



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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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: PPR2017-00017
Date: January 24, 2018
Project Address: 740-790 East Green Street

Project Description:

Review of preliminary plans for the establishment of a new Planned Development to allow the construction of a mix-use project with 273 residential units, 19,660 sq. ft. of commercial use, and a below grade parking garage with 453 parking spaces on a 101,650 sq. ft. (2.33 acre) project site.

Applicant: Stanford Pasadena, LLC
Case Manager: Luis Rocha, Senior Planner
Phone #: (626) 744-6747
E-mail: lrocha@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 type="checkbox"/>
2 Fifty or more housing units.	<input checked="" type="checkbox"/>
3. Other	<input type="checkbox"/>
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO, not applicable.	

DEPARTMENT / DIVISION	CONTACT	EMAIL <small>@cityofpasadena.net</small>	PHONE <small>(626) 744-</small>	PAGE
Building Division, Addressing	Angie Jackson	ajackson	6903	2
Building & Safety Division	Johnny Lee	johnnylee	6887	3
Community Planning	David Sinclair	dsinclair	6766	4
Cultural Affairs Division	Rochelle Branch	rbranch	7062	8
Current Planning	Luis Rocha	lrocha	6747	8
Design & Historic Preservation	Kevin Johnson	kevinjohnson	7806	18
Development/NW Programs	Lola Osborne	losborne	4791	20
Fire Department	Vardan Azizian	vazizian	7596	20
Local Development Area	Eric Duyshart	eduyshart	7353	21
First Source Local Hiring	Antonio Watson	awatson	8382	21



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Health Department	Carmina Chavez	<u>cachavez</u>	6811	21
Housing Department	Jim Wong	<u>jwong</u>	8316	21
Public Works Department	Yannie Wu	<u>ywu</u>	3762	22
Transportation Department	Conrad Viana	<u>cviana</u>	7424	34
Water & Power, Power Division	Said Bernal	<u>sbernal</u>	7857	36
Water & Power, Water Division	Natalie Ouwersloot	<u>nouwersloot</u>	7011	37
Water & Power, Utilities	Sandra Andrade-Hernandez	<u>sandrade-hernandez</u>	4189	38

BUILDING DIVISION, ADDRESSING:

General Comments: The address is assigned based on main front door entry into the building; it appears that the main front door entry into the building is off of E. Green Street. There is a possibility that separate addresses will be assigned to each of the commercial tenant spaces where the main front door entrance is directly off the Street or if the project has multiply separate building, meaning the buildings are not attached in any way. This will be determined once a detailed site map has been submitted for addressing. The available addresses for the proposed new mixed-use building with 273 residential apartment units and over 19,000 square feet of commercial space on the 1st floor are: 760, 762, 764, 766 and 768 E. Green Street. The unit numbers for the residential units shall be numbered consecutively, 1st floor unit numbering will be determined once floor plans are submitted indicating commercial space layout, 2nd floor residential unit numbering will start, #201, 202, 203, etc., 3rd floor #301, 302, 303, etc. and this number pattern will continue for residential units on each floor. Commercial tenant space numbering; each tenant space will be assigned a suite number, (example: 110, 115, 120, etc.) suite numbers will be skipped to allow room for future expansion but the numbering must be consecutive. No fractional numbers or alphabetical designations are allowed for residential or commercial unit numbering. 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, an 8 ½" x 11" site plan and a floor plan 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.

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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.

Grading: If greater than 50 cubic yard (excluding excavation for building foundation), Grading/Drainage Plans shall be prepared by a registered engineer

Soils Report: Soils report is required for the project

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

Stormwater Pollution Prevention Plan (SWPPP): This project may require the preparation of a SWPPP to demonstrate stormwater management during construction (including demolition) **IF** the proposed land disturbance (impervious & pervious surfaces) exceeds one acre or more in surface area. The SWPPP shall be prepared by a qualified SWPPP Developer (QSD)

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 and between different buildings. Provide fire separation between different occupancy groups

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 11B of the CBC.

Permit(s): Separate permits are required for demolition (if applicable), building (per address), grading (if applicable), fire sprinkler, mechanical, electrical, plumbing, and work within public right-of-way (Public Works).



COMMUNITY PLANNING:

General Plan Consistency:

The General Plan designation of the project site is Medium Mixed Use (0.0 – 2.25 FAR, 0-87 DU/acre). The project proposes the establishment of a new Planned Development to allow the construction of a mixed-use building that consists of 273 residential units, 11% of which would be for very-low income residents, 19,734 square feet of non-residential use, and 463 parking spaces provided below-grade. The proposal also includes the demolition of the existing commercial buildings and surface parking lot.

Goals and policies that are relevant to the proposed project:

Land Use Element

- *Policy 4.13 - Planned Developments. Incentivize high-quality, contextual, architectural design in Planned Developments through a discretionary process by allowing for an increase in the allowable Floor Area Ratio for a project, not to exceed a total of 3.0, and an increase in the allowable residential density not to exceed 87 dwelling units per acre.*

As proposed, the project will have a 3.0 FAR and a residential density that exceeds the maximum 87 dwellings units per acre. The project will utilize density bonus by setting aside 11% of the residential units for very-low income residents, thus enabling the project to exceed the maximum residential density. However, the applicant is encouraged to work with Zoning and Design & Historic Preservation Staff to ensure the project satisfies all applicable requirements including building height, setbacks, massing, and compatible architectural design.

- *Policy 1.3 – Development Capacities: Regulate building intensity and population density consistently with the designations established by the Land Use Diagram. Within these, cumulative new development within the specific plan areas shall not exceed the number of housing units and commercial square feet specified in the table.*

The 2015 General Plan established caps for residential and non-residential development in each of the specific plan areas. Below is a table that demonstrates the development capacities for the Central District Specific Plan.

	<i>Original Allocation in Existing General Plan</i>	<i>Balance of Allocation in Existing General Plan*</i>
Residential Units	4,272	3,984
Non-residential Square Feet	2,112,000	2,108,477

**As of September, 2017*



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The project proposes 273 residential units and 19,734 square feet of non-residential development which is within the remaining development intensities

- *Policy 2.5 – Mixed Use: Create opportunities for development projects that mix housing with commercial uses to enable Pasadena’s residents to live close to businesses and employment, increasing non-auto travel, and interact socially.*
- *Policy 35.3 – New Housing: Provide new opportunities for all types of housing along the corridor including multi-family housing and mixed-use residential-commercial developments in its core that are located, scaled, and designed to assure compatibility with and preserve neighboring single-family residential uses.*

The proposed project incorporates a mix of residential and commercial uses and would be constructed on a property that is currently commercial in nature. Surrounding properties to the north, south, west, and east are also improved with mixed use development. The applicant is encouraged to work with Zoning and Design and Historic Preservation Staff to ensure that the building configuration and design are scaled and located appropriately with the surrounding neighborhood.

- *Policy 35.4 – Catalytic Projects: Facilitate opportunities for catalytic developments that provide desired neighborhood-oriented retail and service businesses, local employment opportunities, and a link to the community.*
- *Policy 5.2- Pedestrian-Oriented Development: Require buildings in the Central District...to be located along the street/ sidewalk and designed to promote pedestrian activity. This can be accomplished by incorporating transparent facades, small plazas, and dining areas; while locating parking to the rear or underground and placing primary entries on the street.*

The proposed project consists of acquiring five property sites to establish a new Planned Development that includes a mix of residential and commercial uses, which may provide opportunities for local employment as well as retail and service businesses that serve the local community. The continuous presence of ground floor retail can also help to sustain interest and generate high pedestrian traffic. The proposed small park on the corner of Green Street and South Oak Knoll Avenue can further promote the walkability of Downtown by expanding its open space network, activating the street edge, and connecting with the surrounding neighborhood. The applicant is encouraged to work with Design & Historic Preservation staff to ensure that the proposed design enhances the pedestrian experience and further encourages pedestrian activity along Green Street.

- *Policy 23.2 – Parking Areas and Garages: Minimize the visibility of parking areas and garages.*

The proposed project incorporates a subterranean parking garage with entryways that are situated to the rear of the project site, along the secondary streets of South Oak Knoll Avenue and South Hudson Avenue.

- *Policy 4.11 – Development that is Compatible: require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as*



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building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.

The applicant is encouraged to work with Zoning and Design & Historic Preservation staff to ensure that the proposed project satisfies all applicable requirements in relation to contextual and compatible development in this neighborhood

- *Policy 23.1 – Character and Design: Design and modulate buildings to avoid the sense of “blocky” and undifferentiated building mass, incorporate well-defined entries, and use building materials, colors, and architectural details complementing the neighborhood, while allowing flexibility for distinguished design solutions.*
- *Policy 35.6 – Quality Design: Support design that contributes to the enhanced character of the City and Northwest Pasadena in particular.*

The applicant is encouraged to work with Zoning and Design & Historic Preservation staff to ensure that the proposed project avoids a blocky appearance, incorporates well-defined entries, and uses appropriate building materials and architectural details that complement the surrounding neighborhood and enhances the character of the Pasadena Playhouse sub-district

- *Policy 10.12- Urban Open Spaces: Maintain and plant additional trees along the city’s sidewalks, civic places, parks, and in private developments to support the health and diversity of wildlife, sequester GHG emissions, and contribute to the reduction of the urban heat-island.*
- *Policy 23.6 – Open Space Amenities: Require that open space is provided on-site, is accessible, and of sufficient size to be usable by residents, in common areas and/or with individual units pursuant to the Zoning Code.*

The small park proposed on the corner of Green Street and South Oak Knoll Avenue can expand Downtown’s open space network and help to serve Downtown populations currently lacking a public park within convenient walking distance. The applicant is encouraged to work with Zoning and Design & Historic Preservation staff to ensure that the required open space is accessible and of sufficient size to accommodate residents on-site, pursuant to the requirements of the Zoning Code

- *Policy 10.20 Alternative Fuel: Provide locations for alternative fuel facilities, such as charging stations for electric vehicles.*
- *Policy 10.21 Sustainable Energy: Reduce the use of coal generated power by new development through building design and sustainable practices.*

The applicant is highly encouraged to explore the viability of installing alternative fuel facilities and to incorporate energy conservation devices and passive design concepts that make use of the natural climate and increase energy efficiency



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Specific Plan:

This project site is situated in the Central District Specific Plan. The primary purpose of the Central District Specific Plan is to provide a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher-density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies. The project site is within the CD-4 Pasadena Playhouse sub-district. The objective of this sub-district is to provide for a vibrant, mixed-use environment focused on Colorado Boulevard and the Playhouse that functions as a cultural and arts center for the community. The applicant is encouraged to incorporate public art or arts-oriented uses to strengthen the sub-district's identity.

Master Development Plan:

This project site is not part of a master development plan.

Planned Development:

This project site is proposing to develop a new Planned Development.

Neighborhoods:

The project site is within Council District 7.

- Council District 7
Councilmember Andy Wilson
City Council District Liaison: Pam Thyret
100 N. Garfield Avenue Room S228
P.O. Box 7115 Pasadena, CA 91109-7215
Phone (626) 441-4802
Email. pthyret@cityofpasadena.net

There are several neighborhood associations within one-half mile of the project.

- Downtown Pasadena Neighborhood Association
Patricia Roughan
P O Box 967
Pasadena, CA 91102
Email dpnalist@gmail.com
- West Pasadena Residents' Association
Michael Udell
Email. udell@wpra.net
Website: www.wpra.net

Estimated Fees:

Community Planning does not anticipate any fees at this time.



CULTURAL AFFAIRS DIVISION:

Public Art Requirement:

Based on the information provided, this project IS SUBJECT to the Public Art Requirement, because it is a mixed-use development over 25,000 s/f outside the DT/OP/NW area.

Prior to a building permit being issued, 20% of 1% of the total project valuation must be paid to the Cultural Trust Fund. With the remaining 80% of the 1% valuation, either an on-site public art project must be developed (working closely with Cultural Affairs staff, per the Public Art Program Guidelines for New Private Development), or the full 1% must be paid to the CTF as an in-lieu fee.

The fulfillment of the Public Art Requirement through either method must be met prior to a Certificate of Occupancy being issued. Please contact Cultural Affairs staff to discuss next steps x7547.

CURRENT PLANNING:

Project Description:

The proposed project consists of demolition of existing on-site commercial buildings and the establishment of a new Planned Development to facilitate the construction of a mixed-use project with 273 residential units, 19,660 sq. ft. of commercial use, and a below grade parking garage with 453 parking spaces on a 101,650 sq. ft. (2.33 acre) project site.

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 17.26 020 –Planned Development
- Chapter 17.30 – Central District Specific Plan
- Chapter 17.50 – Standards for Specific Land Uses (Mixed-Use Projects)
- Chapter 17.40 – General Property Development and Use Standards
- Chapter 17.42 – Inclusionary Housing
- Chapter 17.43 – Density Bonus, Waivers and Incentives
- Chapter 17.44 – Landscaping
- Chapter 17.46 – Parking and Loading
- Section 17 50.340 – Transit Oriented Development

All of these sections can be found online at www.cityofpasadena.net/zoning.



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) The project site consists of six legal lots (AINs 5727-025-014, -024, -026, -027, -029 and -030). The total lot size is identified as 101,430 square-feet on the plans. However, Assessor's records indicate a total lot size of 101,448 square-feet. The accurate total lot size must be confirmed and consistently referenced throughout the plans and application for future submittals.

2 Zoning District (PMC 17.30):

a) The property is within the CD-4 (Central District, Civic Center/Midtown subdistrict). This subdistrict is intended to provide for a vibrant mixed-use environment that encompasses cultural and arts activities, centered on Colorado Boulevard and the Pasadena Playhouse.

3 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.

Planned Development (PD) District

4 Minimum Site Area (17.26.020.C.2.a): A PD district shall be applied only to sites of two acres or larger. The project site measures a contiguous 2.32 acres and complies.

5 PD Plan (17.26.020.C.3.e): The rezoning of a site to the PD district shall require the simultaneous approval of a PD Plan. A PD plan shall be submitted in future submittals. The plan shall prescribe development standards and allowed or conditionally allowed uses in the PD.

6 Land Use (17.26.020.C.3.b): Any allowed or conditionally allowed uses authorized by the PD may be included in an approved PD plan, but only when it is deemed consistent with the General Plan. The proposed land use is a Mixed-Use development; this use is consistent with the General Plan land use designation of Medium Mixed-Use. However, the allowed or conditionally allowed commercial uses would have to be consistent individually with the General Plan.

7 Floor Area Ratio (FAR) (PMC 17.26.020.C.3.c(1)): The FAR of a PD shall not exceed the FAR allowed on the Land Use Diagram for the project site unless approved by City Council, but only as high as 3.0, and only when it can be shown the architectural design of the PD is contextual and of a high-quality. The established FAR for the site, pursuant to PMC 17.30.040, Table 3-2, Figure 3-9 (Central District Maximum Floor Area Ratio), is 2.0.



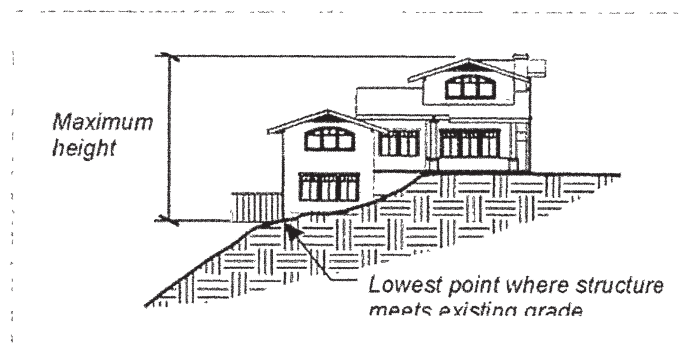
The FAR indicated by the Land Use Diagram for the site is 0-2.25. The proposed total FAR is 3.0, therefore, the PD shall be reviewed by the Design Commission prior to consideration by the Planning Commission. The Design Commission shall advise the Commission and the Council as to whether the architectural design of the proposed PD is contextual and of high quality.

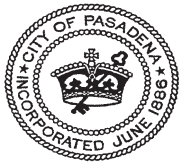
- 8 **Residential Density (PMC 17.26.020.3.c(2))** Per the PD standards, the residential density of a Planned Development shall not exceed the residential density allowed on the Land Use Diagram for the project site unless approved by the City Council, but only as high as 87 dwelling units per acre, and only when it can be shown that the architectural design of the Planned Development is contextual and of a high quality. The residential density may also exceed that of the Land Use Diagram if the project is complying with the Density Bonus provisions of Chapter 17.42. The established residential density for the site, pursuant to PMC 17.30.040, Table 3-2, Figure 3-6 (Central District Maximum Residential Density (Dwelling Units/Acre)), is 60 dwelling units per acre (140 units for this site).

The residential density indicated by the Land Use Diagram for the site is 0-87 dwelling units per acre. The proposed residential density is 87 dwelling units per acre (or 203 units) and within the residential density allowed on the Land Use Diagram for the project site. In addition, the project would be proposing a 35% density bonus (70 additional units) for a total unit count of 273. The 35% density bonus would be achieved by providing 11% of the base units as Very Low Income Units.

- 9 **Height (PMC 17.26.020.3.c(3) and 17.30.030)** Per the PD standards, in the CD district, no PD plan may authorize a greater height than that permitted by Figure 3-8 - Central District Maximum Height. The site is located in the CD district and Figure 3-8 establishes a height restriction of 35' and 50' for the site. The project proposes heights of up to 82' and exceeds the permitted heights. Revise the project to comply with the height restriction. Areas toward the periphery of the Central District are generally assigned lower height limits to (35'-50') as a transition to lower scale residential neighborhoods and to maintain historic character.

- a) The measurement of height is per Section 17.40.060 C of the Zoning Code where 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 " Figure 4-3 shows this below and should be taken into account considering that the site has a slight slope .





10. Inclusionary Housing:

b) Chapter 17.42 of the Zoning Code (Inclusionary Housing Requirements) applies to projects with 10 or more new dwelling units. These standards and procedures are intended to encourage the development and availability of affordable housing by ensuring that the addition of affordable housing units to the City's housing stock is in proportion to the overall increase in new housing units. Because this project proposes more than 10 dwelling units, it is subject to the Inclusionary Housing Requirements and an Inclusionary Housing Plan must be submitted to the City's Housing Department for review and approval.

11 Setbacks (PMC 17.26.020, 17.37.060 and 17.30.040): Setbacks for a PD are prescribed by the PD plan. The project site is located within the Central District (CD) Specific Plan, the CD has established setback standards that reflect the existing and/or anticipated character of a street, but generally encourage buildings that are focused on the sidewalk. It is recommended that the PD plan provide setback standards that are consistent with the CD setback standards identified below for a mixed-use building, a nonresidential building.

a. **Green Street:**

Setback Type 1 – Build to the property line (zero setback)
Proposed – 5' to 50'

b. **Oak Knoll Ave (within 135' from Green St):**

Setback Type 1 – Build to the property line (zero setback).
Proposed – 10'

c. **Remainder of Oak Knoll Ave:**

Setback Type 2 – Setback not required, may set back up to 5' maximum.
Proposed – 10'

d. **Hudson Ave (within 135' from Green St):**

Setback Type 1 – Build to the property line (zero setback)
Proposed – 10'

e. **Remainder of Hudson Ave:**

Setback Type 2 – Setback not required; may set back up to 5' maximum.
Proposed – 10'

f. **Side or Rear Yard:** No setback required

Proposed – 10'

12 District Housing/Ground Floor Map: In order to maintain retail continuity within principal shopping areas, ground floor housing is prohibited areas of the Pasadena Playhouse Subdistrict shown on Figure 3-4 Central District Housing/Ground Floor Map).

a. **Area 2 (within 135' from Green St):**

Area 2 - Housing Permitted, except on ground floor.

