



PREDEVELOPMENT PLAN REVIEW COMMENTS

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

Project Number: PPR2018-00003
Date: July 13, 2018
Project Address: 141 S. Lake Avenue, Pasadena, CA 91101
Project Zoning: CD-5 (Central District, Lake Avenue Sub-district)
Project Description: Review of preliminary plans for the construction of a new development project of a 127,161 square-foot, five-story, Mixed-Use building with 70 residential, market-rate units, 7,258 square feet of indoor restaurant floor area, 1,589 square feet of outdoor restaurant floor area and 5,536 square feet of second floor office floor area at 141 South Lake Avenue in the CD-5 zoning district. The project has dual frontage on South Lake Avenue and South Hudson Avenue. The project proposes 205 parking spaces in one level of subterranean, one level of at-grade and one level of above-grade parking.

Applicant: Odyssey Development Services
 Attn: Burke Farrar

Case Manager: Jennifer Driver, Associate Planner

Phone #: (626) 744-6756

E-mail: jdriver@cityofpasadena.net

DETERMINATION OF COMMUNITYWIDE SIGNIFICANCE REQUIRING PRESENTATION TO THE CITY COUNCIL:	
1. Greater than 50,000 square feet of gross floor area with at least one discretionary permit.	<input checked="" type="checkbox"/>
2. Fifty or more housing units.	<input checked="" type="checkbox"/>
3. Other:	<input type="checkbox"/>
Presentation to the City Council required: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO, not applicable.	

DEPARTMENT / DIVISION	CONTACT	EMAIL @cityofpasadena.net	PHONE (626) 744-	PAGE
Addressing Division	Angie Jackson	ajackson	6903	2
Building & Safety Division	Maher AlMasri	malmasri	6891	2
Community Planning	Martin Potter	mpotter	6710	4



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Cultural Affairs Division	Wendy Miller	<u>wmiller</u>	7547	8
Current Planning	Jennifer Driver	<u>jdriver</u>	6756	9
Design & Historic Preservation	Amanda Landry	<u>alandry</u>	7137	20
Development/NW Programs	Lola Osborne	<u>losborne</u>	4791	22
Fire Department	V. Azizian	<u>vazizian</u>	7574	22
Local Development Area	Eric Duyshart	<u>edyshart</u>	7353	24
First Source Local Hiring	Antonio Watson	<u>awatson</u>	8382	24
Health Department	Carmina Chavez	<u>cachavez</u>	6811	24
Housing Department	Jim Wong	<u>jwong</u>	8316	24
Public Works Department	Yannie Wu	<u>ywu</u>	3762	25
Transportation Department	Conrad Viana	<u>cviana</u>	7424	32
Water & Power, Power Division	Said Bernal	<u>sbernal</u>	7857	34
Water & Power, Water Division & Utilities	Natalie Ouwersloot	<u>nouwersloot</u>	7011	36

BUILDING DIVISION, ADDRESSING:

General Comments: The available addresses for the proposed new five-story, mixed-used development project including: 12,794 square-feet of commercial space, (70) residential units and with 205 parking spaces: 147, 149, 153, 157 and 159 S. Lake Avenue. The unit numbers for the residential units shall be numbered consecutively, 1st through 5th floor unit/suite numbering will be determined once floor plans are submitted indicating residential and commercial space layout, 3rd floor residential unit numbering will start, #301, 302, 303, etc., 4th floor #401, 402, 403, 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, 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, a current half size or 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 2016 California Residential Code, 2016 California Building Code, 2016 California Electrical Code, 2016 California Plumbing Code, 2016 California Mechanical Code, 2016 California Energy Code, California Green Building Standard Code. & the City of Pasadena Municipal Code.

The governing edition is based on the date in which the project is submitted to the City of Pasadena for review.

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

BUILDING CODE ANALYSIS:

Provide a Building Code Analysis on the title sheet. Include the code(s) information for each building proposed: Description of use, Occupancy, whether separated or un-separated, number of stories, type of construction, sprinklers, floor area, height, and allowable floor area.

MEANS OF EGRESS (EXITING):

- *Show an exit plan that labels and clearly shows compliance with all required egress features such as, but not limited to, common path of travel, required number of exits, occupant load, required width, continuity, travel distance, etc. [CBC 1001.1]*
- *Clearly label and identify on plans fire-resistive corridors, exit enclosures, exit passageways, horizontal exits, occupancy separation walls and floors, fire resistive shafts, and fire walls, along with their fire-resistive ratings*
- *Primary accessible path of travel shall include a primary entrance to the building or facility; toilet and bathing facilities serving the area; drinking fountains serving the area; public telephones serving the area, and signs. §11B-202.4*

REQUIRED PLANS:

In addition to architectural and structural plans, Provide Plumbing, Mechanical and Electrical plans

See attached Tenant Improvement Plan Submittal Requirements

ENTRANCES:

- *Entrances shall be provided in accordance with 11B-206.4 Entrances. Entrance doors, doorways, and gates shall comply with 11B-404 Doors, Doorways, and Gates and shall be on an accessible route complying with 11B-402 Accessible Routes; (See exceptions). §11B-206.4*
- *All entrances and exterior ground-floor exits to buildings and facilities shall comply with 11B-404 Doors,*



- Doorways, and Gates. §11B-206.4.1

Low Impact Development (LID) Plan / Standard Urban Stormwater Mitigation Plan (SUSMP) and Stormwater Pollution Prevention Plan (SWPPP): See attached city of Pasadena guideline for LID/SUSMP requirements. For more details, see City link for LID: <http://cityofpasadena.net/Planning/LID/>

PARKING SPACES

Where parking spaces are provided, accessible parking spaces shall be provided in number and kind required per Section 11B-208 Parking Spaces. §11B-208.1

PERMIT(S):

Separate permits are required for the following:

- Mechanical
- Electrical
- Plumbing
- Fire Sprinkler
- Demolition
- Others

COMMUNITY PLANNING:

General Plan Consistency:

The General Plan designation of 141 South Lake Avenue is High Mixed Use (0.0 – 3.0 FAR, 0-87 DU/acre). The proposed project involves demolition of the existing 27,220 square foot commercial structure and construction of a new mixed-use building, consisting of 70 residential units, 12,794 square feet of non-residential space, and 205 parking spaces.

The High Mixed Use designation is intended to support the development of multi-story, mixed use buildings with a variety of compatible commercial (retail and office) and residential uses. Development is characterized by shared open space, extensive landscaping, and small to minimal separations between buildings, and shared driveways and parking. Sites may be exclusively commercial, but not exclusively residential. Mixed-use development projects containing housing shall incorporate amenities contributing to a quality living environment for residents including courtyards, recreation facilities, and similar elements. Where buildings face the street frontage, they shall be designed to enhance pedestrian activity with transparent facades for retail uses and distinctive entries for housing. Parking shall be located below or to the rear of the street. Projects constructed at High Mixed Use densities may be required to develop pedestrian-oriented streetscape amenities along their primary street frontages, consistent with the improvement concepts and plans defined by the City.

The proposed project appears to be generally consistent with the intent of the High Mixed Use designation.



Objectives and policies that the proposed project supports:

Land Use Element

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

The project consists of a mixed-use structure that includes housing as well as office and restaurant uses, providing opportunities for employment and social interaction in close proximity to residential uses.

- *Policy 5.2 – Pedestrian-Oriented Development: Require buildings in the Central District, Transit Villages, Neighborhood Villages, and along corridors specified by the adopted Specific Plans 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 project consists of a mixed-use structure with a ground-floor restaurant use on the Lake Avenue frontage, as well as pedestrian entries along Hudson Avenue. The Lake Avenue frontage includes transparent facades to promote pedestrian activity. Outdoor dining areas along Lake Avenue may further encourage pedestrian activity along Lake Avenue. Vehicular access is located at the rear of the structure along Hudson Avenue.

- *Policy 5.6 – Property Access: Discourage vehicle driveways on streets with higher pedestrian volumes within the Central District, Transit Villages, and Neighborhood Villages.*

The proposed project includes vehicular access located at the rear of the structure along Hudson Avenue, which is expected to have lower pedestrian volumes than Lake Avenue.

- *Policy 11.1 – Business Expansion and Growth: Support the growth and success of businesses that create new job opportunities and productive and satisfying employment for Pasadena residents.*

The proposed project includes commercial space that may create new job opportunities for Pasadena residents.

- *Policy 25.2 – Compact Infill Development: Encourage commercial uses along major corridors, in Neighborhood Villages, and as infill development adjacent to existing commercial uses and on surface parking lots to improve commercial services, maximize revenue generation, and leverage concentrating commercial uses.*

The proposed project would include commercial uses such as offices and restaurants along Lake Avenue, a major corridor, as well as residential uses above and behind the commercial uses.



Objectives and policies that deserve further consideration:

Land Use Element

- *Policy 4.11 – Development that is Compatible. Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.*

The applicant is encouraged to work with both Zoning and Design & Historic Preservation staff to ensure that the proposed project is contextually appropriate with surrounding properties, particularly along the North and South elevations.

- *Policy 7.1 – Architectural Quality: Design each building as a high-quality, long term addition to the City's urban fabric; exterior design and building materials shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building.*

The applicant is encouraged to work with Design & Historic Preservation staff to ensure that the proposed project satisfies all applicable requirements in relation to architectural design and quality.

- *Policy 7.4 – Design Review: Require design review for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.*

The applicant is encouraged to work with Design & Historic Preservation staff to ensure that the proposed project satisfies all applicable requirements related to the design review process.

- *Policy 28.3 – On-site Amenities. Require that residential/non-residential mixed-use projects provide on-site amenities that contribute to the living environment of residents such as courtyards, outdoor barbecues, and recreation facilities.*

The applicant is encouraged to work with Zoning staff to ensure that the proposed project incorporates adequate amenities for future residents.

Specific Plan:

This project site is located within the Central District Specific Plan Lake Avenue sub-district (CD-5), which is intended to support Lake Avenue as a pedestrian-oriented, high-end commercial street, including regional office space and local shopping. It is additionally located within the South Lake Shopping Area precinct, a retail area intended to serve a more local market than Old Pasadena, with buildings oriented towards Lake Avenue and parking lots to the rear. Opportunities in this precinct exist for both Residential and Mixed-Use infill development, in conjunction with structured parking, though the Specific Plan notes that projects in this area should primarily be devoted to commercial use and should respect the area's predominant mid-century architectural style.



The proposed project is generally consistent with the overall visions of the Lake Avenue sub-district and South Lake Shopping Area precinct. The mix of residential and commercial uses will generate daytime activity from tenants and visitors of the ground-floor restaurant and second-floor office space, and new residents will contribute to a more vibrant evening atmosphere and increase pedestrian activity along Lake Avenue.

The CDSP provides the following policies that are relevant to the proposed project:

- *SP 1.1 – Provide for the functional and visual integration of building, services, vehicular access and parking, and “outdoor rooms” such as plazas, fore-courts, interior courtyards, and passages.*

The applicant is encouraged to work with Zoning and Design & Historic Preservation staff to ensure that the proposed project is well-integrated into the Lake Avenue corridor, both functionally and visually, and that the project provides sufficient amenities including “outdoor rooms” such as plazas, courtyards, and passages.

- *SP 1.2 – Site parking and services so as to allow desired uses and activities; for instance, locate parking behind buildings or interior to a block to support pedestrian-oriented streets.*

The proposed project appropriately locates parking entrances to the rear of the building, located off of Hudson Avenue, supporting a more pedestrian-friendly atmosphere along Lake Avenue.

- *SP 3.1 – Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces, and gardens; these are especially encouraged in association with major developments.*

The applicant is encouraged to work with Zoning and Design & Historic Preservation staff to ensure that outdoor spaces are appropriately sited and provide transitions between the public and private realm.

- *SP 4.6 – Encourage the presence of uses that will activate outdoor space and complement street activity; consider locating retail businesses, outdoor cafes, and vendors within a plaza or around its perimeter.*

The proposed project includes a ground-level restaurant use, which will help activate and encourage pedestrian activity along Lake Avenue.

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

Master Development Plan:

This project site is not part of a Master Development Plan.



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Planned Development:

This project site is not within a Planned Development.

Neighborhoods:

Council District 7

City Councilmember: Andy Wilson

Field Representatives: Pam Thyret

100 N. Garfield Avenue Room S228

P.O. Box 7115

Pasadena CA 91109-7215

(626)744-4737

pthyret@cityofpasadena.net

Estimated Fees:

Community Planning does not anticipate any fees.

CULTURAL AFFAIRS DIVISION:

Based on the information provided, is subject to Public Art Ordinance No. 6420 for New Private Development. The Public Art Ordinance requires that, for new commercial, industrial, and mixed-used projects in the City Pasadena—outside the Downtown, Old Pasadena and Northwest Program Areas—with over 25,000 sq. feet of gross floor area, at least one percent (1%) of the total building valuation shall be allocated by the developer to incorporate a public art component into the design of their project. Please note that the Public Art Program boundaries are not affected by the dissolution of the Redevelopment Program.

The Public Art Requirement provides an opportunity for you to enhance your project as well as to make a positive, long-lasting contribution to the community.

Please note: For those developers who choose to complete a public art project, Design Commission and Arts & Culture Commission reviews are now linked. The following are requirements should you choose to develop an onsite public art project:

- 1) An art consultant is required for any art project valued at \$25,000 or more. The art consultant should be contracted as soon as possible to work as an integral part of the overall design team from the inception of the project.
- 2) No project will receive Concept Design Review without having filed a Public Art Application with the Arts & Culture Commission.
- 3) The Concept Art Plan must be submitted to Cultural Affairs staff within 45 days of the Design Concept Review.
- 4) Application for Final Design Review is only possible with an approved Art Concept.
- 5) The Final Art Plan must be submitted to Cultural Affairs staff within 45 days of the Final Design Review.



At Plan check, you will be required to deposit twenty percent (20%) of the total one percent obligation as the Public Art Deposit for your project. It is your responsibility to allocate the remaining eighty percent (80%) toward an on-site public art project or to pay the balance in-lieu.

If they have not done so already, the applicant is encouraged to follow-up with Cultural Affairs staff (626.744.7547) as soon as possible to clarify the terms and guidelines of the Public Art Requirement, and confirm the applicant's intended option for compliance.

CURRENT PLANNING:

Project Description: The proposed project consists of the demolition of existing, on-site buildings and the construction of a new, five-story, 127,161 square-foot, Mixed-Use development project with 70 residential market-rate units, 7,258 square feet of indoor restaurant floor area, 1,589 square feet of outdoor restaurant floor area and 5,536 square feet of second floor office floor area at 141 South Lake Avenue in the CD-5 zoning district. The project has dual frontage on South Lake Avenue and South Hudson Avenue. The project proposes 205 parking spaces in one level of subterranean, one level of at-grade and one level of above-grade parking. The following review includes an analysis of the proposed project's compliance with applicable Zoning Code requirements.

Applicable Zoning Sections: The proposed project is subject to development standards of the Zoning Code Chapters or Sections that include but are not limited to the following:

- Chapter 17.24 – Commercial and Industrial District General Development Standards
- Chapter 17.30 – Central District Specific Plan
- Chapter 17.40 – General Property Development and Use Standards
- Chapter 17.42 – Inclusionary Housing
- Chapter 17.44 – Landscaping
- Chapter 17.46 – Parking and Loading
- Chapter 16.40 – Certificate of Exception
- Section 17.50.160 – Mixed-Use Projects
- Section 17.50.340 – Transit-Oriented Development
- Section 17.60.070 – Environmental Assessment

All of these sections can be found online at:

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

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

1) **Project Site:** Project site is located at 141 S. Lake Avenue.

- a) The application notes only one (1) legal lot as part of the application, AIN: 5734-035-031, whereas the County Assessor's information shows that two legal lots are part of the proposed site, AIN: 5734-035-031 ['-031'] and 5734-035-029 ['-029'].



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- b) As submitted, the total site size is identified as 55,405 square feet (1.27 acres).
 - c) However, the County Assessor's information cites that lot '-031' is 46,613 square feet and lot '-029' is 11,590 square feet, resulting in a total site area of 58,203 square feet (1.34 acres) (before any required street dedication).
 - d) As a result, 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):** The property is within the Central District Specific Plan – Lake Avenue Subdistrict (CD-5) zoning district and shall therefore meet the requirements in PMC 17.30.
 - 3) **Overlay Zoning Districts / TOD (PMC 17.50.340):** The property is not located in an overlay zoning district. However, the property is located in the Central District Transit-Oriented Area (Figure 3-5, 17.30.040) and is subject to the requirements of Zoning Code Section 17.50.340 (Transit-Oriented Development [TOD]).
 - 4) **General Plan Designation (Land Use Element):** The site is designated as High Mixed Use (0.0-3.0 FAR, 0-87 dwelling units per acre) in the General Plan, which is intended to support the development of multi-story, mixed-use buildings with a variety of compatible commercial (retail and office) and residential uses.
 - 5) **Land Use (PMC 17.30.030 and 17.50.160):** The applicant has identified the project as a 'mixed-use' project in the application materials. The project proposes a single building with 70 residential units and 12,794 square feet of nonresidential floor area (Office and Restaurant uses). Mixed-use projects require a combination of nonresidential ('commercial') and residential uses in the same structure, where the residential component is located above or behind the nonresidential component. The proposed project proposes residential uses both above and behind the nonresidential uses, and thus the mixed-use standards apply. The proposed nonresidential uses, office and restaurant, are also permitted uses in the CD-5 zoning district and satisfy the requirements of a mixed-use project.

However, the percentage of nonresidential use is not in compliance with the Specific Plan's restrictions on residential use fronting on Lake Avenue (Figure 3-4 Central District Housing/Ground Floor Map). No more than 50 percent of the portion of the building facing Lake Avenue can be comprised of residential use, and 79 percent is currently proposed. Please see the comments regarding restrictions on residential uses below in No. 7 below (Residential Density).

- 6) **Pedestrian-Oriented Areas (Figure 3-3, PMC 17.30.030):** The ground floor along Lake Avenue shall be limited to pedestrian-oriented uses for at least 50 percent of a building's ground floor street frontage, with a minimum 50-foot depth; the remaining 50 percent may contain uses otherwise permitted and/or accommodate pedestrian and vehicular access. Pedestrian-oriented uses shall include uses classified under "Retail Sales" and "Services" that are identified in Table 3-11 17.30.030 as pedestrian oriented. Retail sales, restaurants, restaurants fast food land uses qualify as pedestrian-oriented uses. Office uses do not qualify as pedestrian-oriented uses. According to the application, over 50



percent of the ground floor is comprised of restaurant use fronting on Lake and thus complies with the requirement for pedestrian oriented uses.

7) **Residential Density (PMC 17.30):** Per Figure 3-6 of Section 17.30.040, the maximum allowed density for the western portion ("Hudson") of the site is 60 dwelling units per acre; and, 48 dwelling units per acre on the eastern portion ("Lake"), with no residential units on the Lake side ground floor. In addition, no more than 50% of the total Floor Area of the Lake side shall be comprised of residential floor area. According to the plans, the Hudson side of the site, where residential uses are permitted in 100% of the floor area, is 33,181 square feet in lot size, allowing for a maximum density of 46 units. With 46 total residential units proposed, the project complies with the density requirement on the Hudson side. The Lake frontage, which doesn't allow for residential uses on the ground floor and no more than 50% of the floor area can be residential, 24 units are allowed and proposed, with no units on the ground floor. However, with a total building floor area of 61,116 square feet and only 12,794 square feet of nonresidential floor area, the project does not comply with the limitation of no more than 50% of the floor area as residential use (currently proposed at 21% nonresidential and 79% residential). Overall though, the site is permitted to, and proposes to, have 70 residential units, and thus complies with the residential density restrictions for the site.

8) **Floor Area Ratio (FAR) (PMC 17.30.040):** Gross floor area is defined as the total enclosed area of all floors of a building measured to the inside face of the exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms and basement or attic areas having a height of more than seven feet, but excluding area used exclusively for vehicle parking or loading. Based on PMC Figure 3-9, the maximum FAR allowed for this site is 2.0 for the Hudson side and 2.75 for the Lake side. According to the plans submitted, the proposed FAR for the Hudson side is 1.99 and 2.74 for the Lake side, which is in compliance with the FAR requirements for both sides of the site.

In addition, to achieve correlation between the development caps identified in the Land Use Element of the General Plan and the FAR's assigned by this Chapter, floor area devoted to parking facilities shall not apply in the calculation of permissible building floor area provided that parking shall comply with the following requirements: 1) each parking structure shall comply with all applicable design guidelines of the Central District Specific Plan (see CDSP Section 9: Private Realm Design Guidelines); and 2) meet the requirements of 17.46.250.

9) **Setbacks (PMC 17.30.040).** The project is subject to the following setbacks:

a. **Lake Avenue:** Nonresidential buildings along the Lake Avenue frontage are required to build to the property line. The applicant may request an exception to the setback requirement per PMC 17.30.050.A (Setback exceptions) and the Zoning Administrator's Interpretation dated April 20, 1018, which allows for an increased front setback to allow for pedestrian paseos or arcades on the Lake side, if approved. Compliance with this requirement cannot be determined based on the provided plans.

b. **Hudson Avenue:** Along the Hudson Avenue frontage, a minimum ten-foot setback is required for a residential building. As proposed, it does not appear to comply with this minimum requirement, but additional detail is needed to fully determine compliance.



c. **Interior side:** An interior side setback is not required for mixed-use structures, although not prohibited.

10) **Sidewalk Width (Figure 3-10, PMC 17.30.050):** Minimum sidewalk widths within the Central District are referenced below. In areas where the existing sidewalk does not meet the minimum width, development projects are required to be set back as necessary to adhere to the minimum sidewalk width standard.

CD Minimum Sidewalk Width Requirements

Lake Avenue	15' minimum width; tree grates are recommended for new street trees, except where there is an existing tree lawn.
Hudson Avenue	10' minimum width; existing sidewalk widths in excess of the specified minimum should not be reduced. Existing landscaped parkways shall be retained and not paved.

Compliance with this standard cannot be determined as plans do not reference existing and/or proposed sidewalk widths. Plans should provide a level of detail that demonstrates compliance with these standards. Please refer to Public Works/Transportation comments regarding street dedication and sidewalk width. Be advised, any City/departmental requirements mandating wider sidewalks and/or specific requirements shall supersede this standard.

11) **Parking (PMC 17.46 and 17.50.340):** Parking shall comply with all applicable standards of the Chapter. In addition, the project shall adhere to parking standards specified in Zoning Code Sections 17.30.050.E (CD Exceptions to General Development Standards – Parking) and 17.50.340 (TOD), where applicable. Parking and loading spaces shall be permanently available, marked, and properly maintained for parking or loading purposes for the use they are intended to serve. Parking requirements are based on individual use classifications. The number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements identified for each individual use. The applicant shall 1) calculate the requirement for each use (round fractional numbers); 2) account for any TOD reductions (round fractional numbers); and total. One space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50.

a. **Number of Parking Spaces Required–** The project site is located within a designated Transit-Oriented Development (TOD) area (Lake Avenue Station) and the standard reductions in the minimum and maximum number of spaces apply.

i) Per PMC 17.50.340.D.3, the residential portion of the project shall provide one (1) parking space (no more or less) for each residential unit less than 650 square-feet and 1.5 parking spaces, to a maximum of 1.75 spaces per unit, for residential units 650 square-feet or more. Per Section 17.46.040, one (1) guest parking space per ten (10) units shall also be provided, and those guest spaces shall clearly be marked as "Guest."



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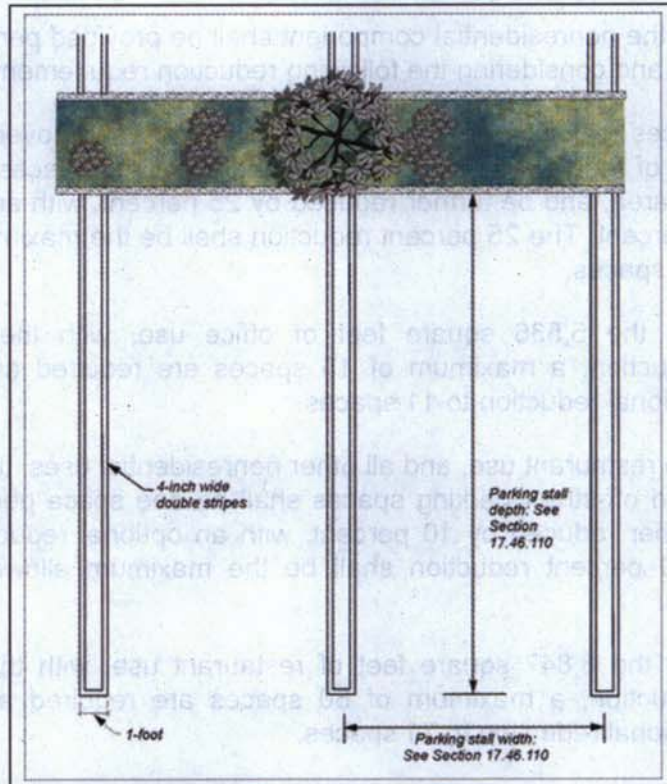
- (1) Per the above requirements, with 70 residential units greater than 650 square feet, the total minimum required parking for the residential component of the proposed project is 112 spaces, with a maximum allowed of 123 spaces.
- ii) Parking for the nonresidential component shall be provided per the ratios in Table 4-6 of the PMC and considering the following reduction requirements:
 - (1) For offices, administrative business professional and governmental, the minimum number of required off-street parking shall be three spaces per 1,000 square feet of floor area, and be further 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;
 - (a) For the 5,536 square feet of office use, with the 25 percent required reduction, a maximum of 13 spaces are required and permitted, with the optional reduction to 11 spaces.
 - (2) For the restaurant use, and all other nonresidential uses, the minimum number of required off-street parking spaces shall be one space per 100 square feet, and be further 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.
 - (a) For the 8,847 square feet of restaurant use, with the 10 percent required reduction, a maximum of 80 spaces are required and permitted, with an optional reduction to 71 spaces.

As proposed, the project proposes 13 spaces for the office use, 80 spaces for the restaurant use and 112 spaces for the residential use, totaling 205 spaces. Thus, the project is in compliance with the required maximum and minimum limits.

- b. **Dimensional Requirements** – In general, all parking plans shall be fully dimensioned. At a minimum, this includes stall widths, stall depths, clearance provided when adjacent to an any obstruction, distance columns are setback from aisles, aisle widths, vertical clearances (nonresidential, residential, handicap), driveway widths, etc. Further all parking spaces shall be double striped. Parking plans shall number all stalls and/or identify counts by row. Be advised disabled accessible parking spaces required shall count toward fulfilling off-street parking requirements.
 - i. All parking spaces shall be a minimum size of eight feet, six inches by 18 feet. Parking spaces next to a vertical obstruction, or located at the end of an aisle, are subject to further requirements as listed in Section 17.46.120.A of the Zoning Code:
 1. *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.



2. *If located at the end of aisle.* At the end of an aisle providing access to a parking space perpendicular to the aisle, the aisle shall extend two feet beyond the side



of the last parking space in the aisle.

- ii. Per Section 17.46.120(C), Figure 4-12 Parking Space Striping, parking spaces shall be double striped as indicated in the identified figure and as shown below:

c. **Wheel Stops and Overhangs** – All parking spaces shall have wheel stops three feet from a fence, wall, or required landscaped area.

d. **Aisle Dimension** – The minimum aisle width is 24 feet, as shown on Table 4.8 of Section 17.46.130 of the Zoning Code. This table also shows how this minimum width can be reduced when the parking stalls are widened.

e. **Ramps** – PMC 17.46.270 regulates the size and slope of ramps in parking facilities. All parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions, and overhead and adjacent wall clearances in order to determine compliance with this Code section. Refer to PMC 17.46.270 (C and D) for maximum grade requirements. Compliance with these requirements cannot be determined at this time.

- i. For ramps 65 feet or less in length, the ramp slope shall not exceed 16 percent, with the first and last 10 feet of the ramp not exceeding eight percent.



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- ii. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent, with the first and last eight feet of the ramp not exceeding six percent.

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

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

- i. The restaurant use is required to have at least one loading space; and none are required for the office or residential uses. As the proposed gross floor area exceeds 3,000 square feet, the one loading space shall be 12' x 30', with a vertical clearance of 14 feet. The application notes a loading area but does not provide enough detail to verify compliance with the requirements.
- ii. In addition to the minimum required, there are several specifications that loading spaces have to comply with in Section 17.46.260. Specifically, the loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street and any loading spaces or areas visible from a street shall be screened on three sides by a fence, hedge, or wall a minimum of six feet in height.
- iii. The minimum turning radius shall be 25 feet for a loading space of 10 feet or less in width, and 45 feet for a loading space of over 10 feet in width.

These details should be submitted with the subsequent application.

- j. **Bicycle Parking** – Bicycle parking shall be provided per the requirements set forth in PMC 17.46.320, and in this case, shall be established by the Conditional Use permit. Please refer to Section 17.46.320.E for location and design of bicycle facilities. At this time, additional information is needed to determine compliance. For nonresidential structures less than 15,000 square feet, four, Class 2 bicycle spaces are required and one, Class 1 bicycle space is required for every six dwelling units. As a result, four Class 2 spaces are required for the nonresidential use and 12 Class 1 spaces are required for the residential units. The application includes an area marked for bicycle storage, but



does not provide enough detail to verify compliance with the requirements. Subsequent submittals shall include additional details to determine compliance.

- 12) **Height (PMC 17.30):** Per Figure 3-8 of the PMC, the maximum allowed height on the subject site on the Lake frontage is 75 feet, with up to 90 feet allowed if utilizing height averaging; and, 50 feet on the Hudson frontage, with up to 65 if utilizing height averaging. The submitted plans show a maximum height of 73 feet on the Lake frontage, and at least 57 feet on the Hudson frontage. The proposed building complies with the limits on the Lake frontage, but exceeds the height permitted on the Hudson frontage by at least seven feet (unless height averaging is proposed). Notwithstanding the above description, the existing grade is not clearly delineated for the site as a whole, and thus the lowest grade cannot be identified to verify compliance with said height limits. As a result though, at a minimum, a Variance is required for the height limit proposed on the Hudson side.

For future submittals, label and identify the location of the existing grade across all elevations and cross-sections to distinguish between existing and finished grades. Per PMC 17.40.060.C, height is measured from the, "...lowest elevation of the **existing grade** at an exterior wall of the structure to the highest point of the structure." Additionally, for commercial structures, appurtenances covering not more than 25 percent of the roof area may exceed the height limit established by the applicable zoning district by a maximum of 15 feet. For multi-family structures, appurtenances covering not more than 25 percent of the roof area may exceed the height limit established by the applicable zoning district by a maximum of 10 feet.

- 13) **Ground Floor Height (PMC 17.30.040):** The minimum height of the ground floor of all non-residential buildings (including mixed use projects) shall be 15 feet. This height shall be measured from the floor of the first story to the floor of the second story. Portions of the ground floor that are devoted exclusively to residential or parking areas are not required to adhere to this requirement, because the height is deemed not necessary for the viability of these uses. The nonresidential portion of the project appears to comply with this requirement.
- 14) **Mixed-Use (PMC 17.50.160):** The application should clearly show compliance with all regulations in the Mixed-Use section that are pertinent to the proposed project, including those addressing: ground floor commercial uses, ground floor residential units, community space, balconies, inclusionary housing requirements, parking, lighting, noise, loading and refuse and recycling areas.

a. Community Space:

- i. At least 150 square feet of community space is required for each dwelling unit, or 10,500 square feet for the subject 70-unit project. Note, the application notes that 10,650 square feet is required and is incorrect. In future submittals, correct this noted requirement on the plans.
- ii. An indoor recreational room of up to 600 square feet may be credited toward fulfilling this requirement



- iii. Community space can include private open space (e.g., balconies) or common open space (e.g., pool or side or rear setback areas).
- iv. Front and corner side setbacks do not count toward this requirement.
- v. Private open space:
 - 1) Private open space shall not exceed 30 percent of the total requirement for community space, or 35 percent of the total if determined necessary during Design Review. The proposed project requires that there be no more than 3,150 square feet for the proposed project, or 3,675 square feet if approved during Design Review.
 - 2) As proposed, the project shows 3,727 square feet of private open space, and thus exceeds the maximum permitted. Revise the plans to comply, or apply for a Variance.
 - 3) The minimum dimension of private open space shall be six feet.
- vi. 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).
- vii. Compliance with this requirement cannot be determined at this time.

b. Balconies:

- i. May project no closer than six feet to an interior or rear property line and four feet into a front or corner side setback;
- ii. Shall have a minimum dimension of six feet in order to count as required open space;
- iii. If designed to project over the public right-of-way shall have prior approval from the Department of Public works.
- iv. Compliance with this requirement cannot be determined at this time.

15) **Inclusionary Housing (PMC 17.42.040):** The project consists of more than 10 dwelling units and is therefore subject to Inclusionary Housing Requirements. Inclusionary Housing requirements 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. The application indicates that inclusionary units would not be provided on-site; rather, the applicant has selected to pay the in-lieu fee. Please refer to the Housing Department's comments for additional information and compliance of this requirement.

16) **Public Art Requirement (PMC 17.40.100):** The project exceeds 25,000 square feet of gross floor area and shall incorporate in its design a public art component. For the purpose of this section, the gross floor area calculation shall include parking garages (including



below grade and at or above grade garages). Public art shall mean the creation of an original work or service of an artist for a publicly accessible space which could be, but is not limited to, earthworks, mosaics, murals, and sculpture. Refer to comments from the Cultural Affairs Division and Zoning Code Section referenced for additional information. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable.

- 17) **Landscaping (PMC 17.44.030):** A preliminary landscape plan shall be submitted as part of an application for a land use entitlement. Preliminary landscape plans shall be prepared by a California-registered landscape architect, or the architect that designed the on-site structures and improvements. At a minimum, landscape plans shall include plant names, quantities, sizes, irrigation systems, and plans for tree retention and removal. All unused area of the site and areas not devoted to lot coverage and paving (i.e. driveways, walkways, etc.) shall be properly landscaped and maintained in compliance with this chapter. Be advised, new construction projects with 500 square feet or more of landscaped area will be subject to compliance with the State Model Water Efficient Landscape Ordinance (MWELo). Additional information regarding compliance is available on the City's website, <https://ww5.cityofpasadena.net/planning/water-efficient-landscape-ordinance/>. Compliance with this chapter and MWELo applicability is unknown because a landscape plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 18) **Trees (PMC 8.52):** The City's Tree Protection Ordinance has a list of protected trees and criteria for protection under this ordinance. The proposed removal of any of the identified trees requires the processing of a Private Tree Removal application, which would be processed in conjunction with entitlements or Design Review. Please be aware that a tree protection plan showing methods for how any existing tree(s) will be protected during construction is required prior to the issuance of any building permits. As several trees are noted for removal in the plans submitted, additional information regarding the species and character of the trees will be required and the project may be required to submit a Private Tree Removal Application. The City's Tree Protection Ordinance, Chapter 8.52, can be found here: <http://library.municode.com/index.aspx?clientId=16551>.
- 19) **Outdoor Lighting (PMC 17.40.080):** Lighting shall be energy-efficient, and shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible within the boundaries of the site, and shall be directed downward and away from adjoining properties and public rights-of-way. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Zoning Administrator. All lighting fixtures shall be appropriate in scale, intensity, and height to the use they are serving. Applicability or compliance with this standard is unknown because a lighting plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a photometric survey.
- 20) **Reflective Surfaces (PMC 17.40.110):** For new structures, mirror or highly reflective glass shall not cover more than 20 percent of a structure's surface visible from a street. Project shall comply with reflective glass standard.
- 21) **Refuse Storage (PMC 17.40.120):** Because the proposed project includes twenty or more multi-family residential 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.

- 22) **Screening (PMC 17.40.150):** All new exterior mechanical equipment, except solar collectors, shall be screened or located out of view from public rights-of-way. At a minimum, screening materials shall have evenly distributed openings or perforations not exceeding 50 percent of surface area and shall effectively screen mechanical equipment. In addition, aboveground utility meters shall not be located between the building occupancy and a street property line. Applicability or compliance with this standard is unknown as plans do not reference any exterior mechanical equipment or the location of utility meters. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a line of sight exhibit.
- 23) **Underground Utilities (PMC 17.40.190):** Proposed development shall provide for the undergrounding of utility facilities (e.g., cable television, data network, electrical, telephone, and similar distribution lines providing direct service to the site) in compliance with the requirements outlined in this section. Future submittals should provide enough information to determine compliance.
- 24) **Signs (PMC 17.48):** Any signs proposed are subject to this Chapter, where applicable. Depending on the number of signs proposed, a Master Sign Plan and Design Review may be required. Plans do not provide any information regarding signs. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 25) **Entitlements and Process:** As proposed, the project does not include more than 25,000 of nonresidential floor area and, pursuant to PMC Section 17.61.050.J.2 (Conditional Use Permit and Master Plans – Specialized Conditional Use Permits and Minor Conditional Use Permits – Major Construction), no Conditional Use Permit is required. Additionally, any deviation of any zoning code development standards may be subject to a full Variance and/or Minor Variance. Such deviations, as proposed, include, but are not limited to: (1) Height on Hudson Avenue; (2) Percentage of housing on Lake Avenue; (3) Amount of private open space; (4) Front setback on Hudson Avenue; (5) Front setback on Lake Avenue; and, (6) Driveway visibility on Hudson Avenue. These entitlements would be required if you were to proceed as currently proposed, but if all above-stated non-compliance issues are resolved, the mixed-use project would be permitted by-right, but would still require the following reviews:
1. **Preliminary Consultation-Design Review:** This project must be reviewed by the Design Commission through the Preliminary Consultation process for preliminary advisory comments. Please see the comments in this document provided by the Design & Historic Preservation section for additional information on this process.
 2. **Concept & Final-Design Review:** This project must be reviewed by the Design Commission through the Concept and Final Design Review process. Please see the comments in this document provided by the Design & Historic Preservation section for additional information on this process.

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



- 26) **Environmental Review:** This project will be subject to California Environmental Quality Act (CEQA) compliance. Depending on the final design, size, location, nature of the construction of the project, an Initial Study may be required to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report (EIR) would be required for the project. Otherwise, the project may be exempt from the CEQA document requirement if the project is determined not to have a significant effect on the environment. Additional environmental studies (e.g. air quality, noise, historic resource assessment) will be required to supplement an exemption from CEQA. (*Environmental review fees: At cost*)
- 27) **Mitigation/Condition Monitoring:** Upon completion of the project's CEQA compliance documentation, some form of mitigation monitoring may be required. Condition monitoring may also be required for the Discretionary Permits. There are also fees associated with both mitigation and condition monitoring for the project.
- 28) **Climate Action Plan (CAP):** The City of Pasadena has an adopted Climate Action Plan (CAP). The overall purpose of the CAP is to present measures that will reduce local greenhouse gas emissions and align the City's reduction goals with statewide targets. In 2006, with the passage of the Global Warming Solutions Act, Assembly Bill (AB) 32, California became the first state in the U.S. to mandate state-wide reductions in GHG emissions as an effort to combat climate change. AB 32 sets a state-wide target to reduce GHG emissions to 1990 levels by 2020. In 2016, the enactment of Senate Bill (SB) 32 extended this commitment by raising the state-wide emissions target to 40 percent below 1990 levels by 2030. Overall, California's state-wide target is to reduce emissions 80 percent below 1990 levels by 2050. Discretionary projects requiring an EIR, MND, ND, SCEA, Addendums, or qualifying under the Class 32 exemption are subject to the CAP.

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

- 29) **Estimated Current Planning Fees (FY 2018):** The following Current Planning fees apply:

- Variance: \$4,730
- Minor Variance: \$3,744
- Combination Permit (more than one Variance, CUP, etc.): \$310
- Private Tree Removal Application: \$295.00 (if needed)
- Environmental Study/Reviews: At cost
- Records Management Fee: 3% added to total fees

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

DESIGN & HISTORIC PRESERVATION:

HISTORIC PRESERVATION REVIEW:

Demolition 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. Because the buildings proposed to be demolished in conjunction with the proposed



project at 141 S. Lake Avenue are not designated or eligible historic resources, a Certificate of Appropriateness is not required for the project.

Demolition without a Building Permit for a Replacement Project:

In addition to the demolition review, the municipal code also prohibits demolition of primary structures 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 mixed-use project with more than 5,000 square feet of floor area, design review is required, with the Design Commission being the reviewing authority. The applicable design guidelines for the project are the Design Guidelines in the Central District Specific Plan (including Lake Avenue Subdistrict design guidelines).

If no zoning entitlements are required for the project, environmental review pursuant to the California Environmental Quality Act (CEQA) will be conducted in conjunction with design review. Prior to filing an application for design review, it is recommended that the applicant consult with the Transportation Department to begin preparation of any necessary traffic assessment or study that may be required. If the project will involve substantial grading or excavation, (i.e., more than one level of underground parking or 7,000 cubic yards of grading), an air quality analysis may also be required.

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. Notification for this hearing may be combined with notification for any zoning entitlements, and the zoning and design review hearings may be scheduled concurrently, with the zoning hearing to precede the design 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 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



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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).

Specific Comments on Proposed New Construction

Preliminary Consultation with the Design Commission occurred on June 12, 2018. Please refer to the written comment letter dated July 3, 2018, which documents the Commission's comments on the preliminary design.

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

www.cityofpasadena.net/planning/planning-division/design-and-historic-preservation/design-review/

Estimated Fees: Preliminary Consultation (Commission): \$728.21
Concept Design Review (Major Projects in excess of 101,000 sf):
\$12,334.40
Final Design Review (Commission): \$2,070.30

NORTHWEST PROGRAMS:

No comments.

FIRE DEPARTMENT:

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



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

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

Fire Department Fire Sprinkler Connections: Shall be comprised of:

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

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

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

PMC, CFC Chapter 9.

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

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



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Knox Box: All access gates across roadways or entrances to facilities shall fail unlocked/open in the event of any loss of power. All access gates and main entrance doors shall have a Knox Box or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.

Emergency Responder Radio Coverage: Building shall have approved radio coverage for emergency responders within the building based upon the existing coverage level of the public safety communication system per California Fire Code Section 510.

Emergency Vehicle Traffic Signal Preemption Systems: Traffic signaling systems serving this complex are required to have Emergency Vehicle Signal Preemption Controls installed. The specific signals requiring this system is to be determined by both Pasadena Fire Department and Pasadena Department of Transportation. The fees for these systems will be determined based on the quantities and types of traffic signals being used and/or being retrofitted for the emergency vehicle controls.

LOCAL DEVELOPMENT AREA:

No comments.

FIRST SOURCE LOCAL HIRING:

If there is no financial assistance being provided to this project from the City of Pasadena, and it is paying a construction tax to the City; then it would qualify for the City's local hiring incentive (Municipal Code 14.80). This incentive could result in a rebate of up to 75% of the project's construction tax. Please contact Antonio Watson in the Office to discuss options for the City's First Source Local Hiring Incentive.

HEALTH DEPARTMENT:

No comments

HOUSING DEPARTMENT:

The proposed mixed-use project includes a residential component of 70 FOR-SALE dwelling units. Therefore, the project is subject to the City's Inclusionary Housing Requirements ("IH Reqts") at Chapter 17.42 of the Zoning Code.

The applicant proposes to satisfy the IR Reqts by payment of the In-Lieu Fee. The In-Lieu Fee for this project is calculated by multiplying the following factors: a) Net Residential floor area (sq. ft.) of the total dwelling units in the project per the final City-approved plans at Plan Check; and b) the In-Lieu Fee rate in effect at the time the building permit is issued, which rate is applicable to a For-Sale project located in Inclusionary Sub-Area "D" with 50 or more total units. The current applicable In-Lieu Fee rate is \$30.13 per sq. ft.

The applicant must submit to the City a formal Inclusionary Housing Plan for approval prior to the first City discretionary action that is required for the project. An Inclusionary In-Lieu Fee Certificate approved by the City, and payment of the In-Lieu Fee, will be required as a condition of building permit issuance.



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The project does not entail the demolition of multifamily housing units and displacement of tenant households. Therefore, the City's Tenant Protection Ordinance is not applicable to this project.

DEPARTMENT OF PUBLIC WORKS (DPW):

General Statement:

The Department of Public Works has reviewed the application for PPR2018-00003 at 141 South Lake Avenue. The current application is for the review of preliminary plans for the demolition of an existing 27,220 square-foot restaurant and professional office building and the construction of a new mixed-use project with 70 residential units, 12,794 square feet of commercial space and 205 parking spaces. The project is proposed at five stories, or a maximum of 73 feet, with one level of subterranean parking, one level of at-grade parking and one level of above-grade parking (mezzanine level) on a 55,405 square-foot (1.27 acres) 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.

Department of Transportation:

Pursuant to the adopted Street Design Guide, the applicant shall:

- Maintain a minimum 15' wide sidewalk with 8' min clear walk zone along the project's frontage along Lake Avenue
- Provide a 12' sidewalk with 5' min clear walk zone along the project's frontage facing Hudson Avenue

To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2% or less from the property line to 20' into the property to improve vehicular sight distance. If a gate will be placed at the parking garage entrance, the gate shall be installed at least 20' back from the property line.

License Agreement:

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

The applicant shall submit the application, plan and processing fee/deposit, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of



any building or demolition permits. An approved license agreement will allow the applicant to install and maintain the private improvements within the public right-of-way with conditions.

A license agreement for shoring requires an indemnity bond in order to guarantee that shoring and tie-backs are free from defect due to faulty material, workmanship and failure. Upon review of the license agreement exhibits, an indemnity bond estimate will be prepared and forwarded to the applicant. The estimated amount is equivalent to the cost of reconstructing the public right of way, including all affected utilities, public facilities, and infrastructures, based on the plane of failure at a 45-degree angle from the lowest point of excavation. The indemnity bond shall be submitted to the City prior to the execution of the agreement and the issuance of any building or demolition permits.

All steel rods in every tie-back unit shall be relieved of all tension and stresses, and any portion of soldier beams and any portion of the tie-backs located be removed entirely from the public right-of-way. A monthly monitoring report stamped and certified by a licensed surveyor shall be submitted to indicate that the deflection from any piles or soldier beams does not exceed one inch. Upon completion of construction, the developer or his contractor shall remove all tie-back rods within the public right-of-way. The removal shall be documented by a report certified by a licensed deputy inspector. The report shall be submitted to the City for review and approval. The applicant will be charged a penalty of \$7,000 for each tie-back rod not removed from the public right-of-way. For temporary tie-backs or shoring, the maximum width of the license area fronting the development frontage(s) shall only extend to the centerline of the public right-of-way.

Street Lighting:

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

- a. One (1) street light on Lake Avenue
- b. One (1) street light on Hudson Avenue

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

Existing Street Tree:

There are two (2) existing Chinese Pistache, *Pistacia chinensis*, trees that appear to be dormant. Both trees are subject to current Tree Protection Ordinance (TPO) conditions and security deposit.

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.



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

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

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

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

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

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

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



Sewer:

The proposed development shall connect to the public sewer with one or more six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter 13.24.010, house sewer "means that part of the horizontal piping beginning 24 inches from the exterior wall of the building or structure and extending to its connection with the public sewer." The section of house sewers within the public right-of-way - from the property line to the public sewer, or within easement, shall be vitrified clay or cast iron pipe. The house sewer shall meet City Standards as determined by the Department of Public Works, and a permit issued by the Department of Public Works is required for work within the public right-of-way. The construction of all new house sewers shall be completed prior to the issuance of Certificate of Occupancy.

Public Improvements:

The applicant shall demolish existing and construct all new public improvements along the subject development frontage of Lake 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.

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. 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.

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

The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to place a deposit with the department to cover the cost of plan checking and construction inspection of the improvements. The amount of deposit will be determined when the plans are submitted and will be based upon the estimated cost to the department for the work. Note that building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Independent plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue. The applicant is encouraged to submit these plans as early as possible to avoid delays in the issuance of Certificates of Occupancy.

Drainage:

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



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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: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/forms-and-applications/>. A flat fee, based on the current General Fee Schedule, is required for plan review and on-going monitoring during construction. This plan shall show the impact of the various construction stages on the public right-of-way (and the private street) including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. An occupancy permit shall be obtained from the department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and California Supplement. If the public right-of-way occupation requires a diagram that is not a part of the MUTCD or California Supplement, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the department for review and approval. No construction truck idling or staging, material storage, or construction trailer are allowed in the public right-of-way.

Permitted hours for construction may be limited to the hours between 9:00 AM to 3:00 PM due to construction activities bordering the project site.

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



Holiday Moratorium (November through January)

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

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

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

Requirements by Ordinance:

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

- Sewer Facility Charge - Chapter 4.53 of the PMC

The ordinance provides for the sewer facility charge to ensure that new development within the city limits pays its estimated cost for capacity upgrades to the city sewer system, and to ensure financial solvency as the city implements the operational and maintenance practices set forth in the city's master sewer plan generated by additional demand on the system. Based on sewer deficiencies identified in the City's Master Sewer Plan, the applicant may be subject to a Sewer Facility Charge to the City for the project's fair share of the deficiencies. The Sewer Facility Charge is based on the Taxes, Fees and Charges Schedule and will be calculated and collected at the time of Building Permit Issuance.

- Sidewalk Ordinance - Chapter 12.04 of the Pasadena Municipal Code (PMC)

In accordance with Section 12.04.035, entitled "Abandoned Driveways" of the PMC, the applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk. In addition, the applicant shall repair any existing or newly damaged curb, gutter and sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy in accordance with Section 12.04.031, entitled "Inspection required for Permit Clearance" of the PMC.



- City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC

The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property. No street trees in the public right-of-way shall be removed without the support of the Urban Forestry Advisory Committee. No trees shall be damaged by the proposed construction, if a City tree is damaged, the applicant may be liable for the assessed value of the tree. Refer to <https://ww5.cityofpasadena.net/public-works/parks-and-natural-resources/urban-forestry/> for guidelines and requirements for tree protection.

- Stormwater Management and Discharge Control Ordinance – Chapter 8.70 of the PMC

This project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to the issuance of any demolition, grading or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance. Information on the SUSMP requirements can be obtained from the Permit Center's webpage at: <https://ww5.cityofpasadena.net/planning/permit-center/apply-for-permit/>.

The resolution of the City Council of the City of Pasadena approving the amended stormwater and urban runoff pollution control regulations and repealing resolution No. 8151, can be found at the following link: [http://ww2.cityofpasadena.net/councilagendas/2015%20Agendas/Aug 17 15/AR%2019%20RESOLUTION%20APPROVING%20AMENDED%20STORMWATER%20&%20URBAN%20RUNOFF%20POLLUTION.pdf](http://ww2.cityofpasadena.net/councilagendas/2015%20Agendas/Aug%2017%2015/AR%2019%20RESOLUTION%20APPROVING%20AMENDED%20STORMWATER%20&%20URBAN%20RUNOFF%20POLLUTION.pdf)

- Residential Impact Fee Ordinance - Chapter 4.17 of the PMC

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

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

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

The estimated Residential Impact Fee based on the current tax schedule and the submitted information in the application. This amount is a rough estimate and for



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informational purposes only. The exact amount will be calculated at the time of Building Permit issuance.

- o Construction and Demolition Waste Ordinance, Chapter 8.62 of the PMC

The applicant shall submit the following plan and form which can be obtained from the Permit Center's webpage at: <https://ww5.cityofpasadena.net/public-works/street-maintenance-waste-management/recycling-resources/construction-and-demolition-debris-recyclers/> and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:

- a. C & D Recycling & Waste Assessment Plan – Submit plan prior to issuance of the permit. A list of Construction and Demolition Recyclers is included on the waste management application plan form and it can also be obtained from the Recycling Coordinator.
- b. Summary Report with documentation must be submitted prior to final inspection.

A security performance deposit of three percent of the total valuation of the project or \$30,000, whichever is less, is due prior to permit issuance. For Demolition Only projects, the security deposit is \$1 per square foot or \$30,000, whichever is less. This deposit is fully refundable upon compliance with Chapter 8.62 of the PMC. A non-refundable Administrative Review fee is also due prior to permit issuance and the amount is based upon the type of project.

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:

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



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cviana@cityofpasadena.net to initiate the process. Appropriate traffic impact measures will be determined in conjunction with the Public Works' street improvements and dedications.

*Fee based on the current General Fee Schedule.

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

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

- Maintain a minimum 15' wide sidewalk with 8' min clear walk zone along the project's frontage along Lake Avenue
- Provide a 12' sidewalk with 5' min clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage facing Hudson Avenue

Loading: Any proposed loading spaces must be included on-site. DOT will not install a loading zone for project use along the project frontage.

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

Driveway Access: To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2% or less from the property line to 20' into the property to improve vehicular sight distance. 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 Width: The plans currently show a 24' driveway width.

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

Traffic Impact Fee: The Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076) will apply to all net new residential, retail, and office developments. Credit will be given to the demolished land use.

WATER & POWER DEPARTMENT, POWER DIVISION:

The City of Pasadena Water and Power Department (Department) shall provide electric service to the proposed development at 141 S. Lake Ave (Customer) on the following basis:

1. Customer shall provide transformer room(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.
2. Any required transformer room(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.



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3. Customer shall be responsible for the maintenance of the transformer room, provide protection for the equipment in the transformer room, and allow access to the transformer room 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.
4. Customer shall pick-up new primary service laterals at the property line and install concrete-encased conduits to transformer room within the development area. The number and location of the conduits varies according to the size of the electrical service.
5. Customer shall install a transformer room service equipment, and secondary service conduits within the development area.
6. Department shall install electrical service transformers, cables, and electric meters.
7. All Department installation costs shall be paid by the Customer and are included in the cost estimate below.
8. 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.
9. 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.
10. 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 Program.
11. 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 location, electrical meter / panel location, single-line diagram, load calculation, and proposed construction schedule.
12. Total estimated "ballpark" fee for providing electric service to this development is \$300,000. 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.



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13. All comments are preliminary and are based on the limited description provided. Please arrange a meeting with Electric Service Planning personnel for further information and detailed requirements at (626) 744-4495.

WATER & POWER DEPARTMENT, WATER DIVISION, WATER ENGINEERING:

Water Mains:

Pasadena Water and Power (PWP), Water Division can serve water to this project. There are two water mains surrounding this project. There is a 12-inch cast iron water main in Lake Avenue, installed under Work Order 1661 in 1925. This water main is located approximately 16 feet east of the west property line of Lake Avenue. There is an 8-inch cast iron water main in Hudson Avenue, installed under Work Order 2832 in 1933. This water main is located approximately 22 feet west of the east 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 60 - 70 psi.

Water Service:

PWP records reflect a 1 1/2-inch domestic water service (46525) and a 4-inch fire service (44009) serving this project. Any change in water service will be reviewed when the building plans are submitted. Any change in service will be installed at actual cost and paid for by the owner/developer. Additionally, the owner/developer must pay for the replacement of the water main(s) serving the property if it is determined that it must be replaced.

Water Division Requirements:

- Water lines are not permitted to cross lot lines to serve adjoining lots without a utility easement; the Pasadena Water Division shall approve all proposed easements.
- The Water Division will install the service tap, lateral, water meter and designate the distribution main and service tap.
- All services not in use must be abandoned at the distribution main at the applicable rate.
- For subdivided lots with one unit behind the existing, show easement documentation and assessor parcel map showing the subdivision.
- Pursuant to the PWP Water Regulation Section XI 'A water service and meter may be evaluated for its continuing integrity. Should PWP find a service, meter, vault or other appurtenance to be substandard and no longer suitable for continued use, replacement



and/or construction of new facilities may be required. PWP may require that a portion or all of the costs of such replacement and/or construction be paid or contracted for by the Applicant or Customer prior to construction.' The property owner is responsible for the replacement cost. All service pipes shall be of suitable capacity as determined by applicable plumbing and fire codes. The minimum sized service installed by PWP is 1-inch.

Cross Connection Requirements for Domestic Services:

- All city cross-connection prevention policies must be adhered to. The developer is required to provide back-flow protection at all connections whereby the plan arrangement or configuration could potentially contaminate the domestic water system.
- There shall be no taps between the meter and the backflow assembly.
- The owner/developer shall provide and install an approved double check valve backflow prevention assembly at each water service if more than one water service serves property. The location of the back-flow prevention assembly shall be above ground within 20-feet of the property line.
- The property owner is responsible for the back-flow prevention assembly. The assembly will be registered and require an annual test certification. All manufacturer warranties shall be transferred upon installation and certification to the property owner.
- The owner/developer is responsible for certifying and testing the assembly after installation by a person that possesses a current and valid license, and must be certified by the County of Los Angeles Department of Health Services.
- The owner/developer shall submit the results of the test to the Water Utility Service Section for approval. Upon approval, the City will maintain domestic water to the property and will automatically register the assembly.
- All water services shall be protected from cross connections by means of approved backflow prevention techniques and assemblies.
- An administrative fee of \$194.00 will be charged for each backflow prevention assembly installed.

Cross Connection Requirements for Fire Service:

- The fire service requires a detector meter and back-flow prevention assembly.
- The assembly shall be located in a readily accessible location for meter reading, test and maintenance.
- All fire sprinkler systems require installation of an approved double check valve backflow prevention assembly at the sprinkler lateral off the domestic system.
- Contract service other than PWP, providing the backflow prevention assembly shall



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contact the Water Utility Services Section to verify assembly approval or contact the University of Southern California foundation for Cross Connection Control and Hydraulic Research for an approve list of assemblies.

- All manufacturer warranties shall be transferred upon installation and certification to the property owner. The property owner shall assume ownership of the back-flow prevention assembly. The assembly will be registered and require an annual test certification.
- If PWP is to provide DCDA for fire service, PWP will install Wilkins, model 450 DA.
- Choose from one of the below listed options and incorporate into the fire sprinkler plans.

Option 1:

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

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

Option 2:

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

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

All Other Cross Connection Requirements:

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

Fire Flow and Fire Hydrants:

The Pasadena Fire Department (PFD) has jurisdiction and establishes the requirements for fire protection within the City of Pasadena. PFD must be consulted in this regard. Any cost



incidental to providing adequate fire protection for the project must be paid for by the owner/developer.

There are two fire hydrants in close proximity to the project site. Fire hydrant 617-29 is located on the west curb of Lake Avenue 13 feet south of the south property line of 141 S Lake Avenue. Fire hydrant 617-10 is located on the east curb of Hudson Avenue 54 feet south of the north property line of 141 S Lake Avenue.

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

Fire Hydrants Details:

