



OFFICE OF THE CITY CLERK

August 22, 2016

Richard McDonald, Esq.
140 South Lake Avenue, Suite 251
Pasadena, CA 91101

**Re: Conditional Use Permit #6279
78 North Marengo Avenue
Council District #3**

PLN2014-00650

Dear Mr. McDonald:

Your application for Conditional Use Permit #6279 at **78 North Marengo Avenue** was considered by the **City Council** on **August 15, 2016** (with formal action taken on August 16, 2016):

1. Surplus Property declaration and exemption from competitive sale requirement: To determine that real property of the City is not needed for the purpose for which it was acquired or for any other public purpose and to allow the City to enter into a long-term lease with the developer most suited to successfully rehabilitate the YWCA building rather than to the highest bidder;
2. Conditional Use Permit (CUP): for a new non-residential project exceeding 25,000 square feet of gross floor area;
3. CUP: to allow use of property in the CD-2 Zoning District for a "Lodging – hotels" use;
4. CUP: for the sale of a full line of alcoholic beverages for on-site consumption;
5. Minor CUP: for a new commercial project exceeding 15,000 square feet of gross floor area in a transit oriented district (TOD);
6. Minor CUP: for shared parking;
7. Minor CUP: for reduced parking;
8. Variance: for reduced first floor height;

9. Variance: for loading spaces (number and design);
10. Public Tree Removals: to remove 23 public trees in fair to good condition to accommodate the proposed development (13 additional trees have been determined to be dead, dying or hazardous and will be removed by the Department of Public Works);

After careful consideration of this application, the staff presentation, public comment and with full knowledge of the property and vicinity, the City Council made the findings as shown on Attachment A to this letter to approve a design study based on Alternative 2A, studied in the Environmental Impact Report for the project, which involves rehabilitation of the existing approximately 40,570-square-foot historic YWCA building and construction of a new two-to-six-story, approximately 91,000-square foot new building, both of which would become an approximately 131,570-square-foot, 185-room Kimpton Hotel with restaurant and banquet facilities on land totaling 1.93 acres. Parking for the proposed project is valet only and would be provided off-site.

Based upon these findings, it was decided by the City Council that Conditional Use Permit #6279, and the associated entitlements referenced above be **approved** with the conditions in Attachment B, the Mitigation Monitoring and Reporting Program in Attachment C and in accordance with the Alternative 2A design study included as Attachment D.

In addition, the City Council also certified a Final Environmental Impact Report (SCH#2015031023), adopted findings pursuant to the California Environmental Quality Act (CEQA), and adopted a mitigation monitoring and reporting program for the project.

In accordance with Section 17.64.040 of the Pasadena Municipal Code, the exercise of the right granted under this application must be commenced within three years of the effective date of the approval. This approval is eligible for two one-year extensions. Each one year extension is required to be reviewed and approved by the City Council at a noticed public hearing. In order for a project to be eligible for a time extension, the applicant is required to submit the required fee and time extension application to the Permit Center prior to the expiration date of the land use entitlement. The right granted by this approval may be revoked if the entitlement is exercised contrary to the conditions of approval or if it is exercised in violation of the Zoning Code.

You are advised that an application for a building permit is not sufficient to vest the rights granted by this approval. The building permit must be issued and construction diligently pursued to completion prior to the expiration of this approval. It should be noted that the time frame within which judicial review of the decision must be sought is governed by California Code of Civil Procedures, Section 1094.6.

Any permits necessary may be issued to you by the Building Division on or after the date of this letter. A copy of this decision letter (including conditions of approval and mitigation monitoring and reporting program) shall be incorporated into the plans submitted for building permits.

It should be noted that the time frame within which judicial review of the decision must be sought is governed by California Code of Civil Procedures, Section 1094.6. Pursuant to

Pasadena Municipal Code 17.64.020.D(1), the decision of the City Council is effective on the date the decision is made.

For further information regarding this case please contact **Kevin Johnson** at **(626) 744-7806** or **kevinjohnson@cityofpasadena.net**.

Sincerely,



Mark Jomsky
City Clerk

Enclosures: Attachment A (Findings), Attachment B (Conditions), Attachment C (Mitigation Monitoring & Reporting Program), Attachment D (Alternative 2A Design Study)

xc: City Clerk, City Council, Building Division, Public Works, Power Division, Water Division, Current Planning, Code Enforcement, Case File, Decision Letter File, Planning Commission (9)

ATTACHMENT A:

Findings

ATTACHMENT A
SPECIFIC FINDINGS FOR CONDITIONAL USE PERMIT #6279

1. Surplus property declaration and exemption from the competitive sale requirement.
1. *The property meets the definition of "surplus real property" as defined in PMC §4.02.010.A, which states "Surplus real property' means the real property of the city not needed for the purpose for which it was acquired or for any other public purpose. As demonstrated in this report, parcel 3 of the project site (95 N. Garfield Avenue) was purchased by the City in 1923 as part of the development of the Civic Center, specifically City Hall and its appurtenances, grounds and approaches. The original purchase of this land included excess area beyond what was needed to construct City Hall and its appurtenances, grounds and approaches due to the configuration of the properties when they were purchased. As such, the portion of the property that is proposed to be built upon is not needed for City Hall or its appurtenances, grounds and approaches or for any other public purpose.*

Further, the conceptual and final drawings for the Civic Center, developed by the firm Bennett, Parsons & Frost in 1923 and 1925-1926, respectively, depict an area of landscaping in this location which is 50-55-feet deep and 25-feet deep, respectively, measured from the back of the Garfield Avenue sidewalk, with new buildings adjoining the western edge of the landscaped area. As such, the current depth of the landscaped area, which is 107 feet as measured from the back of the Garfield Avenue sidewalk, is significantly deeper than originally intended by Bennett, Parsons & Frost and a new building with a setback from Garfield Avenue between 25 feet and 55 feet would be in keeping with the vision of these historical plans. Alternative 2A, as studied in the Environmental Impact Report for the project, has a setback between 30 and 40 feet from the back of the Garfield Avenue sidewalk and is, therefore, in keeping with the vision of the historical plans for the Civic Center.

2. *An extraordinary and overriding public benefit related to the economic and public well-being of other properties in the immediate vicinity will be achieved. The proposed project would rehabilitate the historic YWCA building, which has suffered from extreme neglect over many years and is in substantially deteriorated condition, which will require a significant financial investment. The project applicant has satisfactorily demonstrated to the City its ability to rehabilitate the YWCA and return it to active use, while also constructing an adjacent new building/addition that would be compatible with the YWCA building and the Civic Center as a whole. This will be a significant public benefit and the proposed new construction is needed to support this significant investment in the rehabilitation of the YWCA building. The new building and rehabilitated historic building will create a new, active use in the Civic Center and will bring jobs as well as hotel guests, restaurant patrons, and banquet attendees to the area, resulting in increased economic and public well-being for all properties in the immediate vicinity.*
2. Conditional Use Permit: To allow the construction of a non-residential project over 25,000 square feet in size ('Major Project').
3. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code. The proposed hotel, restaurant, and banquet facilities are allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District. Further, a project of this size that exceeds 25,000 square feet of gross floor area is permitted with a*

Conditional Use Permit. As such, the proposed project complies with applicable sections of the Zoning Code.

4. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed hotel, restaurant, and banquet facilities are allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District as noted earlier. The project will provide active uses along Marengo Avenue, Holly Street, Garfield Avenue and Union Street. Further, the uses will share common parking facilities such that the overall number of needed parking spaces will be less than would typically be required, thereby making the use of the parking facilities more efficient. Finally, the project will incorporate trip reduction methods and bicycle parking into its design and operation.
5. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site as "Medium Mixed-Use," which is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Goals and Policies: Policy 1.2 Targeted Growth; Goal 2 Land Use Diversity; Goal 3 Compatible Land Uses; Goal 4 Elements Contributing to Urban Form; Goal 5 Pedestrian-Oriented Places; Goal 6. Character and Scale of Pasadena; Goal 7. Architectural Design and Quality; Goal 8 Historic Preservation; Goal 9 Public Art; Goal 10 A City Sustained and Renewed; Policy 10.12 Urban Open Spaces; Goal 11 Job Opportunities; Goal 12 Shopping and Dining; Goal 14 Visitors; Goal 15 Sound Local Economy; Goal 18 Land Use/Transportation Relationship; Goal 19 Parking Availability; Goal 20 Information and Participation; and Goal 31 Central District.

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 6 (Reinforce District Character); 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

6. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial, institutional, civic and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residences and commercial establishments in the neighborhood. An Environmental Impact Report found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
7. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The

proposed hotel, restaurant, and banquet facility uses are allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District as noted earlier. An Environmental Impact Report found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.

8. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The project has been designed such that it does not require any Variances from the height, mass, or floor area development standards of the Central District section of the Zoning Code. The only requested deviations from the Zoning Code are to provide fewer than required loading spaces with design characteristics that would require large delivery vehicles to conduct backing movements onto or from the public right-of-way and to provide a 10-foot-high ground floor where a 15-foot-high ground floor is required, as described earlier in the report. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. There are no existing land uses to the south of the project that would have views of the mountains to the north blocked by the proposed project. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.
3. Conditional Use Permit: To allow a 'Lodging - Hotels, Motels' use.
9. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed use of a 'Lodging - Hotels, Motels' use is allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District.
10. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The subject site is located in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District which has a mix of uses intended to cater to those working in and visiting the area. The project will provide active uses along Marengo Avenue, Holly Street, Garfield Avenue and Union Street. Further, the uses will share common parking facilities such that the overall number of needed parking spaces will be less than would typically be required, thereby making the use of the parking facilities more efficient. Finally, the project will incorporate trip reduction methods and bicycle parking into its design and operation.
11. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site as "Medium Mixed-Use," which is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Goals and Policies: Policy 1.2 Targeted Growth; Goal 2 Land Use Diversity; Goal 3 Compatible Land Uses; Goal 4 Elements Contributing to Urban Form; Goal 5 Pedestrian-

Oriented Places; Goal 6. Character and Scale of Pasadena; Goal 7. Architectural Design and Quality; Goal 8 Historic Preservation; Goal 9 Public Art; Goal 10 A City Sustained and Renewed; Policy 10.12 Urban Open Spaces; Goal 11 Job Opportunities; Goal 12 Shopping and Dining; Goal 14 Visitors; Goal 15 Sound Local Economy; Goal 18 Land Use/Transportation Relationship; Goal 19 Parking Availability; Goal 20 Information and Participation; and Goal 31 Central District.

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 6 (Reinforce District Character); 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

12. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residents and commercial establishments in the neighborhood. An Environmental Impact Report determined that potentially significant impacts can be reduced to less than significant levels through mitigation measures that are will be incorporated into the project.
 13. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed hotel, restaurant, and banquet facility uses are allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District as noted earlier. An Environmental Impact Report determined that potentially significant impacts can be reduced to less than significant levels through mitigation measures that are will be incorporated into the project.
 14. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The project has been designed such that it does not require any Variances from the height, mass, or floor area development standards of the Central District section of the Zoning Code. The only requested deviations from the Zoning Code are to provide fewer than required loading spaces with design characteristics that would require large delivery vehicles to conduct backing movements onto or from the public right-of-way and to provide a 10-foot-high ground floor where a 15-foot-high ground floor is required, as described earlier in the report. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. There are no existing land uses to the south of the project that would have views of the mountains to the north blocked by the proposed project. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.
4. Conditional Use Permit: To allow the sale of a full-line of alcoholic beverages for on-site consumption.