Proposed – Four units provided on the ground floor (Units A1L, A2L(2), A3L)



- b **Area 1 (remainder of project site):**
Area 1 – Housing Permitted (on all levels).
Proposed – Housing Proposed

13 Mixed-Use Projects: Section 17.50.160

Commercial Uses

- a) Pursuant to Section 17.50 160.E.1, the proposed commercial uses shall have a minimum depth of no less than 50 feet. As proposed, the existing commercial spaces have a depth greater than 50 feet
- b) Pursuant to Section 17.30 040, the minimum height of the ground floor of the non-residential portion of a building shall be 15 ft. This height shall be measured from the floor of the first story to the floor of the second story. Provide additional cross-sections to verify compliance

Community Open Space

- c) Each development project shall provide a minimum of 150 square feet of community space for each dwelling unit. The project is proposing 131 units and is required to provide a total of 40,950 square feet of community open space. The submitted plans indicate that 53,474 square feet will be provided
- d) Community space can be in the form of private open space (e.g., balconies) or common open space (e.g., pool or side or rear setback areas.) An indoor recreational room of up to 600 square feet may be credited toward fulfilling this community space requirement.
- e) Required front and/or corner side setbacks shall not be credited toward fulfilling this community space requirement.
- f) The private open space shall not exceed 30 percent of the total requirement for community space
- g) Each private open space shall have a minimum six-foot dimension
- h) Each community open space shall have at least one minimum dimension of 15 feet and the other dimensions shall be at least six feet, except for private open space (e.g., balconies or patios)
- i) Balconies may project no closer than six feet to an interior or rear property line and four feet into a front or corner side setback.
- j) Balconies shall have a minimum dimension of six feet in order to count as required open space

Balconies that are designed to project over the public right-of-way shall have prior approval from the Department of Public Works



14. Parking:

Number Required:

- a) Residential Tenants: Per Section 17.50.340.D 3.b, the residential parking requirement for projects located within the Transit Oriented Development Area is one parking space for each unit less than 650 square feet up to a maximum of 1.25 spaces per unit. If a unit measures more than 650 square feet, then a minimum of 1.5 spaces, up to 1.75 spaces are required.

The proposed plans indicate that 36 units are provided that measure less than 650 square feet and 237 units measure more than 650 square feet. As a result, the project is required to provide a minimum of **392** parking spaces and a maximum of **451** for the residential units. The project proposes 382 parking spaces and does not comply with the minimum.

If you intend to use the alternative parking standards outlined in Section 17.43.090 of Chapter 17.43 (Density Bonus), please indicate that on future submittals.

At this time it is not clear which parking standard will be utilized and thus compliance cannot be verified.

- b) Residential Guests: Per Section 17.50.340.D.3.e, the guest residential parking requirement is 1 parking space for each 10 units. The proposed project proposes 273 residential and is required to provide **27** guest parking spaces.
- c) Commercial Parking: Per Section 17.46.040, commercial parking shall be provided in compliance with Table 4-6. Per Section 17.50.340.D.1, for administrative business professional offices and governmental offices, the minimum amount of required off-street parking shall be reduced by 25 percent, with an optional reduction up to 35 percent. The 25 percent reduction shall be the maximum allowed number of parking spaces. For all other commercial uses, the minimum amount of required off-street parking 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.

If parked for commercial uses (non administrative business professional offices and governmental office), the minimum required parking to be provided for the 19,734 square-foot of commercial space is a minimum of **47** parking spaces and a maximum of **53** parking spaces.

In addition, revise the Parking Calculation table so a specific land use is provided for the "Commercial" such as office, medical office, restaurant, retail, etc. Parking requirement will be based on the specific land use.

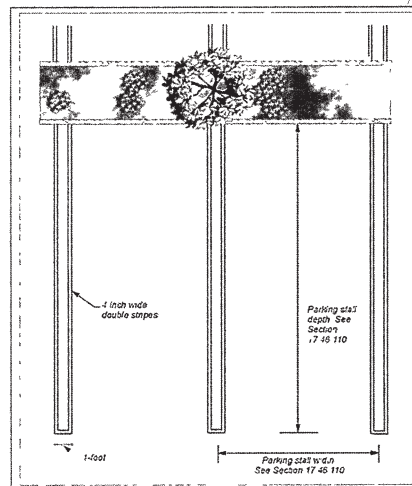
- d) Total Parking Required: Overall, the project is required to provide a minimum of **466** parking spaces and a maximum of **531** parking spaces. The project proposes an overall parking count of 463 and does not comply.

Stall Size and Striping:

- e) All parking spaces shall be a minimum size of 8'-6" 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:



- *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. As shown, the plans appear to comply.
 - *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. As shown, the plans appear to comply.
- f) 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:



Wheel Stops and Overhangs:

- g) All parking spaces shall have wheel stops three feet from a fence, wall, or required landscaped area.

Aisle Dimension.

- h) 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.

Ramps

- i) Section 17.46.270 of the Zoning Code regulates the size and slope of ramps in parking facilities. 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. No ramp length or slope information is shown on the plans so compliance with these requirements cannot be determined at this time.

Plans for ramps shall be accompanied by a profile drawing showing the ramp, ramp transitions, and overhead clearances.



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- j) Pursuant to Section 17.46.270, the slope of all parking areas shall not exceed five percent, excluding ramps.

Vertical Clearance:

- k) Section 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 in height. Provide cross-sections of the garage showing compliance with this standard.

Paving:

- l) All parking areas, circulation aisles, and accessways shall be paved with Portland cement concrete.

Loading

- m) 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. At this time, land use type is not provided and compliance cannot be determined. In future submittals provide this information. Keep in mind that if more than one land use is proposed, then the number of loading spaces are calculated for each type of land use separately.
- n) As designed, the proposed loading spaces do not comply with several standards 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.
- o) The first loading space shall be a minimum of 12 feet by 30 feet, with 14 feet of vertical clearance. The second loading space shall be a minimum of 10 feet by 20 feet, with 12 feet of vertical clearance. All additional loading spaces shall be a minimum of 10 feet by 20 feet, with 12 feet of vertical clearance.
- p) 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.

