

## **ATTACHMENT B CONDITIONS OF APPROVAL**

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

1. The Planned Development (PD 36) 3200 E. Foothill Blvd. Planned Development dated \_\_\_\_\_ shall apply and supersede any inconsistent or different standards established by Title 17 of the Pasadena Municipal Code (PMC) but only for the development plan referred to in Section \_\_\_\_ of Ordinance \_\_\_\_\_. Except as expressly provided in PD 36, PD 36 shall comply with all the requirements of Title 17 of the PMC.
2. The site plan, floor plans, parking levels plans, elevations, and building sections submitted for building permits shall substantially conform to the site plan approved July 9, 2018, except as modified herein.
3. References herein to the applicant or developer shall mean the Project Applicant, and all references include not only the Project Applicant, but also any successors in interest.
4. All land use regulations and additional use regulations of EPSP-IG-d2-B-4, as applicable to the project site, that are not inconsistent with PD 36, shall apply.
5. In cases of conflict between or among the various conditions of approval, mitigation measures, PD 36 development standards, and applicable provisions of the PMC, the stricter requirement, as determined by the City, shall apply.
6. The final decision letter and conditions of approval shall be incorporated in the building plans submitted for building plan check.
7. The applicant or successor in interest shall meet the applicable code requirements of all other City Departments.
8. The project shall adhere to the City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise as specified in Chapter 9.36 of the PMC, unless otherwise stated in the conditions of approval, or as stated in the Mitigation Monitoring and Reporting Program.
9. Pursuant to Chapter 17.78 of the Zoning Code, the Zoning Administrator can call for a review of the approved conditions at a duly noticed public hearing before the Planning Commission if it can be reasonably shown that there are grounds for revocation or modification of this Planned Development. Any such Planning Commission review of these conditions may result in modifications or the addition of

new conditions to address any issues related to the use. The Planning Commission may revoke the Planned Development if sufficient cause is shown.

10. The applicant or successor in interest shall comply with all mitigation measures contained within the approved Mitigation Monitoring and Reporting Program.
11. The proposed project, Activity Number **PLN2016-00343**, is subject to the City's Condition Monitoring Program and Mitigation Measures Monitoring Program. Condition Monitoring and Mitigation Measures Monitoring are required for your project. Contact the Planning Division at (626) 744-4009 to schedule an inspection appointment.

### **Planning Division**

12. All parking spaces reserved for the residential use in the subterranean parking garage shall be segregated from the parking for commercial uses. This may involve signage or the construction of fencing and/or vehicular gates to limit access, which shall be reviewed by the Department of Transportation and the Planning and Community Development Department.
13. Landscaping, hardscapes, and irrigation shall be installed in accordance with a detailed plan to be submitted to and approved by the Zoning Administrator prior to issuance of any building permits. The plan shall include drought-resistant plant materials and/or low volume irrigation. The plan shall be prepared by a licensed landscape architect and shall meet the requirements of Chapter 17.44 of the Zoning Code.
14. The project shall comply with the City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC. The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property.
15. The protection, pruning, relocation, and/or removal of any public tree shall be reviewed and approved by the City's Parks and Natural Resources Division.
16. An exterior lighting plan, including specifications of the proposed fixtures, shall be submitted to the Zoning Administrator prior to the issuance of any building permits. No light sources (e.g., bulb) shall be visible from any location off the site. The lighting shall comply with the standards of Section 17.40.080 (Outdoor Lighting) of the Zoning Code.
17. All exterior mechanical equipment shall be architecturally screened from view of the public right-of-way in a manner subject to review and approval by the Zoning Administrator and Design and Historic Preservation staff.

18. Prior to issuance of building permits, the applicant or successor in interest shall provide data of the Director of Planning and Community Development demonstrating that the noise level from heating, ventilation, and air conditioning (HVAC) units, swimming pool equipment, and similar mechanical equipment when measured at the nearest property line would not exceed the ambient noise level by more than five (5) decibels.
19. The project is subject to review and approval by the Design Commission through the Design Review process.
20. New construction shall comply with the Public Art Design Standards of Pasadena Municipal Code Section 17.40.100 Public Art Requirements and Design Standards.
21. During construction, all off-road construction equipment greater than 50 horsepower shall minimally meet U.S. EPA Tier 3 emission standards to minimize emissions of NO<sub>x</sub> associated with diesel construction equipment. Use of construction equipment that meets U.S. EPA Tier 4 emission standards shall be required for all bull dozers, backhoes, excavators, cranes, pavers, paving equipment, and rollers.
22. In its review, the Design Commission shall emphasize the physical and visual permeability of the site, with the emphasis on the physical permeability.
23. The applicant shall provide forced air mechanical ventilation with deep pleat (minimum 5-inch) fresh air filtration screens on outside air intake ducts for all residential units proposed on the site. The filter screens should have a minimum MERV 13 rating, capable of removing at least 90% of the particulate matter including fine particulate matter (PM<sub>2.5</sub>) and ultrafine particulate matter (less than 1.0 microns in diameter).
24. The applicant shall, at the time of lease signing for individual residential units with separate HVAC systems, provide a brochure notifying the future residents of the need for maintaining the filter screens and keeping windows closed to ensure adequate fresh air filtration. In addition, the applicant shall record a notice of the risk hazard of diesel particulates and the need for screen maintenance in the property title and include this notice with lease agreements. Lastly, the applicant shall be responsible for replacing HVAC filter screens in accordance with manufacturer recommendations.
25. The applicant shall provide portable air cleaning devices, appropriately sized for residential use based on room size recommendations included in the Association of Home Appliance Manufacturers (AHAM) portable air cleaner Certification Program, with HEPA filter screens for living rooms and bedrooms for all units. At the time of lease signing, the applicant shall provide a brochure notifying the future residents of the need for maintaining/replacing the filter screens and the manufacturer's recommendations and specifications for filter maintenance/replacement. This

requirement provides filtration when the HVAC system is not running, and ensures that in the event that outdoor air enters the indoor environment, such as through an open window, particulate matter would continue to be reduced in the indoor space. An alternative comparable solution that addresses particulate matter within units while windows are open and HVAC systems are not running may be provided subject to Planning staff approval.

26. The applicant shall weatherproof windows and doors with caulking and weather-stripping that is rated to last at least 20 years.

### **Housing and Career Services Department**

27. The project is subject to the City's Inclusionary Housing Requirements (Zoning Code, Chapter 17.42). The applicant or successor-in-interest shall obtain all necessary clearances from the Housing and Career Services Department.

### **Public Works Department**

28. The proposed Central Park, public open space, may affect the Residential Impact Fee calculation.

Should the proposed Central Park, public open space, is approved by the Department of Public Works, the following and other conditions may be required:

- a. Land described as public open space should be deeded to the City as a separate parcel or at a minimum, have a permanent open space easement recorded.
- b. The maintenance of the public open space shall be provided by the development owners in perpetuity or for a substantial duration.
- c. Any use for retail purposes (e.g. outdoor dining) should be subjected to the City's review and approval process.
- d. Any public open space should be designed and constructed per the City's standards.
- e. It should not be subject to closure except as allowed under City policies for park space.
- f. City will determine the public open space naming process.

The applicant shall submit more detailed information on the proposed public open space for review including its specific usage, improvements, associated land value, any intention for dedication for public use or if it is just for the intended on-site residents, any request for full or partial waiver (amount or percentage) of Residential Impact Fee (RIF) in the form of a dedicated community park. RIF is due at the time of building permit's issuance; any proposal to dedicate land in lieu of all or a portion of RIF will require prior City Council's approval.

29. 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 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.

30. In order to provide for an Americans with Disabilities Act (ADA) compliant ramp, the applicant shall reconstruct with the following:
- a. Southeast corner of Kinneloa Avenue and Foothill Boulevard intersection
    - ADA compliant 15-foot curb return radius with directional ramps per Caltrans Standard A88A.
  - b. Southwest and north east corners of Kinneloa Avenue and Foothill Boulevard intersection

- ADA compliant 15-foot curb return radius ramp per Caltrans Standard A88A.
- c. All four corners of Foothill Boulevard and Santa Paula Avenue intersection
  - ADA compliant 15-foot curb return radius with directional ramps per Caltrans Standard A88A.

The curb ramp construction shall be completed prior to the issuance of Certificate of Occupancy. A separate permit from the Department of Public Works is required for all construction in the public right-of-way. Please contact 626-744-4195 for the general process.

31. 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 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. The amount of deposit will be based on the current City's General Fee Schedule. Note that 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 public improvements 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 ramp 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 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.

32. Per the Department of Transportation Analysis – Acceptance Letter, dated April 17, 2018 (see attached):

Per City's adopted Street Design Guide; the sidewalk width of Foothill Boulevard and Kinneloa Avenue shall have a minimum width of 12-feet by dedicating additional right-of-way or sidewalk easement to improve pedestrian environment and access to and from the SMV Gold Line Station.

In order to provide for a twelve (12) feet wide parkway along Kinneloa Avenue frontage, the applicant shall dedicate to the City approximately 3.5 feet strip of land along the said frontage for street purposes. The applicant shall construct new PCC sidewalk for all the above mentioned dedicated areas in accordance with Standard Plans S-421.

33. 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.
34. Per the Department of Transportation Analysis – Acceptance Letter, dated April 17, 2018:  
Vehicular access to the project is proposed along four driveways: two driveways on Kinneloa Avenue south of Foothill Boulevard; and two driveways on Foothill Boulevard. The circulation plan for the project shall include the following conditions:
- a. The northerly driveway on Kinneloa Avenue shall be 25 feet wide with a 20- foot flat area beyond the property line and provide at minimum a 3 car-length queuing space (approximately 60-ft)
  - b. The southerly driveway on Kinneloa Avenue shall operate as a two-way driveway:
    - i. Northbound right turns shall be allowed into the driveway. One 11' inbound lane shall only be provided. A minimum 3 car-length queuing space shall be provided.
    - ii. Southbound left turns into the driveway are prohibited.
    - iii. Westbound left and right turns shall be allowed out of the driveway. One 14' wide outbound lane shall only be provided.
    - iv. A "pork chop" island shall be constructed in private right-of-way to prevent southbound left turn vehicles into the southerly driveway.
    - v. A "no left turn sign" shall be installed facing southbound traffic to prohibit southbound vehicles from turning into the southerly driveway.
    - vi. Additional striping to discourage southbound left-turning movements into the southerly driveway shall be installed along Kinneloa Avenue.
  - c. Kinneloa Avenue shall be striped to include a two-way left turn lane between Foothill Boulevard and Walnut Street. The developer shall work with the Departments of Public Works and Transportation in the preparation of design plans for approval and construction, at applicant's cost.
  - d. The easterly Foothill Boulevard driveway next the Kaiser Permanente property shall be 15' feet wide and be skewed to ensure eastbound inbound right-turn only operation. Westbound left-turns into this driveway shall be prohibited.
  - e. The Foothill Boulevard driveway at the intersection of Santa Paula Avenue and Foothill Boulevard shall be 35-37' feet wide with no northbound and southbound access to and from Santa Paula Avenue. Foothill Boulevard median and traffic signal modifications are necessary to be installed, at applicant's cost, to ensure compliance by motorists.

35. 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. The amount of deposit will be based on the current City's General Fee Schedule. Note that 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 public improvements plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.
36. Per the Department of Transportation Analysis – Acceptance Letter, dated April 17, 2018 (see attached):
37. Consistent with the ITS infrastructure Master Plan and addressing immediate multi-modal transportation management needs, a Closed-Circuit (CCTV) should be installed at the N/E corner of Sierra Madre Villa and Foothill Boulevard to provide proactive traffic management strategies at this and adjacent intersections. In addition, to be able to support the camera communication bandwidth needs, a new type 332 traffic cabinet should replace the existing in order to support for corresponding current video technology needs.
- a. Additionally, in support of encouraging and promoting pedestrian and bicycling activity, vehicular video detection systems, capable of bicycling differentiation should be implemented at the intersection of Sierra Madre Villa and Foothill Boulevard. This will result in the implementation of the most efficient utilization of multimodal transportation timing parameters management between pedestrian, bicycling and vehicular movements.
  - b. Any improvements/upgrades associated with the traffic signal located at Foothill Boulevard and Santa Paula Avenue shall be funded by the applicant. This includes signal improvements associated with the Adaptive Traffic Control Phase II Project (75905) planned along Foothill Boulevard from Sierra Madre Boulevard to Michillinda Avenue.
38. In order to improve pedestrian and traffic safety, the applicant shall install six (6) new in-fill lights on or near the Foothill Boulevard frontage of the property, including LED lights, conduits, conductors, electrical service (if necessary), pull boxes, and miscellaneous appurtenant work. The type and hardware shall conform to current policies approved by the City Council, and the locations shall be as approved by the Department of Public Works. The in-fill/pedestrian lights shall be installed in



conformance with the East Pasadena Specific Plan. The cost of the street lights is the applicant's responsibility.

39. The existing street lighting fronting the subject site is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate 2 existing street lights on Kinneloa Avenue frontage and 4 existing street lights on Foothill Boulevard frontage of the subject property, with LED light(s), per the City requirements and current standards.
40. The applicant shall restore and re-paint all existing metal street light poles, traffic signal poles and traffic signal controller cabinet(s), along the Kinneloa Avenue and Foothill Boulevard frontages of the subject property in a manner acceptable to the Department of Public Works. In addition, the painting specification shall be per the East Pasadena Specific Plans and specifications. The cost of the street light pole and traffic signal pole/equipment restoration and painting is the applicant's responsibility.
41. The applicant is responsible for the design, preparation of plans and specifications, and the construction of all required street lights and traffic signal modification. 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 and modification. In order to avoid delays in the development schedule, the applicant shall coordinate with this office at 626-744-4195 regarding this street light/traffic signal condition at least five (5) months in advance of the anticipated issuance of Certificates of Occupancy.
42. Any existing street tree(s) proposed to be removed are subject to the approval of the Urban Forestry Advisory Committee (UFAC).
43. 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.

44. 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.
45. 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.
46. 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.
47. Prior to issuance of any permit, the applicant shall submit a valuation assessment report of the existing public trees 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 trees 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.
48. 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.

49. The applicant shall plant the officially designated street tree per the City's approved Master Street Tree Plan, to fill all street tree vacancies along the boundary of the subject property. The Department of Public Works will confirm eligible planting sites, and will provide the applicant the location, quantity and tree species to be planted as a result of the applicant's project.
50. Trees planted by the applicant must meet the City's tree stock standards, be inspected by the City, and be planted according to the details provided by the Parks and Natural Resources (PNR) Division. Planting shall include the installation of the following per tree: no less than two tree stakes; one arbor guard; and the use of slow-release fertilizer tablets. The applicant shall contact PNR (626-744-3880) for tree planting approval, a minimum of two (2) months, prior to the issuance of a Certificate of Occupancy.
51. Trees planted by the applicant must be irrigated by either an existing or a new irrigation system constructed by the applicant. Plans for the irrigation system shall be prepared by a landscape architect registered in the State of California and submitted to PNR for review and approval. Irrigation facilities (main line, valve, pull box, timer, etc.) must be constructed within private property with the exception of the laterals and bubblers. The lateral shall be a minimum of 18" deep, and no above-ground structures are allowed.
52. Prior to issuance of the Certificate of Occupancy, the applicant shall submit a Tree Guarantee Deposit equal to the cost of all new trees planted to guarantee that newly planted trees are maintained by the applicant for a minimum of three calendar years. Tree maintenance during this period shall include the following: watering no less than once a week; weed removal; reconstruction of tree wells as needed; re-staking as needed; adjustment to grade of any trees that settle; and any other operations needed to assure normal tree growth. The applicant shall replace any newly planted trees which, for any reason, die or whose health is compromised, within the applicant's three-year establishment period. The three-year tree establishment period shall commence on the day that the Certificate of Occupancy is issued. PNR shall inspect all trees planted by the applicant at the end of the three-year establishment period, and if the trees are found to be in good health, the applicant's deposit will be released. If the trees are found to be in poor health, the establishment period may be extended by PNR and the applicant's deposit shall be held accordingly. Said deposit may be included as part of the construction guarantee if applicable, and is subject to partial refund or additional billing.
53. Each building of the proposed development shall connect to the public sewer with one or more new six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter 13.24.010, house sewer "means that part of the horizontal piping beginning 24 inches from the exterior wall of the building or structure and extending to its connection with the public sewer." The section of house sewers within the public right-of-way - from the property line to the public sewer, or within easement, shall be vitrified clay or cast iron pipe. The house sewer shall meet City

Standards as determined by the Department of Public Works, and a permit issued by the Department of Public Works is required for work within the public right-of-way. The construction of all new house sewers shall be completed prior to the issuance of Certificate of Occupancy.

54. There is an existing public sewer main that runs along the south property line of the abutting property to the east. This 8" VCP (vitrified clay pipe) main shall be extended to the northwest to serve the subject property to the satisfaction of the City Engineer. A ten-foot sewer easement shall be granted to the City for egress/ingress and for maintenance. No structures may be built within this sewer easement.
55. The applicant shall demolish existing and construct all new public improvements along the subject development frontages of Kinneloa Avenue and Foothill Boulevard, 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.
56. Kinneloa Avenue and Foothill Boulevard restoration, fronting the subject development, shall be a full width (from gutter to gutter) cold milling and resurfacing of 1.5 inches depth rubberized asphalt concrete roadway. Restoration of rubberized 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.
57. The applicant shall construct public improvements along the frontages of the subject property in accordance with East Pasadena Specific Plan. The improvements include planting street trees, landscaping, and other necessary related work. For additional information on the specific plan requirements, please visit the Planning and Community Development Department's website at <https://ww5.cityofpasadena.net/planning/planning-division/community-planning/specific-plans/east-pasadena/>
58. 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.

59. 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.
60. 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.
61. 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.
62. Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging and Traffic Management Plan to the Department of Public Works for review and approval. The template for the Construction Staging and Traffic Management Plan can be obtained from the Department of Public Works webpage at: [http://www.ci.pasadena.ca.us/PublicWorks/Engineering\\_Division/](http://www.ci.pasadena.ca.us/PublicWorks/Engineering_Division/) . A deposit, based on the General Fee Schedule, is required for plan review and on-going monitoring during construction. This plan shall show the impact of the various construction stages on the public right-of-way including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. An occupancy permit shall be obtained from the department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and California Supplement. If the public right-of-way occupation requires a diagram that is not a part of the MUTCD or California Supplement, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the department for review and approval. No construction staging, material storage, or trailer in the public right-of-way.

Construction-related traffic (delivery trucks or haul trucks) shall be restricted to the hours between 9:00 AM to 3:00 PM to limit peak hour traffic conflict along the local street network.

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.

63. 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/> .

64. 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.

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 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](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. This amount is a rough estimate and for informational purposes only. The exact amount will be calculated at the time of Building Permit issuance.

- o 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.

## **Department of Transportation**

65. Vehicular access to the project is proposed along four driveways: two driveways along Kinneloa Avenue south of Foothill Boulevard; and two driveways on Foothill Boulevard. The approved circulation plan for the project is attached depicting the following conditions:



- a. The northerly driveway on Kinneloa Avenue shall 25 feet wide with a 20-foot flat area beyond the property line and 3 car-length queuing space (approximately 60-ft),
  - b. The southerly driveway on Kinneloa Avenue shall operate as a two-way driveway.
    - i) Northbound right turns shall be allowed into the driveway. One 11' inbound lane shall only be provided.
    - ii) Southbound left turns into the driveway are prohibited.
    - iii) Westbound left and right turns shall be allowed out of the driveway. One 14' wide outbound lane shall only be provided.
    - iv) A "pork chop" island shall be constructed in private right-of-way to prevent southbound left turn vehicles into the southerly driveway.
    - v) A "No Left Turn" sign installed facing southbound traffic at the southernmost Kinneloa Ave driveway.
    - vi) Additional striping to discourage southbound left-turning movements into the southerly driveway shall be installed along Kinneloa Avenue.
  - c. Kinneloa Ave striped with a two-way-left-turn lane (TWLTL) between Foothill Boulevard and Walnut Street. The developer shall work with the Departments of Public Works and Transportation in the preparation and design plans for approval and construction, at applicant's cost.
  - d. The easterly Foothill Boulevard driveway next to the Kaiser Permanente property shall 15' feet wide and skewed to ensure in-bound, eastbound right-turn only operation. Westbound left turns into this driveway shall be prohibited.
  - e. The Foothill Boulevard driveway at the intersection of Santa Paula Avenue and Foothill Boulevard shall be 35-37' feet wide with no northbound and southbound access to and from Santa Paula Avenue. Foothill Boulevard median and traffic signal modifications are necessary to be installed, at applicant's cost, to ensure compliance by motorists.
66. The Kinneloa Avenue driveways may consider a two-tier gate system. For example, the first gate located 20-ft from the property line shall remain open during daylight hours. The second gate located 60-ft from the property line would offer a more restrictive access to the site.
67. The accessory site located along Kinneloa Avenue between the I-210 Foothill Freeway and south of Foothill Boulevard has proposed to operate as a non-trip generator such as open space/dog park. No trip generator land use shall be placed on the site.
68. The developer should provide the amount of Code required vehicle and bicycle parking spaces needed for the project as directed by the Planning Department.

69. The project is expected to exceed the ADT Cap of ten percent along Kinneloa Avenue between Foothill Boulevard and Colorado Boulevard. Additionally, the intersections of Foothill Boulevard at Sierra Madre Villa Avenue and at Walnut Street at Kinneloa Avenue during the PM peak exceed capacity caps. Thus,
- a. The applicant is required to develop and implement a targeted Complete Streets plan with input from the affected residents, Council Districts and DOT to encourage use of non-vehicular modes by the project's patrons, and implement measures to discourage use of residential streets to-and-from the project site.
70. In accordance with City Ordinance No. 7076, the project shall pay the Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project at the time of building permit issuance. The TR-TIF is subject to change based on the current General Fee Schedule. Total payment would be based on the final scope at the time of project approval. The payment shall be made at Window #8 in the Permit Center located at 175 N Garfield Ave, Pasadena CA 91109.
71. Consistent with the ITS infrastructure Master Plan and addressing immediate multi-modal transportation management needs, a Closed-Circuit (CCTV) should be installed at the N/E corner of Sierra Madre Villa and Foothill Boulevard to provide proactive traffic management strategies at this and adjacent intersections. In addition, to be able to support the camera communication bandwidth needs, a new type 332 traffic cabinet should replace the existing, in order to support for corresponding current video technology needs.
72. Additionally, in support of encouraging and promoting pedestrian and bicycling activity, vehicular video detection systems, capable of bicycling differentiation should be implemented at the intersection of Sierra Madre Villa and Foothill Boulevard. This will result in the implementation of the most efficient utilization of multimodal transportation timing parameters management between pedestrian, bicycling and vehicular movements.
73. Any project loading/unloading spaces shall be on-site. DOT will not install a loading zone for project use along the project frontage.
74. Per the City's Zoning Code 17.50.350(L), no overnight parking permits will be issued to future residents of this project. The applicant shall advise future tenants of the unavailability of on-street overnight parking permits.
75. Any improvements/upgrades associated with the traffic signal located at Foothill Boulevard and Santa Paula Avenue shall be funded by the applicant. This includes signal improvements associated with the Adaptive Traffic Control Phase II Project (75905) planned along Foothill Boulevard from Sierra Madre Boulevard to Michillinda Avenue.

76. The location(s) of bicycle parking shall be shown on the plans and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

77. In accordance with City Ordinance No. 7157, the project is subject to the City's Transportation Demand Management (TDM)/ Trip Reduction Ordinance (TRO) requirements. The purpose of the trip reduction requirement is to reduce the demand for automobile commute trips by ensuring that the design of major nonresidential developments projects accommodates facilities for alternative modes of transportation. The plan shall also include alternative transportation measures for residents of the dwelling. A TDM plan shall be completed to address the project's programs to promote alternative modes of transportation prior to the issuance of the first permit for construction and shall meet the following requirements:

- a. Carpool and Vanpool Parking. A minimum of 10% of the employee parking spaces shall be reserved for and designated as preferential parking for carpool and vanpool vehicles. Such parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as practical to the employees' entrances.
- b. Bicycle Parking. Bicycle parking shall be provided on-site in compliance with Section 17.46.320 (Bicycle Parking Standards). In addition, the bicycle parking shall be located near the employee entrance and shall be conveniently accessible from the external circulation system.
- c. Transportation Demand Management Program Plan. A Transportation Demand Management Program ("TDM") Plan shall be submitted which complies with Chapter 10.64 of the Municipal Code (Transportation Management Program).

The owner/ developer shall place a deposit with the Department of Transportation prior to the issuance of the first permit for construction. This deposit is subject to a partial refund or additional billing in the event that the deposit amount is not sufficient to cover the cost of the review. The developer shall pay an annual Transportation Demand Management (TDM) status report review fee in compliance with the requirements of the Trip Reduction Ordinance.

To minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for TRO/ TDM Plan requirements so that trip reduction considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Please contact Talin Shahbazian, Associate

Engineer at (626) 744-7464 to arrange a pre-design meeting to finalize the TDM Plan requirements for the project.

*\* Based on the Current General Fee Schedule. Fees are subject to change.*

78. The applicant shall consider the implementation of more stringent more TDM measures to reduce vehicular trips. Examples are on-site Care Sharing, Bike Sharing, subsidized transit/ Gold Line Passes, etc. The applicant shall provide subsidized transit passes for residents and employees. Consideration of any available Metro programs provided to large-scale projects that would apply to the subject site shall be prioritized.
79. Applicant considers that the proximity of the project is sufficient reason to encourage residents to use the Gold Line. DOT recommends additional measures such as pedestrian lighting in the direction of station, wayfinding sign, real-time transit screens, etc. The applicant shall include elements that provide available routes, arrival times, etc. as are site-appropriate.
80. Per City's adopted Street design Guide; the sidewalk width of Foothill Boulevard and Kinneloa Avenue shall have a minimum width of 12-feet by dedicating additional right-of-way or sidewalk easement to improve pedestrian environment and access to and from the SMV Gold Line Station. The project shall also incorporate wider sidewalks, including private setback areas, as depicted on the project plans.

### **Pasadena Water and Power – Power**

81. 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.
82. 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.
83. 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.
84. 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

85. Customer shall install transformer room / vault, service equipment, and secondary service conduits within the development area.
86. Department shall install electrical service transformers, cables, and electric meters.
87. All Department installation costs shall be paid by the Customer and are included in the cost estimate below.
88. 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.
89. 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.
90. Customer installed distributed generation resources that will be interconnected to the Pasadena Electric Distribution System shall be installed in accordance with the Department Distributed Generation Interconnection Requirements Regulation 23. In addition, all Customer installed solar photovoltaic (PV) resources shall meet all of the requirements of both the local Building & Fire Department and the Pasadena Solar Initiative and Rebate Program.
  - a. 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.
  - b. 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.
  - c. 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