

**ATTACHMENT A:
FINDINGS – HUNTINGTON MEMORIAL HOSPITAL MASTER PLAN**

I. Findings for Master Plan (Zoning Code Section 17.61.050.H)

- 1. The proposed use is allowed with a Conditional Use Permit (Major and Minor) or Hillside Development Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code;*

Huntington Memorial Hospital has been established in its current location since 1902. The zoning designation for the majority of the project site is Public/Semi-Public (PS); with the exception of one parcel located at 620-624 South Pasadena Avenue which is zoned Commercial Office (CO). The proposed project includes a Zoning Map Amendment to change the zoning of the subject parcel from CO to PS to accurately reflect the existing and proposed uses associated with the Hospital. A “medical services – hospital” is a conditionally permitted use that is allowed in the PS zoning district. All existing and proposed uses within the project site are conditionally permitted in the PS zone. The proposed project will comply with the applicable provisions of the Zoning Code in that development standards for PS zoned parcels are established through a Master Plan. The proposed Master Plan Amendment includes a defined set of development standards for gross floor area, setbacks, height as well as conditions of approval regulating the maximum number of licensed beds, minimum number of parking spaces and other applicable provisions of the Zoning Code Section 17.46. The proposed use is allowed with a Master Plan and complies with all applicable provisions of the Zoning Code.

- 2. The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district;*

The purpose of the Pasadena Zoning Code is to protect and promote the public health, safety and general welfare, and to implement the policies of the General Plan by classifying and regulating the uses of land and structures within the City of Pasadena in a manner consistent with the General Plan. The purpose of the PS zoning district is for large public or semi-public land uses that may not be appropriate in other zoning districts. The PS zone is applied to sites with a contiguous area of two acres or more, including alleys, streets, or other rights-of-way. The project site is approximately 29 acres. The proposed Master Plan would allow Huntington Memorial Hospital to remain on the project site; therefore, the proposed use is consistent with the intent of the PS zoning district.

- 3. The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan;*

The Pasadena General Plan, adopted in August 2015 reaffirms the City’s commitment to provide superior services to the residents of Pasadena, including GOAL 16. Superior Services. A superior level of services meeting the needs of Pasadena’s diverse residents

including schools, hospitals, parks, child and senior facilities and programs, libraries, shelters, public auditoriums, health facilities, social clubs and recreation centers. In addition, General Plan Policy No. 2.9 Institutional Uses states that the City should strive to “accommodate the development of educational, religious, cultural, and similar facilities that enrich the lives of Pasadena’s residents.” Furthermore, Policy No. 16.2 Service Adequacy states “periodically review the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena’s residents.” The Hospital’s continued use of the project site as a hospital and the proposed improvements to comply with State law is consistent with the General Plan and the project site’s General Plan designation of Institutional. This land use category is used to characterize facilities owned and operated by the City or by other public and/or private institutions such as corporate yards, schools, libraries, and hospitals, such as the Huntington Memorial Hospital.

The proposed Master Plan is located within the South Fair Oaks Specific Plan. The purpose and intent of the South Fair Oaks Specific Plan is to create an attractive physical environment for businesses that commercialize emerging technologies, particularly related to biomedical; integrate land use and transportation programs with the light-rail station site at Fillmore Street; support the retention and enhancement of local businesses; mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods; and promote research coalitions with Pasadena institutions. Huntington Memorial Hospital has been established in the area since 1902. The proposed Master Plan Amendment would allow the Hospital to continue its presence as one of the main hubs in attracting businesses related to biomedical technologies in the area and continue to retain and enhance local businesses that have established in the surrounding area to support the Hospital. Through the Master Plan process, all uses on the Hospital are thoroughly reviewed, resulting in a comprehensive analysis of any related traffic impacts caused by the project and therefore, allowing appropriate measures to be utilized to mitigate related traffic impacts in the area. The proposed Master Plan Amendment is in conformance with the purpose and intent of the South Fair Oaks Specific Plan.

