


PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT
www.cityofpasadena.net
PREDEVELOPMENT PLAN REVIEW COMMENTS

Predevelopment Plan Review (PPR) is a preliminary evaluation of a project by staff from various City departments and divisions. The information derived from a PPR does not constitute any approval of a project. PPR meetings are not public hearings.

Project Number: PPR2018-00002

Date: July 2, 2018

Project Address: 995 South Fair Oaks Avenue

Project Description: Review of preliminary plans for the expansion of an existing Residential Care Facility. The proposed expansion would add a connected, 60,000 square-foot, four-story, 55-foot tall building with 90 units to the existing facility of 86,600 square feet. In addition, there will be a below grade parking garage with 45 parking spaces on a 90,234 square feet (2.07 acre) project site that will provide parking for all phases of the facility.

Applicant: Arlington Development, LLC

Attn: Richard Kale

Case Manager: Jennifer Driver, Associate Planner

Phone #: (626) 744-6756

E-mail: jdriver@cityofpasadena.net
DETERMINATION OF COMMUNITYWIDE SIGNIFICANCE REQUIRING PRESENTATION TO THE CITY COUNCIL:

- | | |
|--|-------------------------------------|
| 1. Greater than 50,000 square feet of gross floor area with at least one discretionary permit. | <input checked="" type="checkbox"/> |
| 2. Fifty or more housing units. | <input type="checkbox"/> |
| 3. Other: | <input type="checkbox"/> |

Presentation to the City Council required:	<input checked="" type="checkbox"/> YES
	<input type="checkbox"/> NO , not applicable.

DEPARTMENT / DIVISION	CONTACT	EMAIL @cityofpasadena .net	PHONE (626) 744-	PAGE
Building Division, Addressing	Angie Jackson	ajackson	6903	2
Building & Safety Division	Johnny Lee	johnnylee	6887	2
Community Planning	Andre Sahakian	asahakian	6916	3
Cultural Affairs Division	Wendy Miller	wmiller	7547	8
Current Planning	Jennifer Driver	jdriver	6756	8
Design & Historic Preservation	Amanda Landry	alandry	7137	18
Development/NW Programs	Lola Osborne	losborne	4791	18



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

Fire Department	Vardan Azizian	<u>vazizian</u>	7596	18
Local Development Area	Eric Duyshart	<u>eduyshart</u>	7353	20
First Source Local Hiring	Antonio Watson	<u>awatson</u>	8382	20
Health Department	Carmina Chavez	<u>cachavez</u>	6811	20
Housing Department	Jim Wong	<u>iwong</u>	8316	20
Public Works Department	Yannie Wu	<u>ywu</u>	3762	20
Transportation Department	Conrad Viana	<u>cviana</u>	7424	29
Water & Power, Power Division	Said Bernal	<u>sbernal</u>	7857	31
Water & Power, Water Division	Natalie Ouwersloot	<u>nouwersloot</u>	7011	32
Water & Power, Utilities	Sandra Andrade-Hernandez	<u>sandrade-hernandez</u>	4189	32

BUILDING DIVISION, ADDRESSING:

General Comments: Based on the information provided it appears that Phase III is an addition to the existing building known as Regency Park, if that is the case and this is considered an addition to the existing building a separate address will not be assigned to Phase III. If it is not an addition to the existing building, a separate address will be required. Address assignment is based on main front door entry into the building, the site map provided does not show a clear entry into the building, the available addresses are subject to change based on main front door entry into the building. The possible available addresses are; 981, 983 or 987 S. Fair Oaks Avenue based on the information provided. In addition, it is the responsibilities of the owner to ensure that directional signage of the units on each floor are located off the elevator lobbies and near any exit stairwells. It is also the owner's responsibility to request for suite assignments from the City of Pasadena, Planning & Community Development Department as plans are submitted for the tenant space build-out improvements.

The letter that authorizes you to use the address will be sent to you after the requirements listed below are met and after the building permit is issued. Copies of the letter will be sent to the relevant agencies within and outside of the City.

Governing Codes: Pasadena Municipal Code Chapter 12.20 Building Numbering.

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

BUILDING & SAFETY DIVISION:

Governing Codes: *Current Edition of the California Building, Mechanical, Electrical, Plumbing, Energy, and Green Building Standards Codes. The governing edition is based on the date in which the project is submitted to the City for review.*

FYI – The current edition is the 2016 series starting January 1, 2017 thru December 31, 2019.



Soils Report: Soils report is required for the project.

Shoring: Submit (with constructions plans) shoring plans and documentation for review & approval.

Low Impact Development (LID) Plan: This project requires the preparation of a LID Plan to demonstrate stormwater management post-construction. LID Plan shall be prepared by a registered engineer.

Building Code Analysis: Document on the plans the Allowable Height & Area, Occupancy Groups, Type of Construction, and Height & Area Increases.

Fire Protection: Provide wall & opening protection for exterior walls & openings near property lines. Provide fire separation between different occupancy groups and each unit of 'R' Occupancy.

Special Detailed Requirements on Use & Occupancy: Provide smoke barriers and refuge area per Section 420 of the CBC.

Special Provisions for Licensed 24-hour Care Facilities: Project shall comply with Section 435 of the CBC.

Emergency Escape & Rescue Openings: Basement and each sleeping rooms (bedrooms) below the fourth story above the grade plan shall have at least one operable emergency escape and rescue opening per Section 1030 of Building Code.

Means of Egress (Exiting): Provide Occupant Load Calculations, and provide an "Exit Plan". Identify exit separation and travel distance.

California Disabled Access Requirements: Project to be accessible to the disabled in accordance with Chapter 11A & 11B of the CBC.

Permit(s): Separate permits are required for demolition, *fire sprinkler, mechanical, electrical, and plumbing.*

COMMUNITY PLANNING:

General Plan Consistency:

According to the General Plan Land Use Diagram, the subject property is designated as Medium Mixed-Use (0.0-2.25 FAR; 0-87 du/ac) which is intended to support multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. Development in the Medium Mixed-Use category is characterized by shared open spaces, extensive landscaping, small to medium separations between buildings, and shared driveways and parking. Sites may be exclusively commercial or exclusively residential, or with buildings vertically integrating housing with nonresidential uses. Mixed-use development projects containing housing shall incorporate amenities contributing to a quality living environment for residents, including courtyards, recreation facilities, and similar elements. Where buildings face the street frontage, they shall be designed to enhance pedestrian activity with transparent facades for retail uses and distinctive entries for housing. Parking shall be located below or to the rear of the street. Projects constructed at Medium Mixed-Use densities may be required to



develop pedestrian-oriented streetscape amenities along their primary street frontages, consistent with the improvement concepts and plans defined by the City.

The project site is approximately 20,869 square feet in size, and is the third phase of a larger residential care facility that includes the two adjacent lots which have already been developed. The plans indicate that the combined lots total 90,234 square feet in size, however the survey indicates that the total is 84,552 square feet. The project site is currently developed with an existing one-story building and surface parking lot. Floor area for the existing building was not provided in the submitted plans. Based on the submitted plans, the project proposes demolition of the existing building and development of a new four-story licensed residential care facility for the elderly consisting of 90 units with associated office and amenity space (60,000 square feet total) as well as a one-level subterranean parking structure. The proposed project would also include an enclosed connection between the proposed building and the existing residential care facilities on the adjacent property.

Based on the provided lot sizes, the subject property on its own would allow up to 46,955 square feet of floor area based on the maximum allowable General Plan floor area ratio (FAR) of 2.25. The proposed floor area of 60,000 square feet exceeds the maximum density for the lot. However, when taken together with the adjacent lots, the combined site would allow up to 190,242 square feet of floor area (assuming the survey is correct), or up to 203,027 square feet of floor area (assuming the cover sheet of the plans is correct). The proposed combined floor area of 196,471 square feet is within the maximum allowable density for the combined lots, assuming the cover sheet of the plans is correct – however, it would exceed the maximum allowable density for the combined lots if the survey is correct. Thus, the accuracy of the combined lot size should be verified, and the subject lot must be tied to the adjacent lots in order for the project to comply with the maximum General Plan FAR.

The General Plan also established Development Capacities for each Specific Plan area. Analysis of the effect of the proposed project on the adopted Development Capacities for the South Fair Oaks Specific Plan is provided in the table below:

Non-Residential Square Feet Development Cap	
2015 General Plan Adopted Cap	988,000 SF
Remaining Cap Before Project	912,734 SF
Remaining Cap After Project	852,734 SF

Residential Care Facilities are defined as a ‘Public and Semi Public Use’ under the Land Use Classifications definition in the Zoning Code (PMC 17.80.020.L.3), and thus have historically been interpreted as a non-residential use in the City of Pasadena. Furthermore, the residential care units do not include individual kitchens, and thus do not meet the definition of a “Dwelling Unit” (PMC 14.12.030.M), and also do not meet the Space and Occupancy Standards set forth in the Building Code (PMC 14.12.480). Therefore, the construction of the proposed project would only count toward the Non-Residential Square Feet cap. Based on this analysis,



construction of the proposed project would comply with the current Development Capacity for the South Fair Oaks Specific Plan.