15. *The proposed location of the site for the Conditional Use Permit would not adversely affect the general welfare of the surrounding property owners.* The operation of the proposed hotel, restaurant and banquet facility use with the incidental sale of alcoholic beverages is allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District. The primary hotel use with ancillary limited alcohol sales will operate in accordance with all City laws, ordinances and conditions of approval to ensure the continuity of the compatible coexistence of this use with the surrounding area.
16. *The proposed location of the site for the Conditional Use Permit would not result in an undesirable concentration of premises for the sale of alcoholic beverages, including wine, in the area.* An overconcentration of alcohol establishments, as defined by Alcohol Beverage Control, will be augmented in the Census Tract by the addition of this request, although only two licenses exist in the immediate vicinity of the site. The sale of alcohol in conjunction with the hotel, restaurant and banquet uses will provide a service and amenity for guests and patrons and will not negatively impact the surrounding commercial area. It has been found that alcohol sales in conjunction with a hotel use typically will not encourage activities that cause negative effects on the surrounding areas. The on-site sale of alcohol is classified as an ancillary to the primary hotel use. Conditions of approval have been included that will limit the potential for negative impacts.
17. *The proposed location of the site for the Conditional Use Permit would not detrimentally affect the nearby surrounding area after giving special consideration to the proximity and nature of the proposed use with respect to the following: a. Residential uses and residential districts; b. Hospitals, park and recreation facilities, places of public assembly, public or private schools, and religious assembly uses that attract minors and other similar uses; and c. Other establishments offering alcoholic beverages (including wine) for sale for consumption both on- and off-site.* The subject site is not located within immediate proximity of parks, playgrounds, or schools. First Baptist Church is immediately across Marengo Avenue from the site Centennial Place (former YMCA) is immediately north of the site. The nearest public park (Memorial Park) is 900 feet northwest of the site. The property is surrounded by general commercial, civic and institutional uses to the east and south. There are no residential zoning districts within a distance of 150 feet from the subject site. The nearest school (Saint Andrews Grammar School) is 2,000 feet northwest of the subject site. The on-site sale of limited alcohol will be strictly restricted to hotel and banquet guests and restaurant patrons of legal drinking age and will not have any significant impact to the existing religious use across Marengo Avenue. Conditions of approval identified in Attachment B of this report will ensure the hotel, restaurant and banquet uses with ancillary limited alcohol sales to guests and patrons only will not be detrimental to the surrounding area.
18. *The proposed location of the site for the Conditional Use Permit would not aggravate existing problems created by the sale of alcohol (e.g., littering, loitering, noise, public drunkenness, and sales to minors).* The primary hotel use with ancillary on-site sales of alcohol for hotel/banquet guests and restaurant patrons is not considered a problematic use and does not contribute to an aggravation of existing problems in the vicinity. With this approval, the project is subject to the City's Condition Monitoring Program. Noncompliance with any of the conditions of approval or any of the provisions of the Zoning Code may result in the revocation of the Conditional Use Permit. The on-site sale of alcohol for

hotel/banquet guests and restaurant patrons only in conjunction with the operation of a hotel use will not detrimentally affect the surrounding area.

19. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site as "Medium Mixed-Use," which is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Goals and Policies: Goal 2 Land Use Diversity; Goal 3 Compatible Land Uses; Goal 12 Shopping and Dining; Goal 14 Visitors; and Goal 15 Sound Local Economy.

The project also meets the following Planning Objectives of the Central District Specific Plan: 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); and 15 (Maintain Fiscal Health).

20. *The public convenience or necessity is served.* The Department of Alcoholic Beverage Control has determined that the census tract is overconcentrated with existing alcohol licenses. As such, a finding is needed to determine that public convenience or necessity is served. Although the census tract is overconcentrated with alcohol licenses, there are only two other establishments within 250 feet of the site that sell alcohol and both are restaurants. The sale of alcohol would be limited to guests and patrons of the hotel, banquet facilities and restaurant and regulated by conditions of approval. Alcohol sales is a common ancillary use to a primary hotel use and is necessary to adequately and conveniently serve the guests and patrons of the facility.
5. Minor Conditional Use Permit: To allow the construction of a non-residential project over 15,000 square feet in size within the Transit-Oriented Development (TOD) Area.
21. *The proposed use is allowed with a Minor Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed use of a 'Lodging - Hotels, Motels' use is allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District. Further, a project of this size that exceeds 15,000 square feet of gross floor area in a transit-oriented development zone is permitted with a Minor Conditional Use Permit. The development standards for Transit Oriented Development list certain uses that are not compatible with this district and the proposed uses are not on that list; the CD-2 Zoning District anticipates the proposed uses. As such, the proposed project complies with applicable sections of the Zoning Code.
22. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed hotel, restaurant, and banquet facility uses are allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District as noted earlier. The project will provide active uses along Marengo Avenue, Holly Street, Garfield Avenue and Union Street. Further, the uses will share common parking facilities such that the overall number of needed parking spaces will be less than would typically be required, thereby

making the use of the parking facilities more efficient. Finally, the project will incorporate trip reduction methods and bicycle parking into its design and operation.

23. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site as "Medium Mixed-Use," which is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Goals and Policies: Policy 1.2 Targeted Growth; Goal 2 Land Use Diversity; Goal 3 Compatible Land Uses; Goal 4 Elements Contributing to Urban Form; Goal 5 Pedestrian-Oriented Places; Goal 6 Character and Scale of Pasadena; Goal 7. Architectural Design and Quality; Goal 8 Historic Preservation; Goal 9 Public Art; Goal 10 A City Sustained and Renewed; Policy 10.12 Urban Open Spaces; Goal 11 Job Opportunities; Goal 12 Shopping and Dining; Goal 14 Visitors; Goal 15 Sound Local Economy; Goal 18 Land Use/Transportation Relationship; Goal 19 Parking Availability; Goal 20 Information and Participation; and Goal 31 Central District.

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 6 (Reinforce District Character); 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

24. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial, institutional, civic and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residences and commercial establishments in the neighborhood. An Environmental Impact Report found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
25. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed hotel, restaurant, and banquet facility uses are allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District as noted earlier. An Environmental Impact Report found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
26. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The project has been designed such that it does not require any Variances from the height, mass, or floor area development standards of the

Central District section of the Zoning Code. The only requested deviations from the Zoning Code are to provide fewer than required loading spaces with design characteristics that would require large delivery vehicles to conduct backing movements onto or from the public right-of-way and to provide a 10-foot-high ground floor where a 15-foot-high ground floor is required, as described earlier in the report. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. There are no existing land uses to the south of the project that would have views of the mountains to the north blocked by the proposed project. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.

27. *The project consists of a use, or mix of uses, that encourages transit use and is oriented toward the transit user.* None of the proposed hotel, restaurant, and banquet facility uses are noted on the list of uses that are not allowed in the Transit Oriented Development section of the Zoning Code. The project is located along Marengo Avenue, which has a number of local and regional transit options (ARTS buses, regional bus lines) in close proximity to the site and is within ¼ mile of the Metro Gold Line Memorial Park Station. Finally, the restaurant and hotel uses proposed will provide for a variety of uses that can serve the non-auto traveler.
28. *The project is designed to enhance pedestrian access and/or other non-motor vehicle modes of transportation to public transit.* The project is located on Marengo Avenue, a major transportation corridor. Bus stops (and the Gold Line Station at Memorial Park) are located in relatively close proximity to the project. The project is required to submit a Transportation Systems Management Plan and will meet the City's Trip Reduction Ordinance by providing carpooling, vanpooling, bike parking, and other methods. Finally, as designed in alternative 2A, access to the project and active uses will be provided on both Marengo Avenue and at the corner of Holly Street and Garfield Avenue.
29. *The project encourages pedestrian activity and/or other non-motor vehicle modes of transportation and reduced dependency on motor vehicles.* In addition to the required parking reduction, the project's prominent location along Marengo Avenue, a major transportation corridor, will allow for easy pedestrian access to not only this site, but also existing buildings and businesses in the vicinity. In addition, bus stops (and the Gold Line Station at Memorial Park) are located in relatively close proximity to the building. The building frontages along Marengo Avenue, Holly Street and Garfield Avenue are active and emphasize pedestrian activity and safety. Pedestrian entry to the project, as designed in alternative 2A, will be from Marengo Avenue and at the corner of Holly Street and Garfield Avenue. The mix of hotel, restaurant, and banquet facility uses will encourage a vibrant streetscape. The placement of outdoor dining along Marengo Avenue and, as designed in alternative 2A, within the loggia at the corner of Garfield Avenue and Holly Street will create an ideal location for sidewalk-adjacent activity and to connect the uses in building to pedestrians on the sidewalk.
6. Minor Conditional Use Permit: To allow shared parking.
30. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed sharing of parking between multiple land uses within the CD-2 (Central District Specific Plan,

District 2: Civic Center/Midtown) zoning district, is allowed with a Minor Conditional Use Permit per Section 17.46.050 (Shared Parking) of the Zoning Code.

31. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed sharing of parking between multiple land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district and Transit-Oriented District is allowed with a Minor Conditional Use Permit per Section 17.46.050 (Shared Parking) of the Zoning Code. The required conditions will ensure the project's compatibility in the vicinity and safety to surrounding businesses, residents, and public and semi-public uses.
32. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site as "Medium Mixed-Use," which is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Goals and Policies: Goal 4 Elements Contributing to Urban Form and Goal 19 Parking Availability (specifically Policy 19.4 Park Once). The project also meets the following Planning Objectives of the Central District Specific Plan: 3 (Develop Urban Land Patterns); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

33. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed sharing of parking between multiple land uses will be compatible with existing commercial and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residences and commercial establishments in the neighborhood. An Environmental Impact Report found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
34. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed sharing of parking between multiple land uses will be compatible with existing commercial and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City. An Environmental Impact Report found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
35. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The proposed sharing of parking between multiple land uses and the project are compatible with existing and future land uses, aesthetic

values, character, scale, and view protection in the vicinity. The existing neighborhood is developed with a mix of commercial, residential, and public and semi-public land uses. The existing neighborhood includes buildings of different heights, construction types, vintages, and architectural character. The general design, site plan, pedestrian orientation to the streets and sidewalks, and the public-use features are in character with other development in the vicinity. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. There are no existing land uses to the south of the project that would have views of the mountains to the north blocked by the proposed project. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.

36. *The spaces to be provided would be available as long as the uses requiring the spaces lawfully exist.* A condition of approval requires submittal of a lease agreement and report demonstrating that the number of parking spaces required for the project would be available as long as the hotel, restaurant and banquet facilities associated with this project exist. The project will provide parking spaces in the existing subterranean parking structure on the site as well as two above-ground parking structures on nearby properties to the south and west of the site.
37. *The quality and efficiency of the parking utilization would equal or exceed the level that is otherwise required.* The project's proposed provision of shared off-street parking will require submittal of a shared parking study to ensure that this finding is met.
7. Minor Conditional Use Permit: To allow reduced parking.
38. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed reduction in required parking within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, is allowed with a Minor Conditional Use Permit per Section 17.50.340.D.1.c (Transit Oriented Development, Parking Requirements) of the Zoning Code.
39. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed reduction in required parking within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district and Transit-Oriented District is allowed with a Minor Conditional Use Permit per Section 17.50.340.D.1.c (Transit Oriented Development, Parking Requirements) of the Zoning Code. The required conditions will ensure the project's compatibility in the vicinity and safety to surrounding businesses, residents, and public and semi-public uses.
40. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site as "Medium Mixed-Use," which is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Goals and Policies: Goal 4 Elements Contributing to Urban Form and Goal 19 Parking Availability. The project also meets the following Planning Objectives of the Central District Specific Plan: 3 (Develop Urban Land Patterns); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

41. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residents and commercial establishments in the neighborhood. An Environmental Impact Report determined the potentially significant impacts of the project can be reduced to less than significant levels through mitigation measures that are will be incorporated into the project.
42. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. The reduction in parking is substantiated by a parking demand study that demonstrates that the project can be adequately supported by fewer parking spaces than required by the City's Zoning Code. An Environmental Impact Report determined the potentially significant impacts of the project can be reduced to less than significant levels through mitigation measures that are will be incorporated into the project.
43. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The proposed reduction in required parking is compatible with existing and future land uses, aesthetic values, character, scale, and view protection in the vicinity. The existing neighborhood is developed with a mix of commercial, residential, and public and semi-public land uses. The existing neighborhood includes buildings of different heights, construction types, vintages, and architectural character. The general design, site plan, pedestrian orientation to the streets and sidewalks, and the public-use features are in character with other development in the vicinity. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. There are no existing land uses to the south of the project that would have views of the mountains to the north blocked by the proposed project. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.
8. Variance: To allow the ground floor of the hotel building to be 9 feet high where the Zoning code requires the ground floor of commercial buildings to be a minimum of 15 feet high.
44. *There are exceptional or extraordinary circumstances or conditions applicable to the project site that do not apply generally to sites in the same zoning district.* The proposed project is a redevelopment of an existing development site and is therefore constrained by the existing

building, namely the historic YWCA building, which will be rehabilitated as part of this project. The primary support functions of a new hotel (lobby, restaurant, banquet facilities, lounges, etc.) would typically be within an elevated ground floor; however, the existing historic YWCA will be used for these purposes and the new building will consist of hotel rooms on the ground floor, which do not require an elevated ground floor. Therefore, the existing YWCA on the site is an exceptional circumstance that does not apply to other sites in the CD-2 Zoning District.

45. *Granting the application is necessary for the preservation and enjoyment of a substantial property right of the applicant, and to prevent unreasonable property loss or unnecessary hardship.* To require that the hotel have a 15-foot-high ground floor would effectively eliminate a floor of hotel rooms, which could place the hotel at a competitive disadvantage compared to other hotels in the vicinity and impact the applicant's ability to rehabilitate the historic YWCA building.
46. *Granting the application will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety, or general welfare.* The exterior of the proposed new building is designed to appear to have a two-story base by joining the windows of the first and second floor with a decorative spandrel panel between, thereby creating taller window openings at the base, similar to those of City Hall. This gives the appearance of a double-height first floor while technically being two separate floors on the interior. This design feature will ensure that the building is compatible with the historically sensitive context into which it will be placed and, therefore, not detrimental to surrounding properties or the public health, safety or general welfare.
47. *Granting the application is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan and the purposes of this Zoning Code, and would not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zone district.* The project is consistent with the goals of the General Plan by furthering the following Goals and Policies: Goal 4 Elements Contributing to Urban Form (specifically Policy 4.11 Development that is Compatible); Goal 7 Architectural Design & Quality (specifically Policy 7.3 Compatibility); Goal 8 Historic Preservation (specifically Policy 8.5 Scale and Character of New Construction in a Designated Landmark and Historic Districts); and Goal 31 Central District (specifically Policy 31.4 Contextual Development in Historic Districts). Although the building is not proposed to have a 15-foot-high ground floor, it is designed to appear as though it does.
48. *Cost to the applicant of strict compliance with the setback requirement is not the primary reason for the granting of the variance.* Cost to the applicant has not been considered a primary factor at any time throughout the review of this application.
9. Variance: To allow fewer than required loading spaces, designed to require large vehicles to conduct backing movements onto or from the public right-of-way.
49. *There are exceptional or extraordinary circumstances or conditions applicable to the project site that do not apply generally to sites in the same zoning district.* The proposed project is a redevelopment of an existing development site and is therefore constrained by the existing building, namely the historic YWCA building, which will be rehabilitated as part of this project. The site also has significant landscaped areas to the north and east, portions of

which will be retained as part of the original development of the Civic Center. As such, on-site locations for loading operations are extremely limited, would only be possible along Union Street, and a large loading bay with the required six loading spaces would detrimentally affect the historic district. Therefore, the existing YWCA on the site and the historic district status of the property are exceptional circumstances that do not apply to other sites in the CD-2 Zoning District.

50. *Granting the application is necessary for the preservation and enjoyment of a substantial property right of the applicant, and to prevent unreasonable property loss or unnecessary hardship.* To require that the hotel to provide six loading spaces would eliminate several hotel rooms and would not be necessary for the operation of the hotel, based on loading characteristics of other similar Kimpton hotels, as demonstrated by the applicant. In addition, requiring a configuration that would allow large trucks to access the loading area without requiring backing movements onto or from the public right-of-way would consume significant additional land area for circulation that would also eliminate several more hotel rooms and would not necessary for the operation. Conditions of approval have been recommended by the Department of Transportation to allow large trucks to make deliveries during specific periods of time and taking the necessary safety precautions, as is common for commercial uses throughout the Central District.
51. *Granting the application will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety, or general welfare.* The loading area proposed is designed to accommodate the majority of small vehicles that are anticipated to deliver goods to the hotel, without requiring backing movements onto or from the public right-of-way. The few deliveries that may need to occur in large trucks are limited in delivery time to the early morning hours. Existing nearby development will not be affected by these operations because the nearest existing buildings to the on-street loading zone are commercial, institutional or service uses that would be closed during those hours. The approved development at 254 E. Union Street (Union Street Condominiums project) would also not be affected because the potential early morning loading operations will not involve backing movements with alarms because trucks will be able to stop with the flow of traffic along Union Street. The new development will also be required to comply with current Building Code standards for energy efficient windows, which will also have sound attenuating capabilities.
52. *Granting the application is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan and the purposes of this Zoning Code, and would not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zone district.* Allowing the reduction of loading spaces, designed as proposed, will avoid devotion of excessive land area within the City's urban core, and within a historic district, for vehicular loading operations. This is in conformance with the urban form, architectural compatibility and historic preservation goals of the General Plan including Goal 4 Elements Contributing to Urban Form, Goal 7 Architectural Design and Quality and Goal 8 Historic Preservation. As other loading operations are conducted in a similar manner throughout the Central District, granting the Variance would not constitute a special privilege inconsistent with limitations on other properties in the vicinity and in the same zone district.
53. *Cost to the applicant of strict compliance with the setback requirement is not the primary reason for the granting of the variance.* Cost to the applicant has not been considered a factor at any time throughout the review of this application.

ATTACHMENT B:

Conditions of Approval

ATTACHMENT B
CONDITIONS OF APPROVAL FOR CONDITIONAL USE PERMIT #6279

The applicant or successor in interest shall meet the following conditions:

1. The site plan, floor plans, elevations, and building sections submitted for building permits shall substantially conform to plans submitted and stamped "Received at Hearing, July 13, 2016", except as modified herein. Specifically, the submitted plans shall be revised to reflect the setbacks and general design, as modified in these conditions and by the Design Commission during the design review process, of Alternative 2A – 30/40 Foot Setback design study included as Attachment N to the Planning Commission staff report dated July 13, 2016.
2. This application approves: 1) Declaration of Surplus Property and Exemption from the Competitive Sale Requirement; 2) Conditional Use Permit for new construction of over 25,000 square feet; 3) Conditional Use Permit to establish a Lodging-Hotel use in the former YWCA building and in the new hotel addition; 4) Conditional Use Permit to allow the sale of a full-line of alcoholic beverages for on-site consumption; 5) Minor Conditional Use Permit for new construction of over 15,000 square feet of commercial development in a Transit Oriented Development area; 6) Minor Conditional Use Permit for shared parking; 7) Minor Conditional Use Permit for reduced parking; 8) Variance to allow not less than a nine-foot-high first floor; 9) Variance for a reduction in the number of required loading spaces; 10) Variance for reductions from the required dimensional requirements, turning radii, and configuration for loading spaces; 11) Removal of 23 Public Trees.
3. The applicant or successor in interest shall meet the applicable code requirements of all other City Departments.
4. The final decision letter and conditions of approval shall be incorporated in the building plans submitted for building plan check.
5. The project shall adhere to the City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise as specified in Chapter 9.36 of the Pasadena Municipal Code.
6. Pursuant to Chapter 17.78 of the Zoning Code, the Zoning Administrator can call for a review of the approved conditions at a duly noticed public hearing before the Planning Commission if it can be reasonably shown that there are grounds for revocation or modification of this Conditional Use Permit. These conditions may be modified or new conditions may be added to reduce any impacts of the use. The Planning Commission may revoke the Conditional Use Permit if sufficient cause is given.
7. The applicant or successor in interest shall meet all of the mitigation measures of the Environmental Impact Report that are outlined in the Mitigation Monitoring Reporting Program. Compliance with all mitigation measures contained within the approved Mitigation & Monitoring Plan shall be reviewed and approved through construction and prior to the issuance of a Certificate of Occupancy.
8. The proposed project, Activity Number **PLN2014-00650**, is subject to the City's Condition Monitoring Program and Mitigation Measures Monitoring Program. Condition Monitoring

and Mitigation Measures Monitoring are required for your project. Contact Planning Case Manager Kevin Johnson at (626) 744-7806 to schedule an inspection appointment.

Planning Division

9. The project shall comply with all provisions of the Zoning Code, except those provisions modified under the approved Variance applications (first floor height and number and design of loading spaces), in particular, Section 17.50.150 regarding operation of hotels. Plans submitted for design review shall demonstrate measurement of building height from the lowest point of existing grade within the building footprint and shall fully dimension the length, width and height of the loading space provided.
10. Prior to the issuance of any construction, demolition, grading or any other development permits, the applicant shall record with the County Recorder's Office a covenant stating that the lots on which the new project are proposed to be constructed will be held as one parcel under common ownership, only severable with approval of the Building Official of the City of Pasadena.
11. Prior to issuance of any construction, demolition, grading or any other development permits, the applicant or successor in interest shall submit an application for a Lot Line Adjustment to establish the boundaries of the property at 95 N. Garfield Avenue to ensure that only the portion of the property on which the hotel is proposed to be constructed is memorialized as surplus property.
12. Prior to the issuance of any construction, demolition, grading or any other development permits, the applicant or successor in interest shall provide evidence that the owner of one or more nearby parking structures authorizes the ability to provide 136 parking spaces in compliance with the provisions of §17.46.050 of the Zoning Code. In addition, the applicant shall provide a report demonstrating that the off-site parking spaces to be used by the project are available and serve all uses served by the parking facility.
13. The project is subject to review and approval by the Design Commission through the Design Review process. The Design Commission shall have the authority to modify the new building's height configuration as well as the articulation of the massing to ensure greater compatibility of the new building with the historic YWCA, which may involve attachment of the new building to the historic building. However, the Design Commission may not require design changes that would result in a reduction, without the applicant's consent, in hotel rooms below 185, square footage of above-ground structures less than 135,000 total (existing and proposed buildings) or setbacks greater than those depicted in the conceptual drawings of the Alternative 2A design study included as Attachment N to the July 13, 2016 staff report to the Planning Commission. The applicant's initial submittal for Concept Design Review shall resemble as closely as possible the Alternative 2A design study. As directed by the City Council, the Design Commission shall further review and incorporate architectural refinements with particular attention to the Garfield/Union corner of the project, stepping down from east to west on Union Street, and overall height and articulation of the building.
14. The plans submitted for building permit plan check shall include a landscape, hardscape, and irrigation plan which shall include drought-resistant plant materials and/or low volume irrigation. The plan shall be prepared by a licensed landscape architect and shall meet the requirements of Chapter 17.44 of the Zoning Code.

15. The plans submitted for building permit plan check shall include an exterior lighting plan, including specifications of the proposed fixtures. No light sources (e.g., bulb) shall be visible from any location off the site. The lighting shall comply with the standards of Section 17.40.080 (Outdoor Lighting) of the Zoning Code.
16. The protection and pruning of any public tree shall be reviewed and approved by the City's Parks and Natural Resources Division.
17. All exterior mechanical equipment shall be architecturally screened from view of the public right-of-way in a manner subject to review and approval by the Zoning Administrator and Design Commission.
18. The project shall meet all requirements of the Public Art process. Further, the project shall be designed such that no new construction, building volume, access stairs or ramps or construction activity occur within the boundaries of the Pasadena Robinson Memorial site as defined by the sidewalks surrounding the Memorial.
19. The applicant shall design and construct a new, more formal Sister City Garden within the landscaped area to remain on the site along Garfield Avenue or other feasible location approved by the Sister City Committee. Existing trees may be incorporated into such a garden. Construction of the new Sister City Garden shall be completed prior to issuance of a Certificate of Occupancy for the project.
20. The Project shall include an onsite interpretive display commemorating the history of the Pasadena YWCA and its historic significance. This display may include historic photos, drawings and text. The content and design of the interpretive display shall be reviewed and approved by the Design Commission if it is to be exterior to the building prior to installation, which shall occur prior to issuance of a Certificate of Occupancy.
21. The Pasadena YWCA building shall be photographed to document the existing condition for the historic record prior to issuance of a building permit for any demolition, abatement or rehabilitation work. Documentation shall include large format (4" x 5" negative or larger) photographs in accordance with Historic American Buildings Survey (HABS) guidelines (both prints and digital files). Views shall include all exterior elevations for each building, important interior features, key spatial relationships among buildings, and exterior hardscape features. Building plans and a photo key shall accompany the photographs. One original copy of the documentation as specified above shall be assembled and sent to the Southern California Information Center at California State University Fullerton. One set shall be provided to the City of Pasadena Design & Historic Preservation archive. One additional set shall be offered to and, if accepted, deposited in the archives of the Pasadena Museum of History. One additional set shall be offered to and, if accepted, deposited in the Pasadena Public Library.
22. Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, the following noise-reduction measures shall be included in the construction plans or specifications:
 - The construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer's standards.

- The construction contractor shall place all stationary construction equipment so that the equipment is as far as reasonably feasible from noise-sensitive receptors and so emitted noise is directed away from noise-sensitive receptors.
 - The construction contractor shall locate equipment staging in areas that will create the greatest distance between staging area noise sources and noise-sensitive receptors.
23. The project shall maximize the setback from Garfield Avenue without compromising the design of the project, particularly the angled façade facing the corner of Garfield Avenue and Holly Street, as depicted in the 1925 Bennett, Parsons & Frost plan for the Civic Center.
24. The project's interior courtyard shall be open to the public during daylight hours. The hotel operator shall have the right to remove any disruptive individuals from the interior courtyard and may close the courtyard to the public during special events that require utilization of the courtyard or for emergencies. Gates may be installed in the loggia openings facing the corner of Garfield Avenue and Holly Street to secure the courtyard after daylight hours, subject to design review.

Alcohol Sales

25. The business operator shall obtain the proper approval and license from the California Department of Alcohol and Beverage Control.
26. The off-site sale and/or consumption of alcohol outside of hotel premises are prohibited at all times.
27. When alcoholic beverages are sold and/or consumed on-site, the primary use shall remain as a hotel use with ancillary restaurant and banquet facilities and the primary use shall not morph into a nightclub, sports bar, tavern, bar, karaoke bar, or any other use that is not associated with a hotel use.
28. Customized lighting and sound system conducive of a nightclub atmosphere shall be prohibited at all times.
29. Alcoholic beverages shall not be served in disposable containers.
30. No cover charges, entry fees, or minimum drink orders shall be charged /required of patrons of the restaurant. There shall be no restrictions on the age of customers.
31. Amplification of music shall comply with the regulations of Chapter 9.36 of Pasadena Municipal Code.
32. Signs advertising brands and types of alcoholic beverages or the availability of alcohol for sale at the subject site shall not be visible from the exterior of the premises.
33. The following preventive measures shall be undertaken to reduce the potential for alcohol related problems:
- a. Taxicab phone numbers shall be posted in a conspicuous location at all times in the area(s) where alcohol is served to customers;

- b. All employees selling or serving alcohol shall be required to participate in an alcohol training program offered by the Alcoholic Beverages Control prior to the operation of selling/serving alcohol;
 - c. The availability of a variety of non-alcoholic beverages shall be made available, and
 - d. No electronic gaming and/or video arcade shall be permitted on-site.
34. The subject site shall be maintained in a litter and graffiti free manner. Any graffiti that should appear on the site shall be removed within 48 hours.
35. Compliance with the City of Pasadena Refuse Storage regulations, see Section 17.40.120 of the Pasadena Municipal Code, shall be maintained at all times.
36. Food establishments with on-site sale and consumption of alcohol will be required to comply with PMC 8.12.020 B,C,D – which states the requirement for the restaurant to have separate restrooms for men and women. In addition, the applicant shall provide a urinal in the men's restroom. Access to the restrooms must be available during hours of operation.

Fire Department

37. Plan shall comply with the requirements of 2013 California codes and Pasadena Municipal Code (PMC).
38. Elevator Lobby shall comply with requirements of CBC Section 708.14.1.
39. Stair shaft enclosures required when connecting more than two stories. CBC Section 708.
40. Elevator with Gurney size: All building with one or more passenger service elevators shall be provided with emergency service elevator. CBC Section 3002.4.a.
41. Allowable Building Heights and Areas shall comply with the requirements of CBC Table 503.
42. Interior wall and Ceiling Finish shall comply with the requirements of CFC Table 803.3.
43. 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.
44. Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix B Table B 105.1 and the quantity and spacing of fire hydrants as required by Appendix C Table C105.1 of Title 24, California Fire Code. Plans shall be submitted to the Pasadena Fire Department for review and approval prior the review and approval of the building plans. A current fire flow report (not older than 6-months), performed by the Pasadena Water Department, shall be provided to the Fire Department when applying for building permits to construct or add to any structures.
45. Fire Dept. Access: Fire Department Access shall be provided to within 150-feet of all exterior portions of any structure. All access roads exceeding 150-feet shall be provided with an approved Fire Department Hammerhead or Turnaround. Fire department access shall be constructed of an all-weather surface to support a minimum of 75,000 pounds with

a minimum of 20-feet wide and unobstructed height of 13'-6", with No Parking on Either Side. No roadway way shall exceed 10% slope. Existing public streets may be used to satisfy this requirement.

46. Aerial Fire Apparatus Access Roads: Building exceeding 30 feet in height above the lowest level of Fire Department Vehicle Access shall comply with requirements of CFC Section D105.1 through D105.3. Building shall have approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. Existing public streets may be used to satisfy this requirement.
47. 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.
- a) Automatic Fire Sprinkler System or Standpipe: An automatic sprinkler system shall be provided throughout building per CBC Section 903.2.1 and PMC amended CFC section 903. Stand pipe system shall be installed throughout at each floor in every required stairway where the floor level of the lowest story of the building is located more than 30 feet below the highest level of the Fire Department Vehicle Access or Building that are four or more stories in height. CFC Section 905.3.1.
48. Fire Department Fire Sprinkler Connections: Shall be comprised of:
- FDC shall be located a minimum of 25-feet from the building or surface mounted to 2- hours rated wall with no opening within 10 feet and FDC shall be located within 150 feet of a fire hydrant.
 - (2) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 4" FDC
 - 4" CLAPPERED internal swivel outlet X 4" FDC
 - Shall be clearly labeled to indicate FDC for Fire Sprinklers and Standpipes.
 - A clear dimension of 3-feet shall be maintained around the perimeter of each fire department appliance.
 - All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or krylon.
49. Automatic Fire Alarm/Detection System: All structures 10,000 square feet or any structure required by Title 24, California Building or Fire Codes, shall be provided with a fully automatic and manual fire detection and notification system. Shop drawings to be submitted by contractor for review and approval prior to construction. PMC amended CFC Section 907.
50. 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.

Department of Transportation

51. Prior to the issuance of a Certificate of Occupancy for the hotel, the applicant or successor in interest shall submit to the Department of Transportation for review and approval a parking demand plan for special events when parking demand is expected to exceed the parking supply.
52. Prior to the issuance of a Certificate of Occupancy for the hotel, the applicant or successor in interest shall prepare and submit to the Department of Transportation and Public Works for review and approval a traffic control plan for special events at the hotel .
53. The project shall pay the corresponding Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project at the time of building permit issuance. The TR-TIF is subject to change based on the current General Fee Schedule. Total payment would be based on the final scope at the time of project approval. The payment shall be made at Window #8 in the Permit Center located at 175 N. Garfield Ave, Pasadena CA 91109.
54. All loading spaces shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street.
55. 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. We realize that this condition requires coordination between the designated off-site garage property owner, the applicant and the city.

A TDM plan for the designated off-site garage, if not a regulated site per City's TRO, 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).
- d. The 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 \$432.30* in compliance with the requirements of the Trip Reduction Ordinance.

The TDM plan must include but is not limited to the following strategies and conditions:

- a. Employees Guaranteed Ride Home
- b. Employees/Guests Local and Regional Transit pass
- c. Bike share program including a public bike share kiosk, bicycle amenities
- d. Provisions of a certified Employee Transportation Coordinator

To minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for TRO/ TDM Plan requirements so that trip reduction considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Please contact Juliana Iturrizaga, Associate Engineer at (626) 744-7228 to arrange a pre-design meeting to finalize the TDM Plan requirements for the project.

56. Application of a project alternative that exceeds the street segment cap shown under the street segment analysis table in the Transportation Analysis Acceptance Letter (Outside of CEQA) dated June 10, 2015 will require the applicant to develop and implement an aggressive Average Vehicle Occupancy (AVO) target that exceeds the city's AVO average by enhancing the required TDM plan under the City's Trip Reduction Ordinance (TRO). Measure may include, but not limited to, the following:

- a. Implement a guest bicycle share program
- b. Implement an off-site car share program
- c. Incentivize use of transit/Goldline by hotel guests
- d. Install a guest transit kiosk
- e. Parking cash-out for employees.

57. Prior to the implementation and use of any valet parking operations within the public right-of-way, the applicant or successor in interest shall submit an off-site valet parking plan to the Department of Transportation for its review and approval.

Department of Public Works

58. Union Street has an existing substandard eight-foot wide parkway. In order to provide for a standard ten-foot wide parkway per Section 17.30.050.D of the Pasadena Municipal Code, a two-foot wide strip of land along the Union Street frontage of the subject property shall be dedicated for public sidewalk easement purposes, except for where it is not feasible due to the existing historical structure. The applicant shall be responsible for all the costs required to complete the dedication. The dedication document shall be submitted to this office prior to the issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of the Certificates of Occupancy.

59. The applicant shall reconstruct a ten-foot wide concrete sidewalk per Standard Plan S-421 with applicable tree wells, and reconstruct the concrete curb with an eight-inch high curb face and a two-foot wide gutter per Standard Plan S-406 along the Union Street frontage.

60. The existing curb return radius at the northeast corner of Marengo Avenue and Union Street is twenty five (25) feet. In order to provide for an Americans with Disabilities Act (ADA) compliant ramp and better traffic movement, the applicant shall construct improvements consisting of concrete curb, gutter, sidewalk, curb ramp, and other work necessary to construct a standard curb ramp at the said corner per Standard Plan No. S-414. The curb ramp construction shall be completed prior to the issuance of Certificate of Occupancy. A separate permit from the Department of Public Works is required for all construction in the public right-of-way. Please contact 626-744-4195 for the general process.

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

Upon review of the curb ramp improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (up to 30 feet radius) to provide for the minimum clearance required by the Americans with Disabilities Act standards. If so, the applicant shall remove and reconstruct the sidewalk for the dedicated area, per Standard Plan No. S-421. The applicant shall be responsible for all the cost required to complete the dedication, if it is required. The dedication document and processing fee shall be submitted to this office prior to issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

61. The applicant shall facilitate a ten-foot wide sidewalk on the Marengo Avenue frontage of the subject property. If necessary, any land along Marengo Avenue outside of the existing building footprint (including open patios and steps) as shown on the submitted plans shall be dedicated to the City for public sidewalk easement purposes. Any new property line shall align with the existing building footprint. The applicant shall be responsible for all the costs required to complete any dedication. Any dedication document shall be submitted to this office prior to the issuance of any permits. Any dedication document shall be executed and recorded prior to the issuance of the Certificates of Occupancy.
62. The proposed curb extension and drop-off lane on Marengo Avenue frontage of the subject development shall be reviewed further by both the Department of Public Works and Department of Transportation when more detailed information is provided by the applicant. An ADA compliant curb ramp per Standard Plan S-414 shall be constructed at the south end of the drop-off lane. The applicant is responsible for all costs necessary for the relocation of affected street lights, signals, signs, drainage facilities, existing street trees, various utilities, and public facilities.

63. The applicant shall protect the existing decorative brick sidewalk along Holly Street and Garfield Avenue frontages at all times. No vehicular or equipment loading is allowed on the said sidewalk. Restoration of decorative brick sidewalk shall be per the City standard and the satisfaction of the City Engineer.
64. All proposed new drive approaches shall be a minimum of 12 feet and a maximum of 26 feet in width. They shall be constructed in accordance with Standard Drawing No. S-403.
65. In order to provide pedestrian safety, any vehicular-entry gate shall have a 40-foot queuing space set back from the property line to allow the queuing of a minimum of two vehicles.
66. The applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk and shall repair any existing or newly damaged curb, gutter and sidewalk, without cutting the asphalt pavement along the subject frontage prior to the issuance of a Certificate of Occupancy. Sawcutting shall be at scoreline or 2 inches off flowline, unless existing cold joint. Existing street trees shall be protected using the City's Tree Protection Standards available from the Parks and Natural Resources Division.
67. If the proposed development continues beyond the conditional use permit process, the submitted plans shall include the following:
 - a. Property lines.
 - b. Detailed dimensions on setbacks and on existing and proposed sidewalk widths.
 - c. Onsite refuse or trash location.
 - d. ADA compliant ramp to the development and handicap parking on Marengo Avenue or Holly Street
68. No private improvements may be placed within the public right-of-way, including, but not limited to, soldier beams, tie-backs, utility conduits and decorative sidewalk. 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. 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 that all steel rods in every tie-back unit be relieved of all tension and stresses, and any portion of soldier beams and any portion of the tie-backs located less than ten (10) feet below grade be removed from the public right-of-way.

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

70. If the existing street lighting system along the project frontage is in conflict with the proposed development/driveway, it is the responsibility of the applicant to relocate the affected street lights, including conduit(s), conductors, electrical services, pull boxes and miscellaneous appurtenant work in a manner that complies with the requirements and receives the approval of the Department of Public Works.
71. The applicant shall plant and maintain, for a period of three years, a maximum of seven (7) street trees (*Magnolia grandiflora* 'little gem', 'Little Gem' Southern Magnolia) on the Union Street frontage and one (1) street tree (*Quercus virginiana*, Southern Live Oak) on the Marengo Avenue frontage, the officially designated street trees per the City approved master street tree plan and install and maintain an irrigation system for the trees. Locations will be finalized in the field by the Department of Public Works. Plans for the irrigation system shall be prepared by a landscape architect registered in the State of California and submitted to the Department for review and approval. The applicant shall also be responsible for the relocation of any affected existing street trees on Marengo Avenue and their three-year maintenance, due to the proposed drop-off lane.

Trees must meet the City's tree stock standards, be inspected by the City, and be planted according to the details provided by the Parks and Natural Resources (PNR) Division. PNR can be reached at (626) 744-3846. The trees shall be approved by the Forestry Supervisor prior to the issuance of a Certificate of Occupancy. All new trees shall be maintained by either an existing or a new irrigation system constructed by the applicant.

The applicant shall also submit a tree establishment deposit to guarantee the new trees for a minimum of 90 calendar days. The maintenance within the establishment period shall consist of watering the new trees; the removal of weeds; the adjustment to grade of any trees that settle; and any other operations needed to assure normal tree growth. The applicant shall replace any trees which, for any reason, die or are damaged under its care. The 90-day tree establishment period shall commence on the day that the Certificate of Occupancy is issued. Said deposit may be included as part of the construction guarantee if applicable, and is subject to partial refund or additional billing.

72. In order to protect the existing street trees during construction, protection fencing shall be installed. Tree protection fencing shall be installed at the edge of the critical root zone or outside the edge of the tree well prior to commencement of any clearing, grading or other construction activity. The fence shall be minimum 5 feet tall constructed of orange construction fencing. Fence shall be free standing spaced no more than 10 feet apart. A sign that includes the words, "WARNING: This fence shall not be removed without the express permission of the City of Pasadena, Parks and Natural Resources" shall be securely attached to the fence in a visually in a noticeable location. The applicant shall protect and maintain the existing landscape area, the irrigation system, and the decorative sidewalk, on the Holly Street and on the Garfield Avenue frontages in good condition during construction, and restore any damaged facilities to their original conditions.
73. Any tree removal proposed by the development, is subject to Urban Forestry Advisory Committee (UFAC) review and recommendation. Existing on-site trees shall be preserved to the maximum extent feasible.

74. The applicant shall construct public improvements along the frontages of the subject property in accordance with Pasadena Civic Center/Mid-Town District Public Improvements and Central District Specific plans and specifications. The improvements include installing street furnishings, such as street lights, trash receptacles and tree grates, planting street trees, landscaping, and other necessary related work. For additional information on the specific plan requirements and design guidelines, please visit the Planning and Community Development Department's website at:
http://cityofpasadena.net/Planning/CommunityPlanning/Specific_Plans/
75. Union Street was resurfaced with rubberized asphalt concrete. Excavations in the streets for utility connections shall be as close as possible to each other and the pavement shall be restored contiguously between extreme excavations. Restoration of asphalt concrete pavement shall be per Standard Plan S-416 and with rubberized asphalt concrete in kind to the satisfaction of the City Engineer.
76. If drainage patterns are altered, the applicant shall provide an approved method of controlling storm water runoff. Approval shall be made by the Planning and Community Development Department and the Department of Public Works prior to issuance of a grading or building permit for this site.
77. If water is pumped from any subterranean levels before discharging into the public right-of-way, the applicant shall install a drainage structure in private property to dissipate energy from the pumped water. Said construction shall be completed prior to the issuance of Certificate of Occupancy.
78. The applicant is responsible for design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above improvements shall be prepared by an engineer, registered in the State of California. Upon submission of improvement plans to the Public Works and Transportation Department for checking, the applicant will be required to place a deposit with the department to cover the cost of plan checking and construction inspection of the improvements. The amount of deposit will be determined when the plans are submitted and will be based upon the estimated cost to the department for the work. Civil engineering plans must be submitted to the Department of Public Works for approval of the public right-of-way improvements. Plans submitted to the Building Department do not satisfy this requirement.
79. 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 and for City personnel to review traffic control plans and maintain traffic control. A processing fee will be charged against the deposit.
80. 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. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. The template for the Construction Staging and Traffic Management Plan can be obtained from the Department of Public Works webpage at:

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

A deposit, based on the General Fee Schedule, is required for plan review and on-going monitoring during construction. This plan shall show the impact of the various construction stages on the public right-of-way including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. An occupancy permit shall be obtained from the department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and California Supplement. If the public right-of-way occupation requires a diagram that is not a part of the MUTCD or California Supplement, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the department for review and approval.

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

Project construction, pursuant to Section 9.36.070 of the Pasadena Municipal Code, must occur between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday; and between 8:00 a.m. to 5:00 p.m. on Saturday. However, hours for construction traffic (delivery trucks or haul trucks) shall be restricted to the hours between 9:00 AM to 3:00 PM to limit peak hour traffic conflict along the local street network, unless otherwise approved by the Department of Transportation and the Department of Public Works.

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

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

The Holiday Moratorium Map, showing the appropriate shutdown period, and corresponding areas in the City, is available at the Department of Public Works Permit Counter (window #6), 175 N. Garfield Avenue, Pasadena, CA 91109, or at the following link: http://cityofpasadena.net/PublicWorks/Engineering_Division/

82. 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.
83. In addition to the above conditions, the requirements of the following ordinances will 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 sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy or any building permit for work in excess of \$5,000 pertaining to occupancy or construction on the property in accordance with Section 12.04.031, entitled "Inspection required for Permit Clearance" of the PMC. There are existing decorative sidewalks on Holly Street and Garfield Avenue. If the decorative sidewalk is damaged, the applicant shall repair in-kind per the Pasadena Civic Center/Mid-Town District Public Improvements and Central District Specific plans and specifications.
 - 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 review and recommendation of the Urban Forestry Advisory Committee.
 - Stormwater Management and Discharge Control Ordinance – Chapter 8.70 of the PMC
This project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to the issuance of any demolition, grading or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance. Information on the SUSMP requirements can be obtained from the Permit Center's webpage at <http://cityofpasadena.net/PermitCenter/>

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

- 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 <http://cityofpasadena.net/PublicWorks/> and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:
 - a. C & D Recycling & Waste Assessment Plan – Submit plan prior to issuance of the permit. A list of Construction and Demolition Recyclers is included on the waste management application plan form and it can also be obtained from the Recycling Coordinator.
 - b. Summary Report with documentation must be submitted prior to final inspection.

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

Department of Water & Power

84. Existing PWP customer. Any upgrades/changes must have corresponding approval from PWP utility planning and/or engineering.

Building Division

85. GOVERNING CODES:

Current Edition of 2013 California Residential Code, 2013 California Building Code, 2013 California Electrical Code, 2013 California Plumbing Code, 2013 California Mechanical Code, 2013 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.

86. 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.

87. 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**

88. REQUIRED PLANS:

In addition to architectural and structural plans, Provide Plumbing, Mechanical, Electrical plans and compliance with Green Code, include commissioning.

89. Low Impact Design (LID)

LID is applicable for this development.

90. 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**

91. All entrances and exterior ground-floor exits to buildings and facilities shall comply with 11B-404 Doors, Doorways, and Gates. **§11B-206.4.1**

92. 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**

93. PERMIT(S):

Separate permits are required for the following:

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

Attachment C:
Mitigation Monitoring and Reporting Program

Section 4.0

MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) describes the procedures that will be followed to implement the mitigation measures adopted in connection with the approval of the proposed project and the methods for monitoring such actions. The MMRP has been prepared in conformance with Section 21081.6 of CEQA. The intent of the program is to (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the monitoring program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes wherever feasible. An MMRP is necessary only for impacts which would be significant if not mitigated. The following table consists of the mitigation measures associated with the proposed project and provides an entry for each measure that notes the timing of the measure, the responsible entity for mitigation monitoring, an entry to record when the mitigation measure was completed, and the measures effectiveness.

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Responsible Implementation Party	Monitoring Period	Monitor/ Reporter/ Monitoring Agency	Action/Reports	Documentation of Compliance Effectiveness	Sign-off/Date
Cultural Resources						
MM-CULTURAL-1: Compliance with Secretary of Interior's Standards for Rehabilitation. The applicant will engage a historic preservation consultant that meets the Secretary of the Interior's Professional Qualifications Standards to oversee the design development for compliance with the Secretary of the Interior's Standards for Rehabilitation. Design development will also be guided by the 2011 Pasadena YWCA Rehabilitation Study prepared for the City of Pasadena by Architectural Resources Group. The historic preservation consultant will conduct on-site construction monitoring throughout the construction phase. The historic preservation consultant will submit monthly written progress memoranda confirming Standards compliance and a final report prior to the issuance of a Certificate of Occupancy by the City.	Project Applicant	Prior to issuance of an occupancy permit and during construction	Department of Planning and Community Development, Design and Historic Preservation Section			
MM-CULTURAL-2: Protection of Archaeological Resources. If archaeological resources are encountered during project construction, all construction activities in the vicinity of the find shall halt until an archaeologist certified by the Society of Professional Archaeologists examines the site, identifies the archaeological significance of the find, and recommends a course of action. Construction shall not resume until the site archaeologist states in writing that the proposed construction activities will not significantly damage archaeological resources.	Project Applicant	During grading/excavation	Department of Planning and Community Development, Design and Historic Preservation Section			
Noise and Vibration						
MM-NOISE-1: Consult with Structural Engineer and Project Historical Architect. Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, the Applicant shall retain a team to include a Professional Structural Engineer with experience in structural vibration analysis and monitoring for historic buildings and a	Applicant	Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits,	Department of Planning and Community Development			

Mitigation Measure	Responsible Implementation Party	Monitoring Period	Monitor/ Reporter/ Monitoring Agency	Action/Reports	Documentation of Compliance Effectiveness	Sign-off/Date
<p>Project Historical Architect (PHA) to perform the following tasks:</p> <ul style="list-style-type: none"> ▪ Review the project plans for demolition and construction; ▪ Survey the project site and the existing YWCA building, including geological testing, if required; and ▪ Prepare and submit a report to the Director of Planning and Community Development to include, but not be limited to, the following: <ul style="list-style-type: none"> ○ Any survey information obtained from the survey identified above; ○ Any modifications to the estimated vibration level limits based on building conditions, soil conditions, and planned demolition and construction methods to ensure that vibration levels would remain below the potential for damage to the existing YWCA building; ○ Specific measures to be taken during construction to ensure the vibration level limits identified by the Professional Structural Engineer (or 0.12 ppv in/sec in lieu of such specified limits) are not exceeded, including modeling calculations that demonstrate the vibration levels following implementation of the identified measures; and ○ A monitoring plan to be implemented during demolition and construction that includes post-construction and post- 		<p>during demolition and construction</p>				

Section 4.0 • Mitigation Monitoring and Reporting Program

Mitigation Measure	Responsible Implementation Party	Monitoring Period	Monitor/ Reporter/ Monitoring Agency	Action/Reports	Documentation of Compliance	Sign-off/Date
<p>demolition surveys of the existing YWCA building and documentation demonstrating that the measures identified in the report have been implemented.</p> <p>Examples of measures that may be specified for implementation during demolition or construction include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Prohibition of certain types of construction equipment; ▪ Requirement for lighter tracked or wheeled equipment; ▪ Specifying demolition by non-impact methods, such as sawing concrete; ▪ Phasing operations to avoid simultaneous vibration sources; and ▪ Installation of vibration measuring devices to guide decision making for subsequent activities. 						
<p>MM-NOISE-2: Post-Construction Survey and Repairs. At the conclusion of vibration-causing activities, in the unanticipated event of discovery of vibration-caused damage, the Structural Engineer and the PHA shall document any damage to the existing YWCA building and shall recommend necessary repairs. The Applicant shall be responsible for any repairs associated with vibration-caused damage. Repairs shall be undertaken and completed, as required, to conform to the Secretary of the Interior's Guidelines for the Treatment of Historic Properties (36 Code of Federal Regulations Part 68) and any other codes, if applicable, such as the California Historical Building Code (24 CFR Part 8).</p>	Applicant	At the conclusion of vibration-causing activities	Department of Planning and Community Development			

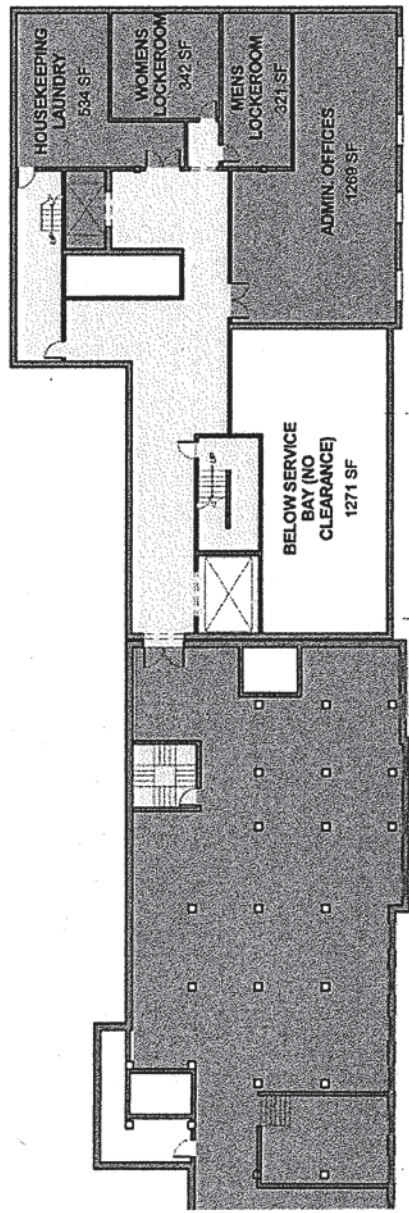
Mitigation Measure	Responsible Implementation Party	Monitoring Period	Monitor/ Reporter/ Monitoring Agency	Action/Reports	Documentation of Compliance Effectiveness	Sign-off/Date
<p>MM-NOISE-3: Coordination of Scheduled Construction Activities. The City of Pasadena will coordinate with developers of the YWCA Kimpton Hotel Project and the Union Street Condominiums Project to ensure that construction activities that have the potential to generate cumulatively significant vibration, namely excavation and grading/compaction, would be scheduled so as not to occur simultaneously.</p>	<p>Applicant</p>	<p>Prior to issuance of demolition, grading and building permits, and immediately prior to start of construction activities that would generate vibration (i.e., excavation and grading/compaction)</p>	<p>Department of Planning and Community Development</p>			
<p>Traffic and Transportation</p>						
<p>MM-TRAFFIC-1: Loading Zone Design. All loading spaces shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not require backing movements onto or from any public street. If the applicant is unable to provide an on-site loading zone which does not prevent backing onto or from a public street, or an on-street loading area is unavoidable, the applicant is limited to the following:</p> <ul style="list-style-type: none"> ▪ If an on-street commercial loading zone is proposed, the hours of operation for the on-street loading zone shall be limited to 2:00 a.m. to 5:00 a.m. every day of the week. ▪ If proposed, the on-street commercial loading zone along Union Street shall provide and maintain a lane closure throughout the hours of operation. ▪ Prior to issuance of the first building permit, the applicant shall provide a traffic control plan to the Department of Transportation for review and approval of the lane closure associated with the on-street commercial loading zone. The plan shall identify measures to direct oncoming traffic onto 	<p>Project Applicant and City of Pasadena Department of Transportation</p>	<p>Prior to issuance of building and occupancy permits and during construction</p>	<p>Department of Planning and Community Development, Building & Safety Division; Department of Transportation</p>			

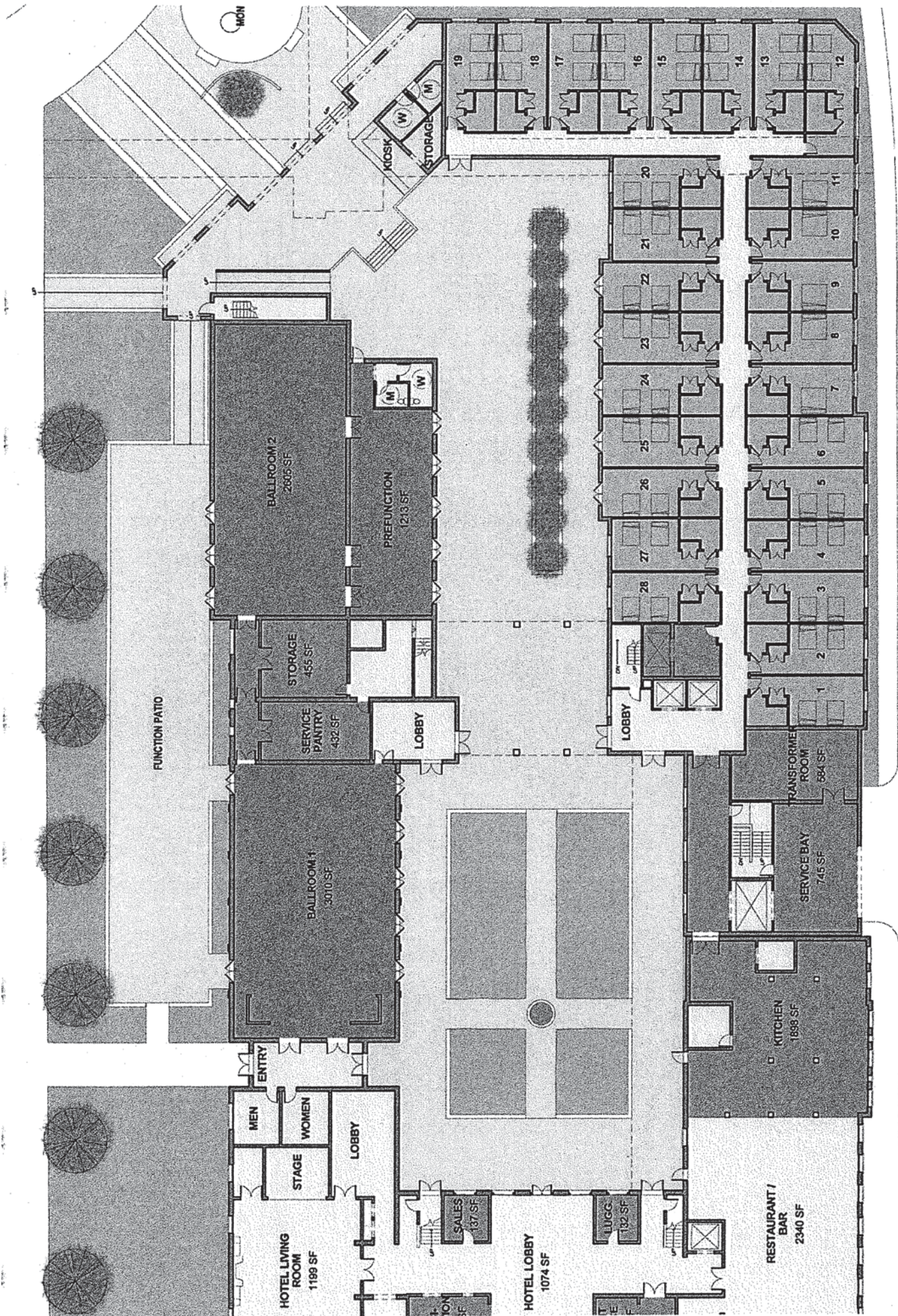
Section 4.0 • Mitigation Monitoring and Reporting Program

Mitigation Measure	Responsible Implementation Party	Monitoring Period	Monitor/ Reporter/ Monitoring Agency	Action/Reports	Documentation of Compliance Effectiveness	Sign-off/Date
<ul style="list-style-type: none"> ▪ remaining traffic lanes that would not be blocked by loading activity. ▪ The above-mentioned traffic management plan shall be prepared by a registered professional engineer in California. ▪ All lane closures shall be implemented in accordance with the WATCH Manual, 2012 Edition. 						

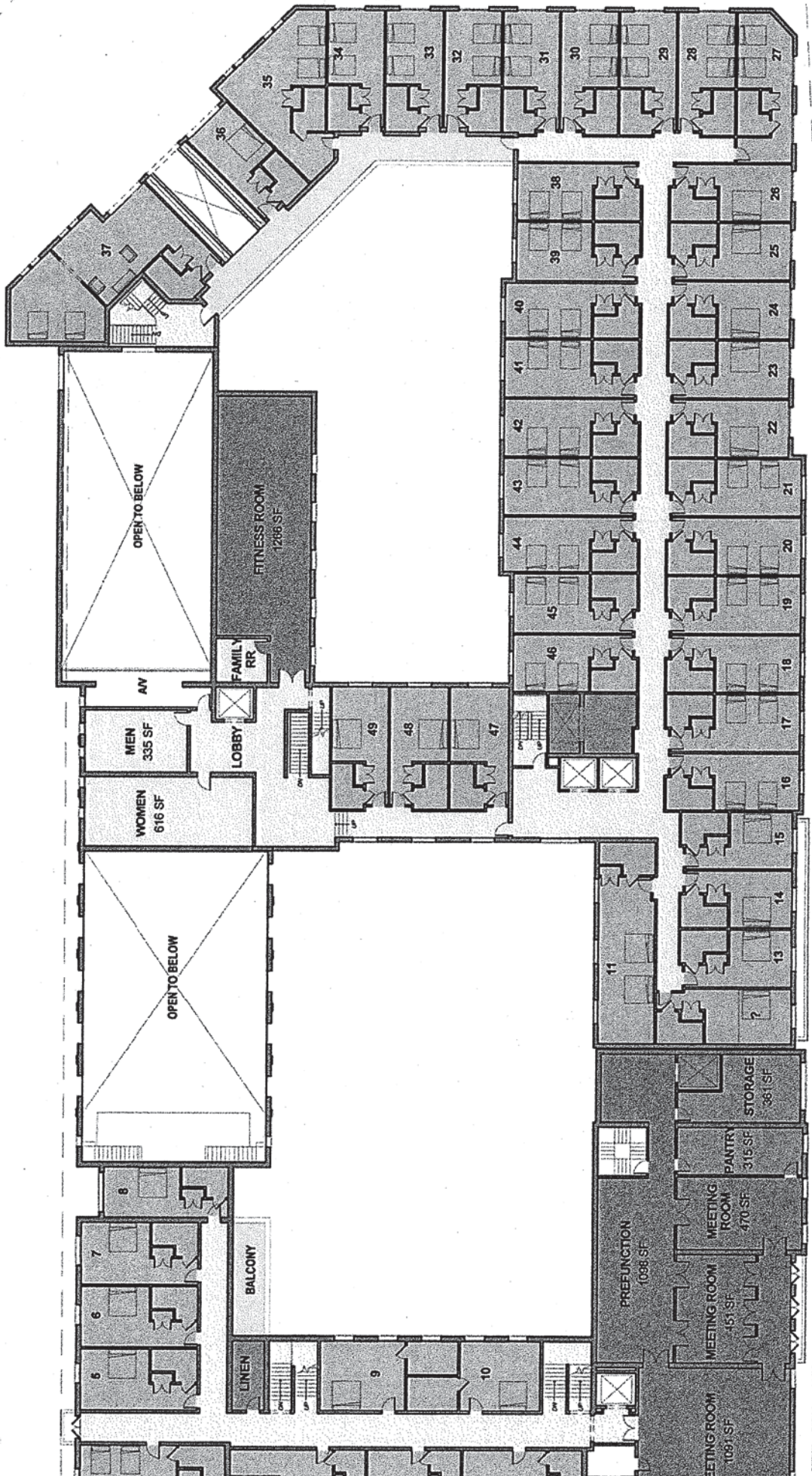
ATTACHMENT D:

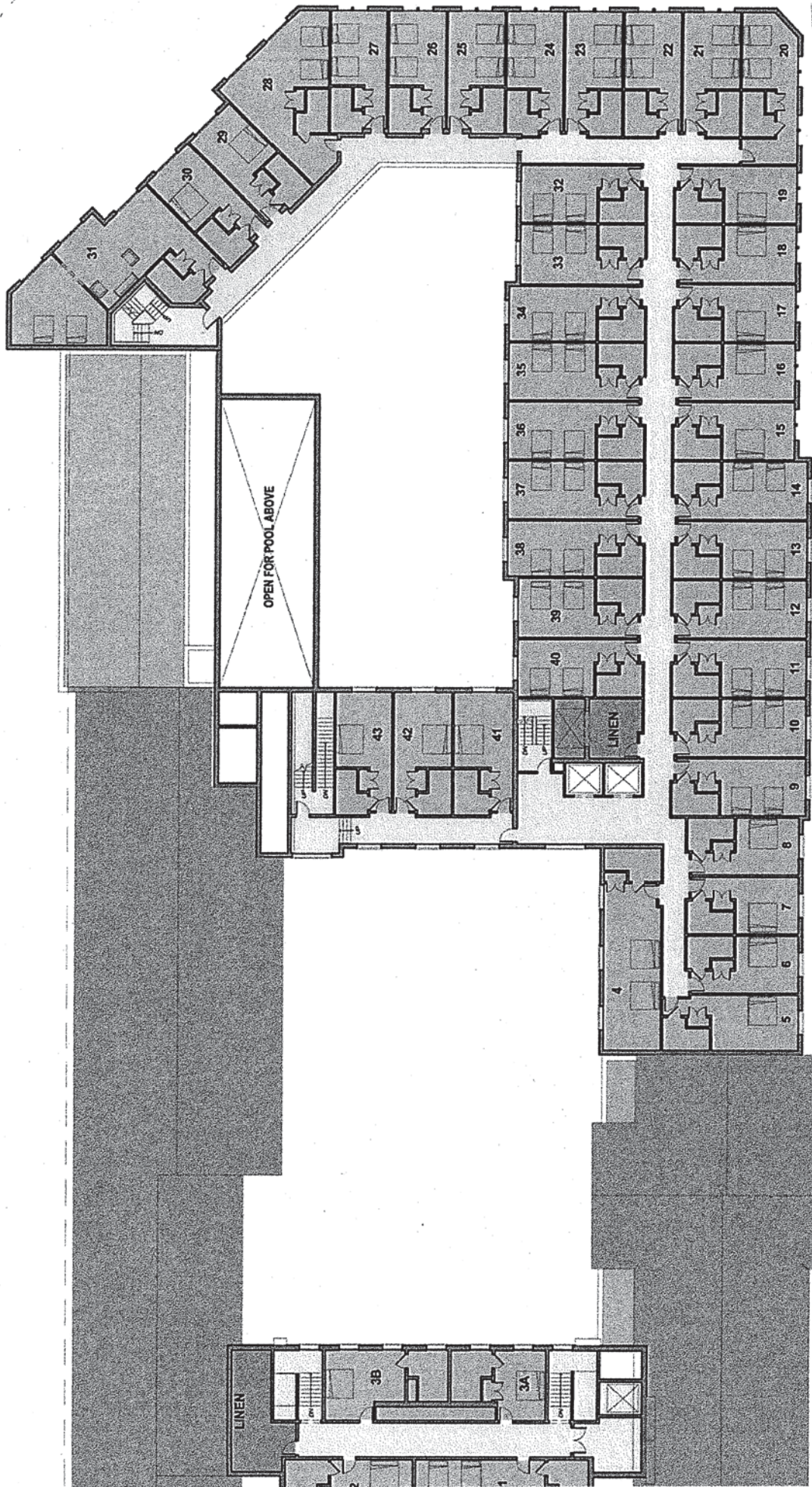
Alternative 2A Design Study

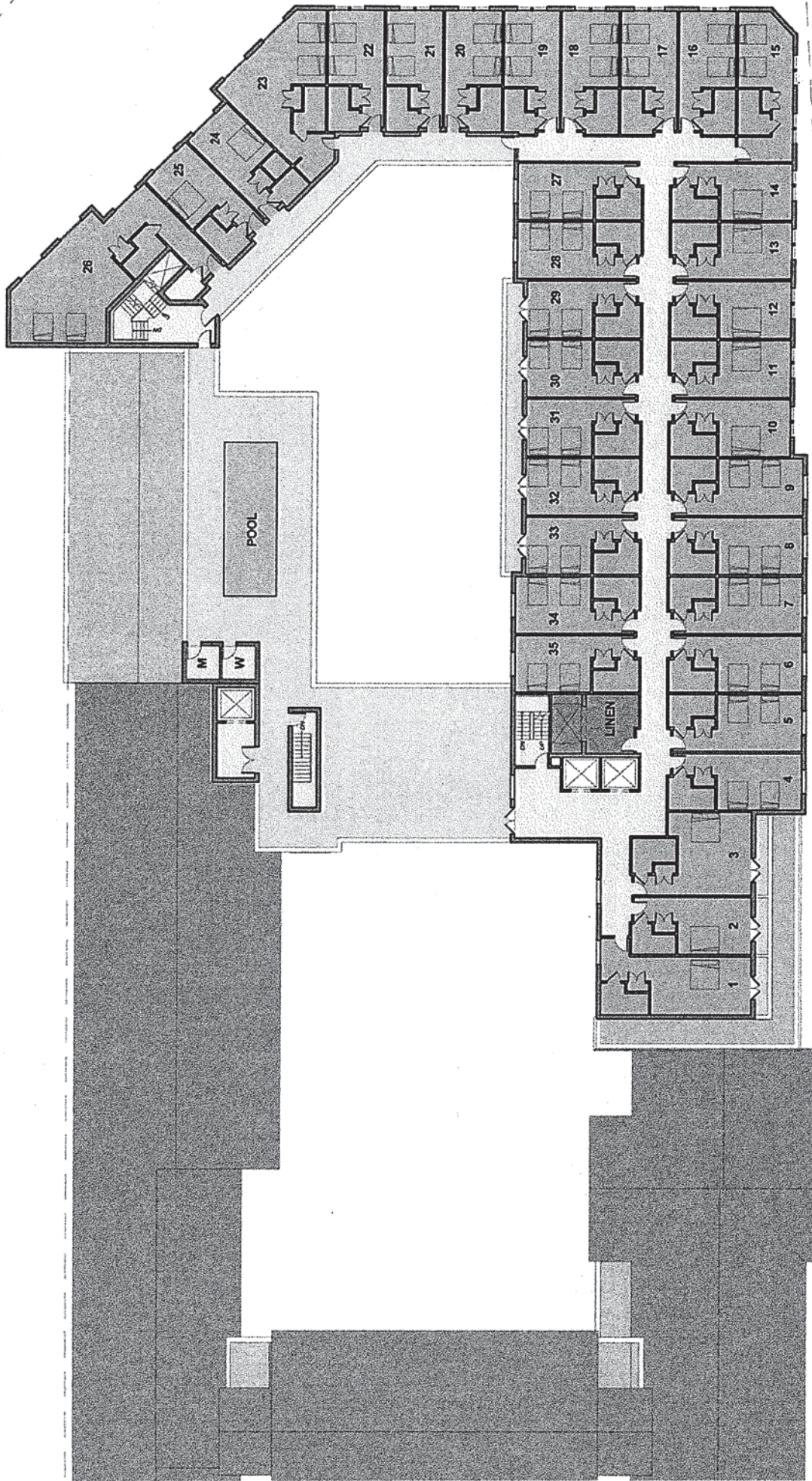


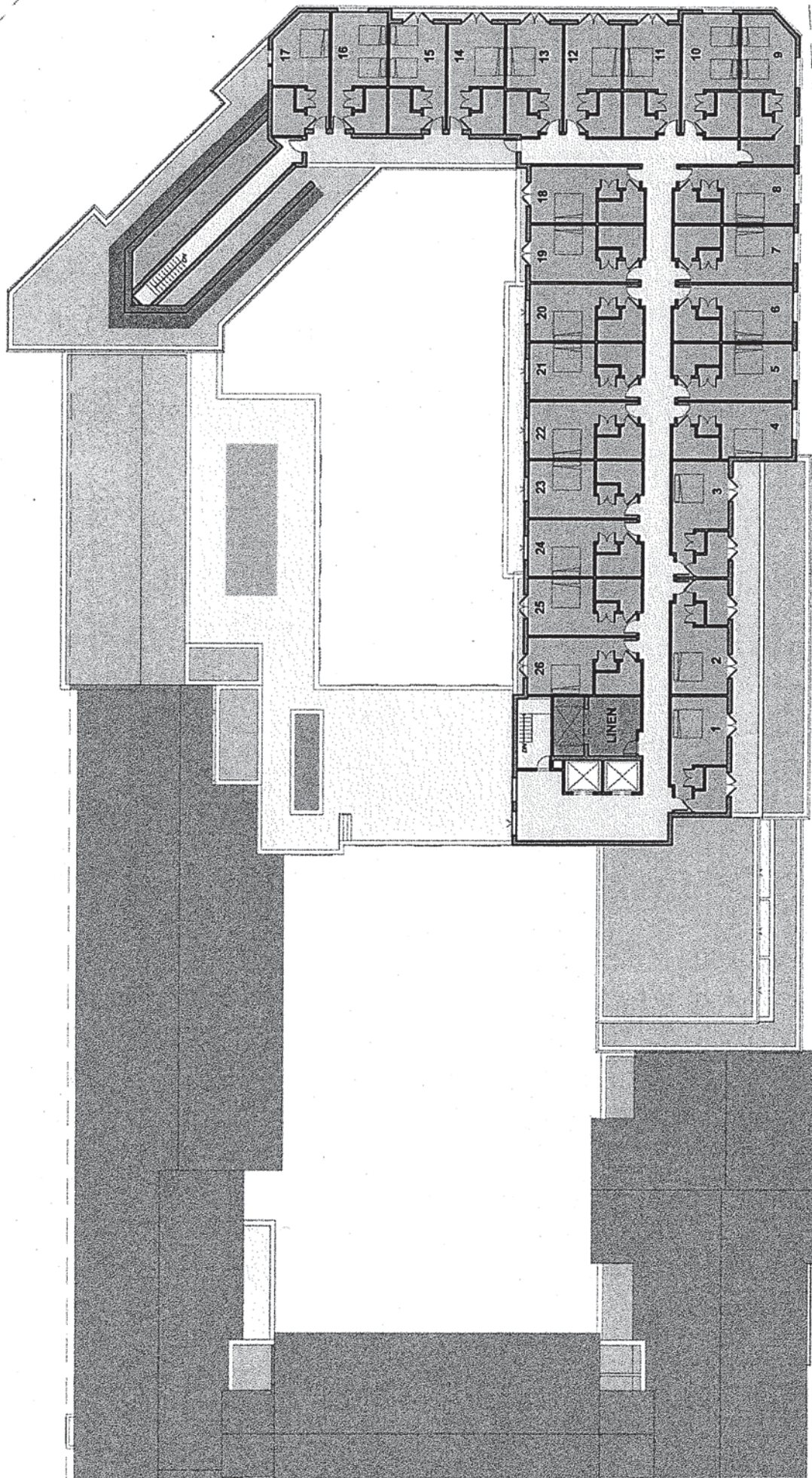


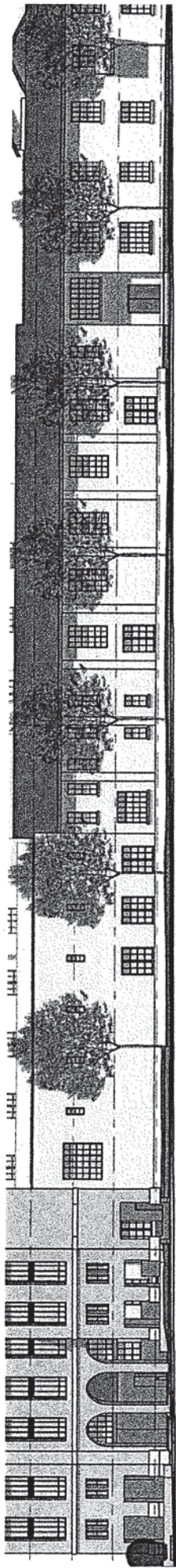
UNION STREET











TOP OF ROOF
910' - 2 21/32"

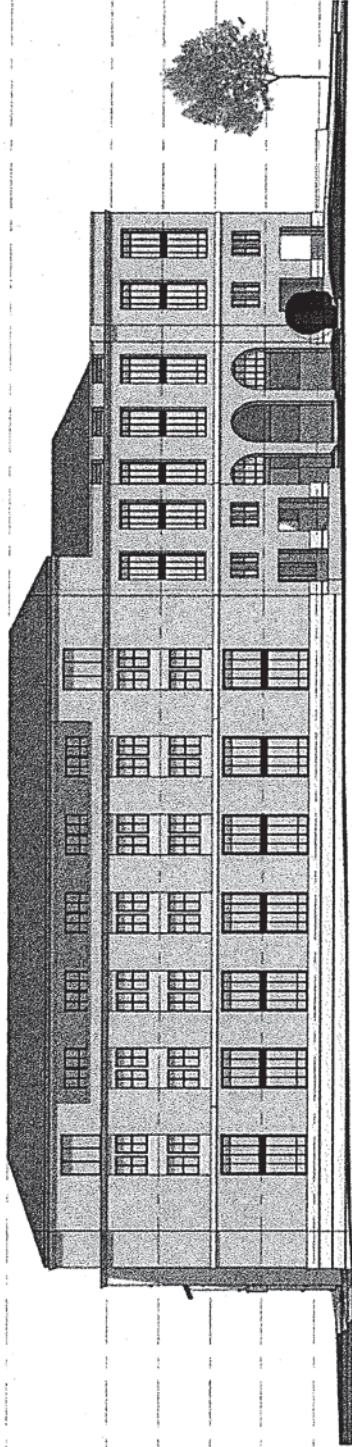
Level 5
500' - 10 3/16"

Level 4
891' - 10 3/16"

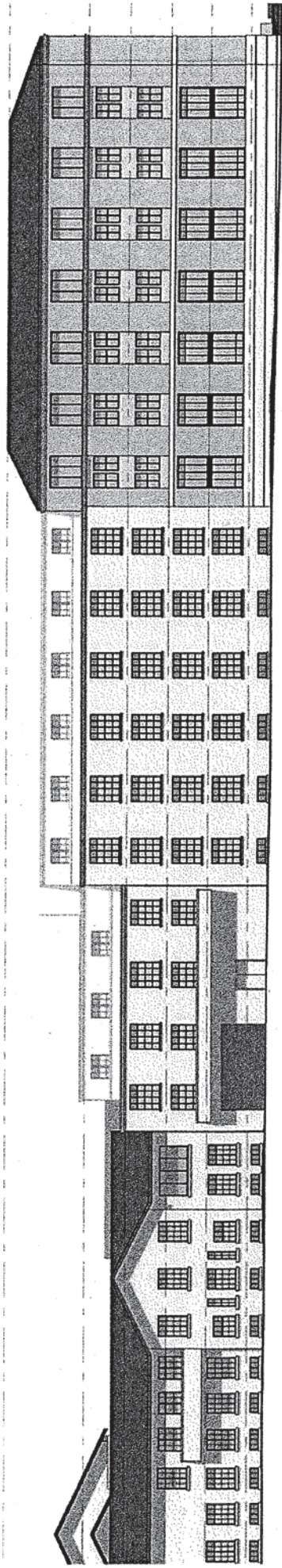
Level 3
882' - 10 3/16"

Level 2
873' - 10 3/16"

Level 1
864' - 10 3/16"



2 GARFIELD STREET ELEVATION
06 1/16" = 1'-0"



EET ELEVATION