4. The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use;

After the Northridge earthquake in 1994, the State signed SB 1953, the Hospital Facilities Seismic Safety Act requiring hospitals constructed after March 7, 1973 to comply with seismic building code safety requirements developed by the California Office of Statewide Health Planning and Development (OSHPD). SB 1953 required eligible hospitals to achieve certain levels of structural and non-structural seismic performance categories by specified timeframes. Any hospital building deemed to pose a significant life and safety risk or to be at risk for collapse in a major earthquake was required to cease operation as an acute care facility after January 1, 2008, with deadline extensions possible under certain circumstances. Subsequent legislation further extended the compliance deadline with the final compliance deadline of January 1, 2020 for general acute care hospital buildings in the highest risk category, which applies to Huntington Memorial Hospital. The

proposed project would allow the Hospital to perform the required seismic upgrades and/or replace these facilities that have been identified as requiring seismic retrofiting. Additionally, the Hospital would add 17 patient beds, allowing the Hospital to serve a larger portion of the community. The proposed project would allow the Hospital to continue to operate as a trauma center serving the San Gabriel Valley and one of 14 trauma centers currently in Los Angeles County. Therefore, the proposed Master Plan would not be detrimental to the public interest, health, safety, convenience or general welfare of the City.

5. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City;*

Huntington Memorial Hospital has been in operation in the neighborhood for over 114 years and has demonstrated that the Hospital use is compatible with the neighborhood. Over the years, many uses ancillary to the Hospital, such as outpatient centers, convalescent homes, urgent care offices, nursing centers and other related medical uses have been established in the surrounding neighborhood to further support the Hospital use. As described and conditioned, the proposed use will not be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City.

6. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity in terms of aesthetic values, character, scale, and view protection.*

The main component of new development is the West Annex A and West Annex B buildings with heights of 60 feet and 42 feet, respectively, depending on the final design of the building at the discretion of the Design Commission. The proposed West Annex A and B buildings would be lower in height than the existing East and West Towers which are 97 foot, six inches tall. The proposed West Annex A and B buildings are required to undergo design review before the Design Commission, at which time all of the material and finishes would be analyzed through Concept and Final Design Review. The West Annex A and B buildings were analyzed and studied as a 60 foot tall and 42 foot tall buildings in the Environmental Impact Report, which determined that the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Additionally, a shade/shadow analysis was conducted and found that the project would result in less than significant shade/shadow impacts during the winter solstice which represents the period of greatest potential for off-site shading impacts (worst-case scenario). As conditioned, the design, location, operating characteristics and size would be compatible with existing and future uses in the vicinity.

II. Findings for Zoning Map Amendment (Zoning Code Section 17.74.070.B)

1. *The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan; and*

The zoning designation for the majority of the project site campus is Public/Semi-Public (PS); with the exception of one parcel addressed as 620 to 624 South Pasadena Avenue which is zoned Commercial Office (CO). The subject parcel is under the ownership of the Hospital and is currently developed with two construction management buildings that would be demolished to make room for the new West Annex A and B buildings. The PS zoning district is intended for large public or semi-public land uses that may not be appropriate in other zoning districts. The PS zone is applied to sites with a contiguous area of two acres or more, including alleys, streets, or other rights-of-way. The project site, including 620 to 624 South Pasadena Avenue, is approximately 29 acres. All existing and proposed uses within the project site are conditionally permitted in the PS zone.

The Land Use Element of the Pasadena General Plan reaffirms the City's commitment to provide superior services to the residents of Pasadena, including GOAL 16. Superior Services. A superior level of services meeting the needs of Pasadena's diverse residents including schools, hospitals, parks, child and senior facilities and programs, libraries, shelters, public auditoriums, health facilities, social clubs and recreation centers. In addition, General Plan Policy No. 2.9 Institutional Uses states that the City should strive to "accommodate the development of educational, religious, cultural, and similar facilities that enrich the lives of Pasadena's residents." Furthermore, Policy No. 16.2 Service Adequacy states "periodically review the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena's residents." The proposed Master Plan would allow the Hospital to continued its use of the project site as a hospital and the proposed improvements to comply with State law is consistent with the goals, policies, and objectives of the General Plan.