The Land Use Element of the General Plan provides the following policies that are relevant to the proposed project:

Policy 1.1 Basic Growth Policy: Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena's unique residential neighborhoods, business districts, and open spaces.

Policy 1.2 Targeted Growth: Target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized commercial and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.

37.4 Visual Variety: Allow for a diversity of architectural design styles and building types contributing to the distinctive characteristics of the area's intended artistic, cultural, and creative businesses.

37.7 Neighborhood Compatibility: Require that the types of use and location, scale, and design of development buffer commercial and mixed-use development on N. Fair Oaks Ave. and Arroyo Parkway from adjoining lower density residential neighborhoods.

The proposed project is generally consistent with the aforementioned policies of the General Plan. The proposal replaces a commercial/industrial use and surface parking with higher intensity residential care facility with frontage on South Fair Oaks Avenue and Arlington Drive. The proposed use is an expansion of an existing residential care facility on the adjacent properties, and its proximity to Huntington Memorial Hospital, numerous other medical offices and clinics, and the Metro Gold Line Fillmore Station make it an appropriate use for this area. The orientation of the building toward South Fair Oaks Drive, incorporation of landscaped courtyards, and separation from residential properties by an existing surface parking lot serve to protect nearby residential neighborhoods, while maintaining a consistent building wall along the South Fair Oaks frontage. Detailed information about the building's architectural design was not provided, though it is encouraged that the project's architectural design style include distinctive characteristics to complement the area's eclectic collection of building forms.

Policy 2.2 – Senior Housing: Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.

Policy 2.11 – Health Facilities: Accommodate a wide range of healthcare and mental health facilities that are transit-accessible and pedestrian friendly.

Policy 12.4 – Revitalization of Commercial Areas: Encourage the revitalization of commercial and industrial areas by attracting private investment.

Policy 24.3 – Access to Amenities. Encourage residential developments to be designed to provide safe and convenient pedestrian and bicycle access to nearby commercial centers, community facilities, parks, open space, transit facilities, bikeways, trails, and other amenities, as applicable.



Policy 37.2 Medical Supporting Uses: Capitalize on the Huntington Memorial Hospital through opportunities for new and expanded medical facilities, medically-oriented businesses and increased housing so that hospital employees are able to live close to jobs.

37.5 Economic Vitality: Foster a thriving business district by supporting the retention and enhancement of local businesses and, emerging technology, and medical uses by encouraging the development of creative office, research and development, and institutional uses with a mix of supporting retail and residential uses.

The proposed project will replace existing one-story commercial and industrial buildings with additional residential care capacity where seniors can reside while receiving 24-hour care and support along a major commercial corridor. The subject property is within close proximity to Huntington Memorial Hospital and numerous other medical offices and clinics, further reinforcing the health-care facility cluster in the area. However, the proposed use does not include a residential component that would provide additional housing opportunities for healthcare workers, nor does it include retail or other commercial amenities for employees or existing residents of the area.

Policy 4.4 – Transit Villages: Accommodate and intensify a mix of local and regional commercial, residential, and public uses close to the Metro Gold Line stations. Design these areas to accommodate safe and convenient walking, bicycling, and transit use. Include gathering places and amenities to enhance their quality and livability.

Policy 4.5 – Transit Villages in Context: Differentiate the mix and development intensities of the Transit Villages to reflect their setting, with the highest intensities at Fillmore, Del Mar, Memorial Park and Lake Metro Gold Line stations, moderate intensities at Sierra Madre Villa station and lowest intensities at the Allen Avenue station.

Policy 37.1 Fillmore Transit Village: Provide for the development of higher density, transit-oriented uses with a mix of retail, office, and multi-family housing uses that expand the customer base for local retail uses and support Metro Gold Line ridership; while contributing to reductions in vehicle trips, energy consumption, and GHG emissions.

37.6 Sustainable Streetscape: Improve sidewalks to enhance connectivity and pedestrian activity through enhanced streetscape amenities, distinctive signage, lighting and paving.

The proposed project's development intensity, when combined with the adjacent lots that contain the earlier phases of the residential care facility development, is appropriate for the site and its surrounding context. The proposed project will be of relatively high intensity, including nearly 200,000 SF of residential care facility including 239 units. The site is located within a half mile of the Metro Gold Line Fillmore Station and numerous healthcare related land uses, making the proposed development intensity consistent with the Transit Villages in Context concept set forth in the General Plan. Although the residents of the residential care facility are not likely to utilize the Metro Gold Line, it's possible that family members and employees of the facility would choose to use transit for visits. Notwithstanding the proximity of the site to the Metro Gold Line Fillmore Station, pedestrian access from the station is limited due to the lack of pedestrian



crossings along large blocks and lack of wayfinding. As a result, great care and attention should be given to potential improvements for pedestrian access from the Metro Gold Line Fillmore Station to the subject property for visitors of the residents and workers who may use transit to visit the residents of the project site.

As proposed the project is generally consistent with the Land Use Element of the General Plan. Nevertheless, inclusion of more neighborhood-serving uses and pedestrian improvements would improve the project's General Plan consistency.

Specific Plan:

The subject property is located within the South Fair Oaks Specific Plan area. The South Fair Oaks Specific Plan (Specific Plan) established two land use zones: General Industrial (IG) and Public and Semi-Public (PS). The subject property is located in the IG zone at the southwest corner of South Fair Oaks Avenue and Arlington Drive. The Specific Plan allows Residential Care, General uses in the IG zone on the west side of South Fair Oaks Avenue south of Hurlbut Street. Therefore, the proposed project is consistent with the Specific Plan land use provisions.

The Specific Plan also includes an urban design framework for both the public and private realms within the Specific Plan area. The subject property has frontage on South Fair Oaks Avenue, which is identified as a Major Street in the Specific Plan public realm urban design framework plan, and Arlington Drive, which is designated a District Street. The Specific Plan includes design guidelines for the public realm for each of these street types, including landscaping and street furnishings. Please refer to the Specific Plan, and confer with the Public Works Department, for guidance on compliance with these guidelines within the public right-of-way.

The Specific Plan also includes design guidelines for the private realm, including site layout, driveway placement, nodes, landscape buffers, and building height. The proposed project, as designed, complies with the majority of these guidelines due to the building being located at the front property line along South Fair Oaks Avenue; the single driveway being located toward the furthest end of the Arlington Drive frontage; location of parking to the rear of the building; incorporation of a "Private Outdoor Node" in the form of the landscaped courtyard with walkway access from South Fair Oaks Avenue shown in the site plan (provided that this area is at least 1,225 square feet); and landscape buffers along the rear property line. However, it should be noted that the proposed height of 55' exceeds the maximum allowable height set forth in the Specific Plan for this parcel, which is identified as 45' (Figure 3-23 Height Districts Map).

Please note that the City is currently undergoing a comprehensive update of all existing Specific Plans, including the Central District Specific Plan, as well as the Zoning Code provisions that relate to the Specific Plan areas. This effort could potentially result in changes to the existing goals, policies, and development standards that are applicable to the subject property. For more information and to learn how to get involved in this process, visit www.ourpasadena.org.

Master Development Plan:

The subject property is not located in a Master Development Plan area.

Planned Development:

The subject property is not located in a Planned Development area.



Neighborhoods:

The proposed project is located within the following neighborhood associations:

- Council District 6
Councilmember Steve Madison
City Council Liaison: Takako Suzuki
Contact Email: tsuzuki@cityofpasadena.net
Contact Phone: (626) 744-4739

- Singer Park Neighborhood Association
Contact: Pete Ewing
Contact Email: andrewgewingjr@gmail.com

- West Pasadena Residents' Association
Contact: Kenyon Harbison
Contact Email: president@wpra.net

Estimated Fees:

No fees are anticipated from Community Planning.

CULTURAL AFFAIRS DIVISION:

Public Art Requirement:

Based on the information provided, this project is **not subject** to the Public Art Requirement (PAR) as the development is classified as a residential care facility. Only commercial, industrial and mixed-use projects over 25,000 s/f are subject to the PAR in this geographic area.

CURRENT PLANNING:

Project Description:

The proposed project consists of the demolition of an existing on-site commercial building, the retention of Phases 1 and 2 of an existing Residential Care facility and the construction of a new, connected Residential Care Facility building (Phase 3) with 90 new units in 60,000 square feet, and a below grade parking garage with 45 parking spaces on a 90,234 square feet (2.07 acre) project site that will provide parking for all three phases.

