

Agenda Report

TO: CITY COUNCIL **DATE:** SEPTEMBER 13, 2004
FROM: CITY MANAGER
SUBJECT: PREDEVELOPMENT PLAN REVIEW FOR NEW CONSTRUCTION OF A
RESEARCH/OFFICE BUILDING AT 686-700 SOUTH RAYMOND
AVENUE

PPR2004-00019 *Council District 6*

RECOMMENDATION

This report is for information purposes only.

BACKGROUND

The City's Predevelopment Plan Review (PPR) guidelines identify projects of "community-wide significance" that are presented to the City Council for informational purposes. The proposed office-retail project at 686-700 South Raymond Avenue, with roughly 55,000 square feet of new construction, qualifies as a project of "community-wide significance" due to its size and proximity to a Gold Line station.

PROJECT DESCRIPTION

The site of the project, adjacent to the Fillmore Station on the Gold Line, is at the north-east corner of South Raymond Avenue and Fillmore Street (identified as "Fillmore Plaza" in the South Fair Oaks Specific Plan). The 1.4-acre site is in the IG, SP-2, HL-56 (General Industrial, South Fair Oaks Specific Plan, Height Limit of 56') zoning district. It borders Fillmore Street to the south, South Raymond Avenue on the west, and the Gold Line right-of-way on the east. In its existing condition, the site is mostly paved. It has three non-descript buildings and a carport along its northern edge.

The new construction involves three freestanding buildings. The primary building is a 3-story, 50,612 square-foot, multi-tenant research-and-development office building, facing South Raymond Avenue, at the center of the site. To the north of the office-lab building is a 51,506 square-foot parking structure and, to the south, a freestanding, 4,000 square-foot retail module at the corner of Fillmore Street and Raymond Avenue. The office building is proposed to be 53 feet in height. The parking structure, which is 24' 10" in height, has one level at grade and one level above grade. It has 163 spaces (one more than the number required by code).

The developer is Alexandria Real Estate Equities, based in Pasadena. The architects are Dowler-Gruman (Mountain View, California). Melendrez Design Partners (Los Angeles) are the landscape architects.

PPR SUMMARY

General Plan Review: The proposal is consistent with the policies, goals, and objectives of the Land Use Element

Environmental: An Initial Study is required.

Traffic: A traffic study is required and has been submitted for review by the Transportation Department. The results of the study will be incorporated into the Initial Study.

Design: The architectural design of the office-lab building is contemporary. It features two interlocking modules, one side clad in concrete-and-metal panels with protruding windows, the other detailed as an aluminum curtain wall. Portions of the building are also clad in colored glass. A bold cantilevered element hovers over the front entrance.

The South Fair Oaks Specific Plan requires new development to include open space, of at least 300 square feet, as a courtyard or garden. The developers propose to satisfy this requirement with a landscaped, 548 square-foot, open-air courtyard in the center of the office building. The Plan requires a 10-foot setback along Fillmore. The landscape plan identifies portions of this setback as landscaping. A perimeter decorative fence is proposed along the east edge of the site bordering the Gold Line. The proposal for surface parking without amenities along Fillmore Street adjacent to the walkway to the Gold Line Station is not consistent with the emphasis in the Specific Plan on activating the streetscape here. Alternatives, including landscaping and the introduction of pedestrian linkage, should be considered.

Discretionary reviews: Concept and final design review are the only two discretionary actions that are required for this project. The design guidelines to be used during design review of this project are the City-wide Design Principles (in the land-use element of the General Plan) and the design guidelines in the South Fair Oaks Specific Plan.

A tree evaluation report recommends retaining two specimen trees (bottle brush) and transplanting nine palm trees (*Washingtonia robusta*) on site. It recommends removing two specimen trees (bottle brush) because of failing health and weak structure. Approvals to remove any protected native, specimen, or landmark trees will occur in conjunction with design review.

At this stage, the project appears to be in compliance with the permitted zoning. A conditional use permit for non-residential projects over 25,000 square feet is not required in the South Fair Oaks Specific Plan area for biotech-related uses.

The developers have submitted a traffic impact study and parking analysis to the Transportation Department. The project is subject to the requirements of the City's Transportation Demand Management and Trip Reduction Ordinance. To provide for a bus shelter, the City will require dedication of land necessary for a 5-foot by 20-foot strip of land along Raymond north of Fillmore, with a 15-foot sidewalk, for street purposes.

Cultural Affairs Review: The project is subject to the public art requirement for new development, with one percent 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.

TIMELINE

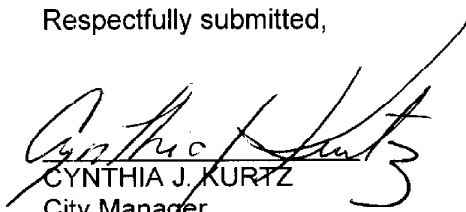
The following schedule outlines the major stages of reviews for this project:

Dates	Activity
05/26/04	Meeting between applicant and city staff.
07/04	Discussion of PPR comments between applicant and city staff.
08/03/04	Applicant files for concept design review.
09/13/04	PPR presentation to City Council.
10/04	Staff circulates draft Initial Environmental Study and notice of public hearing.
10/04	Design Commission holds a noticed public hearing for environmental clearance and reviews application for concept design.
12/04	Design Commission reviews final design review and applicant submits plans for plan check.

FISCAL IMPACT


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

Respectfully submitted,



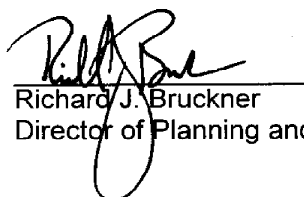
CYNTHIA J. KURTZ
City Manager

Prepared by:



William Trimble
Planner

Approved by:



Richard J. Bruckner
Director of Planning and Development Department

Attachments:

- A. Master Application Form
- B. Plans and elevations for 686-700 South Raymond Office-Lab and Retail Project.
- C. PPR comments from City staff

Attachment A
Master Application Form



PASADENA PERMIT CENTER
www.ci.pasadena.ca.us/permitcenter

MASTER APPLICATION FORM

APPLICATION # _____

Project Address: 686 - 700 S. RAYMOND AVENUE
Project Name: AREE RAYMOND STREET
Project Description (Please describe demolition, alterations and any new construction): DEMOLISH TWO 1-STORY BUILDINGS, ONE 2-STORY BUILDING, CARPORT AND OTHER SITE STRUCTURES. NEW 45,000 S.F. R+D/OFFICE BUILDING WITH PARKING STRUCTURE + 5,000 S.F. RETAIL/FOOD SERVICE.
Zoning Designation: IG-HL5G General Plan Designation: _____

APPLICANT / OWNER INFORMATION

APPLICANT NAME: PETER MOGLIA Telephone (626) 578-0777
Address: 135 N. ROBLES AVENUE, SUITE 250 Fax (626) 578-0770
City: PASADENA State CA Zip 91101 Email: pmoglia@labspace.com

CONTACT PERSON: PETER MOGLIA Telephone (626) 578-0777
Address: 135 N. ROBLES AVENUE, SUITE 250 Fax (626) 578-0770
City: PASADENA State CA Zip 91101 Email: pmoglia@labspace.com

PROPERTY OWNER NAME: EQUITIES, INC. ALEXANDRIA REAL ESTATE Telephone (626) 578-0777
Address: 135 N. ROBLES AVENUE, SUITE 250 Fax (626) 578-0770
City: PASADENA State CA Zip 91101 Email: pmoglia@labspace.com

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

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> PREDEVELOPMENT PLAN REVIEW | <input type="checkbox"/> STREET VACATION | <input type="checkbox"/> MINOR CUP |
| <input type="checkbox"/> PRELIMINARY PLAN CHECK | <input type="checkbox"/> ZONE CHANGE | <input type="checkbox"/> MCUP IN HILLSIDE |
| <input type="checkbox"/> DESIGN REVIEW | <input type="checkbox"/> CERTIFICATE OF EXCEPTION | <input type="checkbox"/> VARIANCE |
| <input type="checkbox"/> GENERAL PLAN AMENDMENT | <input type="checkbox"/> TENTATIVE PARCEL MAP | <input type="checkbox"/> MINOR VARIANCE |
| <input type="checkbox"/> MASTER DEVELOPMENT PLAN | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> SIGN EXCEPTION |
| | | <input type="checkbox"/> OTHER _____ |

ARCHITECT:
DOWLER-GROUP ARCHITECTS
201 FILBERT STREET
3RD FLOOR
SAN FRANCISCO CA.
94133
(415) 477-2700 x 315
ALBERT CHIANG

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: _____

Peter M. Moglia Date: 5/11/04

OFFICE USE ONLY	
PLAN # _____	CASE # _____
DESCRIPTION _____	DATE APPLICATION ACCEPTED _____
DATE APPLICATION/SUBMITTALS RECEIVED _____	APPLICANT RECEIVED BY _____
HISTORIC ARCHITECTURAL RESEARCH REQUIRED? YES NO	PUBLIC ARTS REVIEW REQUIRED? YES NO
APPLICATION FEE \$ _____	

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PLANNING AND DEVELOPMENT DEPARTMENT #

175 NORTH GARTLAND AVENUE
PASADENA CA 91107

T 626 744 4009
F 626 744 4785

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.

Assessor Parcel Number(s): 5720-011-006, 5720-011-007, 5720-010-002, 5720-010-001

Square Footage of Property: 61,728 S.F. Average slope of land if over 15%: NOT OVER 15% - N/A.

Surrounding Land Uses:

North: _____ East: PASADENA LIGHT RAIL
South: OPEN LOT, CONSTRUCTION. West: OPEN/KECK-CRAIG, INC., COMM. IMAG. SOL.

EXISTING BUILDING(S)

1-STORY RAYMOND, FILLMORE. 700 S. RAYMOND W/ CARPORT
BUILDING A BUILDING B BUILDING C - BUILDING D

EXISTING BUILDING(S)	BUILDING A	BUILDING B	BUILDING C	BUILDING D
Total gross square footage	3,000	3,360	6,200	N/A
Year built	N/A	N/A	N/A	N/A
Building footprint in square feet	3,000	3,360	3,100	N/A
Open space / landscaping square footage		4,350	1,550	N/A
Paving square footage		16,500	23,500	N/A
Number of parking spaces		35	5	N/A
Height of building in feet	9'-3"	18'-0"	25'-0"	N/A
Number of stories	1	1	2	N/A
Number of housing units	N/A	N/A	N/A	N/A
Square feet to be demolished	ALL	ALL	ALL	N/A
Number of covenanted affordable units demolished	N/A	N/A	N/A	N/A
Number of housing units demolished	N/A	N/A	N/A	N/A
Number of hotel / motel rooms to be demolished	N/A	N/A	N/A	N/A
To be altered? (yes / no)	NO	NO	NO	N/A
To be relocated? (yes / no)	NO	NO	NO	N/A
Unreinforced masonry? (yes / no)	YES	NO	YES	N/A
Type of Use (i.e. residential, commercial, mixed use, etc.)	COMM/MIX	COMM/MIX	COMM/MIX.	N/A

Continued to Proposed Project Information Section

ENVIRONMENTAL ASSESSMENT CONTINUED

PROPOSED PROJECT INFORMATION:

This section of the Environmental Assessment is for information regarding the Proposed project only.

Estimated Valuation: \$ 5,000,000

Explain if the project is located in a geological hazard area (i.e. hillside area, seismic fault, erosive soils): N/A.

List any engineering, geological, traffic, or other technical reports prepared concerning the proposed project: N/A.

Amount of grading proposed: Cut: NO OCCUPANCY BELOW GRADE. EXCAVATE FOR FOUNDATION.
 Imported: _____ Full: _____ Balance: _____
 Exported: _____

Type of development (single family residence, apartments, condominiums, commercial, industrial, institutional): COMMERCIAL/IND.

Total housing units: N/A. Is this an affordable housing project? Yes No # of affordable units: _____

Proposed Energy types: All electrical Electric kitchen Electric HVAC Gas kitchen

PROPOSED BUILDING(S)	R+D/OFFICE BUILDING A	RETAIL/FOOD USE BUILDING B	PARKING BUILDING C	N/A. BUILDING D
Total gross square footage	45,000	4,000	46,500	N/A
Building footprint square foot	22,500	4,000	23,250	N/A
Open Space square footage			1,500	N/A
Landscaping square footage			1,500	N/A
Height of building in feet	53'-0"	18'-0"	14'-0"	N/A
Number of stories	3	1	2	N/A
Number of parking spaces	22	16	134	N/A
Number of housing units	N/A	N/A	N/A	N/A
Number of bedrooms	N/A	N/A	N/A	N/A
Hotel / motel number of rooms	N/A	N/A	N/A	N/A
Hours of operation	VARIES	7AM - 9PM	VARIES	N/A
Number of employees	300	9	0	N/A
Square foot of restaurant seating area	N/A	2,000	N/A	N/A
Number of fixed seats (restaurant)	N/A	N/A	N/A	N/A
Type of use (i.e. Residential, Commercial, Mixed)	MIXED	MIXED	MIXED	N/A
UBC occupancy group	B	A-3	S-4	N/A
UBC Type of construction	III-1HR, SP	V-N	III-1HR, SP	N/A
Fire sprinklers? yes / no	Y	Y	Y	N/A

*If there are additional buildings on the site, please attach a separate sheet with the above information for each building.

ATTACH AN EXPLANATION of any questions answered with yes

- yes no Is this a phased project?
- yes no Will there be demolition or removal of any structure of any age?
- yes no Will there be any alteration of any existing structure?

Continue to Inclusionary Housing Section.

PRELIMINARY * TREE INVENTORY FOR PROPERTY LOCATED AT 686-700 S. RAYMOND AVENUE

(For hillside projects include all trees with a diameter of 4 inches or more. For all other projects, include all trees with a diameter of 8 inches or more.)

Application may not be processed if Tree Inventory is not completed or if left blank. If no trees exist on site indicate "NONE."

Tree #	Scientific Name		DBH ²	Height ¹	Spread	Proposed Status X = Remove R = Remain L = Relocate	Street tree or public tree? Y = Yes, N = No, U = Unknown
	Common Name	Common Name					
1,2		PALM TREE	15"	-	8'	X	U
3,4		PALM TREE	15"	-	8'	X	U
5,7		PALM TREE	15"	-	8'	X	U
8,10		PALM TREE	15"	-	8'	X	U
6		BOTTLE BRUSH TREE	20"	-	20'	X	U
9		BOTTLE BRUSH TREE	20"	-	20'	X	N
11		OAK TREE	20"	-	20'	X	N
12		UNKNOWN TREE	10"	-	12'	X	Y
13		UNKNOWN TREE	12"	-	15'	X	Y
<p>NEW TREES AND BELOW GRADE POWER LINES WILL BE PROVIDED IN THE RAYMOND STREET UPGRADE. NEW TREES WILL BE PROVIDED IN THE FILL MORE STREET UPGRADE</p>							

¹ Tree number should match number on the site plan. Show tree location on site plan. Include all street trees and trees in public rights-of-way.

² Diameter at breast height (DBH) measured at 4 1/2 feet above the point where the trunk meets the ground.

Alexandria Real Estate Equities, Inc.
 686-700 S. Raymond Avenue
 Pasadena, CA. 91105-3253



PROJECT DATA

SITE AREA: 61,728 SF 1.4 ACRES

ASSESSOR'S PARCEL NUMBERS:

PARCEL 1 & 2 = 5720-011-006
 PARCEL 3 = 5720-011-007
 PARCEL 4 = 5720-010-002
 PARCEL 5 = 5720-010-001

BUILDING AREA:

OFFICE

LEVEL 1 8,352 SF
 LEVEL 2 18,324 SF
 LEVEL 3 18,324 SF
 TOTAL 45,000 SF

RETAIL

LEVEL 1 4,000 SF

PARKING AREA:

PARKING STRUCTURE

LEVEL 1 24,800 SF
 ROOF 21,700 SF
 TOTAL 46,500 SF

PARKING:

PARKING STRUCTURE PROVIDED

LEVEL 1 (WITH 6 H.C.) 72 SPACES
 ROOF 62 SPACES
 SUB TOTAL 134 SPACES

SURFACE PARKING PROVIDED

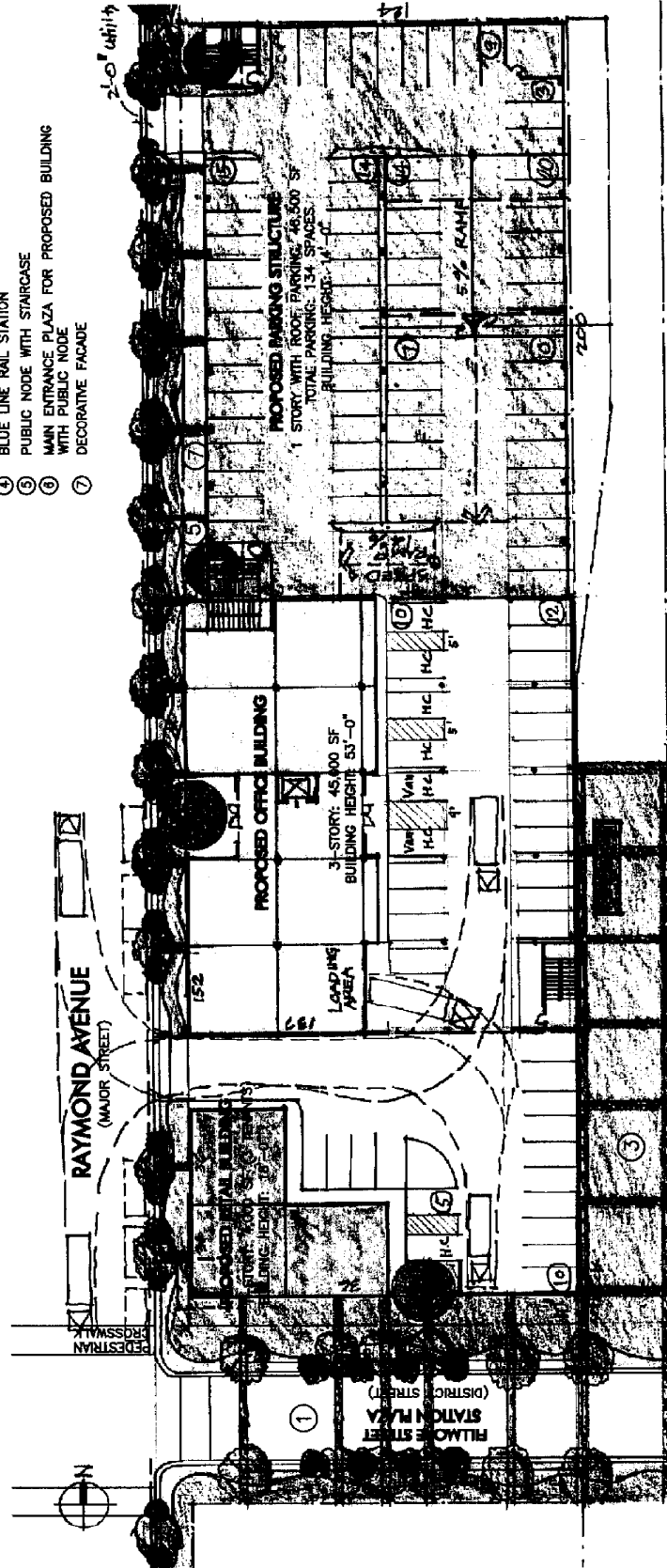
RETAIL 16 SPACES (WITH 1 H.C.)
 EAST SIDE OF OFFICE 22 SPACES (WITH 6 H.C.)
 SUB TOTAL 38 SPACES

TOTAL PARKING 172 SPACES

Attachment B
Plans and Elevations for 686-700 South Raymond Avenue
Office-Lab and Retail Project

LEGEND

- ① PEDESTRIAN PLAZA
- ② PUBLIC NODE
- ③ PEDESTRIAN WALKWAY TO BLUE LINE TRACKS
- ④ BLUE LINE RAIL STATION
- ⑤ PUBLIC NODE WITH STAIRCASE
- ⑥ MAIN ENTRANCE PLAZA FOR PROPOSED BUILDING WITH PUBLIC NODE
- ⑦ DECORATIVE FACADE

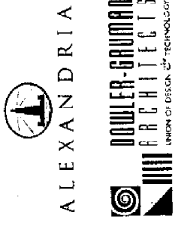
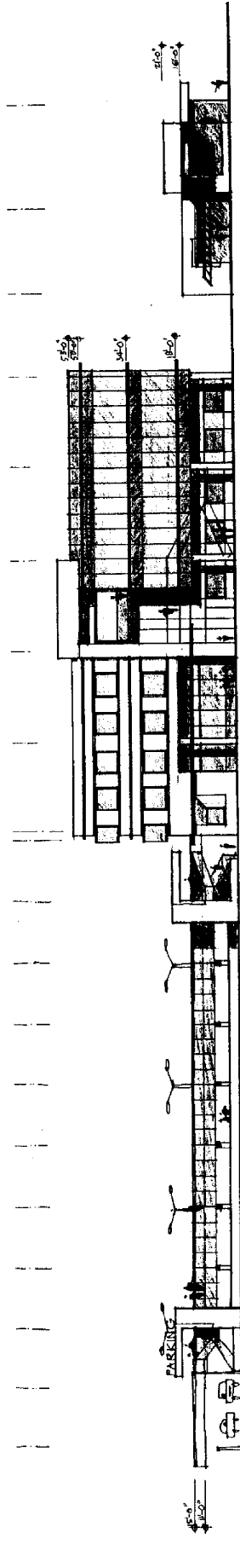


ALEXANDRIA

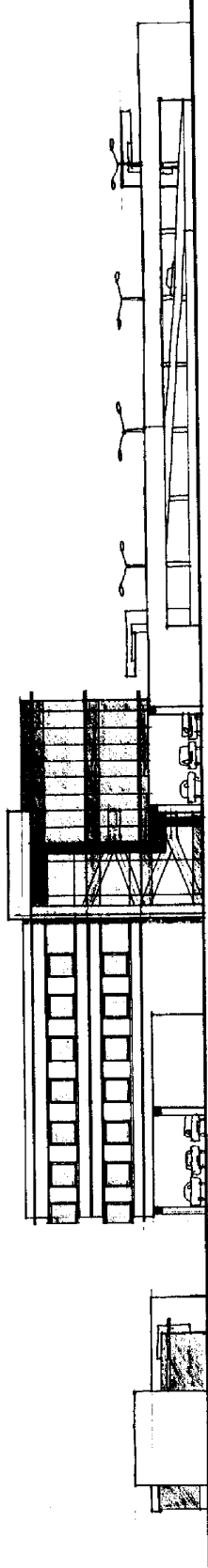


PROPOSED SITE PLAN MAY 12, 2004

MIXED USE DEVELOPMENT | ALEXANDRIA REAL ESTATE EQUITIES | 686-700 S. RAYMOND AVENUE, PASADENA, CA 91105-3253



PROPOSED ELEVATION FROM S. RAYMOND AVENUE MAY 27, 2004
 MIXED USE DEVELOPMENT | ALEXANDRIA REAL ESTATE EQUITIES | 686-700 S. RAYMOND AVENUE, PASADENA, CA 91105-3253



PROPOSED ELEVATION FROM BLUE LINE TRACKS MAY 27, 2004
MIXED USE DEVELOPMENT | ALEXANDRIA REAL ESTATE EQUITIES | 686-700 S. RAYMOND AVENUE, PASADENA, CA 91105-3253

Attachment C
PPR Comments from City Staff

BUILDING DIVISION

Plan Reviewer: LONG TANG

Phone No. (626) 744-6878

Governing Codes: The design and construction of this project shall fully comply with Title 14 of the Pasadena Municipal Code [PMC] and Ordinance No.6789 which adopts but is not limited to the 2001 edition of the California Building Code [CBC], California Plumbing Code, California Mechanical Code, California Electric Code, and all applicable county, state and federal laws and regulations.

Occupancy Group: The occupancy group of the proposed project is B/ M, and S. Design and specifications shall comply with the provisions of Chapter 3, "Use or Occupancy", of the 2001 California Building Code. Occupancy separations shall be clearly defined on plans. Review CBC §302.1 for mixed occupancy design.

Construction Type: The building construction type shall comply with the provisions of Chapter 5, "General Building Limitations," and Chapter 6, "Type of Construction." Please review specifically code sections CBC §504 for allowable areas, CBC §505 for allowable height of the building. Maximum height and location on property of any structure shall coincide with designated type of construction per CBC Table 5-A and 5-B. For multiple buildings on the same lot, an assumed property line between buildings shall be used to determine conformance to CBC Table 5-A..

Means of Egress (Exiting): Means of Egress (Exiting) shall comply with provisions of Chapter 10 of the 2001 California Building Code. Elevator design and specifications shall comply with Chapter 30 with special consideration for disable access.

California Disabled Access Requirements: Project shall be designed in conformance with California Commercial/Public Disabled Access Regulations by the Division of State Architect/Access Compliance and other provisions of the 2001 California Building Code.

California CCR Title 24 Energy Requirements: Project shall be designed to comply the latest edition of the California Energy Standards, Title 24, Part 6.

Storm Water Mitigation: Plans and specifications for storm water mitigation shall be designed in accordance to current provisions of the State Water Resources Control Board implemented portion of the federal Water Pollution Control Act as amended and administered through the National pollutant Discharge Elimination System (NPDES) permit program.

Fire Protection System: Automatic fire sprinkler system shall comply with Section 14.25 of the Pasadena Municipal Code and Chapter 9 of the 2001 California Code and the 2001 California Fire Code.

Plans and Professional Documents: All construction drawings (Structural, Mechanical, Plumbing, Electrical), engineering calculations, soil report, grading plan, drainage plan, survey, and related documents shall be prepared, sealed, and signed with the expiration date by a licensed Architect/Engineer/Land surveyor by the State of California. Soil report and survey is required for this project in addition to the structural and energy calculations. Shoring, slot cutting, and/or excavations plans may be required for review based on proposed construction methods. Additional documentation may be required at time of review.

Estimated Fees:

CURRENT PLANNING

Planner: Michael Huntley

Phone No. (626) 744-6709

Zoning Designation: The subject site is located in the IG, SP-2, HL-56 (General Industrial, South Fair Oaks Specific Plan, Height Limit of 56') zoning district. The proposed project is being evaluated using the South Fair Oaks Specific Plan Overlay District and the development standards for the underlying base district (IG Zone).

Proposed Use: Based on the proposal, it is the City's understanding that there would be a 4,000 square foot multi-tenant retail component at the corner of Fillmore Street and Raymond Avenue, and a 45,000 square foot office component to be used for research and development in the central portion of the site. Retail sales is a permitted use in this district, but Current Planning would like to verify the type of research and development proposed for the site since the zoning code has two different research and development classification. At this time, the City is reviewing the project as a research and development office. The following are the two classifications:

Research and development, office. Facilities that are primarily office uses for scientific research, may include activities such as the design, development and testing of chemical, electrical, magnetic, biological, optical and/or mechanical components in advance of product manufacturing and do not involve the mass manufacture, fabrication or processing of products.

Research and development, non-office. Laboratory facilities that are primarily used for non-office scientific research, may include activities such as the design, development and testing of chemical, biological, electrical, magnetic, optical and/or mechanical components in advance of product manufacturing and do not involve the mass manufacture, fabrication or processing of products.

Please provide written verification to Current Planning as to the type of research and development proposed.

Certificate of Compliance: N/A

Minimum Yards: Pursuant to the Zoning Code, the required yards/setbacks for the IG SP-2 zoning district are:

North - No setback required
South (Fillmore Street) – 10 foot setback
East – No setback required
West – No setback required

The proposed project is in compliance with the IG, SP-2 zoning district yard/setback requirements.

Maximum Building Area: There is no maximum building area set by the Zoning Code. This standard is regulated through other development standards (height, parking, setbacks, open space).

Building Modulation: According to the zoning code, this project is subject to Design Review. Building modulation for the proposed project will be reviewed during the Design Review process.

Height: The subject site is located in a special height overlay district (HL – 56) and as such, the maximum height is 56 feet. Height shall be measured as specified in Section 17.64.190 of the Zoning Code, “from the lowest sea level elevation of the existing grade to the exterior walls of the structure to the highest sea level elevation of the structure. The highest sea level elevation of the structure shall be considered the highest ridge or parapet of the structure.”

Based on the preliminary building elevations, the proposed retail building is 21 feet in height, and the office building is approximately 53 feet in height with an additional appurtenance over 53 feet. It appears that the appurtenance is in compliance with the height requirements, but the city needs a scaled set of building elevations to verify the height requirements.