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

After the Northridge earthquake in 1994, the State signed SB 1953, the Hospital Facilities Seismic Safety Act requiring hospitals constructed after March 7, 1973 to comply with seismic building code safety requirements developed by the California Office of Statewide Health Planning and Development (OSHPD). SB 1953 required eligible hospitals to achieve certain levels of structural and non-structural seismic performance categories by specified timeframes. Any hospital building deemed to pose a significant life and safety risk or to be at risk for collapse in a major earthquake was required to cease operation as an acute care facility after January 1, 2008, with deadline extensions possible under certain circumstances. Subsequent legislation further extended the compliance deadline with the final compliance deadline of January 1, 2020 for general acute care hospital buildings in the highest risk category, which applies to Huntington Memorial Hospital. The proposed project would allow the Hospital to perform the required seismic upgrades and/or replace these facilities that have been identified as requiring seismic retrofitting. Additionally, the Hospital would add 17 patient beds, allowing the Hospital to serve a larger portion of the community. The proposed project would allow the Hospital to continue to operate as a trauma center serving the San Gabriel Valley and one of 14 trauma centers currently in Los Angeles County. Therefore, the proposed amendment

would not be detrimental to the public interest, health, safety, convenience or general welfare of the City.

III. Findings for Private Tree Removal (Municipal Code Section 8.52.072.A)

Any permit or approval which will result in injury to or removal of a mature, landmark, landmark-eligible, native or specimen tree protected under this chapter shall be denied unless one of the following findings is made:

1. There is a public benefit as defined in Section 8.52.024(R), or a public health, safety or welfare benefit, to the injury or removal that outweighs the protection of the specific tree; or
2. The present condition of the tree is such that it is not reasonably likely to survive; or
3. There is an objective feature of the tree that makes the tree not suitable for the protections of this chapter; or
4. There would be a substantial hardship to a private property owner in the enjoyment and use of real property if the injury or removal is not permitted; or
5. To not permit injury to or removal of a tree would constitute a taking of the underlying real property; or
6. The project, as defined in Section 17.12.020, includes a landscape design plan that emphasizes a tree canopy that is sustainable over the long term by adhering to the replacement matrix adopted by resolution of the City Council and included in the associated administrative guidelines.

The project proposes to remove six protected trees (five specimen trees and one native tree). Consistent with Finding #6, the applicant has submitted a preliminary landscaping plan to show the general location of replacement trees and new landscaping on the project site. As conditioned, the protected trees would be replaced with eight 15-gallon, four 24-inch, or two 36-inch box trees for the protected native tree, and thirty six 24-inch or eighteen 36-inch box trees for the five protected specimen trees. Due to the lapse in time since the tree inventory has been completed, a condition of approval has been included requiring an updated tree inventory with the size of these trees to be submitted with the Design Review application for the proposed West Annex A building, West Annex B building and La Viña addition. At that time, if additional trees meet the size requirement to be protected pursuant to Pasadena Municipal Code Chapter 8.52, the applicant will be required to submit an application for Private Tree Removal indicating which of the Tree Protection Ordinance findings apply to the removal(s), including the possibility of requiring a conceptual landscaping plan indicating the location of required replacement trees.

ATTACHMENT B
CONDITIONS OF APPROVAL FOR
HUNTINGTON MEMORIAL HOSPITAL MASTER PLAN

I. GENERAL

1. **Previous Approvals.** The conditions of this Master Plan shall supersede the Conditions of Approval for the Huntington Hospital Master Plan (1987) and associated amendments (1994, 2005, and 2008). All applicable conditions of approval have been included.
2. **Conformance with Plans.** The site/floor/elevation plans submitted for building permits shall substantially conform to the plans dated **March 26, 2018** except as modified herein. Plans shall be submitted for review and approval by the Planning & Community Development Director prior to the issuance of any project building/grading/foundation permits.
3. **Expiration.** The Master Plan shall expire 15 years from the date of approval unless renewed in accordance with Section 17.61.050.I.5.B. In the event that not all phases of the Master Plan are completed and the Master Plan expires, the conditions of approval shall continue to apply to the completed portions of the project.
4. **Call for Review.** The Planning & Community Development Director, at any time, can call for a review of the approved conditions at a duly noticed public hearing. These conditions herein may be modified or new conditions applied to reduce any unforeseen impacts during the construction or operation of the use.
5. **Five Year Review.** In accordance with Section 17.61.050.I.5.d (Five Year Review Required), the Master Plan shall be reviewed by the Planning Commission, or other review authority designated by the City Council commencing on the fifth year after the approval date of the Master Plan, for compliance with features of the Plan and all applicable Conditions of Approval. The applicant shall be responsible for any required fee for the five-year periodic review.
6. **Design Review.** Design review for new construction and building alterations shall be in conformance with Table 6-3 of Section 17.61.030 (Design Review) of the Zoning Code.
7. **Phasing.** The project shall follow the Phasing Schedule outlined in the staff report unless modifications to the Phasing Schedule are approved by the Director of Planning and Community Development. These modifications may include combining of phases into one and/or reversal of the order in Phasing dependent on on-going operational, fundraising progress, and programming needs for the full implementation of the Master Plan.

8. **Tree Inventory.** An updated tree inventory shall be submitted with the Design Review application for the proposed West Annex A and West Annex B buildings and La Viña addition. At that time, if additional trees meet the size requirement to be protected pursuant to Pasadena Municipal Code Chapter 8.52, the applicant shall submit an application for Private Tree Removal indicating which of the Tree Protection Ordinance findings apply to the removal(s), including the possibility of requiring a conceptual landscaping plan indicating the location of required replacement trees.
9. **Protected Trees.** Prior to removal of any protected trees, the applicant or successor in interest shall submit final landscape plans, demonstrating adherence to the replacement matrix adopted by resolution the City Council and included in the associated administrative guidelines, to the Planning & Community Development Director for review and approval. Compliance with the Tree Protection Ordinance will be monitored through the approved landscape plan depicting replacement trees during the design review phase of the Master Plan implementation.
10. **Noise Regulations.** The applicant or successor in interest shall adhere to the City's noise regulations in accordance with Section 9.36 of the Pasadena Municipal Code.
11. **Refuse Facilities.** Trash enclosure areas shall be provided in accordance with the requirements of Section 17.40.120 (Refuse Storage Facilities) of the Pasadena Municipal Code. Deliveries and trash pickup shall not occur between the hours of 7:00 p.m. and 7:00 a.m. daily.
12. **Temporary Fencing.** Temporary construction fencing shall be permitted during the duration of demolition and construction of buildings on site and removed within 30 days after issuance of a Certificate of Occupancy.
13. **Hours of Construction.** Construction and demolition activities shall be limited to between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction or demolition activities shall occur on Sundays or City-designated holidays.
14. **Construction Parking.** Construction parking shall be provided in parking lots within 500 feet of the Hospital. No construction parking shall be permitted on residential streets.
15. **Mechanical Equipment.** No mechanical equipment shall be permitted on any roof unless it is lower than the maximum height outlined in the Master Plan for each individual building, properly screened, and located in an enclosure designed to be architecturally compatible with the building.
16. **Condition Monitoring.** The project, PLN2009-00461, shall comply with all conditions of approval, and is subject to Condition Monitoring. Required fees for monitoring and inspections shall be paid on or after the effective date of this permit,

but prior to the issuance of any building permit. Contact the Code Compliance Staff at (626) 744-4633 to verify the fees and to schedule an inspection appointment time. All fees are to be paid to the cashier at the Permit Center located at 175 N. Garfield Avenue. The cashier will ask for the activity number provided above. Failure to pay the required fees prior to the stipulations in this condition may result in revocation proceedings of this land use entitlement.

17. **Other City Requirements.** The applicant or successor in interest shall comply with the code requirements of all other City Departments.