Applicable Zoning Sections:

The proposed project is subject to, including but not limited to, the development standards of the following Zoning Code Chapters or Sections:

- Chapter 17.35 – South Fair Oaks Specific Plan
- Chapter 17.40 – General Property Development and Use Standards
- Chapter 17.44 – Landscaping
- Chapter 17.46 – Parking and Loading



- Chapter 17.48 – Signs
- Chapter 17.50 – Standards for Specific Land Uses (Mixed-Use Projects)
- Section 17.24.040 – Commercial and Industrial District General Development Standards
- Section 17.50.340 – Transit Oriented Development
- Section 17.60.070 – Environmental Assessment

All of these sections can be found online at:

https://library.municode.com/ca/pasadena/codes/code_of_ordinances?nodeId=TIT17_ZONING_CODE.

General Comments: The information provided herein is general due to the general content of the information submitted. It is recommended that in addition to the comments below on the project, the developer team thoroughly read each of the Zoning Code sections noted above.

1. Project Site:

- a. According to the submitted plans, the project site consists of three legal lots (AINs: 5719-022-106, -107 and -101). The total combined site area is identified as 90,234 square-feet on the plans. The lot area for the proposed project (AIN -101) is noted at 20,869 square feet and the combined lot area for Phases 1 and 2 (AINs -106 and -107) is 69,368 square feet.
- b. However, Assessor's records indicate the following AINs: 5719-022-108 and -101 and a total combined site area of 104,683 square-feet. The lot area for the proposed project (AIN: -101) is recorded as 20,834 square feet and the combined lot area for Phase 1 and 2 (AIN: -108) is 83,849 square feet.
- c. As a result, the accurate AINs need to be identified and the total lot size must be confirmed and consistently referenced throughout the plans and application for future submittals. Comments herein may need to be adjusted to account for a different site size.

2. Zoning District (PMC 17.35):

- a. The property is within the IG-SP-2 AD-2 (South Fair Oaks Specific Plan, Fair Oaks Bio-Tech Sub district, Industrial General Zoning District). This Sub District is intended to:
 - i. Create an attractive physical environment for businesses that commercialize emerging technologies;
 - ii. Integrate land use and transportation programs with the light-rail station site and Fillmore Street;
 - iii. Support the retention and enhancement of local businesses; and
 - iv. Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.



3. Overlay Zoning Districts / TOD (PMC 17.50.340):

- a. The property is located in the Alcohol Overlay District 2, which concerns the concentration of new businesses with alcohol service, and is not applicable to the Residential Care Facility as no alcohol service is proposed.
- b. In addition, the property is subject to the requirements of Zoning Code Section 17.50.340 (Transit-Oriented Development [TOD]) due to its proximity to the Gold Line Fillmore Metro Station.

4. General Plan Designation (Land Use Element): The property is designated as Medium Mixed Use (0.0-2.25 FAR, 0-87 DU/Acre) in the General Plan. The Medium Mixed Use designation is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. Development is characterized by shared open spaces, extensive landscaping, small to medium separations between buildings, and shared driveways and parking. Projects constructed at Medium Mixed Use densities may be required to develop pedestrian-oriented streetscape amenities along their primary street frontages, consistent with the improvement concepts and plans defined by the City.

5. Land Use (PMC 17.35.030): The applicant has identified the project as a Residential Care (General) Facility in the application materials, which is a permitted use within the Specific Plan area. Residential Care Facilities are defined as a 'Public and Semi Public Use' under the Land Use Classifications definition in the Zoning Code (PMC 17.80.020.L.3). Further, there are no kitchens in any of the units and thus the proposed expansion does not include any dwelling units.

According to the submitted plans, which differ from the Assessor's information, Phases 1 and 2 have a combined floor area of Residential Care use of 136,471 square feet and Phase 3 proposes 60,000 square feet of floor area of Residential Care use. The total amount of Residential Care Floor Area across the site will be 196,471 square feet upon completion.

However, the Assessor's data shows that the combined floor area of Phases 1 and 2 combined is 130,553 square feet, which results in a total project (Phases 1-3) floor area of 190,553 square feet.

6. Residential Density (PMC 17.35.040.C): Per the South Fair Oaks Specific Plan, 32 dwelling units per acre are permitted. However, as a Residential Care Facility, no dwelling units are proposed or required and thus complies with the limitations on Residential Density.

7. Floor Area Ratio (FAR) (PMC 17.35.040.A.1): Gross floor area is defined as the total enclosed area of all floors of a building measured to the inside face of the exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms and basement or attic areas having a height of more than seven feet, but excluding area used exclusively for vehicle parking or loading.



Specific Plan Restrictions

Within the South Fair Oaks Specific Plan, there is no maximum FAR required for this site for permitted Residential and Non-Residential Uses. According to the plans submitted, Phases 1 and 2 have a combined floor area of 136,471 square feet and Phase 3 is proposed at 60,000 square feet. The proposed total FAR for the overall site with all three phases is 2.18 and for Phase 3 alone it is 2.88, which complies with the FAR requirement for the Specific Plan.

However, based on the Assessor's records of the lot area, the FAR is 1.82 for the overall project and Phase 3 FAR is 2.88.

Both calculations comply with the Specific Plan's FAR regulations.

General Plan Land Use Restrictions

The General Plan Land Use Designation of Medium Mixed Use limits the FAR to 2.25. Phase 3, alone, exceeds this maximum, at 2.88 FAR. However, when the site is considered as a whole (Phases 1 – 3), the resulting FAR is 2.18 (Submitted plans) or 1.82 (Assessor's data), which complies with the General Plan's FAR cap. As a result, in order for the project site to comply with the General Plan, all the lots shall be tied as one parcel.

8. **Setbacks (PMC 17.35.040.B.1).** As Phase 3 physically connects to Phases 1 and 2, setbacks shall be applied as a combined site. As a result, the site is subject to the following setbacks:
 - a) **Fair Oaks Avenue (Corner Side Yard):** No setback is required and there is no maximum setback noted.
 - b) **Arlington Drive (Corner Side Yard):** No setback is required and there is no maximum setback noted.
 - c) **Hurlbut Street (Front):** No setback is required and there is no maximum setback noted.
 - d) **Interior side (west property line adjacent to Residential Use):** Per 17.24.040, an interior/side setback is 15 feet. In addition, the project shall not penetrate the encroachment plane (17.40.160.D.3) when adjacent to an RM-16, RM-32, or RM-48 zone, as the combined site is.
9. **Parking (PMC 17.46 and 17.50.340)** – Per Table 4-6 in Section 17.46.040, parking shall be determined by the Zoning Administrator through the Modification of the Conditional Use Permit process.

Parking shall comply with all applicable standards of the Chapter. In addition, the project shall adhere to parking standards specified in Zoning Code Section 17.50.340 (Transit Oriented Development), where applicable. Parking and loading spaces shall be permanently available, marked, and properly maintained for parking or loading purposes for the use they are intended to serve. The applicant shall 1) calculate the requirement for each use (round fractional numbers); 2) account for any TOD reductions (round fractional numbers); and, total. One space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50.

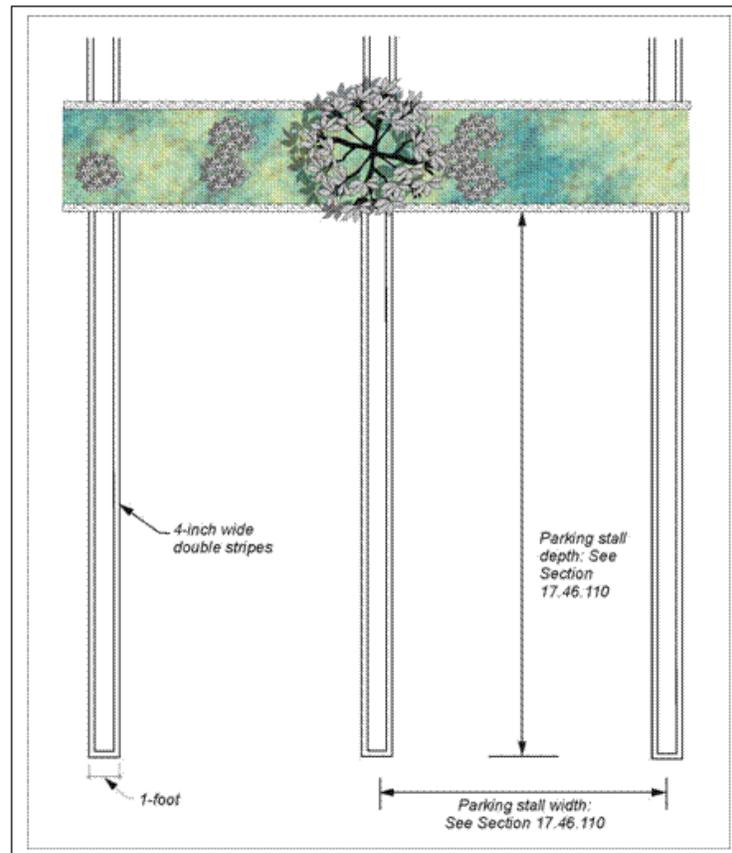


Plans do not provide enough information to determine whether parking areas comply with dimensional requirements. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- a. **Number of Parking Spaces Required**– The project site is located within a designated Transit-Oriented Development (TOD) area (Fillmore Street Station). Per PMC 17.50.340.D.3, the minimum number of required off-street parking spaces shall be reduced by 10 percent, with an optional reduction up to 20 percent. The 10 percent reduction shall be the maximum allowed number of parking spaces.

Compliance with the parking count cannot be determined based on the information submitted and will be determined through the Zoning Entitlement process.

- b. **Dimensional Requirements** – In general, all parking plans shall be fully dimensioned. At a minimum, this includes stall widths, stall depths, clearance provided when adjacent to an any obstruction, distance columns are setback from aisles, aisle widths, vertical clearances (nonresidential, residential, handicap), driveway widths, etc. Further, all parking spaces shall be double striped. Parking plans shall number all stalls and/or identify counts by row. Be advised disabled accessible parking spaces required shall count toward fulfilling off-street parking requirements.
 - i. All parking spaces shall be a minimum size of eight feet, six inches by 18 feet. Parking spaces next to a vertical obstruction, or located at the end of an aisle, are subject to further requirements as listed in Section 17.46.120.A of the Zoning Code:
 - a) *If contiguous to an obstruction.* An additional width of one foot shall be provided for each parking space the length of which is contiguous to a fence, structure, wall, or other obstruction. Where there is a column next to a space, the one-foot additional width required may be lessened three inches for each foot the columns are set back from the aisles.
 - b) *If located at the end of aisle.* At the end of an aisle providing access to a parking space perpendicular to the aisle, the aisle shall extend two feet beyond the side of the last parking space in the aisle.
 - ii. Per Section 17.46.120(C), Figure 4-12 Parking Space Striping, parking spaces shall be double striped as indicated in the identified figure and as shown below:



- c. **Wheel Stops and Overhangs** – All parking spaces shall have wheel stops three feet from a fence, wall, or required landscaped area.
- d. **Aisle Dimension** – The minimum aisle width is 24 feet, as shown on Table 4.8 of Section 17.46.130 of the Zoning Code. This table also shows how this minimum width can be reduced when the parking stalls are widened.
- e. **Ramps** – PMC 17.46.270 regulates the size and slope of ramps in parking facilities. All parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions, and overhead and adjacent wall clearances in order to determine compliance with this Code section. Refer to PMC 17.46.270 (C and D) for maximum grade requirements. Compliance with these requirements cannot be determined at this time.
 - i. For ramps 65 feet or less in length, the ramp slope shall not exceed 16 percent, with the first and last 10 feet of the ramp not exceeding eight percent.
 - ii. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent, with the first and last eight feet of the ramp not exceeding six percent.

No ramp length or slope information is shown on the plans so compliance with these requirements cannot be determined at this time.



- f. **Slope** – Pursuant to PMC 17.46.270, the slope of all parking areas shall not exceed five percent, excluding ramps.
- g. **Vertical Clearance** – PMC 17.46.120.B requires that vertical clearance for all parking spaces, including entrances, shall be a minimum of seven feet in height. Vertical clearance for the front four feet of a parking space serving a residential use may be reduced to not less than four feet, six inches feet in height. Provide cross-sections of the garage showing compliance with this standard.
- h. **Paving** – All parking areas, circulation aisles, and access ways shall be paved with Portland cement concrete.
- i. **Loading** – Loading spaces shall be provided in compliance with Section 17.46.260, Table 4-15 (Loading Space Requirements). The loading requirements are based on floor area and proposed land use type. The project is required to provide loading spaces per PMC Table 4-15.

- i. The existing development, Phases 1 and 2, require five 10' x 20' loading spaces and one 12' x 30' loading space. Based on the information provided, the proposed project requires three additional 10' x 20' loading spaces and zero 12' x 30' loading spaces. As submitted, only two additional 10' x 20' spaces are proposed and thus the project is not in compliance with the Loading space requirement of PMC.
- ii. In addition to the minimum required, there are several specifications that loading spaces have to comply with in Section 17.46.260. Specifically, the loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street and any loading spaces or areas visible from a street shall be screened on three sides by a fence, hedge, or wall a minimum of six feet in height.
- iii. The 12' x 30' loading space shall have a 14-foot vertical clearance. The 10' x 20' loading spaces shall have a 12-foot vertical clearance.
- iv. The minimum turning radius shall be 25 feet for a loading space of 10 feet or less in width, and 45 feet for a loading space of over 10 feet in width.

These details should be submitted with the subsequent application.

- j. **Bicycle Parking** – Bicycle parking shall be provided per the requirements set forth in PMC 17.46.320, and in this case, shall be established by the Conditional Use permit. Please refer to Section 17.46.320.E for location and design of bicycle facilities. At this time, additional information is needed to determine compliance.
10. **Height (PMC 17.24.040):** Per Table 2-6 of PMC Section 17.24.040, the maximum allowed height on the subject site is 45 feet from Existing Grade. In addition, the South Fair Oaks Specific Plan offers a height bonus of 56 feet for parcels that abut Fair Oaks Avenue south of Pico Street but do not abut a residential use. While the site is south of Pico Street, only properties on the east side of Fair Oaks Avenue are eligible for this exception. As this site is on the west side of Fair Oaks Avenue, the site is not eligible. The plans indicate a maximum proposed height of 55 feet, but do not identify 'Existing Grade'. As a result, with an at least 55-foot building, a Variance is required.



For future submittals, label and identify the location of the existing grade across **all** elevations and cross-sections to distinguish between existing and finished grades. Per PMC 17.40.060.C, height is measured from the, "...lowest elevation of the existing grade at an exterior wall of the structure to the highest point of the structure." Additionally, for commercial structures, appurtenances covering not more than 25 percent of the roof area may exceed the height limit established by the applicable zoning district by a maximum of 15 feet.

11. **Public Art Requirement (PMC 17.40.100):** Based on the information provided, this project is not subject to the Public Art Requirement (PAR) as the development is classified as a Residential Care Facility. Residential Care Facilities are defined as a 'Public and Semi Public Use' under the Land Use Classifications definition in the Zoning Code (PMC 17.80.020.L.3). Only commercial, industrial and mixed-use projects over 25,000 square feet are subject to the PAR in this geographic area.
12. **Landscaping (PMC 17.44.030):** A preliminary landscape plan shall be submitted as part of an application for a land use entitlement. Preliminary landscape plans shall be prepared by a California-registered landscape architect, or the architect that designed the on-site structures and improvements. At a minimum, landscape plans shall include plant names, quantities, sizes, irrigation systems, and plans for tree retention and removal. All unused area of the site and areas not devoted to lot coverage and paving (i.e. driveways, walkways, etc.) shall be properly landscaped and maintained in compliance with this chapter. Be advised, new construction projects with 500 square feet or more of landscaped area will be subject to compliance with the State Model Water Efficient Landscape Ordinance (MWELo). Additional information regarding compliance is available on the City's website, <https://ww5.cityofpasadena.net/planning/water-efficient-landscape-ordinance>. Compliance with this chapter and MWELo applicability is unknown because a landscape plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
13. **Trees (PMC 8.52):** The City's Tree Protection Ordinance has a list of protected trees and criteria for protection under this ordinance. The proposed removal of any of the identified trees requires the processing of a Private Tree Removal application, which would be processed in conjunction with entitlements or Design Review. Please be aware that a tree protection plan showing methods for how any existing tree(s) will be protected during construction is required prior to the issuance of any building permits. The City's Tree Protection Ordinance, Chapter 8.52, can be found here: <http://library.municode.com/index.aspx?clientId=16551>.
14. **Easements:** On the submitted site survey and plans, there is an identified 10-foot utility easement located along the far north property line. This easement includes a power pole with underground service. Upon subsequent submittals, submit a copy of the recorded easement and demonstrate compliance with any applicable development requirements contained therein as the proposed project sites the building directly within this easement.
15. **Open Space (PMC 17.35.040.B.3):** There shall be an open space area of 300 square feet, which may be located anywhere on the site and may be arranged in a courtyard, small garden space, or other outdoor design. This open space area shall have a minimum dimension of at least 15 feet. It may be covered with a roof structure, but no portion of the



required open space area may be enclosed. Not enough information was provided on the set of plans (i.e. dimensions of open space) to determine compliance with this requirement, but it appears as if the project would comply.

16. **Parking location (PMC 17.35.040.B.4):** On-site parking and loading shall be located between the main building and the rear property line. For multi-frontage lots, including corner lots that abut Raymond Avenue or Fair Oaks Avenue, the rear property line shall be that property line perpendicular to Raymond Avenue or Fair Oaks Avenue. For all other multi-frontage lots, the zoning administrator shall determine which is the rear property line. The rear property line for the project as a whole is Arlington Drive and the surface parking shall be, and is depicted as such, between the main building and the rear property line.
17. **Driveway (PMC 17.35.040.B.5):** A maximum of one driveway shall be permitted for sites with less than 200 feet of street frontage. There shall be no more than two driveways for sites with 200 feet or more of street frontage. As the site (as a whole) has 267 feet of frontage on Arlington Drive, a maximum of two driveways are permitted. The project includes one two-way driveway on Arlington Drive, and thus complies.
18. **Outdoor Lighting (PMC 17.40.080):** Lighting shall be energy-efficient, and shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site, and shall be directed downward and away from adjoining properties and public rights-of-way. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Zoning Administrator. All lighting fixtures shall be appropriate in scale, intensity, and height to the use they are serving. Applicability or compliance with this standard is unknown because a lighting plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a photometric survey.
19. **Reflective Surfaces (PMC 17.40.110):** For new structures, mirror or highly reflective glass shall not cover more than 20 percent of a structure's surface visible from a street. Project shall comply with reflective glass standard.
20. **Refuse Storage (PMC 17.40.120):** Because the proposed project includes more than 25,000 square feet of Non-Residential gross Floor Area, the Director of Public Works will determine the appropriate size of the refuse storage area based on the type of use, the size of the refuse area proposed, and the frequency of refuse collection.
21. **Screening (PMC 17.40.150):** All new exterior mechanical equipment, except solar collectors, shall be screened or located out of view from public rights-of-way. At a minimum, screening materials shall have evenly distributed openings or perforations not exceeding 50 percent of surface area and shall effectively screen mechanical equipment. In addition, aboveground utility meters shall not be located between the building occupancy and a street property line. Applicability or compliance with this standard is unknown, as plans do not reference any exterior mechanical equipment or the location of utility meters. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a line of sight exhibit.
22. **Underground Utilities (PMC 17.40.190):** Proposed development shall provide for the undergrounding of utility facilities (e.g., cable television, data network, electrical, telephone,



and similar distribution lines providing direct service to the site) in compliance with the requirements outlined in this section. Future submittals should provide enough information to determine compliance.

23. **Signs (PMC 17.48):** Any signs proposed are subject to this Chapter, where applicable. Depending on the number of signs proposed, a Master Sign Plan and Design Review may be required. Plans do not provide any information regarding signs. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
24. **Entitlements and Process:** As the project proposes to connect the Phase 3 Residential Care building to the existing Phase 1 and 2 Residential Care buildings, both through an above grade pedestrian connection and an underground shared parking lot, the entitlements shall be applicable to the three-parcel site as a whole. As a result, pursuant to PMC Section 17.61.050 (Conditional Use Permit and Master Plans), a modification to Conditional Use Permit #4577 is required to review Phase 3. Additionally, any deviation of any zoning code, including, but not limited to, the height of 55 feet or deficient loading spaces, may be subject to a full Variance and/or Minor Variance. Note, per PMC 17.35.050.A, new construction between 25,000 and 75,000 square feet of Floor area need not obtain a new Conditional Use.

Furthermore, the following design-related reviews are required:

1. **Preliminary Consultation-Design Review:** This project must be reviewed by the Design Commission through the Preliminary Consultation process for preliminary advisory comments. Please see the comments in this document provided by the Design & Historic Preservation section for additional information on this process.
2. **Concept & Final-Design Review:** This project must be reviewed by the Design Commission through the Concept and Final Design Review process. Please see the comments in this document provided by the Design & Historic Preservation section for additional information on this process.

Additional comments regarding Design Review are provided in the Design and Historic Preservation Section of this document.

25. **Environmental Review:** This project will be subject to California Environmental Quality Act (CEQA) compliance. Depending on the final design, size, location, nature of the construction of the project, an Initial Study may be required to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report (EIR) would be required for the project. Otherwise, the project may be exempt from the CEQA document requirement if the project is determined not to have a significant effect on the environment. Additional environmental studies (e.g. air quality, noise, historic resource assessment) will be required to supplement an exemption from CEQA. (*Environmental review fees: At cost*)
26. **Mitigation/Condition Monitoring:** Upon completion of the project's CEQA compliance documentation, some form of mitigation monitoring may be required. Condition monitoring may also be required for the Discretionary Permits. There are also fees associated with both mitigation and condition monitoring for the project.



27. **Climate Action Plan (CAP):** The City of Pasadena has an adopted Climate Action Plan (CAP). The overall purpose of the CAP is to present measures that will reduce local greenhouse gas emissions and align the City's reduction goals with statewide targets. In 2006, with the passage of the Global Warming Solutions Act, Assembly Bill (AB) 32, California became the first state in the U.S. to mandate state-wide reductions in GHG emissions as an effort to combat climate change. AB 32 sets a state-wide target to reduce GHG emissions to 1990 levels by 2020. In 2016, the enactment of Senate Bill (SB) 32 extended this commitment by raising the state-wide emissions target to 40 percent below 1990 levels by 2030. Overall, California's state-wide target is to reduce emissions 80 percent below 1990 levels by 2050. Discretionary projects requiring an EIR, MND, ND, SCEA, Addendums, or qualifying under the Class 32 exemption are subject to the CAP.

The City has made available a CAP Consistency Checklist that is intended to be a tool for new development projects to demonstrate consistency with Pasadena's CAP. The applicant will be required to complete/apply one of three options (A, B, or C) to the project.

28. **Estimated Current Planning Fees (FY 2018):** The following Current Planning fees apply:

- Modification to a Conditional Use Permit: \$5,103
- Combination Permit (more than one Variance, CUP, etc. each): \$310
- Private Tree Removal Application: \$295.00 (if needed)
- Initial Environmental Study/Reviews: At cost
- Records Management Fee: 3% added to total fees

Fees are subject to change and are based on actual rates at the time of formal submittal.

Fees are subject to change and are based on actual rates at the time of formal submittal.

DESIGN & HISTORIC PRESERVATION:

This project is subject to Design Review, with the Review Authority being the Design Commission. The project was presented for Preliminary Consultation before the Design Commission on 5/22/18.

DEVELOPMENT/NW PROGRAMS: No comments.

FIRE DEPARTMENT:

These requirements are based on the 2016 title 24 and are subject to change based on when the building and fire plans are submitted for review and permits.

Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix-B and the quantity and spacing of fire hydrants as required by Appendix-C of Title 24, Part 9, California Fire Code.



Automatic Fire Sprinkler System: The structure shall be provided with a fully automatic fire sprinkler. Shop drawings are to be submitted by contractor for review and approval prior to construction. PMC, CFC Chapter 9.

Fire Department Fire Sprinkler Connections: Shall be comprised of:

- FDC shall be located a minimum of 25-feet from the building and within 100-feet of a public fire hydrant.
- (3) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 6" FDC
- Shall be clearly labeled to indicate FDC for Fire Sprinklers.
- A clear dimension of 3-feet shall be maintained around the perimeter of each fire department appliance.
- Approved protective vehicle bollards are to be installed when fire appliances are subjected to physical damage.
- All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or Krylon.

Standpipe System: Class I Standpipe System shall be provided for the building as required by CFC Chapter 9, Section 905.

Automatic Fire Alarm/Detection System: The commercial structure shall be provided with a fully automatic fire alarm notification system throughout all areas of the building. Shop drawings are to be submitted by the contractor for review and approval prior to construction. All smoke detectors shall be intelligent analog and photoelectric.

PMC, CFC Chapter 9.

Dwelling Unit Automatic Smoke Alarms: Provide approved hardwired smoke alarms, with battery backup, in each sleeping room, areas serving the sleeping rooms and at the top of stairways. All smoke alarms are to be photoelectric or a smoke alarm that is listed a photoelectric/ionization. All smoke alarms are to be interconnected for alarm sounders. All sounders are to produce a coded temporal pattern. All smoke alarms are to be UL 217 and California State Fire Marshal Listed. All smoke alarms are to be manufactured by the same company and compatible with each other. Smoke alarms are not permitted to be installed within 3-feet of any supply or return air register or opening into a bath or shower area.

Fire Department Access:

- This project requires a minimum of 5-feet unobstructed firefighter access to all exterior portions of the structure.

Fire Dept. Rescue Window Access:

- Sleeping rooms shall have at least one exterior emergency escape and rescue opening. CFC Section 1029.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

- A minimum of 8-foot clear width (subject to increase in width depending on exterior architectural features) shall be provided in the form of a clear and unobstructed pathway from the public way to all rescue windows serving each sleeping area for those windows located up to and including the third level of the residential units.

Knox Box: 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 Knox Box or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.

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.

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.

LOCAL DEVELOPMENT AREA: No comments.

FIRST SOURCE LOCAL HIRING: No comments.

HEALTH DEPARTMENT: No comments

HOUSING DEPARTMENT: No comments.

DEPARTMENT OF PUBLIC WORKS (DPW):

General Statement:

The Department of Public Works has reviewed the application for PPR 2018-00002 at 995 South Fair Oaks Avenue. This proposal is the third phase of construction to an existing Assisted Living Facility originally approved under CUP3507, CUP3507 (Mod) and CUP457. Phase 1 and 2 have 102 and 47 units, respectively, and combined, require 62 vehicle spaces provided in an existing surface parking lot. The current application is for the review of preliminary plans for the construction of 90 new assisted living units in 60,000 square feet. The project proposes 45 additional parking spaces in one level of subterranean parking and one level of surface parking and will have a height of 55 feet, on a 20,869 sq. ft. (0.48 acre) project site. The following conditions are in response to a pre-development plan review and intended to



be used only for this purpose. The conditions, as intended, are general in nature and are to be used as points of general discussion. Should this proposed development continue beyond the pre-development plan review process, the Department of Public Works will review the proposed development for specific recommended conditions to be approved, which could also include other conditions.

The Department of Transportation recommended conditions of approval:

Pursuant to the adopted Street Design Guide, the applicant shall comply with the following:

- Provide a 12' wide sidewalk with 5' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Fair Oaks Avenue.

The applicant shall dedicate to the City a 2-foot strip of land along the Fair Oaks Avenue frontage of the subject property for street purposes and improve the dedicated area with PCC sidewalk per Standard Plan S-421.

The applicant shall be responsible for all the costs required to complete the dedications. The dedication documents and processing fee/deposit shall be submitted to this office, at least three to four (3-4) months prior to the issuance of any permits. The dedication documents shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

- Maintain a 5' min clear walk zone free of any obstructions along the project's frontage on Arlington Drive.
- Reconstruct the northwest and southwest corners of Fair Oaks Avenue at Arlington Drive with a 15' curb radius and ADA compliant ramps per Public Works standards and per Caltrans Standard A88A.

Additional striping, signal work, and/or poles/utility relocations might be necessary. The curb ramps 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.

The applicant may submit to the City for review any proposed designs that will comply with the ADA requirements. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramps. Plans for the curb return 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 return improvement plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.



Upon review of the curb ramps improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (per Standard Plan No. S-423) 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.

- Any parking entry gate shall be setback a minimum 20' from the property line. The gate must be included on the site plan and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).
- Driveways shall be located a minimum distance of 50 feet from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

License Agreement:

No private improvements may be placed within the public right-of-way, including, but not limited to, soldier beams, tie-backs, utility conduits, backflow preventers, transformers, fire sprinkler valve, decorative sidewalk and applicable parade post holes on Colorado Boulevard per Standard Drawing S-419. Private improvements may only be placed in the public right-of-way by submitting a license agreement, which must be approved by the City. 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 before any permits are granted.

The applicant shall submit the application, plan and processing fee/deposit, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of any building or demolition permits. 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 an indemnity bond in order to guarantee that shoring and tie-backs are free from defect due to faulty material, workmanship and failure. Upon review of the license agreement exhibits, an indemnity bond estimate will be prepared and forwarded to the applicant. The estimated amount is equivalent to the cost of reconstructing the public right of way, including all affected utilities, public facilities, and infrastructures, based on the plane of failure at a 45-degree angle from the lowest point of excavation. The indemnity bond shall be submitted to the City prior to the execution of the agreement and the issuance of any building or demolition permits.

All steel rods in every tie-back unit shall be relieved of all tension and stresses, and any portion of soldier beams and any portion of the tie-backs located be removed entirely from the public right-of-way. A monthly monitoring report stamped and certified by a licensed surveyor shall be submitted to indicate that the deflection from any piles or soldier beams does not exceed one inch. Upon completion of construction, the developer or his contractor shall remove all tie-back rods within the public right-of-way. The removal shall be documented by a report certified by a



licensed deputy inspector. The report shall be submitted to the City for review and approval. The applicant will be charged a penalty of \$7,000 for each tie-back rod not removed from the public right-of-way. For temporary tie-backs or shoring, the maximum width of the license area fronting the development frontage(s) shall only extend to the centerline of the public right-of-way.

Street Lighting:

In order to improve pedestrian and traffic safety, the applicant shall install two (2) in-fill/pedestrian street lights on or near the frontage of the property on Fair Oaks Avenue. The type and hardware shall conform to the current policies approved by the City Council, and the location shall be as approved by the Department of Public Works. In addition, the type, hardware, and location of the new street light shall be per the Specific Plans and specifications. The cost of the street light is the applicant's responsibility.

The existing street lighting fronting the subject site is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate the existing street lighting with LED lights, per the City requirements and current standards:

- a. Four (4) street lights on Fair Oaks Avenue
- b. Four (4) street lights on Arlington Drive

The applicant shall restore and re-paint all existing metal street light poles along the frontages of the subject property in a manner acceptable to the Department of Public Works. In addition, the painting specification shall be per the Specific Plans and specifications. The cost of the street light pole restoration and painting is the applicant's responsibility.

The applicant is responsible for the design, preparation of plans and specifications, and the construction of all required street lights. Plans for the improvements shall be prepared by a civil engineer, registered in the State of California. Upon submission of improvement plans to the Departments of Public Works 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. In addition, there is possibly considerable lead-time for the materials required for the construction. In order to avoid delays in the development schedule, the applicant shall coordinate with this office at 626-744-4195 regarding this street light condition at least five (5) months in advance of the anticipated issuance of Certificates of Occupancy.

Existing Street Tree:

A Tree Protection Zone (TPZ) shall be established for all existing City trees within the scope of a construction project. The TPZ extends from the base of the tree to four (4) radial feet beyond the dripline of a tree and applies to the entirety of the tree – from the roots to the canopy of the tree.

The applicant is prohibited from the following within a designated TPZ: construction vehicle access, construction vehicle operation, staging of materials, and trenching without the consent of the Department of Public Works.



The applicant shall at minimum provide the following within a designated TPZ: mulching, irrigation, and protective fencing.

Prior to the issuance of any permit, the applicant shall submit a Preliminary Tree Protection Plan (PMC Ch. 8.52 – City Trees and Tree Protection Ordinance), prepared by a Landscape Architect or certified Arborist, showing the TPZ and all structures, footings, and grading that may impact City trees shall be submitted to the Department of Public Works, for review and approval. Given that each construction project poses unique conditions, it is the responsibility of the applicant to develop a Tree Protection Plan based off the TPZ standards to the extent feasible. The Plan shall conform to the Tree Protection Standards which specifically require showing the locations of all existing trees, their diameters, canopies, whether the tree is a public tree or private tree, as well as any trees to be planted with their canopy at mature size. The final conditions of the Tree Protection Plan shall be approved by the Forestry Superintendent. A flat fee, per the current General Fee Schedule, will be required for staff time to review the Tree Protection Ordinance compliance.

Prior to any construction, tree protections including the installation of fencing to protect public trees must be in place. The fencing material shall be chain-link attached to posts inserted into the ground at the edge of the dripline and shall be a minimum of 4' in height. See Standard Plan S-642 – Tree Protection Chain Link Fencing. Fencing shall maintain visual lines of sight in order to avoid vehicle and pedestrian hazards. Fencing shall include a minimum 8.5" x 11" warning sign with the following information: 'Tree Protection Zone'; name and contact information of project owner or authorized representative; 'Please contact the City of Pasadena Citizen Service Center to report any concerns (626) 744-7311'. All protective fencing must be inspected and approved by Public Works prior to the commencement of any construction.

All new drive approaches shall be at least seven (7) feet clear of the existing street trees measured from the edge of the trunk closest to the drive approach. All public trees shall be protected and fenced with a posting on the fences advising of the tree protection.

Prior to issuance of any permit, the applicant shall submit a valuation assessment report of the existing public tree(s) along the boundary of their project. The report shall be prepared by a registered Arborist and submitted to PNR for review and approval. If it is determined that the applicant has failed to care for any City tree within their Tree Protection Plan, and the health of the tree(s) was critically compromised requiring its removal, the applicant shall be liable for the following costs: assessed value of tree determined by a PNR Arborist using a current ISA assessment methodology; the removal cost determined by PNR; and any applicable infraction or administrative fines determined by Code Compliance.

Prior to issuance of any permit, a sundry deposit in the amount of the applicant's total liabilities based on the aforementioned approved report shall be submitted to the City. The sundry deposit is fully refundable, less administrative fees, upon the satisfaction of Public Works prior to the issuance of a Certificate of Occupancy.

Sewer:

The proposed development shall connect to the public sewer with one or more 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 shall be completed prior to the issuance of Certificate of Occupancy.

Public Improvements:

Driveway widths shall be a minimum 20-feet wide, and a maximum 26-feet wide. The proposed drive approach shall be constructed in accordance with Standard Drawing No. S-403.

The applicant shall demolish existing and construct all new public improvements along the subject development frontages of Fair Oaks Avenue and Arlington Drive, including concrete sidewalk per Standard Plan S-421; concrete curb and gutter per Standard Plan S-406. All public improvements shall be completed prior to the issuance of Certificate of Occupancy.

Arlington Drive restoration, fronting the subject development, shall be a full width (from gutter to gutter) cold milling and resurfacing of 1.5 inches depth asphalt concrete roadway. Restoration of asphalt concrete pavement shall be per Standard Plan S-416 and to the satisfaction of the City Engineer. Traffic channelization shall be restored per the Department of Transportation requirements and approval.

Fair Oaks Avenue restoration, fronting the subject developments, shall be half width (from gutter to centerline) of PCC roadway. Restoration of PCC roadway shall be per Standard Plan S-417 and to the satisfaction of the City Engineer. Traffic channelization shall be restored per the Department of Transportation requirements and approval.

The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above 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 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. Note that building plans approved by the City’s Planning (Building) Department do not constitute approvals for work in the public right-of-way. Independent plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue. The applicant is encouraged to submit these plans as early as possible to avoid delays in the issuance of Certificates of Occupancy.

Drainage:

On-site drainage, such as roof drain, area drain and subterranean garage discharge, shall be contained on-site per LA County Regional Water Quality Control Board’s current permit.

The applicant shall provide storm water drainage plans and obtain approval from the Planning Department and the Department of Public Works prior to issuance of a grading or building permit for this site.



The existing drainage systems on Fair oaks Avenue and Arlington Drive are owned and maintained by the Los Angeles County Department of Public Works (LACDPW). The development shall direct the on-site storm water overflow to the drainage facility on Arlington Drive. Plans shall be submitted to LACDPW for review and approval. Permits for construction shall be obtained from both LACDPW and Pasadena Department of Public Works.

Right-of-Way Guarantee Deposit:

Past experience has indicated that projects such as this tend to damage the abutting street improvements with the heavy equipment and truck traffic that is necessary during construction. Additionally, the City has had difficulty in requiring developers to maintain a clean and safe site during the construction phase of development. Accordingly, the applicant shall place a \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, 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. A processing fee will be charged against the deposit.

Construction Staging and Traffic Management Plan:

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: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/forms-and-applications/> . A flat fee, based on the current 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 (and the private street) 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. No construction truck idling or staging, material storage, or construction trailer are allowed in the public right-of-way.

In addition, prior to the start of construction or issuance of any permits, the applicant shall conduct a field meeting with an inspector from the 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.



Holiday Moratorium (November through January)

In preparation for the New Year Rose Parade and Rose Bowl Game, the Department of Public Works will suspend all works within the public right-of-way during the holiday season in accordance to PMC 12.24.100 and City Policy.

In general, all public streets, sidewalks and parkways shall be free and clear of excavations and other construction related activities during the period of November through January of the following year. Specific dates will vary on an annual basis. Accordingly, contractors will be required to shut down construction operations which would impede traffic and pedestrian movements during these periods unless otherwise authorized by the City Engineer. Any existing excavations shall be backfilled, compacted and temporarily repaved before the beginning of the moratorium period.

The Holiday Moratorium Map, showing the appropriate shutdown period, and corresponding areas in the City, is available at the Department of Public Works Permit Counter (window #6), 175 N. Garfield Avenue, Pasadena, CA 91109, or at the following link: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/forms-and-applications/>

Requirements by Ordinance:

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

- 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.

- 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 curb, gutter and sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy in accordance with Section 12.04.031, entitled "Inspection required for Permit Clearance" of the PMC.

- 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 support of the Urban Forestry Advisory Committee. No trees shall



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

be damaged by the proposed construction, if a City tree is damaged, the applicant may be liable for the assessed value of the tree. Refer to <https://ww5.cityofpasadena.net/public-works/parks-and-natural-resources/urban-forestry/> for guidelines and requirements for tree protection.

- 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: <https://ww5.cityofpasadena.net/planning/permit-center/apply-for-permit/>.

The resolution of the City Council of the City of Pasadena approving the amended stormwater and urban runoff pollution control regulations and repealing resolution No. 8151, can be found at the following link: http://ww2.cityofpasadena.net/councilagendas/2015%20Agendas/Aug_17_15/AR%2019%20RESOLUTION%20APPROVING%20AMENDED%20STORMWATER%20&%20URBAN%20RUNOFF%20POLLUTION.pdf

- Residential Impact Fee Ordinance - Chapter 4.17 of the PMC

The ordinance was established to provide funds to mitigate the impact of new residential development on City parks and park and recreational facilities. A copy of the Residential Impact Fee Information Packet is available at the city webpage at: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/information-and-reports/>

The Residential Impact Fee is based on the current Taxes, Fees and Charges Schedule (<https://ww5.cityofpasadena.net/finance/fees-tax-schedules/>) and will be calculated and collected at the time of Building Permit Issuance.

The building plans shall include, preferably on the title sheet, a summary of all living units to capture the number of different units; number of bedrooms in each unit; and types of units (Regular, Workforce housing, Skilled nursing unit, Student housing, Residential care facility for the elderly, Affordable Housing). The definitions on the different types of units are available in the abovementioned Residential Impact Fee Information Packet as well as in the Pasadena Municipal Code.

The estimated Residential Impact Fee based on the current tax schedule and the submitted information in the application. This amount is a rough estimate and for informational purposes only. The exact amount will be calculated at the time of Building Permit issuance.

- 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: <https://ww5.cityofpasadena.net/public-works/street->



[maintenance-waste-management/recycling-resources/construction-and-demolition-debris-recyclers/](#) 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 is included on the waste management application plan form and it can also be obtained from the Recycling Coordinator.
- b. 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. For Demolition Only projects, the security deposit is \$1 per square foot or \$30,000, whichever is less. 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.

Estimated Fees:

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. A Public Works permit is required for all construction and occupancies in the public right-of-way. If construction vehicles and equipment are parked off-site in the public right of way, the permit fee for street and sidewalk occupancy will be based on the area and duration corresponding to the current City's General Fee Schedule. For more information, please contact Yannie Wu at 626-744-3762.

DEPARTMENT OF TRANSPORTATION (DOT):

General Statement: The following conditions are in response to a pre-development plan application review and intended to be preliminary. The conditions, as intended are general in nature and are to be used as points of general discussion. Should these proposed developments continue beyond the pre-development plan review process, the Department of Transportation will review the proposed developments to recommend conditions for approval. The following conditions are what will be required, at minimum:

Transportation Analysis: Based on the preliminary information provided in the Master Application form, a Category 1 transportation analysis shall be prepared for this project. When the applicant is ready to proceed, they shall contact the Department of Transportation, attention: Conrad Viana to begin the process. A \$5,000 deposit*, subject to partial refund or additional billing, is required.

Appropriate traffic impact measures, in addition to these preliminary conditions, will be determined in conjunction with the Public Works' street improvements and dedications.

*Based on the current General Fee Schedule.



The following link provides more information regarding our traffic study process:
<http://ww5.cityofpasadena.net/transportation/wp-content/uploads/sites/6/2015/12/Current-Practice-and-Guidelines.pdf>

Street Design Guidelines: Pursuant to the adopted Street Design Guide, the applicant shall comply with the following:

- Provide a 12' wide sidewalk with 5' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Fair Oaks Avenue,
- Maintain a 5' min clear walk zone free of any obstructions along the project's frontage on Arlington Drive.
- Reconstruct the northwest and southwest corners of Fair Oaks Avenue at Arlington Drive with a 15' curb radius and ADA compliant ramps per Public Works standards. Additional striping and/or poles/utility relocations might be necessary.

Construction Staging & Traffic Management: Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging & Traffic Management Plan to the Department of Public Works for review and approval. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, parking space relocation agreements, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. Permitted hours for construction may be limited to the hours between 9:00 AM – 3:00 PM.

Subterranean Parking: Per the plans dated February 20, 2018, the ramp to the subterranean parking will be located on-site and will be accessed via one driveway adjacent to the westerly property line along Arlington Drive.

Loading: Code required loading spaces are not currently proposed. Any required loading spaces shall be included on the site plan and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building). DOT will not install a loading zone for project use along the project frontage.

Parking: No permanent, on-street, overnight parking permits will be issued to future residents of this project. Future tenants shall be advised of the unavailability of permanent, on-street, overnight parking permits.

Entry Gate(s): Any parking entry gate shall be setback a minimum 20' from the property line. The gate must be included on the site plan and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

Ingress/Egress: Driveways shall be located a minimum distance of 50 feet from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

Traffic Impact Fee: The Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076) will apply to all net new residential, retail, and office developments. Credit will be given to the existing land uses that will be replaced. The current fee for a residential project is



\$3,448 per net new unit, and is subject to change based on the General Fee Schedule at the time of Building Permit issuance.

WATER & POWER DEPARTMENT, POWER DIVISION, POWER ENGINEERING:

The City of Pasadena Water and Power Department (Department) shall provide electric service to the proposed development at 740 E Green Street (Customer) on the following basis:

- i. Customer shall provide transformer room(s) / vault(s) for each development if the electrical service is over 200 Amps single-phase. The number and size of the transformer room / vault varies according to the size of the electrical service.
- ii. Any required transformer room(s) / vault(s) 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.
- iii. 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.
- iv. 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.
- v. Customer shall install transformer room / vault, service equipment, and secondary service conduits within the development area.
- vi. Department shall install electrical service transformers, cables, and electric meters.
- vii. All Department installation costs shall be paid by the Customer and are included in the cost estimate below.
- viii. 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.
- ix. Customer must identify and notify the Department if there is any underground electrical conduit and transformer vault within the proposed development area in conflict with the construction.
- x. 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



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

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.

1. 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.
2. Total estimated fee for providing electric service to this development is \$80,000. This estimate does not include the cost of the Customer electric infrastructure within the development area. In addition, this estimate does not include Department costs related to the modification of existing Department electric infrastructure that may be required in order to provide electric service that shall be paid by the Customer. 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.
3. 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) 744-7525 or 4495.

WATER & POWER DEPARTMENT, WATER DIVISION, WATER ENGINEERING:

Water Engineering has no comments regarding this PPR. All new or upgraded water services are reviewed and approved by the Utility Service Planning Section. All water improvements to this project shall be billed at total cost to the customer/developer. Thorough analysis of the water improvements needed will be completed upon submittal of the deposit. Please visit: <http://cityofpasadena.net/waterandpower/NewServices/>

WATER & POWER DEPARTMENT, WATER DIVISION, UTILITIES SERVICES:

Water Mains:

Pasadena Water and Power (PWP), Water Division can serve water to this project. There are two water mains surrounding this project. There is a 6-inch ductile iron water main in Arlington Drive, installed under Work Order 02756 in 2008. This water main is located approximately 42 feet south of the north property line of Arlington Drive. There is a 12-inch ductile iron water main in Fair Oaks Avenue, installed under Work Order 02928 in 2013. This water main is located approximately 45 feet east of the west property line of Fair Oaks Avenue.

Moratoriums:

Verify with Public Works Department regarding any street construction moratorium affecting this project.



Water Pressure:

The approximate water pressure at this site is 80 psi.

Water Service:

PWP records reflect a 1-inch water service (5368) serving this project. Any change in water service will be reviewed when the building plans are submitted. Any change in service will be installed at actual cost and paid for by the owner/developer. Additionally, the owner/developer must pay for the replacement of the water main(s) serving the property if it is determined that it must be replaced.

Water Division Requirements:

- Water lines are not permitted to cross lot lines to serve adjoining lots without a utility easement; the Pasadena Water Division shall approve all proposed easements.
- The Water Division will install the service tap, lateral, water meter and designate the distribution main and service tap.
- All services not in use must be abandoned at the distribution main at the applicable rate.
- For subdivided lots with one unit behind the existing, show easement documentation and assessor parcel map showing the subdivision.
- Pursuant to the PWP Water Regulation Section XI 'A water service and meter may be evaluated for its continuing integrity. Should PWP find a service, meter, vault or other appurtenance to be substandard and no longer suitable for continued use, replacement and/or construction of new facilities may be required. PWP may require that a portion or all of the costs of such replacement and/or construction be paid or contracted for by the Applicant or Customer prior to construction.' The property owner is responsible for the replacement cost. All service pipes shall be of suitable capacity as determined by applicable plumbing and fire codes. The minimum sized service installed by PWP is 1-inch.

Cross Connection Requirements for Domestic Services:

- All city cross-connection prevention policies must be adhered to. The developer is required to provide back-flow protection at all connections whereby the plan arrangement or configuration could potentially contaminate the domestic water system.
- There shall be no taps between the meter and the backflow assembly.
- The owner/developer shall provide and install an approved double check valve backflow prevention assembly at each water service if more than one water service serves property. The location of the back-flow prevention assembly shall be above ground within 20-feet of the property line.
- The property owner is responsible for the back-flow prevention assembly. The assembly will be registered and require an annual test certification. All manufacturer warranties shall be transferred upon installation and certification to the property owner.
- The owner/developer is responsible for certifying and testing the assembly after installation by a person that possesses a current and valid license, and must be certified by the County of Los Angeles Department of Health Services.
- The owner/developer shall submit the results of the test to the Water Utility Service Section for approval. Upon approval, the City will maintain domestic water to the property and will automatically register the assembly.



- All water services shall be protected from cross connections by means of approved backflow prevention techniques and assemblies.
- An administrative fee of \$194.00 will be charged for each backflow prevention assembly installed.

Cross Connection Requirements for Fire Service:

- The fire service requires a detector meter and back-flow prevention assembly.
- The assembly shall be located in a readily accessible location for meter reading, test and maintenance.
- All fire sprinkler systems require installation of an approved double check valve backflow prevention assembly at the sprinkler lateral off the domestic system.
- Contract service other than PWP, providing the backflow prevention assembly shall contact the Water Utility Services Section to verify assembly approval or contact the University of Southern California foundation for Cross Connection Control and Hydraulic Research for an approve list of assemblies.
- All manufacturer warranties shall be transferred upon installation and certification to the property owner. The property owner shall assume ownership of the back-flow prevention assembly. The assembly will be registered and require an annual test certification.
- If PWP is to provide DCDA for fire service, PWP will install Wilkins, model 450 DA.
- Choose from one of the below listed options and incorporate into the fire sprinkler plans.

Option 1:

Detector meter located on double check detector check assembly (DCDA) outside the structure on private property.

- The Water Division will install the service tap, lateral, DCDA (optional Wilkins, models 350 DA or 450 DA) and designate the distribution main and service tap.
- The location of the back-flow prevention assembly shall be a minimum of 12-inches above grade within 10-feet of the property line, on private property. Reference Water Division Plan Check for certification and registration.

Option 2:

Detector meter located in a vault within the public right of way with a double check valve backflow prevention assembly (DCA) provided and installed inside or outside the building by the owner/developer.

- The Water Division will install the service tap, lateral, detector water meter and designate the distribution main and service tap.
- The location of the back-flow prevention assembly shall be a minimum of 12-inches above grade within 20-feet of the property line on private property. Reference Water Division Plan Check for certification and registration.

All Other Cross Connection Requirements:

The owner/developer is also responsible for additional cross connection requirements for irrigation system, swimming pool and/or spa, boiler / chilled water / cooling tower (using chemical additives), domestic water line at makeup to carbonation system, sewage ejector, decorative water fountain, and makeup water to reverse osmosis filtration equipment.



Fire Flow and Fire Hydrants:

The Pasadena Fire Department (PFD) has jurisdiction and establishes the requirements for fire protection within the City of Pasadena. PFD must be consulted in this regard. Any cost incidental to providing adequate fire protection for the project must be paid for by the owner/developer.

There are two fire hydrants in close proximity to the project site. Fire hydrant 420-12 is located on the southwest corner of the three-way intersection of Arlington Drive and Fair Oaks Avenue. Fire hydrant 420-30 is located on the east curb of Fair Oaks Avenue 25 feet north of the north property line of 995 S Fair Oaks Avenue.

There is no current fire flow test information available for these hydrants. If you would like to request fire flow test information for these fire hydrants, please contact Marco Sustaita at (626) 744-4498.

Fire Hydrants Details:

