

ATTACHMENT A CONDITIONS OF APPROVAL

The applicant or successor in interest shall comply with the following conditions:

1. The Planned Development (PD) – 34 100 W. Walnut Planned Development Plan dated March 30, 2015 shall apply and supersede any inconsistent or different standards established by Title 17 of the Pasadena Municipal Code but only for the development plan referred to in Section _ of Ordinance _____. Except as expressly provided in PD 34, PD 34 shall comply with all the requirements of the Title 17 of the Pasadena Municipal Code, the Citywide Design Principles, and the Old Pasadena Streetscapes and Alley Walkways Plan.
2. All of the land use regulations and additional use regulations of CD-1 Central District Specific Plan, Old Pasadena District, that are not inconsistent with this PD 34 shall apply. In cases of conflict, the PD 34 Ordinance shall prevail.
3. The site plan to be submitted for building permits shall substantially conform to the site plan dated March 30, 2015 submitted with this application except as modified herein.
4. The applicant or successor in interest shall meet the applicable code requirements of all other City Departments.
5. Pursuant to Chapter 17.78 of the Zoning Code, the Zoning Administrator can call for a review of the approved conditions at a duly noticed public hearing before the Planning Commission if it can be reasonably shown that there are grounds for revocation or modification of this Planned Development. Any such Planning Commission review of these conditions may result in modifications or the addition of new conditions to address any issues related to the use. The Planning Commission may revoke the Planned Development if sufficient cause is shown.
6. The project is subject to the City's Residential Impact Fee for parkland (PMC 4.17.050). The method for calculating the residential impact fee shall be based on the number of bedrooms in the new residential development, and a separate set fee for new residential development without bedrooms, such as studios and lofts shall be established. If, by way of example, the 475 units all consist of two-bedrooms the fee would be $\$20,563.04 \times 475 \text{ units} = \$9,767,444$.

417.050 RESIDENTIAL IMPACT FEE

Per unit	N/A	N/A
Number of Bedrooms		
Studio	16,618.41	17,544.88
1	17,537.73	18,514.91
2	19,477.76	20,563.04
3	22,398.63	23,646.66
4	27,215.10	28,731.50
5 or more	30,761.38	32,475.38

7. The applicant or successor in interest shall comply with all mitigation measures contained within the approved Mitigation Monitoring and Reporting Program, attached hereto as Exhibit 1, and incorporated herein by reference.
8. The proposed project, Activity Number **PLN2013-00015**, is subject to the City's Condition Monitoring Program and Mitigation Measures Monitoring Program. Condition Monitoring and Mitigation Measures Monitoring are required for your project. Contact the Planning Division at (626) 744-4009 to schedule an inspection appointment.
9. The project is subject to review and approval by the Design Commission through the Design Review process. The Design Commission is the review authority for Height Averaging. If Height Averaging is not approved for this project, the project shall be designed to comply with the 60-foot maximum allowable height as shown on Figure 3-8 (Central District Maximum Height) in Section 17.30 (Central District) of the Zoning Code.
10. The project shall adhere to the City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise as specified in Chapter 9.36 of the Pasadena Municipal Code, or as stated in the Mitigation Monitoring and Reporting Program dated February 25, 2015.
11. Landscaping, hardscapes, and irrigation shall be installed in accordance with a detailed plan to be submitted to and approved by the Zoning Administrator prior to issuance of any building permits. The plan shall include drought-resistant plant materials and/or low volume irrigation. The plan shall be prepared by a licensed landscape architect and shall meet the requirements of Chapter 17.44 of the Zoning Code.
12. An exterior lighting plan, including specifications of the proposed fixtures, shall be submitted to the Zoning Administrator prior to the issuance of any building permits. No light sources (e.g., bulb) shall be visible from any location off the site. The lighting shall comply with the standards of Section 17.40.080 (Outdoor Lighting) of the Zoning Code.

13. The protection, pruning, relocation, and/or removal of any public tree shall be reviewed and approved by the City's Parks and Natural Resources Division.
14. The sale of alcoholic beverages on the premises requires the approval of a separate Conditional Use Permit(s) for alcohol sales.
15. All exterior mechanical equipment shall be architecturally screened from view of the public right-of-way in a manner subject to review and approval by the Zoning Administrator and Design and Historic Preservation staff.
16. The project shall meet all requirements of the Public Art program.
17. All residential parking shall be segregated from general public parking. This may involve signage or the construction of fencing and/or vehicular gates to limit access.
18. The project shall comply with the City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC. The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property. No street trees in the public right-of-way shall be removed without the approval of the Urban Forestry Advisory Committee.

Building Division

19. Governing Codes: The design and construction of this project shall be in full compliance with Title-14 of the Pasadena Municipal Code, California Building Code (2013), California Electric Code (2013), California Plumbing Code (2013), California Mechanical Code (2013), California Green Building Standard Code (2013), California Energy Code, California Accessibility Code, California Building Standards Code and all the applicable federal, state and county laws, or any subsequently adopted uniform codes in effect at the time of permit issuance.
20. Means of Egress (Exiting): Exits and exit systems shall be properly dimensioned on the plans and shall comply with Chapter 10 of CBC.
21. California Disabled Access Requirements: This project shall be fully accessible to comply with the Title-24 accessibility requirements and Chapter 11 of CBC.
22. California CCR Title 24 Energy Requirements This project shall comply with Title-24 energy requirements and energy calculations are required.
23. Storm Water Mitigation: "SUSMP" plans are required and must be approved prior to the building permit issuance.
24. Fire Protection System: Fire protection requirements shall refer to section 14.25 of PMC and chapter 9 of CBC and per fire department's requirements.

25. Plans and Professional Documents: Architectural, electrical, mechanical and plumbing plans, grading plans (separate fees / plans check / approval required), storm water mitigation plans, geotechnical investigation reports, structural calculations, engineering details and all other construction drawings (shall be prepared by architects or civil / structural and geotechnical engineers licensed in California) are required for this project.
26. Addressing: The project is governed by Pasadena Municipal Code Chapter 12.20 Building Numbering.

The address fee will be calculated after receiving the following: An address application, a current half size of 8 ½" x 11" site plan and floor plans for each above ground level, the site plan must show main door entrances to all buildings and entry into each unit, elevators, stairwells, the streets and indicate the N/S direction as well as the orientation of the building to the streets before submittal to plan check.

Housing Department

27. The applicant intends to meet Inclusionary Housing Requirements (Chapter 17.42, Zoning Code) by payment of the In-Lieu Fee. The fee is calculated as follows: "Net residential floor area" (habitable space per final approved plans) multiplied by the In-Lieu Fee Rate applicable to for-sale housing projects of 50 or more units located in Inclusionary For-Sale Housing Sub-Area "D". The current In-Lieu Fee Rate applicable to this project is \$28.63/sq. ft., which is effective through June 30, 2015. The applicant shall pay the In-Lieu Fee in effect at the time of building permit issuance, and the current fee is not vested pursuant to the Development Agreement. The final calculation of the In-Lieu Fee amount will be made by the Housing Department in the Plan Check stage prior to approval of the final building plans for the project.

Public Works

28. No private improvements may be placed within the public right-of-way, including, but not limited to, soldier beams, tie-backs, utility conduits and decorative sidewalk. Private improvements may only be placed in the public right-of-way by submitting a license agreement, which must be approved by City Council. The license agreement application for any private improvement within the public right-of-way shall be submitted to the Department of Public Works for review and shall be approved by the City Manager before any permits are granted. An approved license agreement will allow the applicant to install and maintain the private improvements within the public right-of-way with conditions.

A license agreement for shoring requires that all steel rods in every tie-back unit be relieved of all tension and stresses, and any portion of soldier beams and any portion of the tie-backs located less than ten (10) feet below grade be removed from the public right-of-way.

29. There are currently two license agreements - Nos. 10,505 and 11,145 - between the Ralph M. Parsons Company ("Licensee") and the City for the private improvements within the public right-of-ways fronting the subject development. Said improvements include the installation and maintenance of decorative sidewalk and covered tree wells. If there is any change of ownership for the property, different from the Licensee, an amendment is required for each Agreement to reflect the new ownership and insurance records. If the new owner(s) do not wish to continue the Agreements with the City, the abovementioned private improvements shall be removed at the owner's expense and restored to concrete sidewalk per City standards. Copies of License Agreement Nos. 10,505 and 11,145 are available at the Department of Public Works. Please contact 626-744-4195 for the processing of the amendments. A deposit, subject to partial refund or additional billing, will be required to cover staff cost on the document processing.
30. In order to accommodate an Americans with Disabilities Act (ADA) compliant curb ramp, the applicant shall reconstruct a standard curb ramp at:
- a. The southwest corner of Walnut Street and Fair Oaks Avenue (existing 25-foot curb radius)
 - b. The northwest corner of Fair Oaks Avenue and Union Street (existing 25-foot curb radius)
 - c. The northeast corner of Union Street and Pasadena Avenue (existing approx. 22-foot curb radius)
 - d. The southeast corner of Pasadena Avenue and Walnut Street (existing 25-foot curb radius)
31. The ADA compliant curb ramps shall be constructed per Standard Plan No. S-414. The curb ramp construction shall be completed prior to the issuance of Certificate of Occupancy. A separate permit from the Department of Public Works is required for all construction in the public right-of-way. Please contact 626-744-4195 for the general process.
32. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramp. Plans for the curb ramp improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to place a deposit with the Department of Public Works to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. Note that the building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit the curb ramp improvement plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.

33. Upon review of the curb ramp improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (up to 30-foot radius) to provide for the minimum clearance required by the Americans with Disabilities Act standards. If so, the applicant shall remove and reconstruct the sidewalk for the dedicated area, per Standard Plan No. S-421. The applicant shall be responsible for all the cost required to complete the dedication, if it is required. The dedication document and processing fee shall be submitted to this office prior to issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of a Certificate of Occupancy.
34. If Holly Street is to be used as a private street and/or potentially a public street in the future, the facility shall be upgraded to conform with the design and improvements standards, and dedication requirements, in Chapters 16 (Subdivisions) and 17 (Zoning) of the Pasadena Municipal Code, and any requirements of PD 34. Additional conditions on land dedications will be required if Holly Street were to become a public street.
35. All active public sewers within the subject development lot will require easements granted to the City for maintenance, repair, and ingress and egress purposes.
36. Excavations for utility connections shall be as close as possible to each other and the pavement shall be restored contiguously between extreme excavations. Fair Oaks Avenue, a portion of Corson Street, and Walnut Street are constructed with concrete pavement; any excavation in these streets will require reconstruction of full concrete pavement panels and restoration per Pasadena Standard Plan S-417.
37. All proposed new drive approaches shall be a minimum of 12 feet in width and in accordance with Standard Drawing No. S-403. The existing gutter shall be cut as near the flow line and the paving shall not be disturbed. A 5-foot minimum clearance shall be maintained between the edge of any proposed driveway and an existing tree.
38. Each building of the proposed development shall connect to the public sewer with one or more new six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter 13.24.010, house sewer "means that part of the horizontal piping beginning 24 inches from the exterior wall of the building or structure and extending to its connection with the public sewer." The section of house sewers within the public right-of-way - from the property line to the public sewer, or within easement, shall be vitrified clay or cast iron pipe. The house sewer shall meet City Standards as determined by the Department of Public Works, and a permit issued by the Department of Public Works is required for work within the public right-of-way. The construction of all new house sewers for each phase of development shall be completed prior to the issuance of Certificate of Occupancy.
39. 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.

40. The applicant shall construct public improvements along the frontages of the subject property in accordance with Central District Specific Plan. The improvements include installing street furnishings, such as street lights, trash receptacles and tree grates, planting street trees, landscaping, and other necessary related work. For additional information on the specific plan requirements and design guidelines, please visit the Community Planning and Development Department's website at: <http://ww2.cityofpasadena.net/planning/deptorg/commplng/GenPlan/centdis.asp>
41. 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.
42. 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 construction of the grate drain shall be completed prior to the issuance of Certificate of Occupancy.
43. If water is pumped from the subterranean parking garage before discharging into the public right-of-way, the applicant shall install a drainage structure in private property to dissipate energy from the pumped water. Said construction shall be completed prior to the issuance of Certificate of Occupancy.
44. Plans must be submitted to the Department of Public Works 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.
45. All City trees shall be protected in place and the applicant will be required to fill all vacancies.
46. 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 Public Works and Transportation Department for checking, the applicant will be required to place a deposit with the department to cover the cost of plan checking and construction inspection of the improvements. The amount of deposit will be determined when the plans are submitted and will be based upon the estimated cost to the department for the work. Civil engineering plans must be submitted to the Department of Public Works for

approval of the public right-of-way improvements. Plans submitted to the Building Department do not satisfy this requirement.

47. Past experience has indicated that projects such as this tend to damage the abutting street improvements with the heavy equipment and truck traffic that is necessary during construction. Additionally, the City has had difficulty in requiring developers to maintain a clean and safe site during the construction phase of development. Accordingly, the applicant shall place a \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, including striping, slurry seal/resurfacing, curb, gutter, and sidewalk, either directly or indirectly, by the construction on this site. The deposit may be used for any charges resulting from damage to street trees and for City personnel to review traffic control plans and maintain traffic control. A processing fee will be charged against the deposit. Upon spending the deposit down to \$5,000.00, the applicant or successor shall submit additional funds to the City to replenish the deposit account back to the \$20,000 level.
48. Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging and Traffic Management Plan to the Department of Public Works for review and approval. The template for the Construction Staging and Traffic Management Plan can be obtained from the Department of Public Works webpage at: <http://www.cityofpasadena.net/publicworks/Engineering/default.asp>. The Plan shall incorporate any and all requirements required by mitigation imposed on the project pursuant to CEQA. A deposit, based on the General Fee Schedule, is required for plan review and on-going monitoring during construction. This plan shall show the impact of the various construction stages on the public right-of-way including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. An occupancy permit shall be obtained from the department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and California Supplement. If the public right-of-way occupation requires a diagram that is not a part of the MUTCD or California Supplement, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the department for review and approval.

In addition, prior to the start of construction or the issuance of any permits, the applicant shall conduct a field meeting with an inspector from Department of Public Works for review and approval of construction staging, parking, delivery and storage of materials, final sign-off procedure, and any of the specifics that will affect the public right-of-way. An appointment can be arranged by calling (626) 744-4195.

49. All costs associated with these conditions shall be the applicant's responsibility.

Unless otherwise noted in this memo, all costs are based on the General Fee Schedule that is in effect at the time these conditions are met. A processing fee will be charged against all deposits.

In addition to the above conditions, the requirements of the following ordinances will apply to the proposed project:

50. Sewer Facility Charge - Chapter 4.53 of the PMC

The ordinance provides for the sewer facility charge to ensure that new development within the city limits pays its estimated cost for capacity upgrades to the city sewer system, and to ensure financial solvency as the city implements the operational and maintenance practices set forth in the city's master sewer plan generated by additional demand on the system. Based on sewer deficiencies identified in the City's Master Sewer Plan, the applicant may be subject to a Sewer Facility Charge to the City for the project's fair share of the deficiencies. The Sewer Facility Charge is based on the Taxes, Fees and Charges Schedule and will be calculated and collected at the time of Building Permit Issuance.

51. Sidewalk Ordinance - Chapter 12.04 of the Pasadena Municipal Code (PMC)

In accordance with Section 12.04.035, entitled "Abandoned Driveways" of the PMC, the applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk. In addition, the applicant shall repair any existing or newly damaged sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy or any building permit for work in excess of \$5,000 pertaining to occupancy or construction on the property in accordance with Section 12.04.031, entitled "Inspection required for Permit Clearance" of the PMC.

52. City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC

The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property. No street trees in the public right-of-way shall be removed without the approval of the Urban Forestry Advisory Committee.

53. Stormwater Management and Discharge Control Ordinance – Chapter 8.70 of the PMC

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. Information on the SUSMP requirements can be obtained from the Permit Center's webpage at http://cityofpasadena.net/PermitCenter/Plans_Submittal_Checklists/

54. Construction and Demolition Waste Ordinance, Chapter 8.62 of the PMC

The applicant shall submit the following plan and form which can be obtained from the Permit Center's webpage at http://cityofpasadena.net/PermitCenter/Plans_Submittal_Checklists/ and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:

- a. C & D Recycling & Waste Assessment Plan – Submit plan prior to issuance of the permit. A list of Construction and Demolition Recyclers 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.

A security performance deposit of three percent of the total valuation of the project or \$30,000, whichever is less, is due prior to permit issuance. This deposit is fully refundable upon compliance with Chapter 8.62 of the PMC. A non-refundable Administrative Review fee is also due prior to permit issuance and the amount is based upon the type of project.

Department of Transportation

Pursuant to the City's Traffic Impact Study guidelines, DOT recommends the following conditions for this project:

General:

55. The project applicant, or successor in interest, shall pay the corresponding Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project at the time of building permit issuance, in the amount in effect at that time. The fee is \$2,729.64/unit for a net new residential use; \$9.49 per net new retail sf; \$4.09 per net new office sf; and \$3.41 per net new industrial sf. The TR-TIF is subject to change based on the current General Fee Schedule and on the final scope at the time of project approval. The payment shall be made at Window #8 in the Permit Center located at 175 N Garfield Ave, Pasadena CA 91109.
56. The project is subject to the City's Transportation Demand Management (TDM)/ Trip Reduction Ordinance (TRO) requirements. 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. A TDM plan shall be completed to address the project's programs to promote alternative modes of transportation prior to the issuance of the first permit for construction and shall meet the following requirements:

- a. 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.
- b. Bicycle Parking. Bicycle parking shall be provided on-site in compliance with Section 17.46.320 (Bicycle Parking Standards). In addition, the bicycle parking shall be located near the employee entrance and shall be conveniently accessible from the external circulation system.
- c. Transportation Demand Management Program Plan. A Transportation Demand Management Program ("TDM") Plan shall be submitted which complies with Chapter 10.64 of the Municipal Code (Transportation Management Program).

The owner/ developer shall place a \$2,000* deposit with the Department of Transportation prior to the issuance of the first permit for construction. This deposit is subject to a partial refund or 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 of \$430.00* in compliance with the requirements of the Trip Reduction Ordinance.

The TDM plan shall include a combination of the following strategies, or equivalent measures, as approved by the City's Department of Transportation:

- a. Parking cash-out for employees
- b. Guaranteed Ride Home
- c. Transit pass and vanpool fare subsidies
- d. Private vanpool operations
- e. Bikeshare program including a public bike share kiosk, bicycle amenities
- f. On-site wayfinding kiosks
- g. On-site flex cars
- h. Reduced-parking fees for non-solo drivers
- i. Provisions of a certified Employee Transportation Coordinator
- j. Provide a Vanpool Loading area equal to 10% of number of employees. A passenger loading area for vanpool vehicles shall be provided on-site. At a minimum the loading area shall be of sufficient size to accommodate the number of waiting vehicles equivalent, in feet, to 10% of the number of vanpool spaces.

To minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for TRO/ TDM Plan requirements so that trip reduction considerations are designed and incorporated early into the building and parking

layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Please contact Juliana Iturrizaga, Associate Engineer at (626) 744-7228 to arrange a pre-design meeting to finalize the TDM Plan requirements for the project.

* Based on the Current General Fee Schedule. Fees are subject to change, and shall be paid in the amount in effect at the time payment is required or made.

57. To minimize on-street parking impacts, the City will not issue overnight parking permits to the future residents of this project. Disclosure of the unavailability of on-street overnight parking permits shall be made to all future residential tenant(s) of the project prior to executing a lease or rental agreement with the tenant(s).
58. All loading spaces shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street.
59. Project's loading/unloading for both residential and commercial components shall be on-site. DOT will not install a loading zone for project use along the project frontage.
60. A 10-foot sidewalk width is required on Walnut Street and Fair Oaks Avenue along the project frontage to improve the quality of pedestrian environment. This sidewalk width shall be identified on all building permits associated with the development of new structures in Phase 1. Encouraging walking in Pasadena is consistent with city's policies requiring a more comfortable convenient walk in existing or forecasted high activity pedestrian areas. It should be noted that street furniture and tree planter could take as much as 5 feet of sidewalk width. Additional sidewalk width may be provided with right-of way dedication or sidewalk easement, in a form acceptable to the City.
61. The project applicant, or successor in interest, shall be responsible for equipping the traffic signals in the Project area with emergency vehicle traffic signal preemption systems prior to the issuance of any occupancy permits for the project. The specific traffic signals requiring this system shall be determined by both the PFD and the Pasadena Department of Transportation in conjunction with both Phase 1 and Phase 2 development.

Please contact Norman Baculinao, Principal Engineer – Traffic Operations Section, at (626) 744-4263 or nbaculinao@cityofpasadena.net.

62. The paseo-lined street proposed to be accessed from Fair Oaks Avenue shall be located between a minimum of 150 feet south of Walnut Avenue and a minimum of 150 feet north of Holly Street.

63. The paseo-lined street proposed to be accessed from Pasadena Avenue shall be located north of the existing freeway on-ramp and a minimum of 150 feet south of Walnut Avenue and 100 feet north of Holly Street.

64. 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.

Project construction, pursuant to Section 9.36.070 of the Pasadena Municipal Code, must occur between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday; and between 8:00 a.m. to 5:00 p.m. on Saturday. However, hours for construction traffic (delivery trucks or haul trucks) shall be restricted to the hours between 9:00 AM to 3:00 PM to limit peak hour traffic conflict along the local street network.

65. Construction staging shall not block any lanes of traffic along the project frontage.

Design plans for all construction in the public right-of-way (i.e. the Holly Street west extension, and the Leonard J. Pieroni realignment, traffic signal enhancements) shall be reviewed and approved by the Departments of Public Works and Transportation prior to the issuance of the first permit for construction.

66. Prior to the issuance of the Certificate of Occupancy for Phase 1, the project shall extend Holly Street westerly from Fair Oaks Avenue to Pasadena Avenue. The new street would improve circulation within this portion of the Central District by providing an additional east-west connection to serve local traffic as well as providing access to the regional transportation system via Pasadena Avenue.

The new on-site segment of Holly Street shall be constructed to provide one through travel lane in each direction, a center turn lane, a parking lane and a bike lane on the north side of the street. 10' minimum width sidewalks shall be constructed on both sides of the street complete with landscaping, street lights, bicycle and parking lane, and bus stop amenities. New streetscapes shall comply with and be a natural extension of the *Old Pasadena Streetscapes and Alley Walkways Refined Concept Plan* (City Council approved March 18, 1996), and the *Old Pasadena Streetscapes and Alley Walkways Elements Specifications* (City Council approved March 18, 1996). Restriping along the westbound leg of the Holly Street/Fair Oaks intersection shall be completed to include a westbound left-turn lane, a westbound thru lane, and a westbound right-turn lane. Furthermore, pedestrian lighting shall be installed along Holly Street to the Memorial Park Goldline Station.

Based on this proposed design, these streetscape enhancements would facilitate the operation of Holly Street as a vehicular, pedestrian, and bicycle facility. The proposed streetscape improvements would also serve as a multi-modal corridor

connecting Fair Oaks Avenue to Pasadena Avenue and enhance on site connections to Old Pasadena.

67. The project shall reconfigure the intersection of Fair Oaks Avenue/Union Street to shorten the pedestrian crossing distance along the north leg of the intersection by constructing a curb extension at the northwest corner of the intersection. The north leg of the intersection shall be reconfigured to include a southbound left-turn lane, a southbound thru lane, and a southbound right-turn lane. In addition to the reconfiguration, the applicant shall install or pay for the installation of landscaping, street furniture, and other improvements to insure that the pedestrian walkway between Union Street and Holly Street reflects the applicant's plans for the area as presented at the January 14, 2015 Planning Commission Meeting. All construction shall be subject to the review and approval of the Director of Public Works.
68. The project shall realign and reconfigure Leonard J. Pieroni Street to be a pedestrian-oriented street that connects the North Development Area to Old Pasadena. This proposed improvement affects the north-south segment of Leonard J. Pieroni Street that intersects with Union Street, and which continues as De Lacey Avenue south of Union Street.
69. The reconstructed north-south segment of Leonard J. Pieroni Street would provide one through travel lane in each direction. The Project shall include the construction of 10' minimum width sidewalks on both sides of the street. Streetscape improvements shall include enhanced lighting and a landscape parkway between the sidewalk and the roadway to create a safety buffer between vehicles and pedestrians. New streetscapes shall comply with and be a natural extension of the *Old Pasadena Streetscapes and Alley Walkways Refined Concept Plan (City Council approved March 18, 1996)*, and the *Old Pasadena Streetscapes and Alley Walkways Elements Specifications (City Council approved March 18, 1996)*. In addition to providing improved pedestrian access within this portion of the Project Site, the improved streetscape environment would also encourage and provide an aesthetically pleasing pedestrian connection between the project site and Old Pasadena.
70. All existing bus zones shall be maintained.
71. The City may require that the bus zone(s) be extended or reoriented.
72. Tree wells, street lights, fire hydrants and other items may not be placed in the public right of way within bus zone(s) without prior approval from the Department of Transportation.
73. The project applicant, or successor in interest, shall finance the installation of an adaptive traffic control sub-system as indicated in the Memorandum from DOT dated June 26, 2014. An implementation schedule, including but not limited to, payment, construction and installation shall be approved by the Director of the Department of Transportation prior to the issuance of any development permits for this project.

Estimated Fee: \$790,000

74. The project applicant, or successor in interest, shall install a traffic signal at the I-210 Freeway Eastbound Off-Ramp/Maple Street intersection and shall be subject to the review and approval by DOT and Caltrans. The traffic signal shall be installed and operational prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from the improvement.

It is the responsibility of the applicant to coordinate with Caltrans regarding submittal for review and approval by Caltrans.

75. This study and conditions have been prepared based on the project scope provided to DOT. An update of the traffic study and its findings might be required if a significant change is made to the project scope, or if additional analysis is requested by the decision makers.

Fire Department

76. Plan shall comply with the requirements of 2013 California codes, as they may be amended or superseded from time to time, and Pasadena Municipal Code (PMC).
77. Underground parking: Below grade parking garage shall comply with requirements of California Building Code Section 405 and 406.4, as they may be amended or superseded from time to time.
78. Emergency Responder Radio Coverage: Building shall have approved radio coverage for emergency responders within the building based upon the existing coverage level of the public safety communication system per California Fire Code Section 510, as it may be amended from time to time.
79. Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix B Table B 105.1 and the quantity and spacing of fire hydrants as required by Appendix C Table C105.1 of Title 24, California Fire Code, as they may be amended or superseded from time to time. Plans shall be submitted to the Pasadena Fire Department for review and approval prior the review and approval of the building plans.

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

80. 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 35,000lbs with a minimum of 20-feet wide and 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.

81. Automatic Fire Sprinkler System or Standpipe: An automatic sprinkler system shall be provided throughout building per CBC Section 903.2.1 and PMC amended CFC section 903, as they may be amended or superseded from time to time.
82. Stand pipe system shall comply with the requirements of CBC Section 905, as it may be amended or superseded from time to time.
83. Fire Department Fire Sprinkler Connections: Shall be comprised of:
 - a) FDC shall be located a minimum of 25-feet from the building or surface mounted to 2- hours rated wall with no opening within 10 feet and FDC shall be located within 150 feet of a fire hydrant.
 - b) (2) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 4" FDC
 - c) 4" CLAPPERED internal swivel outlet X 4" FDC
 - d) Shall be clearly labeled to indicate FDC for Fire Sprinklers and Standpipes.
 - e) A clear dimension of 3-feet shall be maintained around the perimeter of each fire department appliance.
 - f) All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or krylon.
84. Automatic Fire Alarm/Detection System: All structures 10,000 square feet or any structure required by Title 24, California Building or Fire Codes, shall be provided with a fully automatic and manual fire detection and notification system. Shop drawings to be submitted by contractor for review and approval prior to construction. PMC amended CFC Section 907, as it may be amended or superseded from time to time.
85. Emergency Vehicle Traffic Signal Preemption Systems: Traffic signaling systems serving this complex are required to have emergency vehicle signal preemption controls installed. The specific signals requiring this system is to be determined by both Pasadena Fire Department and Pasadena Department of Transportation. The fees for these systems will be determined based on the quantities and types of traffic signals being used and/or being retrofitted for the emergency vehicle controls.

Department of Water and Power

The City of Pasadena Water and Power Department (Department) shall provide electric service to the proposed development at 100 West Walnut Street (Applicant or Customer) on the following basis:

86. Customer shall provide a transformer room/vault for each proposed building in the development. The number and size of the transformer room / vault varies according to the size of the electrical service.
87. Any required transformer room / vault located within a building structure shall be rated for 4-hour fire separation and meet all local Building & Fire Department requirements related to room ventilation and alarming.
88. Customer shall be responsible for the maintenance of the transformer room / vault, provide protection for the equipment in the transformer room / vault, and allow access to the transformer room / vault at all times to Department personnel and vehicles in accordance with the Department Electric Service Requirements Regulation 21. Department shall install concrete-encased primary service laterals to the property line. The number and location of the service laterals varies according to the size of the electrical service.
89. Customer shall pick-up new primary service laterals at the property line and install concrete-encased conduits to transformer room / vault within the development area. The number and location of the conduits varies according to the size of the electrical service.
90. Customer shall install transformer room / vault, service equipment, and secondary service conduits within the development area.
91. Department shall install electrical service transformers, cables, and electric meters.
92. All Department installation costs shall be paid by the Customer and are included in the cost estimate below.
93. Customer must identify and notify the Department of any conflict with existing overhead lines / poles and maintain existing ingress / egress access for overhead lines / poles. Proper clearances between the proposed structure and overhead lines / poles must be maintained.
94. Customer must identify and notify the Department if there is any underground electrical conduit within the proposed development area in conflict with the construction.
95. Customer shall provide all easements necessary for Department to access electrical service equipment.

96. Customer installed distributed generation resources that will be interconnected to the Pasadena Electric Distribution System shall be installed in accordance with the Department Distributed Generation Interconnection Requirements Regulation 23. In addition, all Customer installed solar photovoltaic (PV) resources shall meet all of the requirements of both the local Building & Fire Department and the Pasadena Solar Initiative and Rebate Program.
97. In order to determine the specific requirements of the electrical service for this project, the following items will need to be included in the Submittal Drawing Set (2 sets of electrical plans required): service size & voltage, main service disconnect, scaled site plan, elevation plan, proposed transformer room / vault location, electrical meter / panel location, single-line diagram, load calculation, and proposed construction schedule. A firm total cost estimate shall be provided to the Customer after the Submittal Drawing Set has been provided to the Department. The Department estimate and comments are valid for ninety (90) days.
98. All comments are preliminary and are based on the limited description provided. Please arrange a meeting with Utility Service Planning personnel for further information and detailed requirements at (626) 744-4495.

Cultural Affairs Division

99. Public Art Requirement:

Based on the information provided, this project IS SUBJECT to the Pasadena Community Development Commission Public Art Program. This Public Art Program requires that at least one percent (1%) of the building valuation costs, based on the project location, for new construction and/or renovation of multi-family residential, commercial, or mixed-used developments and with a building permit valuation of \$500,000 or more shall be allocated by the developer to incorporate in their design a public art component.

Twenty-five percent (25%) of the total one percent obligation shall be deposited into the Downtown Cultural Trust Fund to be used for the general enhancement of the City's cultural resources.

This Public Art Deposit (fee) is due at Plan check. It is developer's responsibility to allocate the remaining seventy-five percent (75%) of the Requirement toward an on-site public art project. The public art requirement provides an opportunity for the Applicant to enhance its project as well as to make a positive, long-lasting contribution to the community.

The developer may also choose to pay the full 1% to the Cultural Trust Fund in lieu of developing a public art project.

Estimated Fees: 1% of final building permit valuation

Public Art Requirement:
\$168,000

25% of 1% due for Downtown Cultural Trust Fund -- \$42,000
75% of 1% due for on-site public art project or in-lieu fee -- \$126,000

Note: There is an existing sculpture at the site called *Two Open Rectangles Gyratory* by George Rickey. It is visible in image in the PPR package titled "view north from Holly St. mid-block." The plans indicate that construction will impact this location. Please note that the existing sculpture must be maintained at the site or replaced with a new site specific artwork of equal or greater value. This is in addition to the new public art requirement for the project. Any relocation or replacement of the Rickey sculpture will require compliance with the Cultural Affairs approval process, artist notification and will need to be incorporated in addition to the satisfaction of the new public art requirement.

GENERAL

100. References herein to the applicant, developer, customer mean the Project Applicant, and all reference include not only the Project Application, but also any successors in interest.
101. In the event of a conflict between or among the various conditions of approval, mitigation measures, PD 34 Development Standards, and applicable provisions of the PMC, the stricter requirement, as determined by the City, shall apply.

END OF SEQUENTIAL CONDITIONS

EXHIBIT 1 TO ATTACHMENT B - CONDITIONS OF APPROVAL (#7)
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
Land Use					
No mitigation measures required.					
Transportation					
<p>Project Design Feature B.1-1: Construction of Holly Street between Fair Oaks Avenue and Pasadena Avenue.</p> <p>The Project proposes to replace the east-west segment of Leonard J. Pieroni Drive with a new street that would extend Holly Street westerly from Fair Oaks Avenue to directly connect to Pasadena Avenue. This new street would improve circulation within this portion of the Central District by providing an additional east-west connection to serve local traffic as well as providing access to the regional transportation system via Pasadena Avenue.</p> <p>The new street would be privately owned but built to public street standards. The new on-site segment of Holly Street would be constructed to provide one through travel lane in each direction, a center turn lane, a parking lane and a bike lane on the north side of the street, as well as sidewalks on both sides of the street. Within the sidewalk areas the Project proposes landscaping and street lights. Figure III-8 in Section III, Project Description, of this Draft EIR provide the conceptual alignment for Holly Street, including travel lanes, bicycle and parking lane, driveways, traffic control, and bus stop relative to existing conditions. Figure III-9 in Section III, Project Description, of this Draft EIR depicts the conceptual cross-section for the extension of Holly Street across the Project Site.</p> <p>Based on this proposed design, these streetscape enhancements would facilitate the operation of Holly Street as a vehicular, pedestrian, and bicycle facility. The proposed</p>	<p>During construction of Holly Street between Fair Oaks Avenue and Pasadena Avenue</p>	<p>Departments of Public Works and Transportation</p>			

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date Comments
streetscape improvements would also serve as a pedestrian corridor connecting Fair Oaks Avenue to Pasadena Avenue and enhance on-site pedestrian connections to Old Pasadena. The proposed streetscape improvements would also facilitate access to the on-site transit kiosk which would be implemented via Mitigation Measure B.1-5. The bicycle lanes proposed as part of the streetscape improvements would connect with the existing bicycle lane on Pasadena Avenue and the Project's proposed on-site network of bicycle amenities which would facilitate bicycle access to all areas within the Project's North Development Area.					
<p>Project Design Feature B.1-2: Realignment and reconfiguration of Leonard J. Pieroni Street.</p> <p>As part of Project development during Phase 1, Leonard J. Pieroni Street is re-envisioned as a pedestrian-oriented street that connects the North Development Area to Old Pasadena. This proposed improvement affects the north-south segment of Leonard J. Pieroni Street that intersects with Union Street and which continues as De Lacey Avenue south of Union Street. The street currently lacks a sidewalk on the east side of the street, which limits walkability and pedestrian connections to Old Pasadena.</p> <p>The realigned street would remain privately owned but would be reconstructed to public street standards. The reconfiguration of Leonard J. Pieroni Street includes realignment of the street to the west. The reconstructed north-south segment of Leonard J. Pieroni Street would provide one through travel lane in each direction and sidewalks on either side of the street. The realignment would create sufficient space to construct landscaped pedestrian sidewalks on both sides of the street. Streetscape</p>	During construction of the realignment and reconfiguration of Leonard J. Pieroni Street	Departments of Public Works and Transportation			

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date Comments
improvements include enhanced lighting and a landscape parkway between the sidewalk and the roadway to create a safety buffer between vehicles and pedestrians. In addition to providing improved pedestrian access within this portion of the Project Site, the improved streetscape environment would also encourage and provide an aesthetically pleasing pedestrian connection between the Project Site and Old Pasadena. Figure III-8 in Section III, Project Description, of this Draft EIR depicts the conceptual alignment, striping, and traffic control relative to existing conditions for the north-south segment of Leonard J. Pieroni Street. Figure III-9 in Section III, Project Description, of this Draft EIR depicts the conceptual cross-section for the north-south segment of Leonard J. Pieroni Street.					
Project Design Feature B.1-3: The Project proposes to modify the southbound approach to the Fair Oaks Avenue and Union Street intersection to improve the pedestrian environment and create additional green space. This would be accomplished by removing the existing concrete island and modifying the existing curb and southbound right turn only lane at the intersection. Implementation of this improvement would maintain the same number of through and turn lanes at the intersection.	During construction of the subject section of Fair Oaks Avenue	Departments of Public Works and Transportation			
Project Design Feature B.1-4: The Project proposes sidewalk widths of a minimum of 12 feet on Fair Oaks Avenue and Walnut Street.	During construction of sidewalks on Fair Oaks Avenue and Walnut Street	Departments of Public Works and Transportation			
Project Design Feature B.1-5: The Project proposes the construction of three paseo-lined streets that would provide both vehicular and pedestrian access to the Project Site. The three paseo-lined streets would serve as the primary access for vehicles to enter the Project Site and access the on-site	During construction of each of the three proposed paseo-lined streets	Departments of Public Works and Transportation			

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
parking garages. One paseo-lined street would connect to Fair Oaks Avenue as well as another to Pasadena Avenue and a third to the on-site segment of Holly Street that would be constructed as part of the Project. The paseo-lined street on Fair Oaks Avenue is anticipated to be located between Development Areas A and B, whereas the paseo-lined street that connects to the on-site segment of Holly Street is anticipated to be located so as to create a 4-way intersection with the realigned Leonard J. Pieroni Street. The paseo-lined streets would provide a minimum of one travel lane in each direction, 10 feet of sidewalks for pedestrian access, and may include landscaped areas. The three proposed paseo-lined streets, as well as the continued use of the two existing driveways on Walnut Street, that are located on either side of the existing Walnut Street Plaza, would provide access to the subterranean parking facility located in the North Development Area. As such, there would not be direct access to the proposed on-site subterranean parking facility from the streets that border this portion of the Project Site (i.e., Fair Oaks Avenue, Pasadena Avenue, and the on-site segment of Holly Street between Fair Oaks and Leonard J. Pieroni Street).					
Project Design Feature B.1-5a (Numbered Project Design Feature B.1-5 in the Draft EIR): The Project's design includes a pedestrian infrastructure network that consists of the following three major components: (1) minimum sidewalk widths for the streets along the perimeter of the North Development Area; (2) enhanced streetscape designs for the proposed on-site segments of Holly Street and Leonard J. Pieroni Street; and (3) on-site network of paseos. Sidewalks for the streets along the perimeter of the North Development Area would be a minimum of 10 feet in width.	During construction of the Project's pedestrian infrastructure network	Departments of Public Works and Transportation			

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date Comments
The enhanced streetscapes for the proposed on-site segment of Holly Street and Leonard J. Pieroni Street would include 10-foot landscaped sidewalks on both sides of both streets which would facilitate pedestrian travel across the Project Site and enhance pedestrian connections with Old Pasadena. The network of paseo-lined streets together with other pedestrian pathways on-site would create links between the various buildings as well as the primary and secondary open space areas within the Project Site.					
Project Design Feature B.1-6: The Project's design includes a bicycle infrastructure network that consists of the following two major components: (1) bicycle lane on the north side of the proposed on-site segment of Holly Street that would connect with the existing bicycle lane on Pasadena Avenue; and (2) the Project's proposed on-site network of bicycle amenities which would facilitate bicycle access to all areas within the North Development Area.	During construction of the Project's bicycle infrastructure network	Departments of Public Works and Transportation			
Project Design Feature B.1-7: Tenant and emergency vehicle access would be maintained to all areas of the Project Site during all phases of Project construction.	During all phases of Project construction	Departments of Public Works and Transportation			
Mitigation Measure B.1-1: Transportation Demand Management Program. The Project Applicant, or successor in interest, shall develop a TDM Program that includes a combination of the following strategies, or equivalent measures, as approved by the City's Department of Transportation: Flexible work schedules, telecommuting programs and alternative work schedules; Participation in an existing or formation of a new Transportation Management Association (TMA);	Prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from this mitigation measure	Building Department and Department of Transportation			

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
<p>Pedestrian/bicycle-friendly environment;</p> <p>Pedestrian Improvements;</p> <p>Bike Share Program including public bike share kiosk;</p> <p>Bicycle amenities (bicycle racks, etc.);</p> <p>Rideshare/carpool/vanpool promotion and support;</p> <p>Transportation Information Center (TIC) including education and information on alternative transportation modes and on-site transit kiosk;</p> <p>Guaranteed Ride Home (GRH) program;</p> <p>On-site flex cars; and</p> <p>Transit passes (i.e. Bus Passes, EZ Pass, TAP cards) for residents and employees.</p>					
<p>Mitigation Measure B.1-2: Transportation Management Association.</p> <p>The Project Applicant, or successor in interest, shall facilitate the formation of a new on-site TMA or become part of an existing TMA in the Study Area. The TMA's objective shall be to create Transportation Management Plans (TMPs) and promote awareness of the available TDM strategies among employees, residents and patrons and potentially the broader public in the Study Area. The TMA initiatives shall include the following:</p> <p>Online Rideshare matching and Carpool/Vanpool Program;</p> <p>Bike and walk to work promotions;</p> <p>On-site Flex Car;</p> <p>Guaranteed ride home;</p> <p>Preferential load/unload or parking location for high occupancy vehicles (HOV); and</p> <p>Transportation Information Center.</p>	<p>Prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from this mitigation measure</p>	<p>Building Department and Department of Transportation</p>			