II. MASTER PLAN AMENDMENT CONDITIONS

18. **Number of Licensed Beds.** The number of licensed beds shall be limited to a maximum of 642 beds. No increase in the number of licensed beds shall exceed the maximum permitted under this Master Plan unless a subsequent application is submitted and approved; additional analyses of impacts to traffic and parking may be required. The applicant shall provide annual licensing documentation to the Director of Planning & Community Development every January.
19. **Gross Floor Area.** The total gross floor area at build out shall not exceed 1,456,000 square feet.
20. **Height.** The maximum height of the proposed West Annex A building shall be 60 feet. The maximum height of the proposed West Annex B building shall be 42 feet.
21. **Façade Changes.** All new façade changes shall be designed to be architecturally complementary with the existing buildings on the Hospital campus.
22. **Setbacks.** The proposed West Annex B building and subterranean parking shall maintain a 10 foot setback from California Boulevard. The setback from Pasadena Avenue shall be no less than five feet on the ground floor and 25 feet for second and upper floors with up to 10 feet encroachment for 50 percent of building elevation at the sole discretion of the Design Commission.
23. **Number of Parking Spaces.** A minimum of 1,926 parking spaces shall be provided.
24. **Photo Documentation.** The existing conditions of the 1921 and 1939 Buildings shall be documented for the historic record prior to issuance of a building permit for any demolition or abatement work.
 - a. Documentation shall include large format (4" x 5" negative or larger) photographs in accordance with Historic American Buildings Survey (HABS) guidelines (both prints and digital files).
 - b. Views shall include all exterior elevations for each building, important interior features, key spatial relationships among buildings, and exterior hardscape features.
 - c. Building plans and a photo key shall accompany the photographs.

- d. One original copy of the documentation as specified above shall be assembled and sent to the Southern California Information Center at California State University Fullerton.
- e. One set shall be provided to the City of Pasadena Design & Historic Preservation archive.
- f. One additional set shall be offered to and, if accepted, deposited in the archives of the Pasadena Museum of History.
- g. One additional set shall be offered to and, if accepted, deposited in the Pasadena Public Library.

III. DEPARTMENT OF TRANSPORTATION CONDITIONS

- 25. The applicant shall fund the purchase and installation of two traffic-monitoring stations in proximity to the project as part of the implementation of the Citywide Traffic Monitoring Program. This fund shall be collected by the Department of Transportation prior to the issuance of the first permit for construction.
- 26. The project is currently subject to the City's Transportation Demand Management (TDM)/ Trip Reduction Ordinance (TRO) requirements. The purpose of the trip reduction requirement is to reduce the demand for automobile commute trips by ensuring that the design of major nonresidential developments projects accommodates facilities for alternative modes of transportation. A revised 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 revised Transportation Demand Management Program ("TDM") Plan shall be submitted which complies with Chapter 10.64 of the Municipal Code (Transportation Management Program), and should evaluate the following recommendations:
 - i. On-site transit kiosk
 - ii. Free bikeshare program for employees

- iii. Public bikeshare kiosk for up to 10 bikes
 - iv. Carshare program
 - v. Campus Pedestrian Wayfinding signage to and from ARTS bus stops and Fillmore Gold Line Station
 - vi. Electric vehicle Charging Stations
27. 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 in compliance with the requirements of the Trip Reduction Ordinance.
28. To minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for TRO/ TDM Plan requirements so that trip reduction considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Please contact Juliana Iturrizaga, TDM Engineer at (626) 744-7228 to arrange a pre-design meeting to finalize the TDM Plan requirements for the project.
29. Upgrade the existing pedestrian push button to the vibra-tactile pedestrian push button assembly at the California Boulevard/Huntington Hospital driveway entrance, at the Fair Oaks Avenue/Congress Street intersection, and replace each of the existing audible pedestrian push buttons at the Fair Oaks Avenue/California Boulevard intersection with the vibra-tactile pedestrian push button assembly.
30. To improve pedestrian safety, upgrade the 170 controller to the 2070 controller at the California Boulevard/Huntington Hospital driveway. The upgraded controller will allow for the programming of advanced walk time for pedestrians.
31. Replace loop detectors with video detection at the California Boulevard/Huntington Hospital driveway. The video detections will provide better detection and more green times if available for both bicycle and vehicles exiting the hospital.
32. Pursuant to Zoning Code 17.46.260, all loading spaces shall have adequate ingress and egress as approved by the Director of Transportation, and shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street.
33. Pursuant to Zoning Code 14.46.290, designated pedestrian sidewalks or paths shall be provided on the development site between the external pedestrian system and each structure in the development.

34. The applicant shall fund the following improvements of the bus stops in the vicinity serving the hospital. Unused funds will be returned to the developer.
 - two (2) decorative benches
 - two (2) solar trash receptacles
 - one (1) bus finder (displays transit vehicle arrival information) and
 - concrete installation in the parkway bus zone at the eastbound California Boulevard/Pasadena Avenue bus stop.
35. Dial-A-Ride vehicle access: Access to proposed parking drop-off areas should consider the vertical clearance and turning radius for Dial-A-Ride vehicle access.
36. No new street trees shall be placed in bus zones.
37. Existing bus zone areas and lengths shall be maintained. Applicant shall consult the Transit Division with any proposed changes to bus zone areas.
38. A site/ circulation plan for the parking structure must be reviewed and approved by the Department of Transportation prior to the issuance of the first permit for construction (i.e. demolition, foundation, grading, or building). The plan shall be drawn to a 1"=20' or 1"=40' scale.
39. Prior to the start of construction or 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 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 the construction activities bordering the project site.

IV. PUBLIC WORKS CONDITIONS

40. 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 materials, 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 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.

41. The mid-block curb ramp along Fair Oaks Avenue shall be removed and the sidewalk, curb and gutter shall be restored.
42. In order to provide for an Americans with Disabilities Act (ADA) compliant ramp, the applicant shall reconstruct:
 - a. All four (4) corners of California Boulevard and Pasadena Avenue intersection with ADA compliant directional ramps per the Department of Public Works standards and Caltrans Standard Plan A88A. Additional striping, signal work, and/or poles/utility relocations might be necessary.
 - b. All corners of Pasadena Avenue and Bellefontaine Street intersection with ADA compliant directional ramps per the Department of Public Works standards and Caltrans Standard Plan A88A. Additional striping, signal work, and/or poles/utility relocations might be necessary.

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

The applicant may submit to the City for review any proposed designs that will comply with the ADA requirements. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramps. Plans for the curb return improvements shall be prepared by a civil engineer,

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

Upon review of the curb ramps improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (per Standard Plan No. S-423) to provide for the minimum clearance required by the Americans with Disabilities Act standards. If so, the applicant shall remove and reconstruct the sidewalk for the dedicated area, per Standard Plan No. S-421. The applicant shall be responsible for all the cost required to complete the dedication, if it is required. The dedication document and processing fee shall be submitted to this office prior to the issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

43. The applicant shall demolish existing and construct all new public improvements (sidewalks, curbs and gutters) fronting the subject development, which Public Works determines that their condition warrants demolition and construction per the City Standards and to the satisfaction of the City Engineer. All public improvements shall be completed prior to the issuance of Certificate of Occupancy.
44. The applicant shall restore the streets fronting the subject development, which Public Works determines that their condition warrants restoration per the City Standards and to the satisfaction of the City Engineer. Traffic channelization shall be restored per the Department of Transportation requirements and approval. All street restorations shall be completed prior to the issuance of Certificate of Occupancy.
45. Each building of the proposed development shall connect to the public sewer with one or more six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter 13.24.010, house sewer “means that part of the horizontal piping beginning 24 inches from the exterior wall of the building or structure and extending to its connection with the public sewer.” The section of house sewers within the public right-of-way from the property line to the public sewer, or within easement, shall be vitrified clay or cast iron pipe. The house sewer shall meet City Standards as determined by the Department of Public Works, and a permit issued by the Department of Public Works is required for work within the public right-of-way. The construction of all new house sewers shall be completed prior to the issuance of Certificate of Occupancy.

46. A backwater trap and valve shall be installed in the proposed basement per Section 13.24.300 of Pasadena Municipal Code, if applicable: In every case where a plumbing outlet or plumbing fixture is installed or located below the elevation of the curb or property line, an approved type of backwater trap or an approved type of backwater sewer valve shall be installed between the outlet and the public sewer in such a manner as to prevent sewage from flowing back or backing up into any such outlet or plumbing fixture. Every such trap or valve shall be installed in the basement, or in a box or manhole of concrete, or cast iron, or other material approved by the superintendent so that it will be readily accessible at all times. The trap or valve shall be placed only in the drain line serving the fixtures that are located below the elevation of the above-mentioned curb or property line and no drainage from fixtures located above this elevation shall pass through such trap or valve.
47. Any proposed drive approach shall be constructed in accordance with Standard Drawing No. S-403. The existing gutter shall be cut per the requirements of the Public Works Inspector. All drive approaches shall be at least seven (7) feet clear of existing trees.
48. 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.
49. 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.
50. 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 Department of Public Works for review, the applicant will be required to place a deposit with the department to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. Note that building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit the curb return improvement plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.
51. The following traffic signal modifications are required:
 - a. The existing fire hydrant located on the northeast corner of California Boulevard at Pasadena Avenue needs to be relocated. The fire hydrant blocks ADA access to the existing pedestrian push button.

- b. The existing traffic signal pole, at the northeast corner, for northbound vehicles along Pasadena Avenue at California Boulevard is in need for upgrading to current standards of safety and strength.
- c. All other existing poles need to be repainted to match the existing paint and quality of the intersection.
- d. The existing intersection on California at Huntington Memorial Hospital entrance and the drive through to Vons has been brought up in the past with regards to out bound traffic left turn movements and the safety of those movements. A previous traffic design looked into split phasing those movements (per the Department of Transportation) to safely manage the vehicle circulation at that intersection. By doing so, new vehicular heads and video detection cameras will be required and new channelization and signage will also be required. Existing pedestrian push buttons will be upgraded will new APS push buttons at the existing cross walks. All existing poles and vehicle heads will have a maintenance coat applied to match the existing color of the corridor.

Please contact Arnold Dichosa, Street Lighting and Traffic Signals Section, ADichosa@cityofpasadena.net, or at 626-744-7402 for more information.

52. The following street lighting conditions are required:
- a. The existing street lighting system on Bellefontaine Street consists of utilitarian lights (mounted on wood power poles) and therefore, does not meet present design standards. In order to improve pedestrian and traffic safety, the applicant shall install a maximum of two (2) new street lights on or near the frontage of the property, including conduits, conductors, electrical service (if necessary), pull boxes, and miscellaneous appurtenant work. The type and hardware shall conform to current policies approved by the City Council, and the locations shall be as approved by the Department of Public Works.
 - b. In order to improve pedestrian and traffic safety, the applicant shall install a maximum of ten (10) in-fill pedestrian lights on or near the frontage of the property on Fair Oaks Avenue. The type and hardware shall conform to current policies approved by the City Council, and the locations shall be as approved by the Department of Public Works. In addition, the type, hardware, and location of the new street lights shall be per the South Fair Oaks Specific Plan and specifications. The cost of the street light is the applicant's responsibility.
 - c. The existing street lighting fronting the subject site is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate the existing street lighting with LED lights, per the City requirements and current standards.
 - d. The applicant shall restore and re-paint all existing metal street light poles, traffic signal poles and traffic signal controller cabinets, along the development frontages of the subject property in a manner acceptable to the Department of Public Works. In addition, the painting specification shall

be per the South Fair Oaks Specific Plan and specifications. The cost of the street light pole and traffic signal pole/equipment restoration and painting is the applicant's responsibility.

53. The applicant is responsible for the design, preparation of plans and specifications, and the construction of all required street light(s) 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.

54. Any street trees proposed to be removed are subject to the approval of the Urban Forestry Advisory Committee (UFAC).

55. 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.

56. 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.

57. 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.

58. Prior to issuance of any permit, the applicant shall submit a valuation assessment report of the existing public tree(s) along the boundary of their project. The report shall be prepared by a registered Arborist and submitted to PNR for review and approval. If it is determined that the applicant has failed to care for any City tree within their Tree Protection Plan, and the health of the tree(s) was critically compromised requiring its removal, the applicant shall be liable for the following costs: assessed value of tree determined by a PNR Arborist using a current ISA assessment methodology; the removal cost determined by PNR; and any applicable infraction or administrative fines determined by Code Compliance.
59. 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.
60. 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.
61. 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 truck idling or staging, material storage, or trailer in the public right-of-way.

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

62. 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/.

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

- Sewer Facility Charge - Chapter 4.53 of the PMC
The ordinance provides for the sewer facility charge to ensure that new development within the city limits pays its estimated cost for capacity upgrades to the city sewer system, and to ensure financial solvency as the city implements the operational and maintenance practices set forth in the city's master sewer plan generated by additional demand on the system. Based on sewer deficiencies identified in the City's Master Sewer Plan, the applicant may be subject to a Sewer Facility Charge to the City for the project's fair share of the deficiencies. The Sewer

Facility Charge is based on the Taxes, Fees and Charges Schedule and will be calculated and collected at the time of Building Permit Issuance.

- Sidewalk Ordinance - Chapter 12.04 of the Pasadena Municipal Code (PMC)
In accordance with Section 12.04.035, entitled “Abandoned Driveways” of the PMC, the applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk. In addition, the applicant shall repair any existing or newly damaged curb, gutter and sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy in accordance with Section 12.04.031, entitled “Inspection required for Permit Clearance” of the PMC.
- City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC
The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property. No street trees in the public right-of-way shall be removed without the support of the Urban Forestry Advisory Committee.
- 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/
- 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 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.

If you have questions regarding the above conditions and requirements of the ordinances, please contact Yannie Wu at (626) 744-3762 or email ywu@cityofpasadena.net.

V. FIRE DEPARTMENT

64. The enforcing agency for hospital project is office of statewide health planning and development (OSHDP), however the local fire department has authority for fire access, fire flow and location of fire alarm annunciator.
65. Emergency Responder Radio Coverage: All new Buildings 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.
66. Medical Emergency Service Elevator: At least one elevator shall be provided for fire department emergency access to all floors. The medical emergency service elevator shall comply with gurney size per CBC Section 3002.4.
67. Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix B Table B 105.1 and the quantity and spacing of fire hydrants as required by Appendix C Table C105.1 of Title 24, California Fire Code. Plans shall be submitted to the Pasadena Fire Department for review and approval prior the review and approval of the building plans. NOTE: A current fire flow report (not older than 6-months), performed by the Pasadena Water Department, shall be provided to the Fire Department when applying for building permits to construct or add to any structures.
68. Fire Dept. Access/Knox Box: Fire Department Access shall be provided to within 150-feet of all exterior portions of any structure. All access roads exceeding 150-feet shall be provided with an approved Fire Department Hammerhead or Turnaround. Fire department access shall be constructed of an all weather surface to support a minimum of 35,000lbs with a minimum of 20-feet wide and unobstructed height of 13'-6", with No Parking on Either Side. No roadway way shall exceed 12% slope.
69. All access gates across roadways or entrances to facilities shall fail unlocked/open in the event of any loss of power. All access gates and main entrance doors shall have a Know Box or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.

70. Fire Department Fire Sprinkler Connections: Shall be comprised of:
- FDC shall be located a minimum of 25-feet from the building or surface mounted to 2- hours rated wall with no opening within 10 feet and FDC shall be located within 100 feet of a fire hydrant.
 - (2) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 4" FDC
 - 4" CLAPPERED internal swivel outlet X 4" FDC
 - Shall be clearly labeled to indicate FDC for Fire Sprinklers and Standpipes.
 - A clear dimension of 3-feet shall be maintained around the perimeter of each fire department appliance.
 - "All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or krylon.
71. Emergency Vehicle Traffic Signal Preemption Systems: Traffic signaling systems serving this complex are required to have emergency vehicle signal preemption controls installed. The specific signals requiring this system is to be determined by both Pasadena Fire Department and Pasadena Department of Transportation. The fees for these systems will be determined based on the quantities and types of traffic signals being used and/or being retrofitted for the emergency vehicle controls.

VI. APPLICABLE PREVIOUS CONDITIONS

Master Plan – Approved 1987

72. Public and Semi-Public uses on the site shall be limited to those reasonably ancillary to the functioning of the hospital use as determined by the Zoning Administrator.
73. Private security measures shall be provided as determined by the Police Department to ensure adequate protection in all structures, parking lots and parking structures within the Master Plan boundary.

VII. CALIFORNIA ENVIRONMENTAL QUALITY ACT CONDITIONS

74. **Mitigation Measure Reporting Program.** The Hospital shall comply with all mitigation measures outlined in the Mitigation Measure Reporting Program.