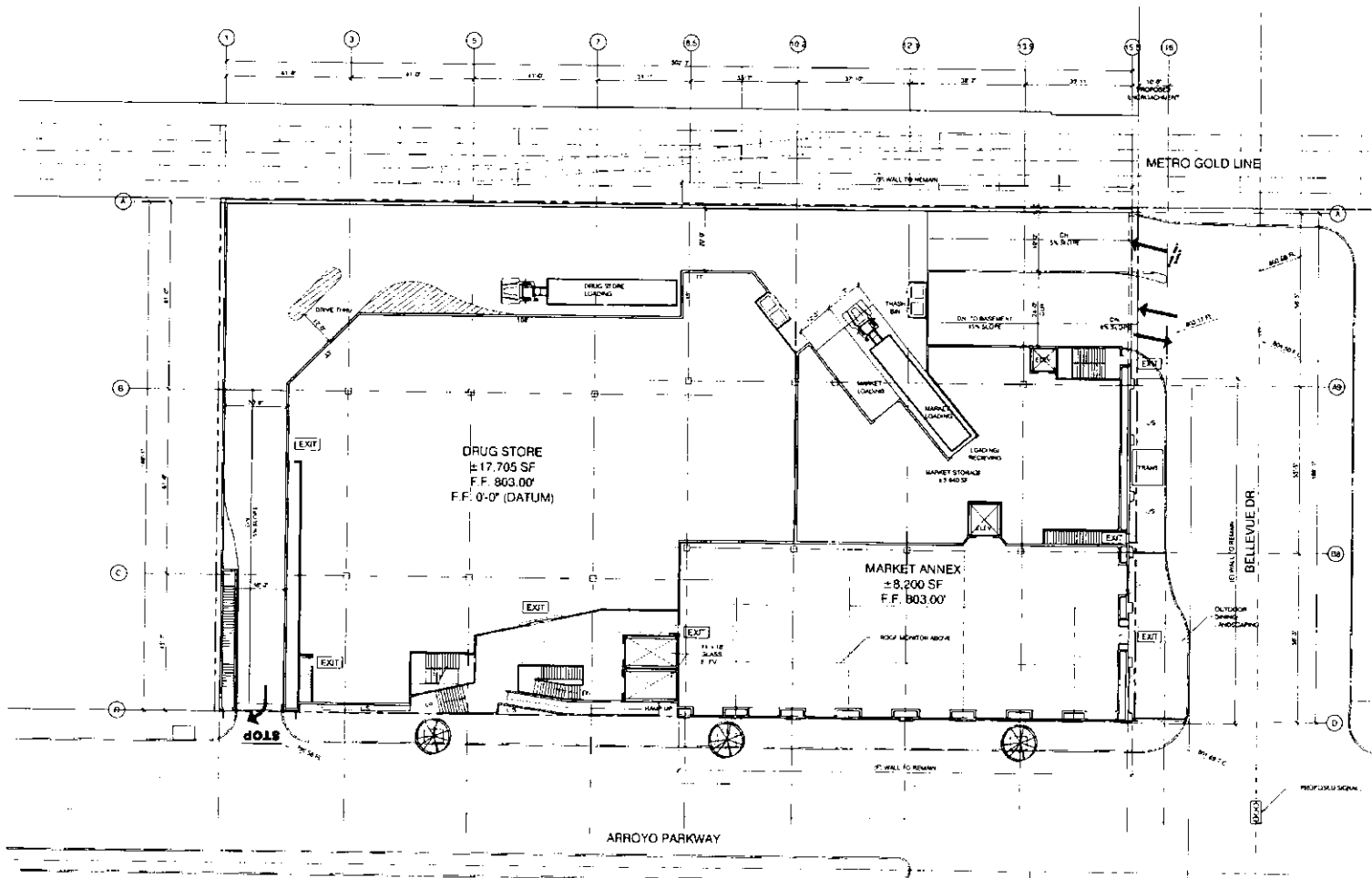
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1055 East Colorado Blvd., Suite 400
Pasadena, California 91106
T 626.793.9119 F 626.796.9285
mccarchitecture.com





EXISTING 3-STORY WAREHOUSE/STORAGE BUILDING

Zoning: CD 9 Arroyo Parkway
 General Plan Designation: Central District Specific Plan
 UBC Occupancy: Subterranean parking S
 Retail Levels: M

Type of Construction
 Subterranean Parking: Type I Fully Sprinklered
 Retail Levels: Type III - N Fully Sprinklered

SUMMARY

TOTAL GLA	±72,145 SF
MARKET STORAGE	±40,600 SF
MARKET ANNEX	±5,640 SF
DRUG STORE	±8,200 SF
DRUG STORE	±17,705 SF

PARKING PROVIDED ±284 SPACES
 PARKING RATIO 3.93/1000

FLOOR PLAN
FIRST FLOOR PLAN (DRUG STORE)

BELLEVUE CENTER
PASADENA, CALIFORNIA

DATE	09/01/04
MCG JOB #	04318.01
DATE	REVISIONS

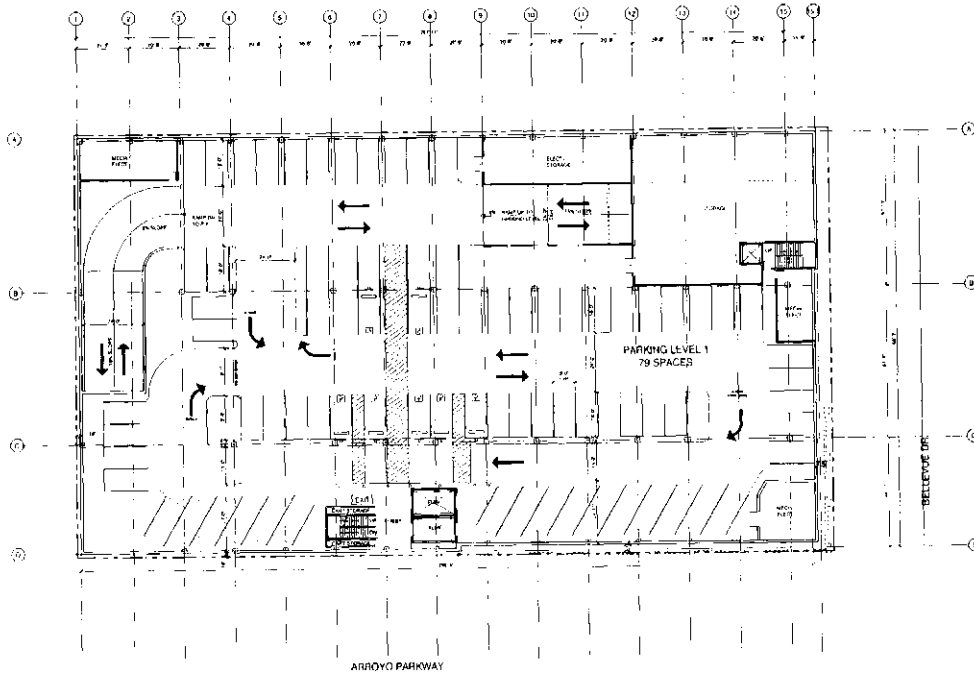


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FLOOR PLAN
SUBTERRANEAN PARKING (P1)

BELLEVUE CENTER
PASADENA, CALIFORNIA

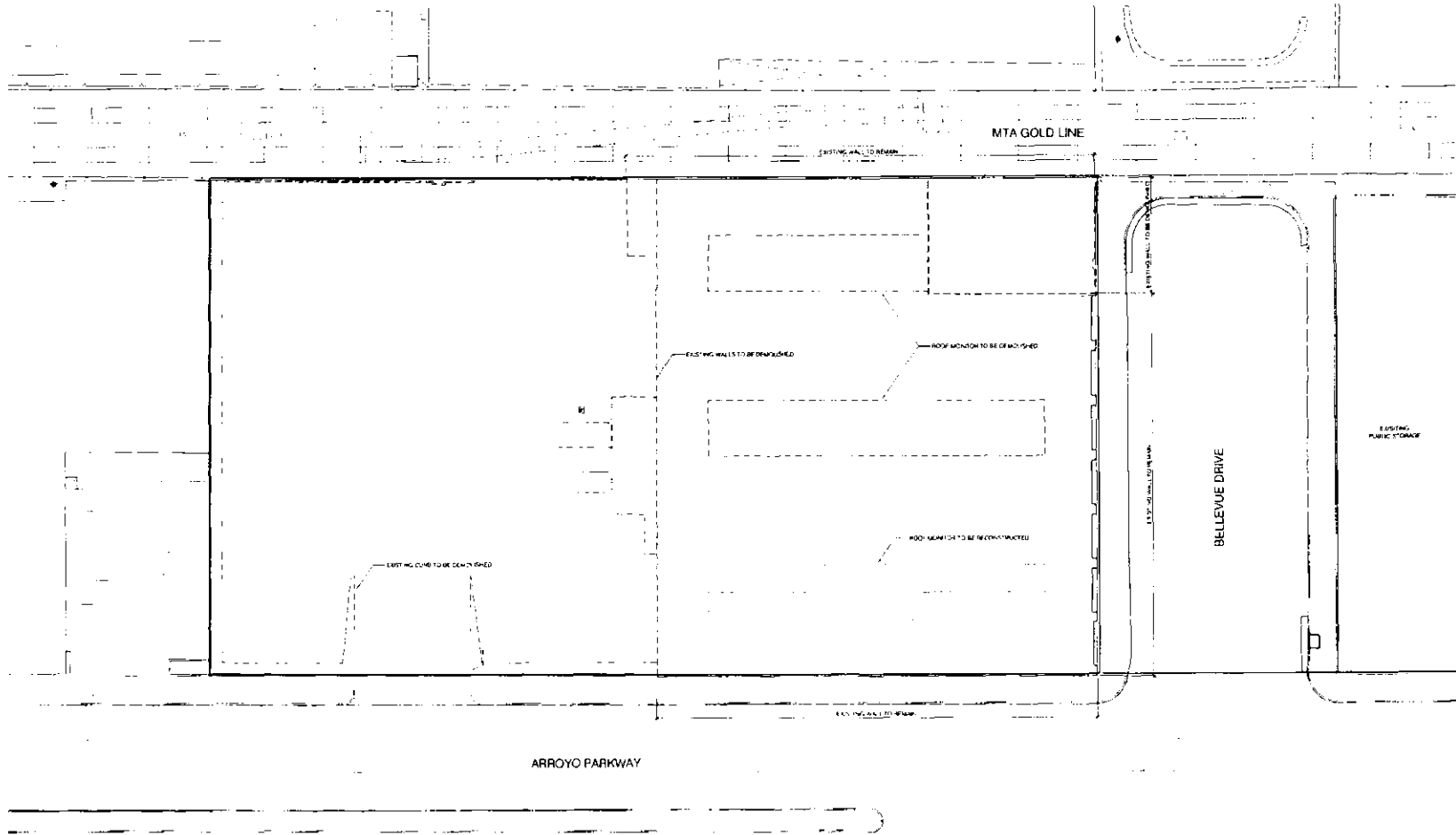
DATE: _____ DRAWN BY: _____
 MCG JOB #: _____ CHECKED BY: _____
 TITLE: _____ REVISIONS: _____
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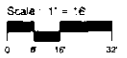
**BELLEVUE CENTER
PASADENA, CALIFORNIA**

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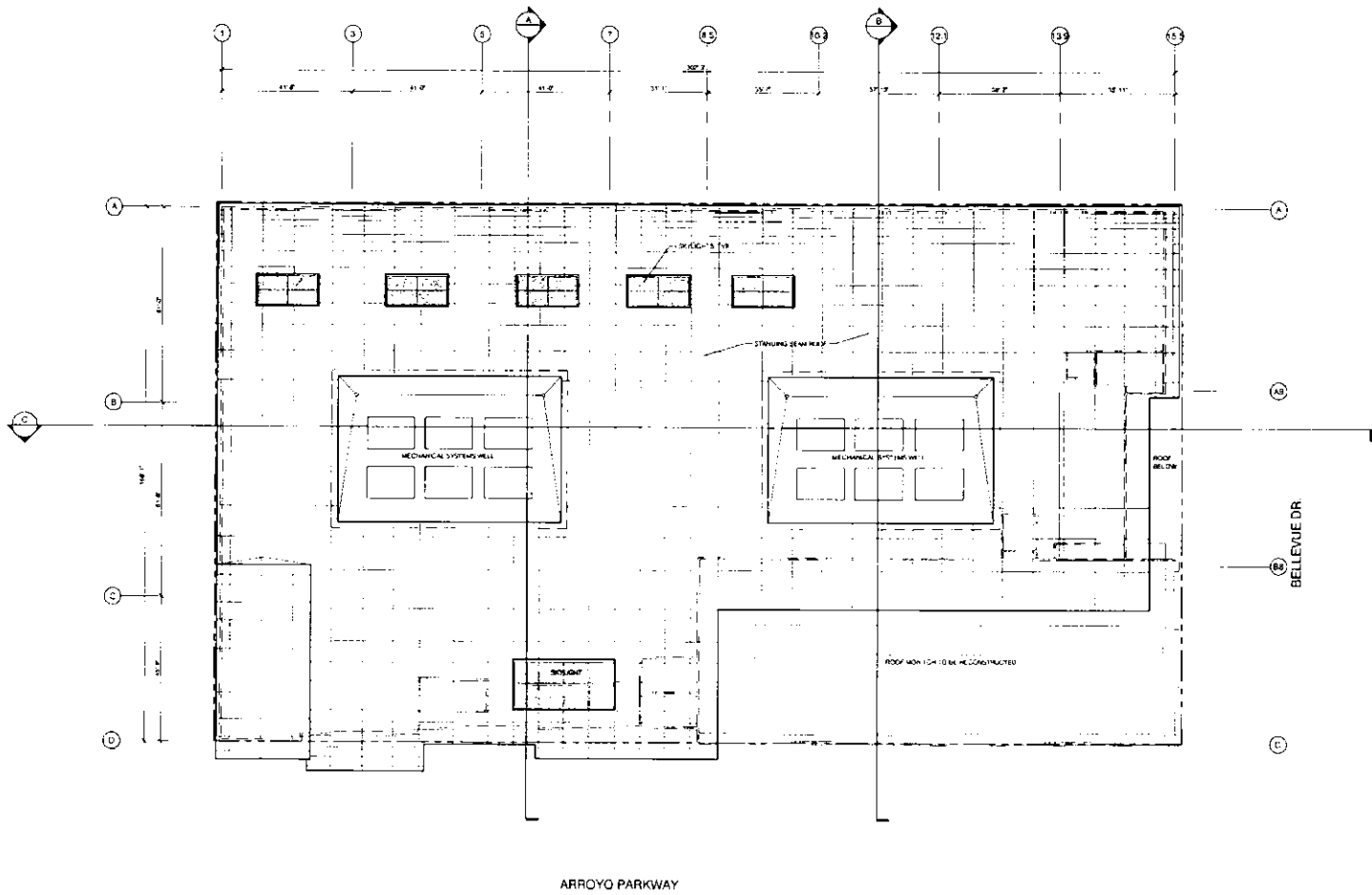
DEMOLITION PLAN



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ARROYO PARKWAY

BELLEVUE DR.

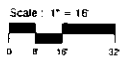
BELLEVUE CENTER PASADENA, CALIFORNIA

ROOF PLAN

DATE 09.21.04
MCG JOB # 04318.01

DATE	REVISIONS

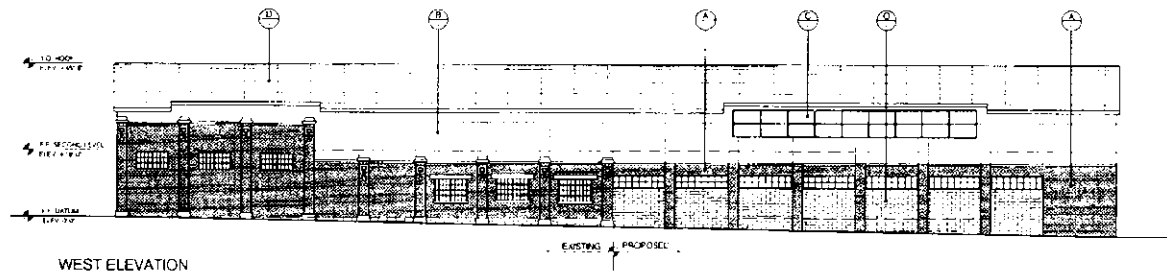
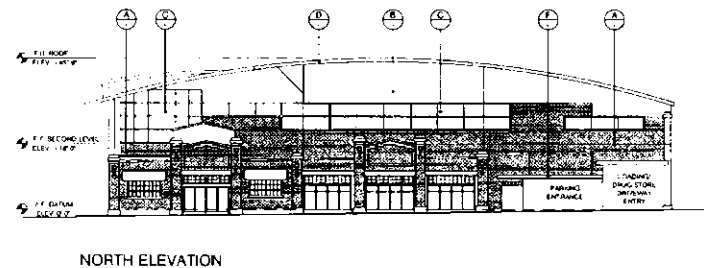
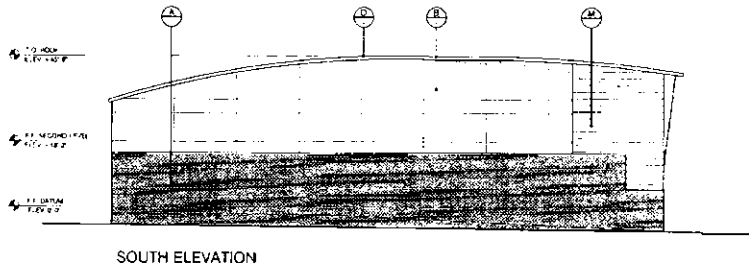
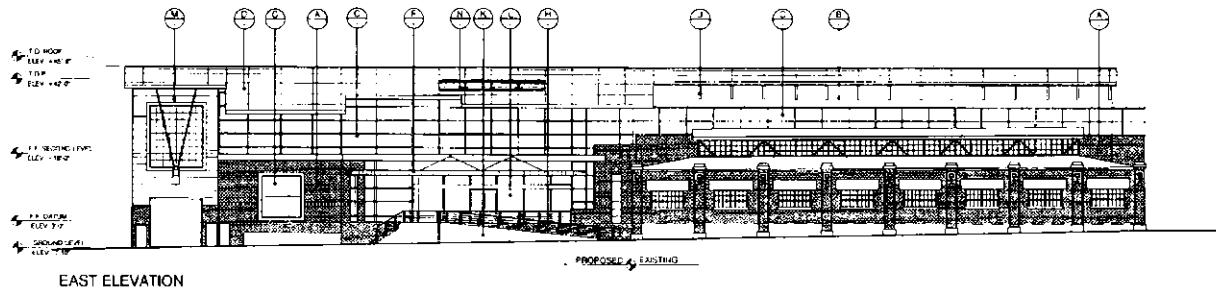
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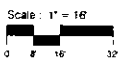


MATERIALS

- A. FACE BRICK
- B. FINE SAND PLASTER
- C. GLAZING
- D. STANDING SEAM METAL ROOF
- E. EXPOSED STEEL BEAM
- F. STAINLESS STEEL SIGN BAND
- G. FABRIC AWNING
- H. CABLE SYSTEM HANDRAIL
- I. METAL BRACKETS
- K. CONDENSATE BASE
- L. STOREFRONT WINDOWS
- M. SIDING
- N. SKYLIGHT
- O. EXPOSED MASONRY

**BELLEVUE CENTER
PASADENA, CALIFORNIA**

ELEVATIONS



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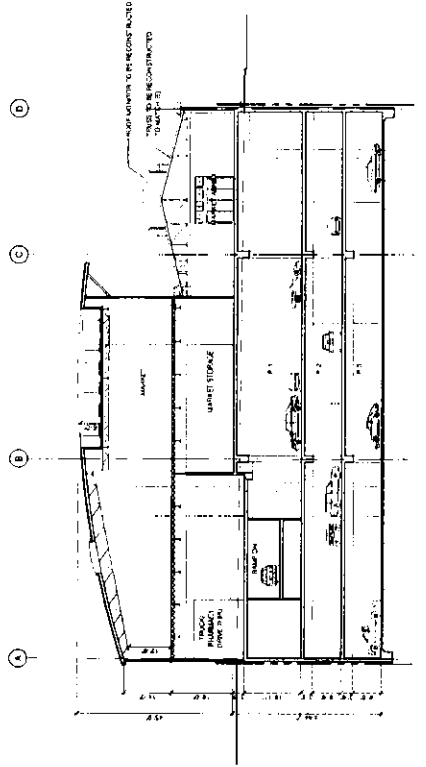
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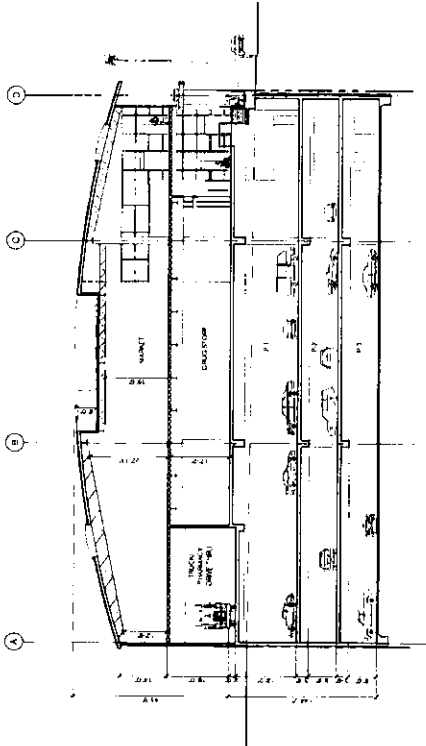
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DATE	REVISIONS

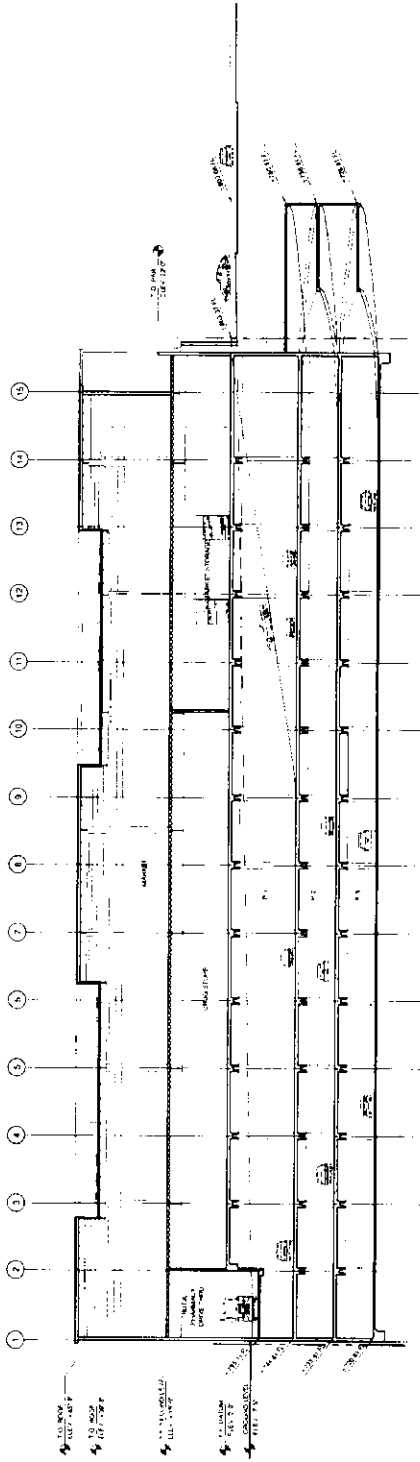
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A CROSS SECTION
SCALE: 1/8" = 1'-0"



B CROSS SECTION
SCALE: 1/8" = 1'-0"



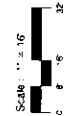
C SECTION
SCALE: 1/8" = 1'-0"

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SECTIONS



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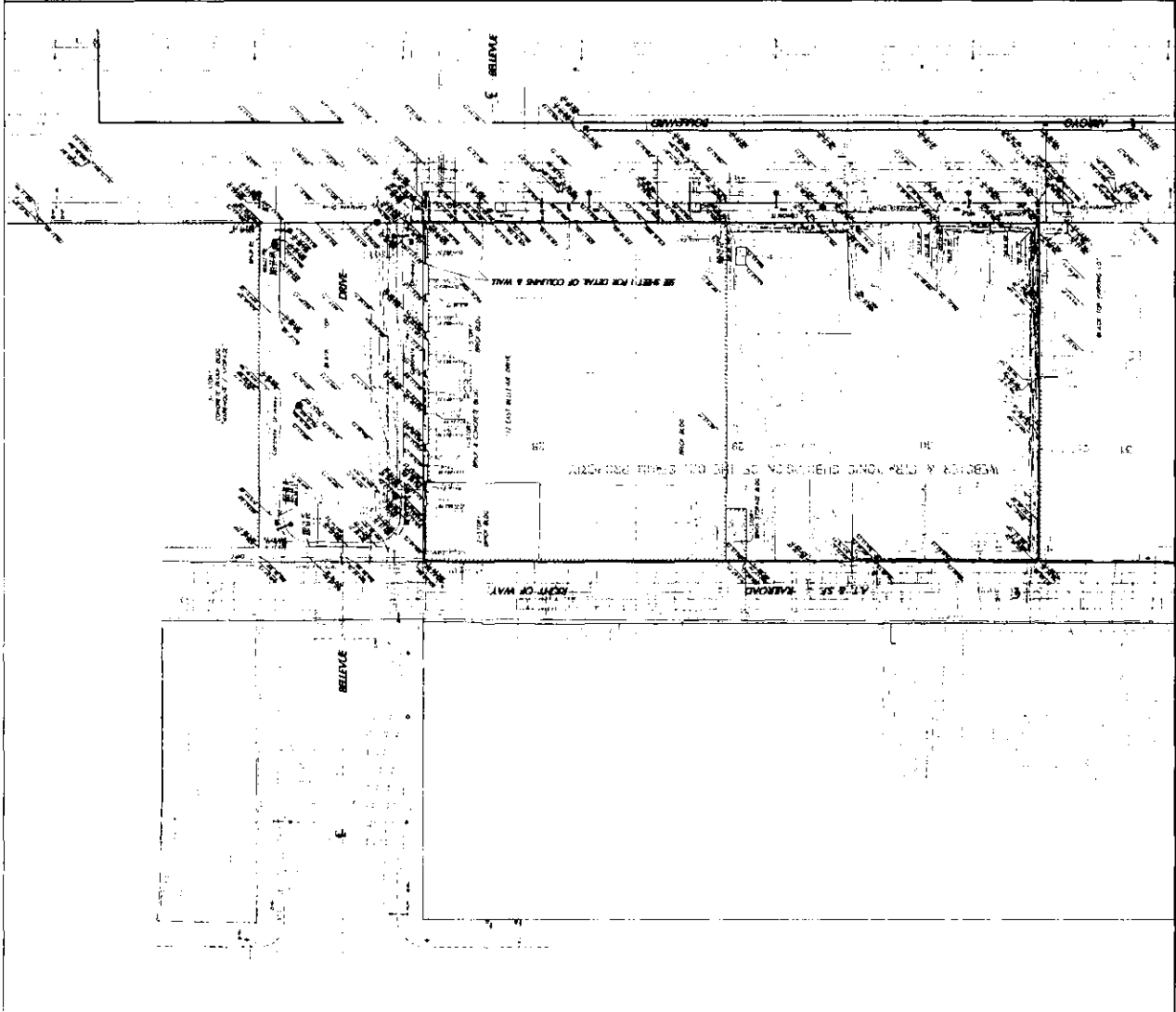


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ARCHITECTURAL SURVEY
 SHOWING
 LOTS 28, 29 & 30 AND PORTION OF LOT 27,
 WEBSTER & STRATTON'S SUBDIVISION OF THE G.T. STAMM PROPERTY
 W.R. 11481
 CITY OF PASADENA, COUNTY OF LOS ANGELES,
 STATE OF CALIFORNIA

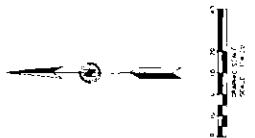
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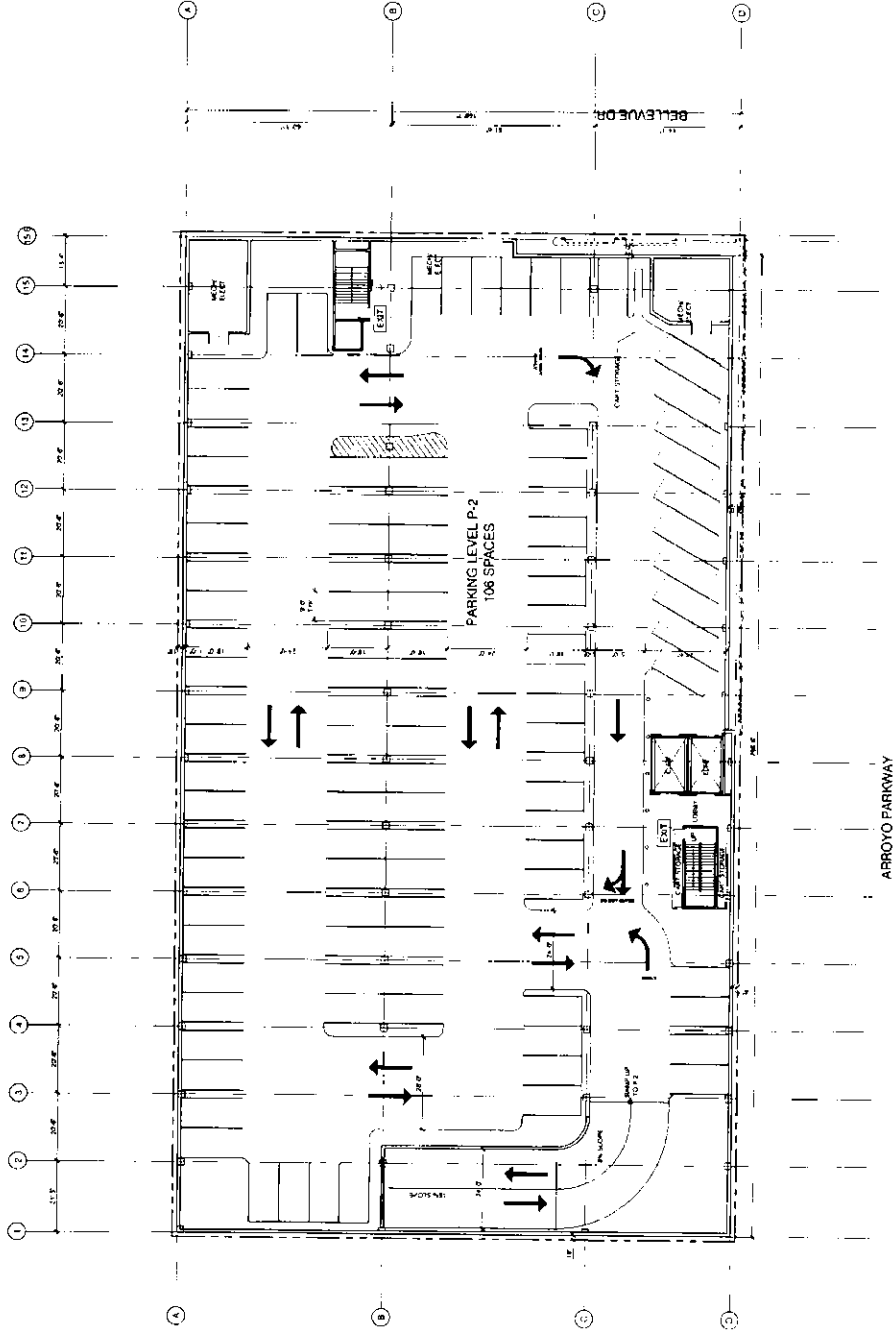


- NOTES:**
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 7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 8. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 10. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

LEGEND OF LINES & SYMBOLS PER AERIAL MAPPING

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**BELLEVUE CENTER
PASADENA, CALIFORNIA**

FLOOR PLAN
SUBTERRANEAN PARKING (P3)



DATE	BY	REVISIONS
08/17/04	CA/RS/1	

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proposed arroyo parkway elevation



proposed arroyo parkway elevation



existing east view of arroyo parkway



existing bellevue drive elevation



proposed bellevue drive elevation



view from arroyo parkway and bellevue drive



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bellevue center
arroyo parkway, pasadena, california

PPR2004-00028
451-455 S. Arroyo Parkway

August 30, 2004



-

Attachment B

-

Memorandum

To: Gordon Ekstrand
From: Jeff Cronin, Planning Division (626) 744-3757
RE: Pre-development Plan Review Comments [PPR 2004-00028]
451-455 S. Arroyo Parkway
Date: 9/22/2004

This memo lists the corrections and supplemental information to the PPR comments presented to you on August 28, 2004. At this time, we are unable to enter corrections directly into the text, and for this reason we have listed this information in a memorandum.

Page 1: Note storm water information requested by the Building Division.

Page 3: Please note that the transit-oriented developments, as drafted, do not permit "drive-thru establishments."

Page 4: In the 3rd ¶, the total square footage should be approximately 70,910.

Page 8: To avoid delays in scheduling public hearings, please coordinate art program at an early date with Cultural Affairs staff.

Page 12: In the 2nd ¶, the new standards will require a total of four loading spaces. Also, if a minor conditional use permit is required (because of transit-oriented development), a public hearing with a zoning hearing officer will consider both the minor use permit and use permit as a combined application. This hearing is likely to be the first land-use entitlement (preceding design review).

Page 15: The environmental study for the project will consider the loss of the second monitor roof, which is visible from a public right of way and a character-defining feature of the existing building. The removal of approximately 35% of the existing walls and much of the volume of the existing building remains a sensitive issue for evaluation in the initial environmental study. If possible, some visual interest should be applied to the elevation facing the Gold Line. The wall behind the middle bays of the existing parapeted walls (on Bellevue) should perhaps be treated with a different material (instead of brick) to soften the mass of the new construction. The introduction of significant pedestrian-oriented amenities in an outdoor/sidewalk space along Bellevue would be a welcome feature of the project.

Page 16: The fees for design review are \$2,091.93 for concept review; \$470.71 for final review (including the 3% records fee).

Page 17: The contact person for the Fire Department is:
M. Pari Bagayee, Senior Plans Examiner
626-744-7596 pbaqayee@cityofpasadena.net

Page 19: The curb/gutter/parkway work on S. Arroyo should be coordinated with other streetscape improvements for S. Arroyo.

Pg. 2
9/22/2004

Page 21: Please note the request for a sewer flow analysis; the results of this study may be required before the City issues a completed draft of the initial environmental study. Bob Gardner (626-744-4643) is the contact person in Public Works.

Page 24: **If the street vacation is no longer under consideration [as indicated to us on September 2], please coordinate the turning radii, ramping, curb cuts, and other information with both the Transportation Department and Public Works Department.**

Page 29: Please note that the Transportation Department requires several weeks to review traffic studies; delays in submitting this study may have affect scheduling of public hearings.

The information-only report to the City Council on this project is scheduled for **Monday, October 4, 2004.**

BUILDING DIVISION

Plan Reviewer:

Phone No. (626) 744-6886

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

Occupancy Group: M/S-3

Construction Type: TYPE I AND TYPE III-1 HR.

Means of Egress (Exiting): Exits and exit systems shall be properly dimensioned on the plans and shall comply with chapter 10 of CBC.

California Disabled Access Requirements: This project shall be fully accessible to comply with the Title-24 handicapped requirements.

California CCR Title 24 Energy Requirements: This project shall comply with 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.

Plan Reviewer: Annabella Atendido Phone No. (626) 744-6707
E-mail: aatendid@cityofpasadena.net

The proposed project consists of removing a substantial floor area of an existing 1923 brick masonry building, retaining the exterior walls along Arroyo Parkway and Bellevue Drive, retaining approximately 8,200 square feet of the auto repair portion of the building and reusing this floor area for a "market annex." The project includes construction of a two-story retail with approximately 17,100 square feet of drug store and 5,010 square feet of storage and loading/receiving area on the ground floor, and 40,600 square feet of market space on the second floor, for a total gross floor area of 70,910 square feet. Parking will be provided in three subterranean levels, with approximately 296 spaces.

General Plan Consistency: The Community Planning comments provided herein include consistency findings relating to both existing provisions under the Land Use Element of the General Plan and the draft Central District Specific Plan (CDSP). The draft CDSP is currently under review for final comments and it is anticipated to be adopted by the City Council in Fall 2004. However, changes to the draft may result from the review process. Any changes to the draft specific plan provisions that apply to this project will require that the project be modified accordingly.

Presently according to the 1994 General Plan Land Use Element, the project site is located in the "Remaining Areas" within the Central District Specific Plan area. The net new commercial floor area ($\text{new } 70,910 \text{ sf} - 19,639 \text{ sf} = 51,271 \text{ sf}$) of this proposed project is well within the 1,292,000 square feet of General Commercial floor area allocated by the Land Use Element for the Central District Remaining Areas.

Specific Plan: The draft Central District Specific Plan (conceptually approved by the City Council on December 8, 2003 and February 23, 2004) has identified this portion of Arroyo Parkway (between Del Mar Boulevard and California Boulevard) as a Transition Corridor, where a land use mix including residential, commercial and employment is envisioned. The draft CDSP also notes that "Arroyo Parkway is a highly visible entrance corridor leading from the 110 Freeway into the heart of Downtown, with an opportunity to maximize employment uses along much of its length. Current development patterns and the auto-orientation also suggest a focus on non-residential uses from the freeway entrance north to California Boulevard, then transitioning toward mixed-use."

At sub-district level of planning, the project site is within the Arroyo Corridor Transition (F-2), wherein the draft CDSP recommends that: "This section of Arroyo Parkway should begin the transition toward a more pedestrian- and transit-oriented, mixed-use character, integrating residential use."

The District-wide Mobility Concept visualizes the Central District to be a place where convenient multi-modal movement will be provided: by foot, bicycle, transit and car, in order to achieve efficient circulation in the urban core. While Arroyo Parkway is identified as a multi-modal corridor, it remains to be principally auto-oriented and an entrance corridor from Freeway 110 to Downtown Pasadena (District-wide Map 21: Linkage concept).

Transit services are widely available in many areas of the Central District.

Sites that are within a quarter mile from the Gold Line stations are considered highly appropriate for the application of Transit-oriented developments (TOD). TOD is a concept that closely coordinates land use and mobility planning, which facilitates travel by transit and foot. This approach to development design mixes higher density housing services and employment opportunities around rail stations and key transit stops. "District-wide Map 17: TOD Concept" shows that the project site is within a quarter mile radius of the Del Mar Metro Gold line station, thus, is subject to TOD land use and development standards. A summary of TOD provisions are as follows:

- Prohibit auto-oriented uses, including: drive-thru establishments; service stations; automotive repair; car washes; and vehicle/equipment sales, lease and rentals.
- Restrict certain other uses that do not support transit ridership: warehousing and storage; commercial wholesaling; and wholesaling, distribution and storage.
- Require a minor conditional use permit for new commercial and industrial projects over 15,000 square feet, excluding the expansion of existing uses. Approval of the CUP shall require findings that:
 - a. The project consists of a use or mix of uses that supports transit ridership and is oriented toward the transit-user; this may include daily destinations such as housing, employment, and commercial uses.
 - b. The project design encourages pedestrian activity, and enhances access to public transit and/or other non-auto modes of transportation.
- Reduce the minimum parking requirement by 25% for commercial and industrial projects, and a parking demand study may allow for further reduction; the former minimum standard becomes a maximum requirement.

A supermarket falls under the land use classification "Food sales." The TOD concept espoused by the draft CDSP for this corridor lists certain land uses that will be prohibited; however, supermarket is not included in the list of prohibited uses. While consistent with the land use designation of its location, the proposed project at this early design stage has not clearly demonstrated that it will further the goals of the TOD concept. This proposal will be provided the opportunity to enhance its TOD characteristics through a discretionary process that the City will require.

Another TOD provision requires that non-residential developments with gross floor areas of 15,000 square feet or more will be subject to a minor conditional permit. The CUP review will provide the opportunity to incorporate site planning and site design that will increase the pedestrian- and transit-oriented features of the project. Such features may include functional and visual integration of the building, services; separation of pedestrian access from vehicular access and parking; provision of "public rooms" within the development site that are convenient, safe and inviting.

Development Intensity Concept: In the District-Wide Land Use Concept, the draft Central District Specific Plan proposes a maximum Floor-Area Ratio (FAR) of 1.5 in this portion of Arroyo Parkway. The project site's area (51,905 square feet) would allow construction of a building with 1.5 times the site area, which is 77,857 square feet of floor area. The proposed construction of 62,000 square feet is within this FAR limit.

Consistency finding: The proposed development is consistent with the General Plan's land use designation, as well as with the draft Central District Specific Plan's, in terms of land use and development intensity. While it furthers the land use goals of the Land Use Element of the General Plan, the proposal needs to enhance its site plan and development features to further the goals of transit-oriented and pedestrian-oriented developments in this area of the Central District.

The proposed removal of most parts of the existing building and remodeling it to construct a new two-story 70,910 square feet of commercial space for supermarket and drug store use will be analyzed in the environmental initial study as it relates to the Central District community's aspiration for "Civic design that protects and augments Downtown's unique physical qualities and rich architectural heritage."

At this preliminary plan review, staff finds that the proposed commercial development is supported by certain General Plan objectives and policies, as follows:

Policy 1.1 – Targeted Development Areas: Geographical areas have been identified where the bulk of future economic development is to occur.

Policy 10.1 – Targeted Development Areas: Target new development into the urban core, the Northwest Enterprise Zone, along East Colorado, and into other specific growth areas.

The proposed renovation of an existing 1923 commercial brick masonry building to establish a new 70,910 square feet supermarket and drug store, with a height of 48 feet, and located within the Central District's Transition Corridor, furthers these policies calling for development in targeted areas of the City.

Policy 1.7 – Neighborhood Commercial: Encourage the provision of businesses that serve residents within walking distance of homes.

Policy 20.7 – Neighborhood Commercial: Encourage the provision of businesses that that serve residents within walking distances of homes.

The project site is within a quarter mile (walking distance) of the Del Mar Gold Line light rail station, where new housing units are under construction. There are existing and proposed multi-family residential developments on the streets parallel to and east of South Arroyo Parkway (such as: South Marengo, South Euclid and South Los Robles avenues), and businesses to the west (such as: South Raymond and South Fair Oaks avenues). The proposed supermarket and drug store are essential retail businesses needed by neighborhood residents and employees in the area. Thus, the proposed project is consistent with these policies, which encourage clustering of developments near light rail stations and along major transportation corridors, encourage businesses that serve residents within walking distance of homes.

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

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

The proposed renovation of an existing 27,839-square-foot commercial building to construct 70,910 square feet for a new supermarket and drug store use is consistent with, and furthers Policies 1.3 and 10.2 by providing an essential retail food market to transit riders, as well as to residents of surrounding high-density residential development at the Del Mar Gold Line light rail station, the residential developments to the east, and daytime work force population of businesses to the west of the project site. The Minor Conditional Use Permit and Design

Review processes will provide the review opportunities to ensure that the development will enhance transit-oriented and pedestrian-oriented characteristics, thus, further the TOD concept in this area of the Central District. It should be noted, however, that the proposed provision of a total of 297 parking spaces exceeds the proposed revised zoning code parking requirements by 97 spaces (number of spaces required per revised code standards is 199 spaces, see Current Planning comments on parking). In TOD areas, the minimum parking requirements will also be the maximum, thus, the proposed parking spaces need to be reduced according to the new code standards.

Policy 5.4 – Neighborhood Character and Identity: Urban design programs, including principles and guidelines, shall recognize, maintain and enhance the character and identity of existing residential and commercial neighborhoods.

Policy 5.5 – Architectural and Design Excellence: The City shall actively promote architectural and design excellence in buildings, open space and urban design and shall discourage poor quality development.

The proposed project will be subject to design review that will ensure that the Draft CDSP's District-wide Guidelines on site planning, and other city-wide design guidelines shall be adhered to. The placement of all parking below grade and providing a recessed entrance along Arroyo Parkway facilitates interaction between building and street, thereby promoting the building's pedestrian orientation. An outdoor dining area is indicated on the north side of the site, which is currently a public right-of-way (Bellevue Drive) and proposed to be vacated. This feature furthers the draft CDSP's recommendation to encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces and gardens.

Policy 6.3 – Adaptive Reuse: Encourage and promote the adaptive reuse of Pasadena's historic resources.

The proposal consists of renovating an existing 1923 brick masonry building that is currently used as auto repair shop and tire shop. Portions of the interior of the building are proposed to be demolished while others are to be retained, including the east, west and north exterior walls. New construction will be added for a total of 70,910 square feet in two stories, over three levels of subterranean parking. A recent change in the project design demonstrates that the project is moving towards the concept of adaptive reuse of a historic structure.

Master Development Plan: Not applicable - the proposed project is not within any Master Development Plan area.

Planned Development: Not applicable - the proposed project is not within any Planned Development area.

Neighborhoods: The project site is located within Council District 6:

Steve Madison, District 6 City Council Member
Takako Suzuki, Field Representative Ph#(626)744-4739

The project site is outside of any established neighborhood association. However, there are two neighborhood associations whose membership boundaries are located to the west of the project site:

Singer Park Neighborhood Association
Contact: Andrew "Pete" Ewing ph#(626)449-0319

West Pasadena Residents' Association
Contact: Carolyn Naber ph#(626)795-7675

Estimated Fees: Community Planning has determined that as proposed, the project is not required to obtain any legislative discretionary land use entitlement, thus, no fees are necessary.

CULTURAL AFFAIRS DIVISION

Public Art Coordinator: ROCHELLE BRANCH Phone No. (626) 744-6915

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 Requirements and procedures.

Estimated Fees:

CURRENT PLANNING

Planner: David Sinclair

Phone No. (626) 744-6766

The Current Planning comments include both existing and proposed Zoning Code requirements for the project. The City's Zoning Code is going through a substantial revision and is currently in draft form. The revised Code is expected to be reviewed along with the Draft Central District Specific Plan, which will also apply to this project. All zoning requirements listed in the comments below as "Proposed" are subject to change through the public hearing and approval process. Comments based on the new Code and Specific Plan are taken from the draft language.

The current zoning for the property is CD-9 (Central District, sub-area 9). The proposed zoning designation for the property is CD-6 (Central District, sub-area 6)

For purposes of determining allowable uses, parking, etc., the market has been classified as a 'Food Sales' use, while the drug store has been determined to be 'Retail Sales'.

Hillside Review: Not applicable for this project.

Minimum Yards: Current: No setbacks required for the Arroyo Parkway frontage nor for the interior side or rear property lines. The required setback for the Bellevue frontage is the average of the two adjacent properties. Because there is not a property to the east the required setback would be the same as the property to the immediate west.

Proposed: The project can be built to the property line along Arroyo and Bellevue but may be set back up to a maximum of five feet. There is not a required setback for the interior side and rear property lines.

Maximum Building Area: Current: There is no lot coverage requirement applicable to the site.

Proposed: The proposed Floor Area Ratio (FAR) for this site is 1.50 which allows 77,857 square feet to be built on the lot. The proposal shows 70,910 square feet for a FAR of 1.37. This does not include the subterranean parking structure.

Building Modulation: Building modulation will be reviewed and addressed by the Design and Historic Preservation staff.

Height: Current: 56 feet, but not to exceed 4 stories.

Proposed: 50 feet with a maximum of 65 feet using height averaging. Height averaging allows additional height over no more than 30% of the building footprint on a development parcel (excluding parking garages) provided that the average height of that footprint does not exceed the otherwise required maximum building height. Height averaging requires approval from the Design Commission. The proposed elevations show a maximum height of 48 feet.

Open Space: Current: There is no open space requirement applicable to the site.

Proposed: None for non-residential projects.

Landscaping: Current: Street trees will be required as per the requirements of the Public Works Department-Urban Forestry. Trees shall be at least 24 inch box and shall be of a species identified on the City's Master Street Tree Plan or approved by the Urban Forestry Department. No perimeter landscaping is required for this project as there is no surface parking proposed.

Proposed: The same street tree requirements apply as listed above under "Current".

Parking: Current: The drug store (retail sales) requires 2.5 parking spaces for every 1,000 square feet of floor area, while the market (food sales) will require 4 parking spaces for every 1,000 square feet of floor area. Therefore the required parking spaces are 43 for the drug store and 215 for the market for a total of 258. The plans of the parking garage show a total of 296 parking spaces. The amount of provided parking may exceed the requirement by 50% (387 spaces) by right, without any discretionary review by the City. The parking space dimensions under the existing code are 9' x 18' for standard spaces and 7.5' x 16' for compact spaces. Based on the number of parking spaces provided, 59 (20%) may be compact.

Aisles must have 24 feet of unobstructed width unless the parking spaces are widened. Ramps less than 65 feet in length may have a ramp grade of 16% with the first and last 10 feet of the ramp at an 8% grade. For ramps more than 65 feet in length, the grade may be up to 12 % with the first and last 8 feet at 6% grade. It appears that the parking space dimension, aisle widths, and ramps are meeting code requirements.

Proposed: Projects in the Central District Transit-Oriented Area and over 15,000 square feet, such as this, shall be required to have a Minor Conditional Use Permit to ensure the proposed use(s) are complementary with transit. The required findings are:

- a. The projects consists of a use, or mix of uses, that encourage transit use and is oriented toward the transit user.
- b. The project is designed to enhance pedestrian access and/or other non-motor vehicle modes of transportation to public transit.
- c. The project encourages pedestrian activity and/or other non-motor vehicle modes of transportation and reduces dependency on motor vehicles.

Under the proposed zoning code, the drug store (retail sales) will require 3 parking spaces for every 1,000 square feet of floor area, while the market (food sales) will require 4 parking spaces for every 1,000 square feet of floor area. However, both uses are subject to a mandatory 25% reduction in the number of parking spaces required (2.25 and 3 per 1,000 square feet, respectively) because the use is in the Central District Transit-Oriented Area. Further, the minimum required parking is also the maximum and cannot be exceeded.

The resulting required parking spaces would be 38 for the drug store and 161 for the market for a total of 199. The plans for the parking garage show a total of 296 parking spaces. The proposed number of parking spaces must be revised to 199.

The parking space dimensions under the new code are 8.5' x 18' for all spaces; no compact spaces are allowed.

Aisles must have 24 feet of unobstructed width unless the parking spaces are widened. Ramps less than 65 feet in length may have a ramp grade of 16% with the first and last 10 feet of the ramp at an 8% grade. For ramps more than 65 feet in length, the grade may be up to 12 % with the first and last 8 feet at 6% grade. It appears that the parking space dimension, aisle widths, and ramps are meeting code requirements.

Bicycle parking shall be provided for the use at the rate of 5% of the required number of vehicle parking spaces (10). The type of bicycle facility shall 25% Class 1 (any of the following: a fully enclosed lockable space accessible only to the owner/operator of the bicycle; attendant parking with a check-in system in which bicycles are accessible only to the attendant; or a locked room or office inside a structure designated for the sole purpose of securing the bicycles) and 75% Class 2 (a stationary object to which a user can secure the wheels and/or frame of a bicycle with a user-provided 'U-lock' or cable lock. The stationary object may be either a freestanding bicycle rack or a wall-mounted bracket.)

CEQA: The project will require the completion of an Initial Environmental Study. The Initial Study will be completed by staff as part of the submittal of a Design Review package or other discretionary application. The Initial Environmental Study will be based in part on environmental information submitted with the

application materials as well as information from associated studies or reports (e.g traffic study). The Initial Study will identify if a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report is necessary.

Loading: Current: The current code would require one loading space for the drug store and two for the market; all with a dimension of 12'x30'x14'.

Proposed: The project would require one loading space for the drug store (1 for non-residential between 8,000 and 20,000 square feet) and three for the market (1 per 20,000 and fraction thereof). The proposed Zoning Code requires that one space be 12'x30'x14' and the remainder 10'x20'x12'. It appears that the current proposal does not satisfy these requirements.

Refuse Storage: Current: For more than 21 units and/or more than 25,000 square feet of floor area the size of the refuse storage area shall be determined by the Public Works Department through the building permit process. The location and access to the refuse storage area will also be reviewed through this process.

Proposed: In addition to the requirements listed above under "Current", the refuse storage area shall also require a recycling area and an enclosure that meets the requirements of Section 17.40.120 of the Zoning Code.

Conditional Use Permit/Variance: Because this is a "major" project of more than 25,000 square feet of commercial floor area, a Conditional Use Permit is required. Variances would be required to address areas such as loading spaces.

Maximum Floor Area: See comments above under Buildable Area.

Environmental Review - Initial Study: See comments above under CEQA.

Site Plan: Significant site plan review will occur when the project is submitted for Conditional Use Permit.

Signage: Signage for the building must meet the requirements of Section 17.48 of the new Zoning Code (Section 17.72 of the existing code). For a building such as this, a coordinated sign program is preferred to ensure that all tenants are represented but the building has a clear thematic.

Mitigation/Condition Monitoring: If the Initial Environmental Study results in a Mitigated Negative Declaration, mitigation measures will be placed on the project. These measures will be monitored over time by the City's Code Compliance Department. Conditions will also be placed on the project through the Conditional Use Permit process. Any conditions approved through the CUP will run with the property and will also be enforced and monitored by the Code Compliance Department.

Estimated Fees: The individual fees referred to in this set of comments are:

Conditional Use Permit	\$2,005
Minor Conditional Use Permit	\$1,696
Variance	\$2,207
Initial Study	\$1,478

In the instance where multiple discretionary actions are requested (a CUP and Variance), the highest of the fees is charged, plus \$82 for each additional application. A 3% records management fee is added to all applications.

DESIGN & HISTORIC PRESERVATION

Plan Reviewer: Jeff Cronin Phone No. (626) 744-3757

Historic Significance: The significance of the existing building is documented in the updated historic resources survey for the Central District (DPR form) and in a report on file from Jones & Stokes (July 9, 2004). The building is identified as qualifying for designation as a landmark.

Design Review: Because the property is in the Central District, the municipal code requires design review of both the rehabilitation of the existing building and the new construction. Because of the square footage of the new construction, the Design Commission is the decision-making body for design review.

Design review is a three-step procedure: 1) a preliminary meeting with the staff to review the project and site design, to discuss the design guidelines, and to identify additional information that may be needed for a complete application. 2) Concept (schematic-level) design review (a noticed public hearing). Notification for this hearing may be combined with notification for any zoning entitlements and the zoning and design review hearings may be scheduled concurrently. 3) Final design review.

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, concentrating on the primary public sight lines.

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 (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 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).

Applicable Design Guidelines: Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings; the Urban Design Objectives and Policies in the Land-use Element of the Comprehensive General Plan; the City-wide Design Principles, Design Guidelines for the Central District Specific Plan; the Design Guidelines for Signs and Awnings; the purposes of Design Review in the zoning code.

Preliminary Design Issues: Based on the information in the preliminary submittals, 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 their relationship to the existing historic building on the site.
- The extent to which the surviving portions of the historic building have a sense of volume and authenticity as functional buildings and not veneer-like facades applied to new construction. The setback of the new construction behind the
- The restoration of the brickwork (e.g., method of removing the paint, cleaning the brick, repointing); the rehabilitation of existing windows (including the partial use of clear glazing in some or all of the lights on the windows facing Arroyo Parkway); the repair/reconstruction of the roof monitors; the possible reconstruction of the original doors (perhaps coordinated with a secondary system of glazed doors); the replacement roofing on the existing building.
- Exterior lighting, signage, screening of mechanical equipment, and landscape/hardscape features.
- Introducing design features that are "human scaled," with frequent points of interest along public streets and features that are inviting to pedestrians at the street level (e.g., possible outdoor seating area/"contained space" on Bellevue; the primary entrance on Arroyo Parkway).
- The quality of materials and finishes in new construction, the proportions of window/door openings, the modulation of building walls, the treatment of the rooflines, and the patterns of shade and shadow.
- Demolition of the existing two-story wing of the building and the scale, massing, and exterior cladding of the replacement two-story structure (including the north-facing building walls slightly set back behind the existing parapeted portals and the east-facing walls).

- Compatibility: Traditionally the buildings in this area have associations with assembly plants and light-industrial uses: brick cladding, steel-factory sash, large portals, heavy detailing (e.g., doors), and varied rooflines with skylights. Some of these references might be considered in developing the elevations for the new construction. The new construction should be clearly differentiated from the existing historic buildings; yet it should also achieve overall compatibility with the existing buildings on the site. The City's design guidelines support creative new construction and imaginative reinterpretations of historical architectural styles (not imitations of historic architecture).

Siting: The City's design guidelines strongly recommend orienting buildings toward the street and infusing them with "frequent point of interest."

Modulation: Modulation: The design guidelines also encourage modulation of walls.

Estimated Fees:

FIRE DEPARTMENT

Plan Reviewer: Jerry Wood

Phone No. (626) 744-4113

Automatic Fire Alarm/Detection System: Provide a complete automatic fire alarm/detection system throughout the entire structure which complies with the requirements of PMC 14.25.050.

Automatic Fire Sprinkler System or Standpipe: Provide a complete automatic fire sprinkler system throughout the entire structure which complies with the requirements of PMC 14.25.030.

Elevator Lobbies: Provide elevator lobbies for all elevators in compliance with PMC 14.25.090.

Exiting Requirements: A more detailed review of the exiting of the complex will be made at the time of formal plan submittal. Be advised that exit doors are not permitted to swing across the public right-of-way if required to open in the direction of egress.

Fire Dept. Access/Knox Box: Any security entrances, i.e., the main entrance and/or the parking garage will require the installation of a "knox box" to be located at the main entrance for emergency Fire Department access.

Minimum Fire Flow/Fire Hydrants: The required fire flow and any requirements to provide or upgrade existing fire hydrant(s) will be determined at the time of formal plan review.

Hillside Development Requirements:

Floor Area and Occupancy Type: Provide complete floor area breakdown by floor and total. Provide all occupancy classifications proposed.

Hazardous Materials:

Estimated Fees:

HEALTH DEPARTMENT PPR 2004-00028
Plan Reviewer: Mel Lim Phone No. 744-6062

Floors/Walls/Ceilings

Exhaust Hoods & Ducts

Equipment/Refrigeration/Ice Machines/Dipper Wells

Sinks: Hand/Mop/Prep/2-Compartment/3-Compartment

Floor Sink and Drain/Grease Trap/Interceptor

Dishwashers/Glasswashers/Garbage Disposals

Hot Water/Lighting/Ventilation

Window Screens/Pass-Through Windows

General Comments

Plan check review will be required for each establishment with retail food sales.
Plan check fee is based on sq footage (\$506 if less than 6,000 sq ft or \$950 if more than 6,000 sq ft)

General Comments

Estimated Fees

HOUSING & DEVELOPMENT

Plan Reviewer: Kermit Mahan/Leon White
8315/4660

Phone No. (626) 744-

General Comments: Housing Division comments - Project is a commercial venture with no residential unit production thus is not subject to standards of the Inclusionary Housing Ordinance.

Development Division comments - The proposed commercial building is not located within the boundaries of any of the City's redevelopment project areas. It is the understanding of the PCDC that the project will be developed privately, without the financial assistance from the Commission. Therefore is is not subject to a formal review by the Development Division staff. However, Development Division staff will work with the Design and Historic Preservation staff fo ensure compliance with the design objectives in the area

Estimated Fees: NA

DEPARTMENT OF PUBLIC WORKS PPR2004-00028
Pkw. Bellevue Center
Plan Reviewer: John Orolfo Phone No. (626) 744-4273

451-455 S. Arroyo

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.

Schemes "A" and "B": The comments for this predevelopment plan review are based on two alternatives, Scheme "A" which requires the street vacation of Bellevue Drive, and Scheme "B" which requires the construction of a cul-de-sac on Bellevue Drive at east of the Metropolitan Transportation Authority (MTA) Gold Line Light Rail right-of-way.

Scheme "A" – Street Vacation of Bellevue Drive
Street Vacation: The applicant shall submit an application to the Department of Public Works for the street vacation of Bellevue Drive between Arroyo parkway and the Metropolitan Transportation Authority (MTA) Gold Line Light Rail right-of-way. The applicant shall pay for all costs to process the street vacation. The street vacation shall comply with the State of California Streets and Highways Code and will require the approvals of the Planning Commission and the City Council. No construction work in Bellevue Drive will be permitted prior to the approval of the street vacation by the City Council. The proposed street vacation will be reviewed by the various City departments and utility companies. The City and utility companies may require conditions for the street vacation. The street vacation conditions may include an easement for sewer, storm drain, and public utility purposes to be reserved to the City of Pasadena. The location and width of the easement will be determined by the Department of Public Works. The street vacation may also require an ingress/egress easement for the MTA Gold Line Light Rail.

Street Improvements and Repair: 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 the intersection of Arroyo Parkway and Bellevue Drive. Improvements shall include the relocation and upgrading of affected street lights, signals and various utilities, and the re-striping of crosswalks and traffic lanes. In addition, the applicant shall also reconstruct street improvements consisting of curb and gutter, sidewalk, wheelchair ramps, drive approaches, pavement, and other related necessary work on Arroyo Parkway. 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. All improvements shall be coordinated with the City's capital improvement project on Arroyo Parkway project (710 Mitigation). Construction work on the Arroyo Parkway improvements is tentatively scheduled to begin in spring 2006. Contact Andy Muth, Principal Engineer, at (626) 744-4332 for details on the schedule of the City's project. No excavation shall be allowed on Arroyo Parkway after the completion of the Arroyo Parkway improvements. 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. 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: If drainage patterns are altered, the applicant shall provide an approved method of controlling storm water runoff. Approval shall be made by the Planning and Development Department and the Department of Public Works prior to issuance of a grading or building permit for this site. A new catch basin with connector pipe may be required on the south side of Bellevue Drive near the curb return at Arroyo Parkway. If it is determined by the Department of Public Works that the catch basin and connector pipe are required, the applicant shall construct the

drainage improvements including curb and gutter, local depression, pavement, sidewalk, and other necessary related work. 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.

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: In order to improve pedestrian and traffic safety, the applicant shall install a maximum of five (5) in-fill street lights on or near the frontage of the property on Arroyo Parkway. The type and hardware shall conform to current policies approved by the City Council, and the locations shall be as approved by the Department of Public Works. The cost of the street lights is the applicant's responsibility. 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 conduit(s), 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. Pruning of street trees may be required to facilitate the construction of the project and 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. In order to protect the existing street trees on Arroyo Parkway, the scaffolding details and any sidewalk occupation required for the construction of the proposed building must meet the approval of the Department prior to installation of the scaffolding, building construction, and pruning of the street trees. Contact Darya Barar, Parks and Natural Resources Division, at (626) 744-4723 for details. 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. Tree grates shall be installed for the street trees in accordance with City standards. 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 \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, 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 and Traffic Management Plan to the Department of Public Works and 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 all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. The applicant shall submit a flat fee to the Department of Public Works for review of the Construction Staging and Traffic Management Plan. An occupancy permit shall be obtained from the Department of Public Works for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Work Area Traffic Control Handbook (WATCH). If the public right-of-way occupation requires a diagram that is not a part of the WATCH manual, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the two

departments for review and approval. Estimated Fees: Based on work performed in the public right-of-way. See General Fee Schedule Scheme "B" – Construct Cul-de-sac on Bellevue Drive

Street Dedication: In order to provide for intersection improvements, 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 the intersection of Arroyo Parkway and Bellevue Drive for street purposes. The applicant shall begin the dedication process prior to the issuance of any permit for demolition, grading, or building construction and complete the dedication process prior to the issuance of a Certificate of Occupancy. The dedication will require the approval of the City Council. The applicant is responsible for all costs required to complete the dedication process.

Street Improvements and Repair: In conjunction with the above dedication of the land necessary to provide a property line corner rounding and in order to provide for better traffic movement, 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 the intersection of Arroyo Parkway and Bellevue Drive. Improvements shall include the relocation and upgrading of affected street lights, signals and various utilities, and the re-striping of crosswalks and traffic lanes. The parkway along the south side of Bellevue Drive, between Arroyo Parkway and the MTA right-of-way, may be increased by narrowing the roadway. The existing roadway is 60 feet wide between curbs and may be narrowed to allow wider parkways, with minimum 10-foot wide parkways, for pedestrians and to allow a standard wheelchair ramp at the southwest corner of Bellevue Drive and Arroyo Parkway. In addition, the narrowing of the roadway will allow for the construction of standard curb and gutter and eliminate the existing curb with sub-standard curb face height on Bellevue Drive. A cul-de-sac with a 30-foot curb radius shall be constructed on Bellevue Drive at east of the MTA right-of-way. The street improvements shall include reconstruction of pavement, curb, gutter, sidewalk, wheelchair ramp, drive approaches, catch basin, connector pipe, and local depression, planting of street trees, re-location of street lights and installation of new street lights, if necessary, relocation of affected utilities, and other necessary related work on Bellevue Drive. In addition, the applicant shall also reconstruct street improvements consisting of curb and gutter, sidewalk, wheelchair ramps, drive approaches, pavement, and other related necessary work on Arroyo Parkway. 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. All improvements shall be coordinated with the City's capital improvement project on Arroyo Parkway project (710 Mitigation). Construction work on the Arroyo Parkway improvements is tentatively scheduled to begin in spring 2006. Contact Andy Muth, Principal Engineer, at (626) 744-4332 for details on the schedule of the

City's project. No excavation shall be allowed on Arroyo Parkway after the completion of the Arroyo Parkway improvements. 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.

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: If drainage patterns are altered, the applicant shall provide an approved method of controlling storm water runoff. Approval shall be made by the Planning and Development Department and the Department of Public Works prior to issuance of a grading or building permit for this site. A new catch basin with connector pipe may be required on the south side of Bellevue Drive near the curb return at Arroyo Parkway. If it is determined by the Department of Public Works that the catch basin and connector pipe are required, the applicant shall construct the drainage improvements including curb and gutter, local depression, pavement, sidewalk, and other necessary related work. 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.

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:

- 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.
- Monthly reports must be submitted throughout the duration of the project.
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Street Lighting: In order to improve pedestrian and traffic safety, the applicant shall install a maximum of five (5) in-fill street lights on or near the frontage of the property on Arroyo Parkway. The type and hardware shall conform to current policies approved by the City Council, and the locations shall be as approved by the Department of Public Works. The cost of the street lights is the applicant's responsibility. The applicant will be required to relocate the existing street lights and install new street lights, if necessary as determined by the Department of Public Works, on Bellevue Drive 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 conduit(s), 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. Pruning of street trees may be required to facilitate the construction of the project and 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. In order to protect the existing street trees on Arroyo Parkway, the scaffolding details and any sidewalk occupation required for the construction of the proposed building must meet the approval of the Department prior to installation of the scaffolding, building construction, and pruning of the street trees. Contact Darya Barar, Parks and Natural Resources Division, at (626) 744-4723 for details. 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. Tree grates shall be installed for the street trees in accordance with City standards. 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 \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, 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 and Traffic Management Plan to the Department of Public Works and 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 all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. The applicant shall submit a flat fee to the Department of Public Works for review of the Construction Staging and Traffic Management Plan. An occupancy permit shall be obtained from the Department of Public Works for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Work Area Traffic Control Handbook (WATCH). If the public right-of-way occupation requires a diagram that is not a part of the WATCH manual, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the two departments for review and approval.

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

DEPARTMENT OF TRANSPORTATION

PPR2004-00028 451-455 S. Arroyo Pkwy.

65,900 retail center (market/drug store uses)

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 may not comply with the proposed revisions to the parking requirements, specifically the proposed parking cap.

Bicycle Parking: A minimum of ten (10) bicycle parking spaces must be provided. Contact Rich Dilluvio for further details at (626) 744-7254.

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:

- o Pedestrian traffic and/or bicycle use
- o Increases in traffic volumes and/or speeds on adjacent residential streets

- o Transit use, including identification of existing nearby transit stops, potential/proposed location changes to existing amenities (bus benches, receptacles, etc)
- o Multi-modal corridors and/or de-emphasized streets
- o Loading/unloading

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.

Trip Reduction: The project is subject to the City's Transportation Demand Management (TDM)/Trip Reduction Ordinance (TRO) requirements. Contact Judi Masuda at (626) 744-4111 for additional information.

The purpose of the trip reduction requirement is to reduce the demand for automobile commute trips by ensuring that the design of major nonresidential developments projects accommodates facilities for alternative modes of transportation.

Nonresidential development projects, and the nonresidential portion of mixed-use development projects which exceed 25,000 square feet of gross floor area, shall meet the following requirements:

1. **Carpool and Vanpool Parking.** A minimum of 10% of the employee parking spaces shall be reserved for and designated as preferential parking for carpool and vanpool vehicles. Such parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as practical to the employees' entrances.
2. **Bicycle Parking.** Bicycle parking shall be provided on site as required by this title. In addition, the bicycle parking shall be located near the employee entrance and shall be conveniently accessible from the external circulation system.
3. **Transportation Information Display.** A transportation information display bulletin board or kiosk shall be located on the development site in a location visible to all employees. Information displayed shall include Employee Transportation Coordinator's telephone number, Guaranteed Ride Home Program, current local and regional transit routes, schedules and maps serving the development; ridesharing marketing materials on alternative commute modes; bicycle routes and bicycle facility information (parking/shower locations).

The owner/developer shall place a *deposit with the Department of Transportation prior to the issuance of a building permit. This deposit is subject to a refund or an additional billing in the event that the deposit amount is not sufficient to cover the cost of the review. The developer shall pay an annual Transportation Demand Management (TDM) status report review *fee, in compliance with the requirements of the Trip Reduction Ordinance (Ord.6573). Contact Judi Masuda at 744-4111.

*Based on Current General Fee Schedule

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
Date Reviewed: 08/16/2004

PPR2004-00028: 451-455 South Arroyo Parkway (D.S. #418)

Water Mains: Pasadena Water and Power (PWP), Water Division can serve water to this project. Currently, 6-inch main in Bellevue Drive, 18-feet north of the south property line of Bellevue Drive, and an 8-inch water main in Arroyo Parkway, approximately 27-feet east of the west property line of Arroyo Parkway.

Moratoriums: none

Water Pressure: The approximate water pressure range for this project is 50-60 psi (pounds per square inch).

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). In addition, additional fees may be owed PWP for water services installed in Arroyo Parkway due to the existing storm drain that front the property.

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.