

Agenda Report

July 11, 2016

TO: Honorable Mayor and City Council
FROM: Planning & Community Development Department
SUBJECT: PREDEVELOPMENT PLAN REVIEW OF A 115-UNIT MIXED USE PROJECT LOCATED AT 711 E. WALNUT STREET

RECOMMENDATION:

This report is for information only; no City Council action is required.

BACKGROUND:

DC Walnut Holdings, LLC, has submitted a Predevelopment Plan Review (PPR) application to construct a 115-unit mixed use project on the subject property located at the northeast corner of Walnut Street and El Molino Avenue. The project includes demolition of five existing commercial buildings and construction of a new, five- and six-story structure consisting of 11,600 square-foot ground-floor commercial space and 115 for-sale residential units. A total of 239 parking spaces are proposed within two subterranean-level and ground-level parking areas.

The PPR process is established in Section 17.60.040.C of the City's Zoning Code as a process by which better projects can be achieved through early consultation between City staff and applicants. The process coordinates the review of projects among City staff, familiarizes applicants with the regulations and procedures that apply to the projects, and avoids significant investment in the design of a project without preliminary input from City staff. It also helps to identify issues that may arise during application processing such as community concerns and achieving consistency with City regulations and policies.

Projects that meet the threshold of "community-wide significance" (greater than 50,000 square feet in size with at least one discretionary action, 50 or more housing units, or any project that is deemed by the Director of Planning & Community Development Department to be of major importance to the City) are presented to the City Council as a way to inform the Council and the public of significant projects. The development project proposes a total of 115 units.

This report provides a project description, identifies the entitlement and environmental review processes, and important topic areas that staff will focus on during case processing.

PROJECT SUMMARY:

The site is located at the northeast corner of Walnut Street and El Molino Avenue. It consists of six parcels of land and has a total size of approximately 0.98 acres (42,790 square feet). The site is currently developed with four one-story and one four-story commercial buildings and surface parking areas for the buildings. The project includes:

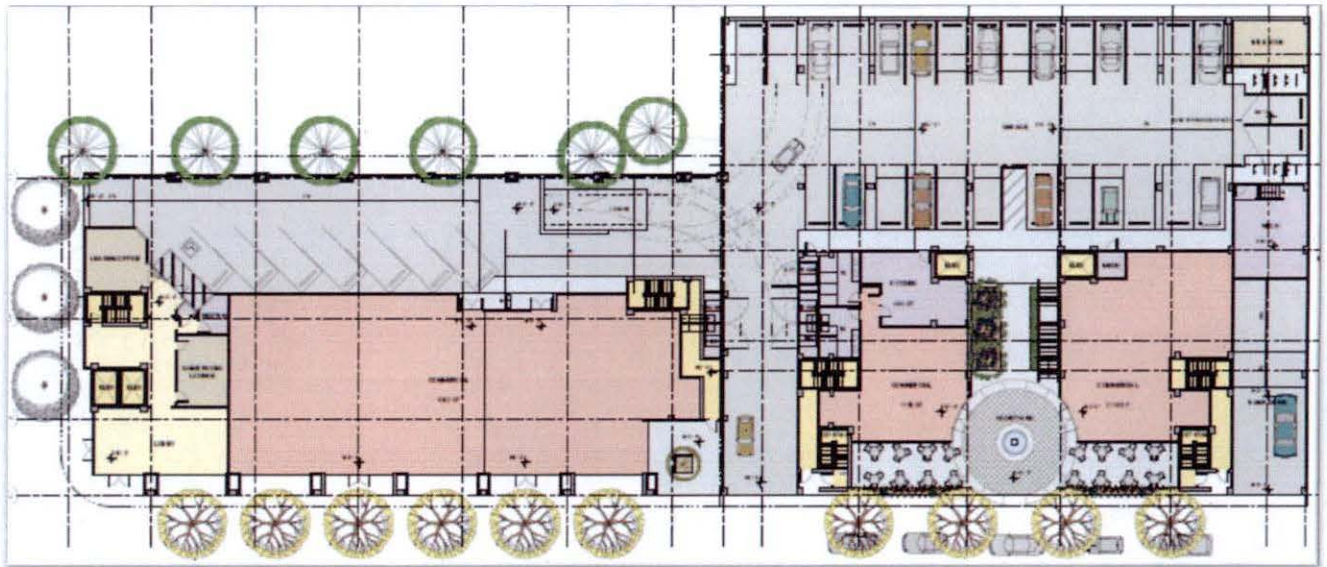
- Demolition of all the existing buildings; and
- Construction of a new, five- and six-story structure consisting of 11,600 square-foot ground-floor commercial space and 115 residential units with a total of 239 parking spaces within two subterranean-level and ground-level parking areas.

The map of the existing condition of the site and the proposed site plan are shown below:

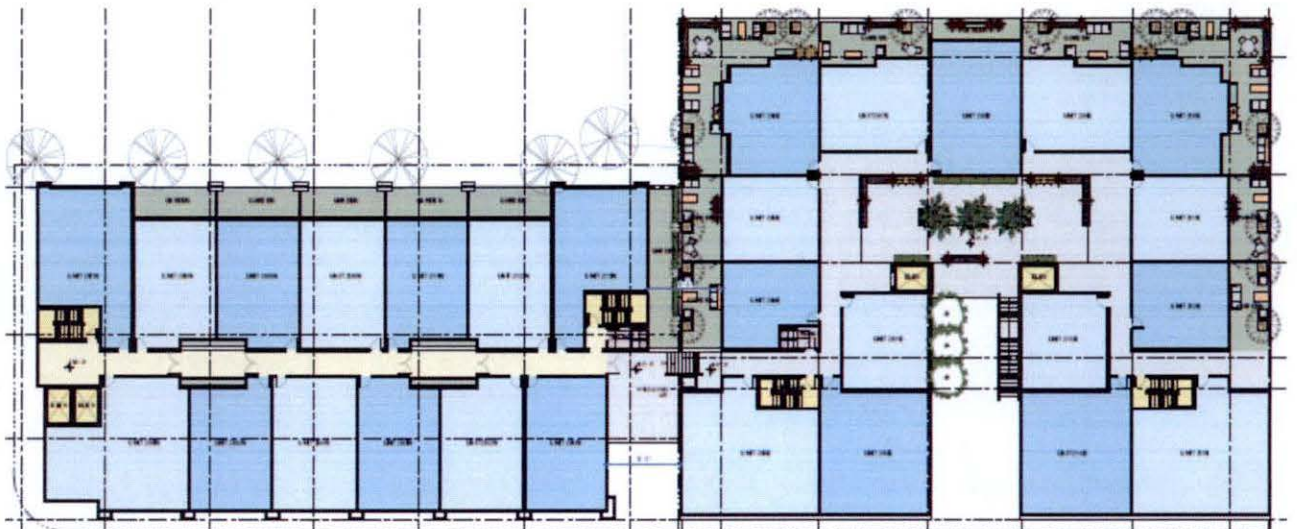
Existing Condition of the Site: Northeast Corner of Walnut St. and El Molino Ave.:



Site Plan (Ground-Level Plan):



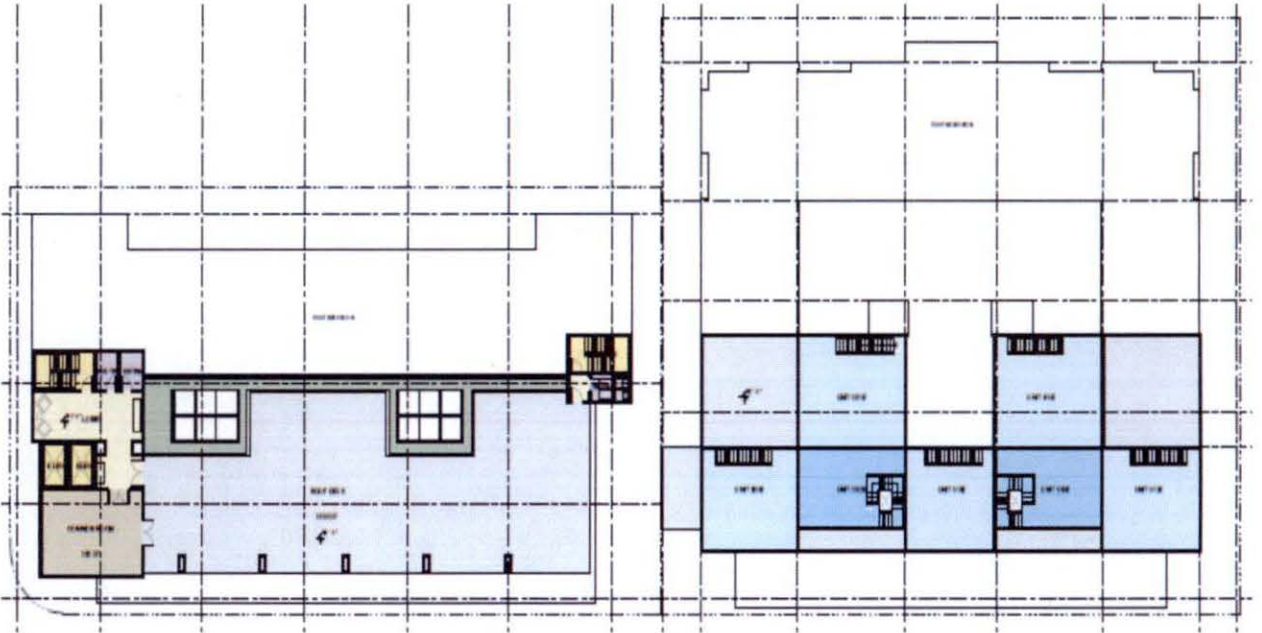
Second-Level Plan:



Third through Fifth-Level Plan:



Sixth-Level and Roof Deck Plan:



Project Statistics:

Zoning Designation	
CD-3 (Central District, Walnut Housing)	
General Plan Designation	
Medium Mixed-Use (0.0 – 2.25 FAR)	
Lot Size	
42,790 sq. ft. (0.98 acres)	
Proposed Building Size	
131,020 sq. ft. (does not include 94,950 sq.ft. area for parking and vehicle access)	
Floor Area Ratio	
Maximum Allowed by Zoning Code & GP:	Proposed:
2.25 FAR (96,277 sq.ft.)	3.06 FAR (131,020 sq.ft.)
Residential Density	
Maximum Allowed by Zoning Code & GP:	Proposed:
87 du/acre or 85 units	115 units
Parking Requirement	
Required:	Proposed:
1-1.25 spaces per unit <650 sq. ft. ... 16 units	239 Total Spaces Proposed. Additional information needed to determine compliance.
1.5-1.75 spaces per unit >650 sq. ft. ... 99 units	
1 guest parking for every 10 units	
(For projects utilizing density bonus):	
0 – 1 bedroom: 1 space ... 79 units	
2 -3 bedrooms: 2 spaces ... 36 units	
10 spaces for every 1,000 sq.ft. of restaurant	
3 spaces for every 1,000 sq.ft. of retail	
10% Reduction for commercial projects in TOD area	
Residential: Min. 177 spaces, Max. 205 spaces (or 163 spaces utilizing density bonus)	
Restaurant: 28 spaces	
Retail: 24 spaces	
Total: Min. 229 spaces, Max. 257 spaces (or 215 spaces utilizing density bonus)	
Building Height	
Maximum Allowed:	Proposed:
60' (75' with Height Averaging)	75' maximum
Setbacks	
Required:	Proposed:
Walnut St. and El Molino Ave. Frontage: Non-Residential: setback not required; may set back up to 5 feet maximum. Residential: minimum 5 feet setback required; may setback up to 10 feet maximum	Appears not to be in compliance.
Interior Sides: Setback not required	OK
Open Space/Community Space	
Required:	Proposed:
17,250 sq.ft.	18,940 sq.ft.

Discretionary Entitlements:

The project site is zoned CD-3 (Central District, Walnut Housing Subdistrict), with a maximum residential density of 87 dwelling units per acre and a maximum floor area ratio of 2.25. For the subject site, a total of 85 residential units are permitted by right. Through the affordable housing density bonus provisions under Section 17.43.040 of the Zoning Code, projects may be granted a density bonus of up to 35 percent above the maximum allowable density. The City does not require discretionary approval for a density bonus up to 35 percent increase. The proposed 115 units for the project represent a 35 percent increase in density.

Pursuant to State law, projects that utilize the density bonus provisions may request one or more concessions. The proposed gross floor area of the project is 131,020 square feet, which equals to 3.06 floor area ratio. If the project moves forward as proposed, an Affordable Housing Concession Permit to increase the floor area ratio from the allowed 2.25 to 3.06 would be required. In addition, a second Affordable Housing Concession Permit may be proposed for the project to exceed the height limit of 60 feet.

Concessions are processed through an Affordable Housing Concession Permit, whose process is the same as a Minor Variance (Sec.17.61.080.C.3). One of the required information for the application submittal is detailed financial information of the project in order to justify the need for the concession(s) for the creation of affordable housing. The City will retain, at the applicant's expense, an economic consultant to review the applicant's financial information. The concession will be approved upon making the following two findings:

- 1) The concession or incentive is required in order for the designated units to be affordable.
- 2) The concession or incentive would not have a specific adverse impact on public health, public safety, or the physical environment, and would not have an adverse impact on a property that is listed in the California Register of Historical Resources, and for which there is no feasible method to satisfactorily mitigated or avoid the specific adverse impact, or adverse impact, without rendering the development unaffordable to low- and moderate-income households. A specific adverse impact is a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

Discretionary Entitlements required for the project are as follows:

- Affordable Housing Concession Permit:
 - 1) To exceed the maximum permitted floor area ratio requirement of 2.25, and
 - 2) To exceed the height limit of 60 feet.
- Design Review for a project that exceeds 25,000 square feet in size.

The affordable Housing Concession Permit would be presented to a Hearing Officer for his/her consideration, along with the appropriate environmental review documentation. The Design Commission is the review authority for Design Review.

PREDEVELOPMENT PLAN REVIEW SUMMARY:

Zoning:

The site is zoned CD-3 (Central District Specific Plan, Walnut Housing Subdistrict). The Central District zoning district is governed by Chapter 17.30 of the Zoning Code. According to Figure 3-4 (Central District Housing/Ground Floor Map), the site is located in Area 1, where housing is permitted; therefore, the proposed mixed use project is permitted on the site. The information provided to the applicant in the PPR comments is as noted below:

Residential Density and Density Bonus: Per Figure 3-6 (Central District Maximum Residential Density) of the Zoning Code, the maximum allowable residential density on the site is 87 units per acre. The site is 42,790 square feet in the lot area, and it is computed to be a maximum of 85 units. The project would contain 115 dwelling units, exceeding the maximum residential density by 35 percent.

The applicant intends to utilize Section 17.43.040.B of the Zoning Code, which permits a density bonus of up to 35 percent. In order to be eligible for the maximum density bonus percentage, a minimum of 11 percent of the units must be very low-income units. When calculating the number of density bonus units allowed, any fraction of a residential unit shall be counted as a whole unit; thus, the project would require 10 very low-income units.

Whether this project would meet the Density and Density Bonus requirements of the Zoning Code, and the number and level of affordability of units will be confirmed during future submittals

Floor Area: Per Figure 3-9 (Central District Maximum Floor Area Ratio) of the Zoning Code, the maximum floor area ratio (FAR) for this site is 2.25. Based on the 42,790 square foot lot size, the maximum allowable gross floor area is 96,277 square feet. The plans indicate that the proposed gross floor area of the project is 131,020 square feet in size, which equates to a FAR of 3.06, greater than the maximum permitted FAR for the subject property by 36 percent.

Because the project is proposing to utilize the Density Bonus provisions pursuant to Chapter 17.43 of the Zoning Code, the project may be eligible to apply for an Affordable Housing Concession Permit to exceed the FAR development standard. Section 17.43.050 of the Zoning Code outlines the application requirements, procedure, and findings for an Affordable Housing Concession Permit.

Height: Per Figure 3-8 (Central District Maximum Height) of the Zoning Code, the maximum allowable building height for this site is 60 feet, and if the project utilizes Section 17.30.050.B (Height Averaging) of the Zoning Code, the building may be as tall as 75 feet provided that no more than 30 percent of the building footprint exceeds the height limit and the average height of the entire footprint does not exceed the height limit of 60 feet. The purposes of height averaging are:

- Additional building height is counterbalanced by lower heights across or elsewhere on a development site to achieve an economically viable project that also protects view corridors and/or historically or architecturally significant building, structures, or landscapes; a visual transition in height and massing may be achieved through height averaging.
- Additional building height is counterbalanced by lower heights across or elsewhere on a development site to punctuate important intersections or other prominent locations; this will contribute to a more visually compelling skyline.

Height averaging is a discretionary approval and requires approval of the Design Commission, provided the following findings are met:

1. The additional height allows for preservation of vistas and view corridors, and/or a more sensitive transition to an adjacent historic structure, and/or provides for a more interesting skyline;
2. The additional height will not be injurious to adjacent properties or uses, or detrimental to environmental quality, quality of life, or the health, safety and welfare of the public;
3. The additional height will promote a superior design solution that enhances the property and its surroundings, without detrimental impacts on views and sight lines; and
4. The additional height is consistent with the objectives and policies of the Central District Specific Plan and the General Plan.

On the plans submitted, the building exceeds the 60-foot maximum height, and a portion of the building has the height of approximately 77 feet, which exceeds the 75-foot maximum allowable height with height averaging. Also, the project would have more than 30 percent of the building footprint taller than the 60-foot limit. Based on the information presented, the project as designed would not meet the Height Averaging guidelines; thus, the project as designed would not qualify for Height Averaging.

Staff suggested that the applicant revise the project to comply with the Height Averaging requirements, or request the deviations from the height requirements of the Zoning Code to be reviewed under an Affordable Housing Concession Permit application (because the project would include more than 10 percent of the units for very low-

income households, up to two concessions or other incentives may be requested). If Height Averaging were requested, the applicant would be required to provide more detailed information to ensure the height averaging requirements are complied with. As part of the review process, the Design Commission may impose additional conditions related to site planning, architectural design, as well as requiring public amenities, including public outdoor space and pedestrian paths.

Setbacks: Per Figure 3-7 (Central District Required Setbacks) of the Zoning Code the minimum required building setbacks are as follows:

- Walnut Street (Setback Type 2): Non-Residential: setback not required; may set back up to 5 feet maximum. Residential: minimum 5 feet setback required; may setback up to 10 feet maximum.
- El Molino Avenue (Setback Type 2): Non-Residential: setback not required; may set back up to 5 feet maximum. Residential: minimum 5 feet setback required; may setback up to 10 feet maximum, and
- Interior sides: No minimum or maximum setback requirement for a non-residential project.

Based on the plans submitted, the project would not meet the setback requirement along Walnut Street because the building frontage is designed to be away from the street more than five feet due to the bulky posts in front of the west half of the façade; the outdoor dining area along the frontage of the east part of the building; and the building separation and a tree well by the central driveway. The project needs to be redesigned to meet the setback requirements unless an additional concession or variance application is submitted.

Parking: Permitted off-street parking is pursuant to Sections 17.46.040 (Parking and Loading) of the Zoning Code. Per Section 17.43.090 (Alternative Parking Standards, Density Bonus), the applicant may apply alternative parking requirements for the residential portion of the project. The number of required parking spaces is based on the size of the non-residential space and the number of dwelling units and their size. Because the project site is located within the Central District Transit Oriented Development (TOD) Area (as shown in Figure 3-5 of Section 17.30.030 of the Zoning Code), the parking requirements from 17.46.040 have mandatory reductions per Section 17.50.340 (Transit-Oriented Development), as explained below. In addition, the mixed-use project must also comply with the parking requirements under Section 17.50.160 K. (Mixed-Use Projects – Parking).

For development subject to the TOD requirements, the mandatory parking reduction for non-residential uses other than office, such as retail or restaurants, is ten percent. The resulting number after the reduction is also the maximum allowable parking for the project. Based on the Project Data Table, the project would require 28 parking spaces for the proposed 3,050 square foot restaurant, and 24 spaces for the 8,550 square foot commercial spaces. For restaurants, any outdoor dining area not located in the public right-of-way is included in the required parking space calculation. However, it is unclear

whether the outdoor dining area is computed into the number of required parking spaces. This will be reviewed in future submittals.

For development subject to the TOD requirements, the parking requirement for residential units less than 650 square feet ranges from 1.0 to 1.25 spaces per unit. For units 650 square feet or larger, the parking requirement ranges from 1.5 to 1.75 spaces per unit. Guest parking is one space for every ten units.

Alternatively, pursuant to Section 17.43.090 of the Zoning Code, projects utilizing the density bonus provisions may request the following alternative parking requirements:

0 – 1 bedroom:	1 on-site parking space
2 – 3 bedrooms:	2 on-site parking spaces
4 or more bedrooms:	2.5 on-site parking spaces

Based on the information provided, 16 residential units would be less than 650 square feet, and 99 units would be 650 square feet or larger. The guest parking requirement is 12 spaces; therefore, the residential component of the project would require a minimum of 177 parking spaces and maximum of 205 spaces. The total number of required parking spaces for the entire project would be a minimum of 229 spaces and maximum of 257 spaces.

If the applicant proposes to utilize the alternative parking requirement, the number of the required parking spaces for the residential component of the project would be 163 spaces since 79 one bedroom units and 36 two to three bedroom units are proposed. The total number of required parking spaces for the entire project would be 215 square feet. A total of 239 parking spaces is proposed with this project.

It is noted that the number of required parking spaces for development subject to the TOD requirements is the minimum and maximum provided for the project. A project site may exceed the maximum allowable parking requirements must either be: 1) commercial off-street parking (a Minor Conditional Use Permit is required); 2) shared-parking (a Minor Conditional Use Permit is required), or 3) joint parking.

Bicycle parking: Bicycle parking standards are addressed in Section 17.46.320 of the Zoning Code. Non-residential uses less than 15,000 square feet in size require four bicycle parking spaces, while the residential requirement is one for every six units; therefore, a total of 23 bicycle parking spaces would be required for this 115-unit mixed use project.

Loading: Pursuant to Section 17.46.260, Table 4-15, development that includes certain commercial uses such as bars and taverns, food markets, industrial, public and semi-public, research and development, restaurants, and restaurants with take-out facilities less than 20,000 sq. ft. in size requires one loading space. All other commercial and other allowed nonresidential uses less than 8,000 square feet does not require any loading space. The project requires one loading space with a minimum of 12 feet by 30

feet in dimension and 14 feet of vertical clearance. The submitted plan shows that there would be one loading space provided on the site. The size, turnaround radius, and other development standards will be reviewed upon future submittals.

Mixed Use: A mixed-use project must comply with Section 17.50.160 (Mixed-Use Projects) of the Zoning Code, including but not limited to the following:

Commercial Depth/Height: The depth of the commercial space shall measure at least 50 feet, and the height shall be at least 15 feet as measured from the floor of the first floor to the floor of the second floor. Based on the plans submitted, portions of the commercial space have less than 50 feet in depth. The proposed ground floor height is 18 feet, which meets the commercial space height requirement.

Community Space: Section 17.50.160 (Mixed-Use Projects) includes requirements for community space in mixed-use projects. The minimum requirement for community space is 150 square feet of area per dwelling unit. For this 115-unit project, this results in a minimum total requirement of 17,250 square feet.

Community space includes both indoor/interior space and outdoor open space and can be in the form of private open space (e.g., balconies) or common open space (e.g., pool or side or rear setback areas.). An indoor recreational room of up to 600 square feet may count toward this requirement. The total private open space may count for as much as 30 percent of the total requirement, provided each private open space has minimum dimensions of six feet in all directions. Except for private open space, all community space shall have a minimum dimension of 15 feet in at least one direction and six feet in all other direction. The plans indicate that there would be a total of 18,940 square feet of community space, including 5,680 square feet of private open space. The locations, dimensions and area of the proposed open space will be verified in future submittals.

Design and Historic Preservation:

Historic Preservation Review: Because the building at 711 E. Walnut Street is not designated as a historic resource and does not appear to be eligible for such designation, additional review of demolition of the existing building is not required during the design or environmental review processes for the project.

Design Review: Because the project consists of new construction of a mixed-use project larger than 5,000 square feet in size in the Central District, Design Review is required, with the Design Commission being the reviewing authority. The applicable design guidelines for the project are the design guidelines in the Central District Specific Plan.

Preliminary Design Issues: Based on the information contained in the preliminary plans, the following issues are likely to be analyzed during Design Review:

- Compatibility of the project with the surrounding context.
- The scale, massing, materials, solid-to-void relationships, the interplay of horizontal and vertical elements of the new construction and the modulation of the exterior walls facing public streets.
- The introduction of design features that are “human scaled” and inviting to pedestrians. The treatment of private entrances and common entrances facing the streets is part of this review.
- The quality of materials and finishes, the proportions of window/door openings, the modulation of building walls, shade and shadow.
- Landscaping—especially in the setbacks along the sidewalks—and screening of mechanical equipment.

On March 22, 2016, the project was reviewed by the Design Commission through the Preliminary Consultation process. The Commission agreed with staff’s comments, which are listed below, and also provided additional comments as noted below:

Staff Comments:

1. Although separated at either end of the site, the use of 40 feet of street frontage for vehicular access is undesirable. Explore ways to consolidate vehicular access to a single driveway along Walnut Street, possibly by locating access to ground-level commercial parking along El Molino Avenue only. The Commission further recommended removal of the central driveway along Walnut Street.
2. Explore ways to break down and further articulate the massing of the easterly portion of the building and avoid blank walls on the visible east side elevation.
3. Study the architectural expression of the easterly portion of building to ensure that it has a clear logic. The current design, particularly the fenestration, projecting canopies and framing components should be further studied to create a greater sense of order to the building. Review recommendations under Central District Specific Plan design guideline BD 3: Unify and Articulate Building Facades.
4. Explore ways to unify the facades of the westerly portion of the building. As currently designed, this portion of the building appears to reflect a different character on each side.
5. Study the treatment of the roofline to ensure that it is consistent with Central District Specific Plan design guideline BD 8: Design Roof Silhouettes.
6. Although it appears that height averaging may be proposed, the requirements and findings for height averaging do not appear to be met. Clarify whether the proposed

height increase will be achieved as a density bonus concession or through height averaging provisions of the Central District Specific Plan. If height averaging is proposed, the Commission recommended further study to ensure that the building would provide a more interesting skyline.

7. Ensure that the pedestrian connections from the parking area to the ground-floor commercial spaces are clear and separate from vehicular access points.

Commission Comments:

8. Reconsider the appearance of "stacked boxes" in the design, which will be too similar to the design of the two nearby projects on Walnut Street that are currently under construction.
9. Explore ways to incorporate features that relate more closely to Pasadena, particularly in the exterior cladding materials, and to create a more unique architectural statement.
10. The arcade on the westerly building is a promising feature and should be extended further east and have a more significant easterly terminus. This element should be further explored and possibly used to create continuity between the eastern and western portions of the building.
11. The columns on the westerly building may be too massive at the pedestrian level and should be softened and finessed to respond to the pedestrian environment.
12. At Concept Design Review, images of the design inspiration for the building should be provided. In addition, context images should include the approved designs for nearby buildings that are under construction.
13. Although modern architectural design is appropriate at this location, the design does not stand out as a distinctive piece of modern architecture. The design should be studied to either soften the contemporary design or to make a more distinctive statement.

General Plan:

General Plan Consistency: According to the General Plan Land Use Diagram, the subject site is designated as Medium Mixed Use (0.0 to 2.25 FAR, 0 to 87 dwelling units per acre). The project proposes to construct a new mixed-use building with 115 residential units on the 42,790 square foot site. The total square footage of the new building is approximately 131,020 square feet. The proposed project proposes a FAR of 3.06 and a density of 117 dwelling units per acre, thus not consistent with the FAR and the density allowed by the General Plan. The applicant is intending to utilize the density bonus provisions of the Zoning Code to increase in density above the otherwise

maximum allowable residential density under this Title and the Land Use Element of the General Plan.

Goals and Policies:

The General Plan provides policies and objectives are relevant to the proposed project, including the following:

- Policy 2.1 – Housing Choices: Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community's fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena's commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.

The proposed project is a mixed-use project that consists of 115 dwelling units, inclusive of affordable units that would satisfy the 35-percent density bonus requirement.

- Policy 2.5 – Mixed Use: Create opportunities for development projects that mix housing with commercial uses to enable Pasadena's residents to live close to businesses and employment, increasing non-auto travel, and interact socially.

The proposed project is to construct a mixed-use building in an area designated for mixed-use development in a centralized location near transit.

- Policy 4.11 – Development that is Compatible: Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscaping quality, infrastructure, and aesthetics;
- Policy 7.1 – Architectural Quality: Design each building as a high-quality, long term addition to the City's urban fabric; exterior design and buildings material shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building; and
- Policy 7.3 – Compatibility: Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.

Further consideration must be given to the compatibility of the proposed project (e.g. scale, design quality, height, setbacks, etc.) to the scale and character of the surrounding neighborhood. The applicant shall continue to work with the Design and Historic Preservation Section to refine the project's design so that the project would

further achieve architectural and design excellence that is reflective of the CDSP standards and the City's design guidelines.

- 21.1 Adequate and Affordable Housing. Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.

The proposed project would add affordable units in a variety of sizes (one- and two-bedroom floor plans) within the City.

- Goal 29 – Transit Villages: Moderate to high density mixed-use clusters of residential and commercial uses developed in an integrated “village-like” environment with buildings clustered on common plazas and open spaces in proximity to Metro Gold Line stations capitalizing on their indeed market demands and land values, facilitating ridership, and reducing automobile use while increasing walkability.

The proposed project is located approximately a quarter mile from Lake Gold Line Station. Therefore, further consideration shall be given to ensure that the proposed project consists of design and programmatic elements that encourages pedestrian activities and encourages transit use.

Specific Plan: The project site is located within the Central District Specific Plan (CDSP). The primary purpose of the CDSP is to provide a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher-density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies. The CDSP places the subject property in the CD-3 Walnut Housing sub-district. The objective of this sub-district is to promote development as an urban village in the vicinity of Walnut Street, with strong connections to the adjacent Lake Avenue Gold Line Station, as well as to balance the institutional growth and historic preservation activities of Fuller Seminary, prominently located within the area.

Specific Plan Objectives:

The CDSP provides the following Planning Objectives are relevant to the proposed project:

- Objective 2 – Identify Growth Areas: Downtown growth and development will be directed toward the most appropriate locations, with the intention of 1) protecting existing residential neighborhoods; 2) supporting transit usage; 3) and revitalizing underutilized areas;

The proposed project is located approximately a quarter mile from Lake Gold Line Station. Therefore, further consideration shall be given to ensure that the proposed

project consists of design and programmatic elements that encourages pedestrian activities and encourages transit use.

- Objective 5 – Build Housing Downtown: Downtown will offer a range of housing opportunities, with provisions for the construction of new market-rate and affordable housing units, as well as non-traditional forms of housing, such as work-live accommodations; and
- Objective 19 – Offer Suitable Housing: Downtown housing will meet property standards of maintenance, and accommodate a variety of income levels and lifestyles.

The proposed project is a mixed-use project that consists of 115 ownership dwelling units (both market rate and affordable units).

Public Works:

The Department of Public Works informed the applicant of a number of topics related to the proposed project, and several of which are detailed below:

Traffic Signal Improvements: The applicant shall submit a Transportation Analysis as required by the Pasadena Department of Transportation. A traffic signal and/or intersection upgrade at the above mentioned intersections may be required resulting from the submitted Transportation Analysis. If so, a traffic signal plans, signed by a registered Civil Engineer in California, shall be submitted to City for review and approval. The applicant is responsible for the design, preparation of plans and specifications, and the construction of all required traffic signal and/or intersection upgrades.

ADA Curb Ramp: The existing curb return radius at the northeast corner of Walnut Street and El Molino Avenue is 22 feet. In order to accommodate an Americans with Disabilities Act (ADA) compliant curb ramp, the applicant shall reconstruct a standard curb ramp at the said corner 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. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramp. The applicant also 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.

Land Dedication: Walnut Street along the frontage of the subject property has a substandard parkway width of seven feet. In order to provide for a standard 10 feet wide parkway, the applicant shall dedicate to the City a maximum of three feet strip of land, or up to the existing building footprint, along the Walnut Street frontage for street

purposes. The applicant shall be responsible for all the costs required to complete the dedication. The dedication document and processing fee shall be submitted prior to the issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of the Certificates of Occupancy.

Subterranean Garage Driveway Ramp: In order to provide sufficient sight distance for pedestrians along Walnut Street frontage, the proposed driveway ramp to the subterranean garage, from the property line to the first 20 feet north shall be sloped at two percent or less.

Street Tree: The applicant shall construct public improvements along the frontages of the subject property in accordance with the Central District Specific Plan. The improvements include installing tree grates, planting street trees, landscaping, and other necessary related work.

Along the standard 10 feet wide parkway after the three-foot dedication, the applicant shall plant and maintain the officially designated street trees per the City approved master street tree plan, for a period of three years, a maximum of five trees (*Pistacia chinensis*) in a 4'x4' tree wells, with tree grates, on the subject frontage and install and maintain an irrigation system for the trees. The locations will be finalized in the field by the Department of Public Works.

Trees must meet the City's tree stock standards, be inspected by the City, and be planted according to the details provided by the Parks and Natural Resources (PNR) Division. The trees shall be approved by the Forestry Supervisor prior to the issuance of a Certificate of Occupancy. All new trees shall be maintained by either an existing or a new irrigation system constructed by the applicant.

All drive approaches shall be at least seven feet clear of existing street trees. All public trees shall be protected and fenced with a posting on the fences advising of the tree protection.

Transportation/Traffic:

Transportation Analysis: Based on the preliminary information provided, a transportation analysis shall be prepared for this project. When the applicant is ready to proceed, they shall submit a deposit. This deposit is subject to partial refund or additional billing. Appropriate traffic impact measures will be determined in conjunction with the Public Works' street improvements and dedications.

Access Management: Driveways to a project site should be as few as possible to not create potential conflict points among turning vehicles to and from the site, among the adjacent properties, and conflicts to pedestrian and bicycle traffic along sidewalks. Limiting driveway access along roadways creates less potential for conflict for all modes of travel. Thus, the project shall consolidate the two driveways into one, with Department of Transportation's preference to eliminate the easterly driveway. The

driveway to the parking area should be 20 feet minimum to provide for adequate passing of two-way traffic and in compliance with City of Pasadena Department of Public Works Standard Plan S-403.

Furthermore, the proposed Walnut Street driveway shall be limited to right-in only/right-out only movements. Appropriate measures to restrict left turns into and out of the driveway along Walnut Street shall be installed (such as appropriate signage and on-site curb construction which prohibits left-turns in and out of the driveway). Any changes to the location of the driveways shall be reviewed and approved by the Department of Transportation prior to the issuance of the first permit for construction.

Ramp Configuration: The ramp shall have a minimum width of 20 feet along the entire length of the ramp to accommodate two-way traffic on the ramp. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of two percent or less from the property line to 20 feet into the property to improve vehicular sight distance, or include the installation of an exit arm. No visual obstructions shall be in the way of outgoing vehicles along both sides of the driveway ramp.

Environmental Review:

Pursuant to the requirements of the California Environmental Quality Act (CEQA), an environmental review of the project will occur in order to analyze the project's potential to result in significant impacts, as identified by State and local environmental guidelines. At this time, it is not known what level of review will be required; it will be determined after the Affordable Housing Concession Permit application is submitted.

NEXT STEPS:

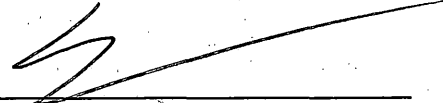
Public hearings before the Hearing Officer and Design Commission are necessary in order to carry out the proposed project. In addition, an environmental review will occur consistent with the requirements of CEQA. The following identifies the steps in the review process:

- Environmental Review;
- Hearing Officer Public Hearing to consider adoption of the environmental review and approval of the Affordable Housing Concession Permit; and
- Design Commission reviews (Concept and Final).

FISCAL IMPACT:

This report is for information only and will not result in any fiscal impact.

Respectfully submitted,



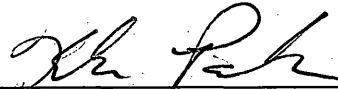
DAVID M. REYES
Interim Director of Planning & Community
Development

Prepared by:



Natsue Sheppard
Associate Planner

Concurred by:



Kelvin Parker
Principal Planner

Approved by:



STEVE MERMELL
Interim City Manager

Attachment:

Attachment A – Predevelopment Plan Review Plans