Open Space: There shall be an open space area of 300 square feet, which may be located anywhere on the site and may be arranged in a courtyard, small garden space, or other outdoor design. This open space area shall have a minimum dimension of at least 15 feet. It may be covered with a roof structure, but no other portion of the required open space area may be enclosed.

It is not clear on the preliminary plans if this requirement is being met. Before the project is submitted for Design Review, make sure that Current Planning has verified the location and square footage proposed for the open space requirement.

Landscaping: Pursuant to the SP-2 Overlay District, the minimum front-yard for parcels fronting on Filmore Street shall be 10 feet and that the yard shall be paved, and no permanent landscaping shall be permitted. Paving material and pattern within the minimum front-yard shall be consistent with the material and pattern required by the City for the Filmore Street sidewalk.

Landscape areas shall include a combination of materials to include trees, shrubs and ground cover. Additionally an automatic irrigation shall be provided for all landscape areas.

Parking: The proposed buildings would require the following parking:

Research and Development Office: Three (3) parking spaces for every 1,000 square feet of gross floor area. The proposed 45,000 square foot research and development office building would require 135 parking spaces (45,000 / 1,000 sq. ft. X 3 spaces = 135 spaces).

Retail Building: 2.5 parking spaces for every 1,000 square feet of gross floor area. The proposed 4,000 square foot retail building would require 10 parking spaces (4,000 / 1,000 sq. ft. X 2.5 spaces = 10 spaces).

In total, the project would require 145 off-street parking spaces. Based on the information submitted, 172 parking spaces are being provided that exceeds the minimum number of required spaces, and is below the maximum number allowed.

Due to the very preliminary nature of the plans submitted, Current Planning cannot verify if the project is in substantial compliance with the Off-Street Regulations. A parking plan shall be submitted that includes a profile of all ramps, ramp transitions, and overhead and adjacent wall clearances that meet all the requirements of Section 17.68.210 of the Zoning Code.

Bike Parking shall be provided in the amount of 5% of the required auto parking (145 auto spaces * 5% = 7 bike parking spaces)

Please be advised that the City of Pasadena is in the process of updating the Zoning Code. The Off-Street Parking Regulations will be updated that may affect the project if entitlements are not granted before the effective date of the new ordinance. Please be advised that the new zoning code should take affect in early fall of 2004.

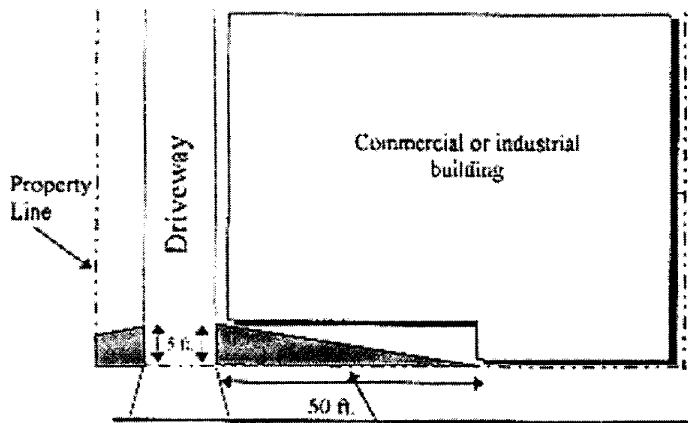
Driveway Visibility Requirement: The project shall comply with the driveway visibility requirements in Section 17.68.140 as specified below.

A. View Corridor. A view corridor shall adjoin both sides of a driveway crossing a street property line. The view corridor shall be a depth of 5 feet at the edge of the driveway and a width measured on both sides of the driveway of 50 feet, or the distance to the intercepting property line, whichever is less.

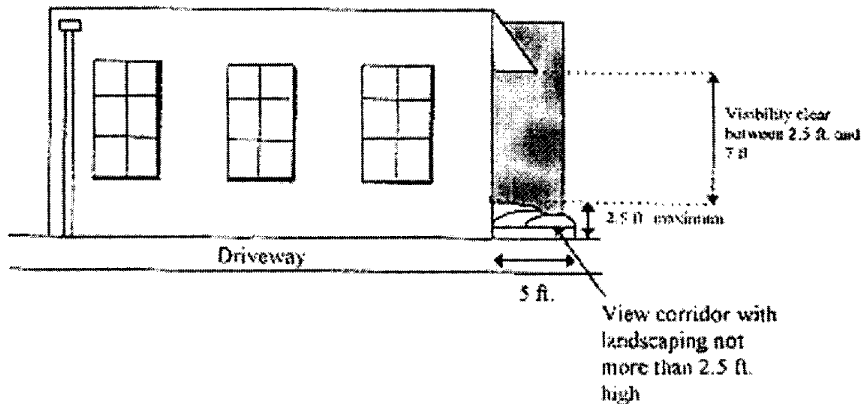
B. Visibility. The view corridor shall not be blocked between a height of 2.5 feet and 7 feet.

C. Landscaping. At least 50 percent of the view corridor shall be landscaped. Such landscaping shall meet the above visibility requirement.

**APPENDIX A
DRIVEWAY VISIBILITY**



View corridor adjoining driveway that is 5 ft. wide and extends for 50 feet or until it reaches the property line. View corridor shall have a minimum of 50 percent landscaping.



Loading: See Schedule B in Section 17.68 (Off-street Parking Requirements) for the loading space requirement based on the size of the building and type of use. Please be advised that loading shall be located between the main building and the rear property line.

Per the Zoning Code, the number of loading spaces required for a 45,000 square foot research and development office building is two, one with the dimensions of 10' x 20' x 10' and the other with the dimensions of 12' x 30' x 14'. For a 4,000 square foot retail building, one 10' x 20' x 10' loading space is also required.

Based to the information provided on the plans, the number of loading spaces is not in compliance with the number required per code. Revise the plans to comply with the loading space requirements.

CEQA/ Environmental Review - Initial Study: The project requires an Initial Study to determine if any additional environmental analysis is necessary. The items listed below are

some of the issue areas that could be evaluated in the Initial Study. Subsequent to the Initial Study, additional environmental review may be necessary.

- Traffic, Circulation and Parking
- Hazards/Hazardous Materials
- Air Quality
- Hydrology/Water Quality
- Aesthetics

Refuse Storage: For non-residential uses having more than 25,000 square feet of gross floor area, the minimum size of refuse storage facilities shall be determined by Public Works and Transportation based on the type of use, size of use and frequency of collection. Space shall be made for recyclables and the area shall not be visible from the street. The enclosure shall have a minimum height of 6' and a minimum vertical clearance of 7'. Accessibility of the refuse area shall be reviewed by Public Works.

Conditional Use Permit/Variance: The project is in substantial compliance with the zoning code and as such, does not require a Conditional Use Permit or Variance.

Discretionary Review Process: There is no discretionary action required other than Design Review.

Mitigation/Condition Monitoring: Mitigation measures may be required through the environmental review process. This process requires monitoring by the City.

Estimated Fees: There are no Current Planning fees required for this project since there is no discretionary action.

DESIGN & HISTORIC PRESERVATION

Plan Reviewer: Jeff Cronin
jcronin@cityofpasadena.net

Phone No. (626) 744-3757

Historic Significance: None. Approval to demolish the existing buildings will be in the initial environmental study.

Design Review: In this zoning district, the municipal code requires design review of all new construction over 25,000 s.f. For new construction over 50,000 S.F., as in this case, the code requires the Design Commission to review an application for concept-level design review at a noticed public hearing.

Applicable Design Guidelines: The applicable design guidelines are: The Urban Design Objectives and Policies in the Land Use Element of the Comprehensive General Plan, the City-wide Design Principles, the purposes of Design Review in the zoning code, and the design guidelines for the South Fair Oaks Specific Plan. There are also guidelines for signs and awnings.

Stages of 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**. 3) **Final design review**. Concept design review is 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.

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 adjacent to a light rail station and designed with a complex site plan, we suggest including some or all of the following visual materials: a) a massing model; b) virtual illustrations; d) rendered elevations; and e) eye-level perspective drawings, concentrating on elevations facing Raymond Avenue, the Fillmore plaza, and the light rail right of way.

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—and in this location—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).

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.
- 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 and at access points to the light rail station.
- The quality of materials and finishes, the proportions of window/door openings, the modulation of building walls, shade and shadow.
- Landscaping, screening of mechanical equipment, and signs are among the considerations for Final Design Review.

SITE SPECIFIC COMMENTS

Massing: The corner retail module may be too under scaled to fulfill the intent of the specific plan to create a “district-wide focal point of activity” at the Fillmore Station Plaza. Compare, for example, the proposed 18-foot module to the conceptual illustrations in the specific plan on pp. 28 and 30.

Site Design: At the south-east corner of the site, along Fillmore Street, the absence of retail space, landscaping, and other amenities “inviting to pedestrians” should be restudied. The proposal for surface parking abutting a stretch of Fillmore Street is inconsistent with the emphasis throughout the specific plan on activating the streetscape in this location. One alternative might be to introduce a linkage of some kind similar to the glazed bridge between the office building and the parking structure. Another approach might be to add enhanced landscaping and other pedestrian-friendly features to the short frontage on Fillmore Street. Along Raymond Avenue, the street-facing edge of the parking structure also requires special attention; features that add pedestrian interest—such as color, landscape, and texture—should be proposed for this important elevation. The recommended treatments for walls in the specific plan (pp. 48-49) might be helpful to develop an appropriate design for the base of the parking structure.

Landscaping: The tree inventory should be refined to indicate which trees are protected specimen trees, under the City’s tree protection ordinance. At least

four of the trees (oaks; bottle brush) are subject to the tree protection ordinance. The oak tree appears to be in the location of the public node off Raymond Avenue; in that event, this tree—if healthy and aesthetically suitable—should be retained for use in this location. Possibly the palm trees affected by new construction could be relocated and integrated into a new landscape design. The edge of the site along the light rail tracks may also be an opportunity for creative landscaping.

Building Elevations: The multifaceted composition of the primary building follows the direction in the specific plan to use volume, massing, materials, and proportion and scale to express activities and functions. The juxtaposition of glass-curtain walls with a large cantilevered centerpiece and five bays of projecting windows is challenging for a building with a relatively small footprint. The synthesis of these features will be a major consideration during design review. The commitment to employ protruding window assemblies with strong geometries is commendable. This infusion of innovative design to this area presents an opportunity to support a burgeoning “community of interest and identifiable district image” with “visual vitality” to South Raymond Avenue [p. 11, specific plan]. The roofline of the building should be designed to conceal roof-top mechanical equipment (or to otherwise organize roof-top appurtenances as part of the architectural organization of the building) [p. 57, specific plan]. The design guidelines for the specific plan encourage cornice lines on new buildings [p. 19].

Estimated Fees:

Concept Design: at cost (\$2,031) + notification (if not combined with zoning reviews)

FIRE DEPARTMENT

PPR2004-00019

07/27/04

Plan Reviewer: Douglas Myers

Phone No. (626) 744-6885

Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix III-A and the quantity and spacing of fire hydrants as required by Appendix III-B of Title 24, California Fire Code. All hydrants serving commercial and public occupancies shall be of the Clow Model #2065 (Super Hydrant). All existing hydrants providing fire flow for new or remodeled structures shall be replaced with the Clow Model #2065. Plans shall be submitted to the Pasadena Fire Department for review and approval prior the review and approval of the building plans. ***No fire hydrant shall flow less than 1500gpm @ 20psi.*** Reflective blue roadway markers are to identify the location of each fire hydrant.

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

- Total Fire Flow Required for Project 6,000gpm
- Minimum 6-Fire Hydrants Required
- Maximum Spacing Between Hydrants 250-feet
- Maximum Distance to a Hydrant 150-feet

Automatic Fire Sprinkler System or Standpipe: All structures shall be provided with a fully automatic quick response fire sprinkler system engineered and installed per NFPA 13 throughout the structure. Shop drawings are to be submitted by contractor for review and approval prior to construction. PMC 14.25.030, CFC Article 10

- Building 'A' spec building possible R&D minimum design density .45gpm/3000sf
- Building 'B' spec building possible HPS minimum design density .45gpm/3000sf
- Building 'C' parking building minimum design density Ordinary Group -2
- Standpipes required for Building 'A' and 'C'
- Standpipes possibly required for Building 'B' depending on HPS

Fire Department Fire Sprinkler Connections: Shall be comprised of:

- FDC shall be located a minimum of 25-feet from the buildings and within 50-feet of a fire hydrant.
- (2) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 4" FDC
- 4" CLAPPERED internal swivel outlet X 4" FDC
- Shall be clearly labeled to indicate FDC for Fire Sprinklers and Standpipes.
- A clear dimension of 3-feet shall be maintained around the perimeter of each fire department appliance.
- Approved protective vehicle bollards are to be installed when fire appliances are subjected to physical damage.
- All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or Krylon.

Fire Dept. Access/Knox Box: Fire Department Access shall be provided to within 150-feet of all exterior portions of any structure. All access roads exceeding 150-feet shall be provided with an approved Fire Department Hammerhead or Turnaround. Fire department access shall be constructed of an all weather surface to support a minimum of 80,000lbs having a minimum of 20-feet in width and an unobstructed height of 13'-6", with No Parking on Either Side. No roadway way shall exceed 12% slope.

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

Automatic Fire Alarm/Detection System: All structures shall be provided with a fully automatic and manual fire detection and notification system. Shop drawings are to be submitted by the contractor for review and approval prior to construction. PMC 14.25.050, CFC Article 10

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 and 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.

DEPARTMENT OF PUBLIC WORKS

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.

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. On-site drainage shall be connected to an off-site drainage system, whenever possible.

If water from the subterranean parking garages is pumped 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.

The project is subject to the requirements of the City's Storm Water and Urban runoff Control Regulation Ordinance that 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.

Dedication: In order to provide for a bus shelter, the applicant shall dedicate to the

City the land necessary to provide a 5-foot by 20-foot (5' x 20') strip of land along Raymond Avenue, north of Fillmore Street, for street purposes. The location of this dedication will be determined by the Departments of Public Works and Transportation.

The applicant shall begin the dedication process prior to the issuance of any demolition, grading, or building permit. The dedication will require the approval and acceptance by the City Council.

Street Improvements and Repair: Raymond Avenue will be widened and resurfaced as part of the City's 710 Mitigation project. The construction work on the City's project is tentatively scheduled to begin in May 2005. Construction of drive approaches and utility connections for the proposed development shall be coordinated with the City's project. No excavation in Raymond Avenue will be permitted after completion of the City's project. Contact Andy Muth, Principal Engineer, at (626) 744-4332, for the construction schedule of the City's project.

In conjunction with the dedication to the City of the land necessary to provide for a bus shelter, the applicant shall construct improvements consisting of concrete curb, gutter, sidewalk, wheelchair ramp, and other work necessary on Raymond Avenue, north of Fillmore Street.

The applicant shall pay a fair share of the costs for the public improvements on Fillmore Street and Raymond Avenue. Fillmore Street will be closed to vehicular traffic movements and will be used as a pedestrian plaza. The public improvements will include sidewalk, curb and gutter, pedestrian lights, traffic signals, decorative crosswalks, benches, trash receptacles, street trees, and other necessary improvements that are required by the South Fair Oaks Specific Plan. The fair share of the costs will be determined by the Department of Public Works and shall be paid to the City prior to the issuance of any permit for demolition, grading, or building construction.

Excavation in the street 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. Driveway approaches shall be constructed only on Raymond Avenue. Fillmore Street will be closed to vehicular traffic movements.

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 final inspection:

- 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 Raymond Avenue and Fillmore Street 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 four (4) new street lights on or near the Raymond Avenue frontage of the property and a maximum of one (1) new street light on or near the Fillmore Street 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 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 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.

The applicant shall submit a deposit, subject to refund or additional billing, for the City to plant the officially designated street trees on the Raymond Avenue and Fillmore Street frontages of the subject property per the Master Street Tree Plan after the Raymond Avenue is widened as part of the City's 710 Mitigation project. The deposit amount will be determined by the Parks and Natural Resources Division of the Department of Public Works

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.

DEPARTMENT OF TRANSPORTATION

Parking, Loading, and Trash Enclosure: The parking, loading and trash and recycling enclosure areas shall conform to the requirements of the Zoning Ordinance and a plan showing all pertinent dimensions for these areas shall be submitted to the Department of Public Works and the Department of Transportation for review and approval prior to the issuance of a building permit. The trash enclosure area shall include provisions for recycling.

Proposed Zoning Code Revisions: The following provisions may apply to this project should they become effective prior to the issuance of a building permit.

Bicycle Parking: Provide a minimum of seven (7) bicycle parking spaces (5 percent of the minimum required parking spaces for automobiles). Contact Rich Dilluvio for further details at (626) 744-7254.

Traffic: A full Traffic Impact and Parking Analysis shall be prepared in accordance to the City's established guidelines. The applicant shall deposit \$4,000 for reviewing the traffic analysis, subject to refund or additional billing. The report shall assess the projects potential effects on the following:

- On-street parking demand
- 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

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.

Transit: The developer shall dedicate a 5-foot by 20-foot strip of land and construct a 15-foot sidewalk and provide a bus shelter on Raymond Avenue near Fillmore Street. Contact Cathi Cole at (626) 744-3725 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