Electric Recharge Stations. Section 17.46.310

- q) At least one conductive and one inductive charger shall be provided in each project required to provide between 250 and 500 parking spaces.
- r) An additional conductive and inductive charger shall be provided for each 250 required parking spaces over 500, with a maximum of six.

15. **Bicycle Parking:**

- a) Bicycle parking standards are addressed in Section 17.46.320 of the Zoning Code. The residential requirement is one bicycle space for every six units, or 46 spaces for this project. The bicycle parking requirement for all nonresidential portions of the structure 15,000 square feet or more is five percent of the required motor vehicle parking, but not



less than four spaces Provide a data table to show compliance with the bicycle parking requirement.

- b) Provide the types of bicycles spaces required in compliance with Table 4-17
- c) 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

16 Landscaping:

- a) All the required setbacks and open space areas must be landscaped, except where a required setback is occupied by a sidewalk or driveway, or where a required setback is screened from public view.
- b) A preliminary landscape and irrigation plan must be submitted when this application is officially submitted to the City for review Any proposed landscape plan shall be in compliance with Chapter 17.44 (Landscape) of the Zoning Code A final landscape plan shall be submitted and approved prior to the issuance of the building permit.

17. Trees:

- a) 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 one of the entitlements listed in the following sections. A tree inventory was not submitted so it is unclear if any trees will be removed A tree inventory, identifying all trees to be removed, with species, height, and trunk diameter labeled, is required as part of the application process
- b) The City's Tree Protection Ordinance, Chapter 8 52, can be found here:
[http //library.municode.com/index.aspx?clientId=16551](http://library.municode.com/index.aspx?clientId=16551)

18. Refuse Storage:

- a) Per Section 17 40.120 of the Zoning Code, because this project has 20 or more dwelling units 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

19 Signage:

- a) Signage for the project must be designed and installed in accordance with Chapter 17.48 of the Zoning Code

20 Review Process:

Based on the scope of work proposed, a discretionary application from Current Zoning is not required for this project as long as it is designed to comply with all of the applicable development standards and requirements of the Zoning Code. However, if the project does not comply with the Zoning Code a Variance or Minor Variance may be required to deviate from the specified requirement. A Variance or Minor Variance are considered discretionary applications and findings would need to be made in order to approve a variance to the Zoning Code. Were the plans and drawings for the Predevelopment Plan Review also submitted for the variance(s), staff would be unable to make the findings for approval.



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- a) The scope of the proposed project would require the following review process:
- 1 **Planned Development – Architectural determination of contextual and of high quality:** The Design Commission shall advise the Planning Commission and the Council as to whether the architectural design of the proposed PD is contextual and of high quality. This review would be required if the project continues to exceed the FAR indicated by the Land Use Diagram for the site of 0-2.25.
 - 2 **Planned Development – Planning Commission:** The Planning Commission shall consider the application for reclassification to a PD zoning district and shall, at the same time, consider the proposed PD plan accompanying the application. The Commission shall make a written recommendation to the Council whether to approve, approve in modified form, or disapprove the proposed amendment.
 - 3 **Planned Development – City Council:** Planned Developments are heard by the City Council. Upon receipt of the Commission's recommendation, the Council shall, approve, approve in modified form, or disapprove the proposed amendment.
 - 4 **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.
 - 5 **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.

21. Environmental Review - Initial Study:

- a) 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. It is expected that a traffic study will be required by the Department of Transportation. Additional environmental studies (e.g. air quality) will be required if the project will involve substantial grading or excavation.

22 Mitigation/Condition Monitoring:

- a) 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.



23. Estimated Current Planning Fees (FY 2018):

Planned Development	\$19,144.00
Planned Development FAR Increase	\$4,934.00
Private Tree Removal Application:	\$295.00 (if needed)
Initial Environmental Study	At Cost
Records Management Fee:	Additional 3 percent of total fees

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

DESIGN & HISTORIC PRESERVATION:

HISTORIC PRESERVATION REVIEW:

Demolition or relocation of designated or eligible historic structures must be reviewed by the City as part of an environmental study or as an application for a Certificate of Appropriateness (permit) for demolition. The buildings on the project site have not been identified in any previous historic resources surveys as being historically significant and none are designated historic resources. As part of the environmental study for the project, the buildings will be formally evaluated and a determination made as to any potential impacts of the project on cultural resources.

Demolition without a Building Permit for a Replacement Project:

In addition to the demolition review, the municipal code also prohibits demolition unless the City has already issued a building permit for a replacement project on the site.

The code allows a developer or property owner to apply for an approval to demolish a building prior to issuance of a building permit for a replacement project. Planning staff reviews applications if the building to be demolished is ineligible for a historic designation. The Staff may approve the application if it adopts findings that the building does not qualify as a landmark, that the demolition of the building does not result in the loss of habitable dwelling units on a property zoned for residential use, and that the demolition would not disrupt a continuous grouping of significant buildings or create an inappropriate void in the character of the area OR it may adopt the single finding that the demolition serves an overriding public benefit and will not be detrimental to surrounding property. The Staff may deny the application if these findings cannot be met. Decisions on these applications may be appealed to or called for review by the City Council.

DESIGN REVIEW

Because the project consists of new construction of a building of more than 5,000 square feet of floor area within the Central District Specific Plan area, design review is required, with the Design Commission being the reviewing authority. The applicable design guidelines for the project are the design-related goals and policies in the Land Use Element of the General Plan and the Design Guidelines in the Central District Specific Plan.

Design review is a three-step procedure. 1) Preliminary Consultation, 2) Concept (schematic-level) design review, and 3) Final design review. Concept design review is a noticed public hearing.

Preliminary Consultation requires: An application with a filing fee and materials indicated in the Preliminary Consultation submittal requirements list, including conceptual plans and elevations with surrounding context, photographs of the site and surrounding context, a conceptual digital



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3D model and a design narrative that answers questions specified in the submittal requirements list. Preliminary Consultation is intended to allow architects to obtain input on their design concept prior to investing in detailed design drawings that would be difficult to modify. The process yields advisory comments which the architect should consider in subsequent phases of design review. Preliminary Consultation will be conducted by the Design Commission.

Concept design review requires An application with a filing fee and additional materials indicated in the Concept Design Review submittal requirements list. Concept design review addresses basic project design, including massing, modulation, siting, proportions, solid-to-void relationships, compatibility with surroundings, and compliance with design guidelines.

Final Design review requires: an application with a filing fee and the additional materials indicated in the Final Design Review submittal requirements list. Although the staff may conduct final design review, the Commission, during concept design review, is likely to request that it conduct final review in place of the staff. You may file for building plan check (for possible building and fire safety corrections) while awaiting approval for the application for Final Design review. Final Design review focuses on compliance with the conditions of approval (if any) of concept design review and on construction details, paint colors, finishes, doors and windows, landscaping, exterior lighting, location/screening of mechanical equipment, etc.

Appeals/Calls for Review

Any person affected by a Design Commission decision may appeal it to the City Council. The City Council may also call a Design Commission decision for its review. Appeals or calls for review must be filed during the ten-day appeal period before the decisions become effective (which is on the 11th day following a decision).

Preliminary Design Issues

Based on the information contained in the preliminary plans, the following issues are likely to be analyzed during design review:

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

Specific Comments on Proposed New Construction

Preliminary Consultation with the Design Commission is scheduled to occur on January 9, 2018. Upon completion of that review, a written comment letter documenting the Commission’s comments on the preliminary design will be provided.

Below is a link to the design guidelines that apply to the project:



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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.

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.

Accessible means of egress elevator: A building with five stories above grade shall comply with the requirements of Accessible means of egress per CBC Section 1009.

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.

LOCAL DEVELOPMENT AREA: No comments

FIRST SOURCE LOCAL HIRING: The City of Pasadena has a First Source Local Hiring ordinance (14 80). This ordinance offers a rebate of 50% of the construction payroll satisfied by Pasadena residents, up to 75% of the construction tax. Based on the "Valuation" (cost of project) submitted in the Master Application Form, if the project voluntarily participated in the City's First Source Local Hiring, this project could be entitled to a maximum rebate of up to \$720,000 from the construction tax paid to the City. Please contact Antonio Watson (626-744-8382) in the Department of Finance to discuss options for the City's First Source Local Hiring incentive.

Estimated Fees: This service is available at no charge to the applicant.

HEALTH DEPARTMENT: No comments

HOUSING DEPARTMENT:

The 273-unit Rental housing component of this mixed-used development will be required to provide affordable housing in compliance with the City's Inclusionary Housing Requirements and Density Bonus Incentives provisions at Chapters 17.42 and 17.43, respectively, of the Zoning Code.

Density Bonus analysis (per Planning Department):

- The maximum allowed density ("Base Density") for the project site is 203 dwelling units (at 87 units per acre).
- The applicant is requesting a 35% Density Bonus.
- To obtain the requested Density Bonus, applicant will need to satisfy the affordable housing unit requirements under the Density Bonus Incentives by providing 11% of the Base Density as Very Low Income affordable units. This equates to a requirement of 23 Very Low Income units.



Inclusionary Housing analysis:

- The project is also subject to the City's Inclusionary Housing Requirements.
- For a rental project, the Inclusionary affordable housing requirement is 10% of Base Density at Low Income plus 5% of Base Density at Moderate Income. This equates to is 6.4 Low Income units plus 3.2 Moderate Income units.
- The equivalent of the above-stated income mix is 6 Very Low Income units

Therefore, the total number of affordable units required to meet the Density Bonus Incentives and the Inclusionary Housing Requirements would be 23 Very Low Income units. The PPR application indicates the provision of 30 Very Low Income units, but this appears to be based on a miscalculation. Based on the PPR application's Residential Units Mix, the Very Low Income units should consist of 5 Studio units, 11 one-bedroom units, 6 two-bedroom units, and 1 three-bedroom units. The affordable units are required to be dispersed throughout the project.

All 23 required affordable units shall be leased only to households with income not exceeding the Very Low Income limit at rents not exceeding the limits based on State affordable housing cost standards. Six (6) of the units shall operate under Very Low Income and rent restrictions in perpetuity, and 17 units shall be restricted for a period of 55 years

The applicant shall submit to the Housing Department a detailed INCLUSIONARY HOUSING PLAN for City approval prior to the first discretionary action that may be required for the project (e.g., variance, CUP, design review, etc.) Prior to the project entering into the City's plan check process, the Housing Department will prepare for applicant's review a draft INCLUSIONARY HOUSING AGREEMENT. The AGREEMENT is required to be executed by the City and applicant, and recorded against the project, prior to and as a City condition of building permit issuance.

The project does not entail the demolition/removal of housing units and the displacement of tenants. Hence, the project is not subject to the City's Tenant Protections Ordinance

The affordable units required to comply with the City's Inclusionary Housing and Density Bonus requirements will qualify the project for certain reductions in City' fees paid at the time of building permit issuance. The Housing Department will provide an estimate of these fee reductions after the Inclusionary Housing Plan has been approved

After the project is completed and placed into operation, the City will monitor the project's compliance with the Inclusionary Housing Agreement, and assess an annual Compliance Monitoring Fee on the Inclusionary units. Currently, the annual fee is \$164.09 per Inclusionary unit.

DEPARTMENT OF PUBLIC WORKS (DPW):

General Statement:

The Department of Public Works has reviewed the application for PPR 2017-00017 at 740-790 East Green Street. The applicant is proposing to allow the construction of a mix-use project with 273 residential units, 19,660 sq. ft. of commercial use, and a below grade parking garage



with 453 parking spaces on a 101,650 sq ft. (2.33 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

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.

Public Pocket Park:

The proposed 10,525 sq. ft. public pocket park, at the southeast corner of Green Street and Oak Knoll Avenue, may affect the Residential Impact Fee calculation.

Should the proposed public pocket park is approved by the Department of Public Works, the following and other conditions are required:



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

The applicant shall submit more detailed information on the proposed public pocket park 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.

Per the Department of Transportation conditions of approval:

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

1. Provide a 16' wide sidewalk with 8' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Green Street
2. Maintain a 12' wide sidewalk with 5' min clear walk zone free of any obstructions along the project's frontage on Hudson Avenue.
3. Maintain a 10' wide sidewalk with 5' min clear walk zone free of any obstructions along the project's frontage on Oak Knoll Avenue

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, the Department of Public Works, 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.

Subterranean Parking:

A circulation plan for the parking structure must be reviewed and approved by the Department of Transportation. The plan shall be drawn to a 1"=20' or 1"=40' scale. The plan shall include the turning radius of the ramp and proposed striping/configuration of parking spaces to ensure that vehicles can safely enter and exit the parking area.

If a gate will be placed at the parking garage entrance, the gate shall be installed at least 20' back from the property line.

Driveway Configuration:

The ramps shall have a minimum width of 20' along the entire length of the ramps to accommodate 2-way traffic on the ramp. The driveway apron width shall match the ramp.



width. The plan satisfies the minimum width since both ramps show a 22' ramp width. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2 percent or less from the property line to 20' into the property before the start of the ramp slope to improve vehicular sight distance, or include the installation of an exit arm.

Driveway Entry:

Since Hudson Avenue is a one-way northbound street, the driveway would introduce conflicting turning movements into and out of the project site if the driveways are traditionally designed with the entrance to the right of the driveway and the exit to the left of the driveway. Therefore, it is recommended that the method of ingress and egress of vehicles from the Hudson Avenue driveway be reversed, where the inbound vehicles entering to the left of the driveway, and the outbound vehicles exiting to the right of the driveway.

This driveway configuration has been standard practice for several projects fronting one-way streets in the City of Pasadena. Examples of this configuration can be seen in the Paseo Colorado project, the 35 South Raymond Avenue project, and the Trio Apartments project located at 621 E Colorado Boulevard. Additional measures (i.e. signage, gate arms, median islands, etc.) to alert drivers of the modified configuration are recommended for installation.

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).

The proposed drive approaches shall be constructed in accordance with Standard Drawing No. S-403.

ADA Compliant Directional Ramp requirements:

In order to provide for an Americans with Disabilities Act (ADA) compliant ramp, the applicant shall reconstruct all corners of the following intersections with ADA compliant directional ramps per Caltrans Standard A88A.

1. Green Street and Oak Knoll Avenue
2. Green Street and Hudson Avenue

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 ramp. Plans for the curb ramp improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to place a deposit with the Department of Public Works to cover the cost of plan checking. The



amount of deposit will be based on the current City's General Fee Schedule. Note that the building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit the curb ramp improvement plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.

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 City Standard 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.

Traffic Signal:

Oak Knoll Avenue Intersection

1. The intersection at Green Street at Oak Knoll Avenue has existing non-standard concrete traffic signal poles. To bring the intersection up to a standard of safety, all existing concrete traffic signal poles shall be upgraded to a Caltrans Standard metal pole, galvanized, and painted according to the District color, and the vehicle heads and pedestrian heads on all poles will be upgraded to LED equipment.
2. The existing traffic signal cabinet on Green Street at Oak Knoll Avenue is an old standard 337 cabinet with a 170 controller. Because of this technology, the intersection operation and upgraded traffic signal equipment cannot be utilized. The cabinet and controller will need to be upgraded to a Pasadena Standard 332 cabinet with a 2070 controller. The cabinet shall be primed and painted with the District color. Because of the cabinet upgrade, any conductors that may not reach the new cabinet location and be terminated, will need to be replaced with longer conductors. This upgrade does not limit and conduits and pull boxes that may need to be upgraded as well.
3. All existing 1-A traffic signal poles at Oak Knoll Avenue at Green Street will need a new paint coat. The existing pole will require sanding, priming, and painting with the District's color.

Hudson Avenue Intersection

1. The intersection at Green Street at Hudson Avenue has existing non-standard concrete traffic signal poles. To bring the intersection up to a standard of safety, all existing concrete traffic signal poles shall be upgraded to a Caltrans Standard metal pole, galvanized, and painted according to the District color; and the vehicle heads and pedestrian heads on all poles will be upgraded to LED equipment.
2. The existing traffic signal cabinet on Green Street at Hudson Avenue is an old standard 337 cabinet with a 170 controller. Because of this technology, the intersection operation and upgraded traffic signal equipment cannot be utilized. The cabinet and controller will need to be upgraded to a Pasadena Standard 332 cabinet with a 2070 controller. The cabinet shall be primed and painted with the District color. Because of the cabinet upgrade, any conductors that may not reach the new cabinet location and be terminated,



- will need to be replaced with longer conductors. This upgrade does not limit and conduits and pull boxes that may need to be upgraded as well.
- 3 All existing 1-A traffic signal poles at Hudson Avenue at Green Street will need a new paint coat. The existing pole will require sanding, priming, and painting with the District's color
 - 4 All existing signs shall be relocated and remounted with the appropriate mounting strap standards.
 5. All existing striping and pavement markings shall be repainted at each intersection and all lanes between the intersections
 - 6 All existing curb painting shall also be repainted throughout each intersection and everywhere between the intersections

These intersections along the Green Street Corridor do not fall under the approved Emergency Pre-emption equipment. Oakland Avenue at Green Street was indicated to have the Pre-emption Equipment per Fire Dept

Street Lighting:

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, on or near the frontage of the subject property, with LED lights, per the City requirements and current standards as follow:

- a Three (3) street lights along Oak Knoll Avenue frontage
- b Four (4) street lights along Green Street frontage
- c. Four (4) street lights along Hudson Avenue frontage

The applicant shall restore and re-paint all existing metal street light poles, traffic signal poles and traffic signal controller cabinets, along the subject frontages of the subject property in a manner acceptable to the Department of Public Works. The cost of the street light pole and traffic signal pole/equipment 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 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.

Existing Street Tree:

The applicant's tree inventory is incomplete, as it does not account for the street trees on the frontage of Oak Knoll Avenue and Hudson Avenue. The applicant shall submit a revised tree inventory to the Parks and Natural Resources for further review. Additional tree conditions may apply upon receipt of the requested documents.



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Any existing street tree(s) proposed to be removed are subject to the approval of the Urban Forestry Advisory Committee (UFAC).

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, 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 sundry deposit may be required for staff time to review the preliminary plans.

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



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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 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.

Public Improvements:

The applicant shall demolish existing and construct all new public improvements along the subject development frontage of Green Street, Oak Knoll Avenue and Hudson Avenue, 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.

Green Street and Hudson Avenue 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, or to the satisfaction of the City Engineer. 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.

Oak Knoll Avenue 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, or to the satisfaction of the City Engineer. 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.

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



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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:

The applicant shall reconstruct the culvert at the southwest corner of Green Street and Hudson Avenue with a manhole cleanout per SPPWC 630-3.

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.

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: 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



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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: http://cityofpasadena.net/PublicWorks/Engineering_Division/.

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



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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.

- Stormwater Management and Discharge Control Ordinance – Chapter 8.70 of the PMC
This project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to the issuance of any demolition, grading or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance. Information on the SUSMP requirements can be obtained from the Permit Center's webpage at http://cityofpasadena.net/PermitCenter/Plans_Submittal_Checklists/

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 http://www.ci.pasadena.ca.us/PublicWorks/Engineering_Division/. The Residential Impact Fee is based on the current Taxes, Fees and Charges Schedule (http://www.ci.pasadena.ca.us/Finance/Fees_and_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 PPR application for this project is: \$ 3,480,666.06. 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 <http://cityofpasadena.net/PublicWorks/> 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



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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.

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

1. Provide a 16' wide sidewalk with 8' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Green Street,
2. Maintain a 12' wide sidewalk with 5' min clear walk zone free of any obstructions along the project's frontage on Hudson Avenue
3. Maintain a 10' wide sidewalk with 5' min clear walk zone free of any obstructions along the project's frontage on Oak Knoll Avenue
4. Reconstruct the southeast corner of Green Street at Oak Knoll Avenue and the southwest corner of Green Street at Hudson Avenue with a 15' curb radius ADA compliant directional ramps per Public Works standards. Additional striping, signal work, and/or poles/utility relocations might be necessary



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Traffic Analysis: Based on the preliminary information provided in the Master Application form, a Category 2 traffic analysis shall be prepared for this project. When the applicant is ready to proceed, they shall submit a deposit of \$10,000* (subject to partial refund or additional billing) payable to the City of Pasadena. Please contact Conrad Viana, P.E. at cviana@cityofpasadena.net to initiate the invoice process. Appropriate traffic impact measures 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>

Trip Reduction Plan: 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.

In **addition** to the preparation of the traffic impact study, a TDM plan shall be completed to address the project's programs to promote alternative modes of transportation **prior to the issuance of the first permit for construction and shall meet the following requirements:**

- a. Carpool and Vanpool Parking. A minimum of 10% of the employee parking spaces shall be reserved for and designated as preferential parking for carpool and vanpool vehicles. Such parking area shall be in a location more convenient to the place of employment than parking spaces for single occupant vehicles, and shall be located as close as practical to the employees' entrances.
- b. Bicycle Parking. Bicycle parking shall be provided on-site in compliance with Section 17 46.320 (Bicycle Parking Standards). In addition, the bicycle parking shall be located near the employee entrance and shall be conveniently accessible from the external circulation system.
- c. Transportation Demand Management Program Plan. A Transportation Demand Management Program ("TDM") Plan shall be submitted which complies with Chapter 10.64 of the Municipal Code (Transportation Management Program).

The owner/ developer shall place a **\$2,000* deposit** with the Department of Transportation **prior to the issuance of the first permit for construction.** This deposit is subject to a partial refund or additional billing in the event that the deposit amount is not sufficient to cover the cost of the review. The developer shall pay an annual Transportation Demand Management (TDM) status report review fee of **\$455.13*** 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 Planner, at (626) 744-7464 to arrange a pre-design meeting to understand the TDM Plan requirements for the project.

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

Construction Staging & Traffic Management Plan: 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 due to construction activities bordering the project site.

Subterranean Parking: A circulation plan for the parking structure must be reviewed and approved by the Department of Transportation. The plan shall be drawn to a 1"=20' or 1"=40' scale. The plan shall include the turning radius of the ramp and proposed striping/configuration of parking spaces to ensure that vehicles can safely enter and exit the parking area.

If a gate will be placed at the parking garage entrance, the gate shall be installed at least 20' back from the property line.

Loading: Any project loading/unloading spaces shall be on-site and shall be 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 on public right-of-way along the project frontage.

Bicycle Parking: 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).

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 by the property management.

Driveway Configuration: The ramps shall have a minimum width of 20' along the entire length of the ramps to accommodate 2-way traffic on the ramp. The driveway apron width shall match the ramp width. The plan satisfies the minimum width since both ramps show a 22' ramp width. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2 percent or less from the property line to 20' into the property before the start of the ramp slope to improve vehicular sight distance, or include the installation of an exit arm.

Driveway Entry: Since Hudson Avenue is a one-way northbound street, the driveway would introduce conflicting turning movements into and out of the project site if the driveways are traditionally designed with the entrance to the right of the driveway and the exit to the left of the driveway. Therefore, it is recommended that the method of ingress and egress of vehicles from the Hudson Avenue driveway be reversed, where the inbound vehicles entering to the left of the driveway, and the outbound vehicles exiting to the right of the driveway.



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This driveway configuration has been standard practice for several projects fronting one-way streets in the City of Pasadena. Examples of this configuration can be seen in the Paseo Colorado project, the 35 South Raymond Avenue project, and the Trio Apartments project located at 621 E Colorado Boulevard. Additional measures (i.e. signage, gate arms, median islands, etc.) to alert drivers of the modified configuration are recommended for installation.

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) shall apply to this project. This fee will apply to all net new residential, retail, and office developments. The current fee for a residential project is \$2,889.70 per net new unit, \$4.31 per net SF of office, \$10.01 per net new SF of retail, and \$1.13 per net new SF of industrial. Credit will be given from the demolition of the existing structures.

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.



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- 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 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 three water mains surrounding this project. There is an 8-inch cast iron water main in Green Street, installed under Work Order 1220 in 1925. This water main is located approximately 9 feet north of the south property line of Green Street. There is a 6-inch cast iron water main in Oak Knoll Avenue, installed under Work Order 783 in 1920. This water main is located approximately 44 feet west of the east property line of Oak Knoll Avenue. There is an 8-inch cast iron water main in Hudson Avenue, installed under Work Order 2838 in 1933. This water main is located approximately 38 feet east of the west property line of Hudson 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 50 - 60 psi.

Water Service:

PWP records reflect six water services serving this project.

- There is a 1-inch water service (3479) serving 118 S Oak Knoll Avenue.
- There is a 1-inch water service (3477) serving 104 S Oak Knoll Avenue.
- There is a 1 ½-inch water service (44549) serving 750 E Green Street
- There is a 1 ½-inch water service (42627) serving 770 E Green Street
- There is a 1-inch water service (3468) serving 790 E Green Street
- There is a 1 ½-inch water service (24101) serving 111 S Hudson Avenue

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 approved 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



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- 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 three fire hydrants in close proximity to the project site

- Fire hydrant 617-2 is located on the southwest corner of the three-way intersection of Mira Monte Place and Oak Knoll Avenue
- Fire hydrant 617-13 is located on the southeast corner of Green Street at Oak Knoll Avenue
- Fire hydrant 617-9 is located on the southeast corner of Green Street at Hudson 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 Hydrant Detail:

