

ATTACHMENT A
PREDEVELOPMENT PLAN REVIEW COMMENTS TO APPLICANT



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

PREDEVELOPMENT PLAN REVIEW COMMENTS

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

Project Number: PPR2020-10003 **Date:** October 26, 2020

Project Address: 710, 722, 730, 738 N. Fair Oaks Avenue & 19, 25 E. Orange Grove Boulevard

Project Description: Construction of a 70-unit Supportive Housing development for homeless seniors with ground floor commercial space and one level of at-grade parking.

Project Applicant: Anna Slaby (BRIDGE Housing Corporation)

Case Manager: David Sinclair
Phone: 626-744-6766
Email: dsinclair@cityofpasadena.net

DETERMINATION OF COMMUNITYWIDE SIGNIFICANCE REQUIRING PRESENTATION TO THE CITY COUNCIL:

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

DEPARTMENT / DIVISION	Plan Reviewer	EMAIL @cityofpasadena.net	PHONE (626) 744-	Page
Addressing Section	Angie Jackson	ajackson	x6903	<u>2</u>
Building & Safety	Johnny Lee	johnnylee	x6887	<u>3</u>
Community Planning	David Sanchez	dasanchez	x6707	<u>3</u>
Cultural Affairs	Wendy Miller	wmiller	x7547	<u>8</u>
Current Planning	David Sinclair	dsinclair	x6766	<u>9</u>
Design & Historic Preservation	Amanda Landry	alandry	x7137	<u>20</u>
Development	Eric Duyshart	edyshart	x7353	<u>23</u>
Fire Department	Vardan Azizian	vazizian	x7574	<u>24</u>
First Source Local Hiring	Antonio Watson	awatson	x8382	<u>25</u>



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DEPARTMENT / DIVISION	Plan Reviewer	EMAIL @cityofpasadena.net	PHONE (626) 744-	Page
Health Department	Carmina Chavez	<u>cachavez</u>	x6041	<u>25</u>
Housing Department	James Wong	<u>jwong</u>	x8316	<u>25</u>
Northwest Programs	Lola Osborne	<u>losborne</u>	X4791	<u>26</u>
Public Works	Yannie Wu-Bowman	<u>ywu-bowman</u>	x3762	<u>26</u>
Transportation	Conrad Viana	<u>cviana</u>	x7424	<u>34</u>
Water & Power: Power	Eduard Avakyan	<u>eavakyan</u>	x7826	<u>37</u>
Water & Power: Water	Natalie Ouwersloot	<u>nouwersloot</u>	x7011	<u>38</u>

BUILDING DIVISION – ADDRESSING: Contact: Angie Jackson
 Phone: (626) 744-6903
 Email: ajackson@cityofpasadena.net

General Comments: Addressing is based on the main front door entry into the building/s. The site map provided is not clear; I am unable to determine addresses for the proposed project at this time. Please provide a site map of the entire site showing all structures on the lot, main front door entry into the building/buildings, north direction and streets labeled. A floor plan for each level will also be required to assign suite numbers on the first floor and residential unit numbers to each residential units on all above floors. The unit numbers for the residential units shall be numbered consecutively, 1st floor suite numbering for the commercial space will be determined once floor plans are submitted indicating the commercial space layout, 2nd floor residential unit numbering will start, #201, 202, 203, etc., 3rd floor #301, 302, 303, etc. and this number pattern will continue for residential units on each floor above. Commercial tenant space numbering, each tenant space will be assigned a suite number, suite numbers will be skipped to allow room for future expansion but the numbering must be consecutive. No fractional numbers or alphabetical designations are allowed for residential or commercial unit numbering. In addition, it is the responsibilities of the owner to ensure that directional signage of the units on each floor are located off the elevator lobbies and near any exit stairwells. It is also the owner's responsibility to request for suite assignments from the City of Pasadena, planning & Community Development Department as plans are submitted for the tenant space build-out improvements

Once an address has been assigned, the letter that authorizes you to use the address will be sent to you after the requirements listed below are met and after the building permit is issued. Copies of the letter will be sent to the relevant agencies within and outside of the City.

Governing Codes: Pasadena Municipal Code Chapter 12.20 Building Numbering.

Estimated Fees: The address fee will be calculated after receiving the following: An address application and a current half size or 8 ½" x 11" site plan showing the main front door entrance into the residence, the streets, indicate the N/S direction as well as the orientation of the building to the streets before submittal into plan check.



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BUILDING & SAFETY DIVISION: Plan Reviewer: Johnny Lee
Phone: (626) 744-6887
Email: johnnylee@cityofpasadena.net

Governing Codes: Current Edition of the California Building, Mechanical, Electrical, Plumbing, Energy, and Green Building Standards Codes. The governing edition is based on the date in which the project is submitted to the City for review.

FYI – The current edition is the 2019 series starting January 1, 2020 thru December 31, 2022.

Survey: A surveying plan is required for new construction to officially determine the location of the property lines.

Soils Report: Soils report is required for the project.

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

Low Impact Development (LID) Plan: This project (commercial) appears to require the preparation of a LID Plan to demonstrate stormwater management post-construction. LID Plan shall be prepared by a registered engineer. See attached Form PC for determination. Refer to Item #9 of the form.

Building Code Analysis: Document on the plans the Allowable Height & Area, Occupancy Groups, Type of Construction, and Height & Area Increases.

Fire Protection: Provide wall & opening protection for exterior walls & openings near property lines. Provide fire separation between different occupancy groups and each unit of 'R' Occupancy.

Emergency Escape & Rescue Openings: Each sleeping rooms (bedrooms) below the fourth story above the grade plan shall have at least one operable emergency escape and rescue opening per Section 1030 of Building Code.

California Disabled Access Requirements: Project to be accessible to the disabled in accordance with Chapter 11A & 11B of the CBC.

Permit(s): Separate permits are required for demolition, grading (if applicable), fire sprinkler, mechanical, electrical, plumbing, and fences/block walls.

PLANNING DIVISION – Plan Reviewer: David Sanchez
COMMUNITY PLANNING SECTION: Phone: (626) 744-6707
Email: dasanchez@cityofpasadena.net

General Plan Consistency: The project consists of six parcels: APN 5725-002-913, 5725-002-912, 5725-002-911, 5725-002-914, 5725-002-903, and 5725-002-904. According to the General



Plan Land Use Diagram, all six parcels have a Medium Mixed Use designation setting the project site with a maximum density of 87 dwelling units per acre and a maximum intensity of 2.25 floor area ratio (FAR). The project site is approximately 48,462 square feet (1.11 acres) in size allowing up to 96 dwelling units. The proposed total units of 70 dwelling units and proposed FAR of 1.5 are consistent with the intensities set forth within the Medium Mixed Use Land Use category.

Parcels designated as Medium Mixed Use are intended to support the development of multi-story buildings that vertically integrates a variety of compatible commercial and residential uses. Mixed-use development projects containing housing shall incorporate amenities contributing to a quality living environment for residents including courtyards, recreation facilities, and similar elements. Where buildings face the street frontage, they are designed to enhance pedestrian activity with transparent facades for retail uses and distinctive entries for housing. Parking is located below or at the rear of the street. The proposed use of the project site as a mixed-used building is consistent with the Medium Mixed Use land use designation. The project features an internal courtyard for private residents and an open space seating area for commercial patrons along Orange Grove Boulevard. Ground floor uses, such as the multi-purpose room, community room, and commercial corners, are proposed behind a continuous frontage of transparent facades and landscaping. The project site does not include any new driveway cuts, providing an unbroken pathway for pedestrian activity. The project will use an existing driveway along North Fair Oaks Avenue to access a proposed surface parking lot hidden behind the northwest portion of the building structure. The existing driveway is currently used by Heritage Square Senior Apartments, a three-story companion building that also houses the aging population. The project site is kitty-cornered from a plaza that includes amenities, such as grocery stores, dining options, and banks, serving as an accessible resource that could contribute to a quality of life for Pasadena's elderly community.

The Housing Element (HE) and Land Use Element (LUE) of the General Plan provide the following goals and policies that are relevant to the proposed project:

Policies pertaining to the housing, location, and access-

- *HE Goal 4. Adequate housing opportunities and support services for seniors, people with disabilities, families with children, college students, and people in need of emergency, transitional, or supportive housing.*
- *HE Policy 4.1 Senior Housing. Support development and maintenance of affordable senior rental and ownership housing and supportive services to facilitate maximum independence and the ability of seniors to remain in their homes and/or in the community.*
- *HE Policy 4.6 Homeless Housing and Services. Provide support and financial assistance to community service organizations that provide housing opportunities and supportive services for people who are homeless.*
- *LUE Policy 2.1 Housing Choices. Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community's fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena's commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.*



- *LUE Policy 24.3 Access to Amenities. Encourage residential developments to be designed to provide safe and convenient pedestrian and bicycle access to nearby commercial centers, community facilities, parks, open space, transit facilities, bikeways, trails and other amenities, as applicable.*
- *LUE Policy 30.2 Development at Key Nodes. Encourage development at key intersections and on surface parking lots within neighborhood villages that result in additional neighborhood-serving amenities and intensified economic vitality.*

Heritage Square South is proposed as a supportive housing project catered to homeless seniors. The project provides additional housing stock to the City with 69 one bedroom rental units affordable to low-income households. The project's target population reinforces the growing elderly community emerging at the North Fair Oaks Avenue and East Orange Grove Boulevard intersection, a key node in Northwest Pasadena anchored with amenities, businesses and retail stores that could mutually benefit with the project's increased density. The Jackie Robinson Community Center and Robinson Park Recreation Center are within a half-mile radius from the project's location and offers senior services and programs including assistance with completing forms and badminton classes. Such accessible resources help to facilitate independence and foster opportunities for communities to age in place.

Policy pertaining to development capacities-

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

The proposed project is located within the Fair Oaks-Orange Grove Specific Plan area and will be developed with 70 new housing units. As of September 8, 2020, there are sufficient residential units to accommodate the proposed project. Analysis of the effect of the proposed project on the adopted Development Capacities for the Fair Oaks-Orange Grove Specific Plan is provided in the table below:

Fair Oaks-Orange Grove Residential Unit Development Cap

2015 General Plan Adopted Cap	325 units
Remaining Cap Before Project	283 units
Proposed Project- New Construction	70 units
<i>Remaining Cap After Project</i>	<i>213 units</i>

Policies pertaining to the Fair Oaks/ Orange Grove Specific Plan-

- *LUE GOAL 34. Fair Oaks and Orange Grove. Distinct pedestrian-oriented villages containing a mix of commercial and housing.*



- *LUE Policy 34.2 Pedestrian-Orientation. Promote the inclusion of pedestrian-oriented plazas and amenities establishing a “village like” environment where people shop, dine, meet friends, and actively use public places.*
- *LUE Policy 34.3 Development Scale and Transitions. Require that the types of uses, densities, building massing and heights, and design development along Fair Oaks Avenue and Orange Grove Boulevard assure compatibility and accessibility with adjoining residential neighborhoods.*

The corner parcel of the project site located at the intersection of East Orange Grove Boulevard and North Fair Oaks Avenue includes an existing, one-story commercial building, Church's Chicken, that is proposed to be demolished. The other five parcels within the project site are currently vacant. The project proposes a three-story building, similar to the existing building directly north of the site, buffered with landscaping and designed to visually unite the eastern edge of North Fair Oaks Avenue. The outdoor seating area along East Orange Grove Boulevard is open to the sky and offers a visual break from the building's massing, providing patrons a view of the internal courtyard. This open space area is a prime opportunity to accommodate a public space of pedestrian activity and gathering. The ground floor's transparent facades along with a continuous pedestrian pathway provide a much improved public realm with the potential to activate this key intersection.

Policies pertaining to sustainability-

- *LUE Policy 10.7 Landscape. Encourage sustainable practices for landscape materials, landscape design, and land development.*
- *LUE Policy 10.14 Native Plants. Maintain and, where appropriate, restore, areas of the city with native plants*
- *LUE Policy 10.8 Cool Pavement. Study the feasibility of implementing cool pavement strategies – pavement technologies that reflect more solar energy and enhance water evaporation – in an effort to reduce the urban heat island effect.*

The applicant is encouraged to review and consider ways to demonstrate consistency with the Pasadena Climate Action Plan. Given the project's size and impact of improving the streetscape, the applicant is encouraged to use native landscaping, preferably ones that connect with the native Tongva tribe, and cool pavement strategies to reduce the urban heat island effect. Please note an update to the Fair Oaks/ Orange Grove Specific Plan may include a list of plants traditionally used by the Tongva community. For more information and to learn how to get involved in the Specific Plan Update process, visit www.ourpasadena.org.

Specific Plan: The project site is located within the Fair Oaks-Orange Grove Specific Plan, District 3: Renaissance Commercial District (FGSP-C-3B), which is intended as a pedestrian-oriented commercial and residential district with a compact, urban character. The following Specific Plan guiding principles are applicable to the proposed project:

- Improve the appearance of the area to enhance the quality of life for local residents and encourage opportunities for employment and business development.



- Allow a mix of land uses that provides for viable commercial and residential development and supports efforts to revitalize the area.
- Create a pedestrian-friendly environment that balances the needs of pedestrian and vehicular traffic, recognizing the status of Fair Oaks Avenue as a Principal Mobility Corridor.

The proposed mixed-use project has a medium-scale, urban character that complements surrounding properties and creates a defined streetwall that could strengthen the intersection at Fair Oaks Avenue and Orange Grove Boulevard. Proposed pedestrian-oriented amenities and design help to improve the public realm and potentially be catalytic in the area.

The Specific Plan establishes the maximum residential density at 40 dwelling units per acre. The proposed density of 63 dwelling units per acre exceeds the Specific Plan density provisions. The applicant is encouraged to review Assembly Bill 1763 for potential eligibility as it revises the State's Density Bonus Law to require cities to award a developer additional density, concessions and incentives, and height increases if 100% of the units in a development are restricted to lower income households. The applicant should continue working with Zoning staff to ensure all applicable development standards are met.

Please note that the City is currently undergoing a comprehensive update of all existing Specific Plans, including the Fair Oaks/Orange Grove Specific Plan, as well as the Zoning Code provisions that relate to the Specific Plan areas. The program is currently in the third round of workshops presenting draft regulations and standards. The applicant is encouraged to visit the Fair Oaks/Orange Grove virtual open house at <https://ourpasadena.consultation.ai/fairoaksorangegrove/> for more information as this effort could potentially result in changes to the existing goals, policies, and development standards that are applicable to the subject property.

Master Development Plan: The subject property is not located in a Master Plan area.

Planned Development: The subject property is not located in a Planned Development area.

Neighborhoods: The proposed project is located within the following neighborhood associations:

- Council District 3
Councilmember John J. Kennedy
City Council Liaison: Susana Porras
- Pasadena Neighborhood Coalition

Estimated Fees:

No fees are estimated.



CULTURAL AFFAIRS DIVISION:

Plan Reviewer: Wendy Miller

Phone: (626) 744-7547

Email: wmiller@cityofpasadena.net

Based on the information provided in the Planning Division Master Application for PPR2020-10003, the proposed project IS SUBJECT to the City's Public Art Requirement for Private Development. Pasadena's Public Art Ordinance No. 6420 includes new construction or renovation of commercial, mixed-use, or multi-family residential developments in the Downtown, Old Pasadena or Northwest Program Areas (as well as industrial in the Northwest Program Area) with a total building valuation that exceeds \$500,000.

The Public Art Ordinance requires that at least one percent (1%) of the project's total building valuation be allocated to public art.

Prior to being issued a building permit, during Plan Check the property owner will be required to pay twenty-five percent (25%) of the total one percent building valuation to the Cultural Trust Fund as a Public Art Fee. It is the property owner's responsibility to allocate the remaining seventy-five percent (75%) toward an onsite public art project, developed in accordance with the Pasadena Public Art Program Guidelines for New Private Development. The property owner may also opt to pay the full 1% building valuation to the Cultural Trust Fund as in-lieu fee, instead of developing an onsite public art project.

Fulfillment of the Public Art Requirement must occur in order for the development to receive Final Signoff/Certificate of Occupancy.

Please note: For those property owners who choose to pursue the onsite public art project option, the timing of the Design Commission and Arts & Culture Commission reviews is linked, with the following steps required:

- 1) An art consultant must manage any art project valued at \$25,000 or more. After consulting with Cultural Affairs Staff, an art consultant should be contracted as soon as possible so they may work as an integral part of the design team from the inception of the project.
- 2) No project will receive Concept Design Review by the Design Commission without having first filed a Public Art Application with Cultural Affairs Staff.
- 3) A draft Concept Art Plan should be submitted to Cultural Affairs Staff within 45 days after Concept Design approval by the Design Commission.
- 4) Application for Final Design Review by the Design Commission is only possible after the Concept Art Plan has been approved by the Arts & Culture Commission.

Please contact the Public Art Curator to clarify next steps regarding the Public Art Requirement.



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PLANNING DIVISION – CURRENT PLANNING SECTION:

Plan Reviewer: David Sinclair
Phone: (626) 744-6766
Email: dsinclair@cityofpasadena.net

General Comments: Staff understands that the project is intended to be Supportive Housing Project (70 residential units) with 2,200 square feet of commercial space. Although it is mentioned that the target population would be homeless seniors, the project will be processed as Supportive Housing, and not Senior Affordable Housing. In addition, multi-family projects are not a permitted use at this location.

Staff advises that in addition to the comments below, the proponent thoroughly review the Zoning Code, Municipal Code and each chapter/section specified.

- Title 17 – Zoning Code
- Chapter 17.33 – Fair Oaks Orange Grove Specific Plan
- Chapter 17.40 – General Property Development and Use Standards
- Chapter 17.44 – Landscaping
- Chapter 17.46 – Parking and Loading
- Chapter 8.52 – City Trees and Tree Protection Ordinance

Advisement: Although plans are preliminary in nature, comments provided herein are intended to alert the applicant of applicable zoning standards. The applicant is required to demonstrate compliance with all applicable standards. Neither the predevelopment plan review nor information or pertinent policies provided by the City Departments shall be construed as a City recommendation for approval or disapproval of the application/project.

1. **Zoning District (PMC §17.33):** The project site (710, 722, 730, 738 N. Fair Oaks Avenue & 19, 25 E. Orange Grove Boulevard) is located in the Fair Oaks Orange Grove Specific Plan, specifically, the Limited Commercial District 3, Subdistrict "a", or the FGSP-C-3a zoning district. This subdistrict is intended to build on the historical function of this area as a commercial and neighborhood center, create a pedestrian-oriented and transit-oriented district to support businesses and residential uses in the area, provide for commercial and mixed-use development along Fair Oaks Avenue to maintain compact urban character, and provide for commercial retail and office, residential, and mixed-use development at the intersection of Fair Oaks Avenue and Orange Grove Boulevard and along Orange Grove Boulevard. Please refer to the Fair Oaks Orange Grove Specific Plan for concepts and guidelines applicable to this area of the City.
2. **General Plan (Land Use Diagram, Land Use Element):** The site is designated Medium Mixed Use (0.0-2.25 FAR, 0-87 du/acre) in the Land Use Diagram of the General Plan. Refer to the Community Planning comments for additional information and the Land Use Element of the General Plan.
3. **Land Use (Table 3-14, PMC §17.33.040):** The proposed project is a combination of Supportive Housing and ground floor commercial space. Supportive Housing is defined in the City's Zoning Code as, "*Housing with no limit on length of stay, that is occupied by the target population as defined by the state Government Code Section 65582, and that is linked to an on-site or off-site service that assists the supportive housing resident in retaining the housing,*



improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.” Supportive Housing is permitted by-right in the FGSP-C-3a zoning district

It is not clear from the application materials what potential uses would occupy the ground floor commercial space. Please be aware that only the permitted uses in Table 3-14, as identified above, may occupy that space.

Where the project complies with all applicable zoning requirements, no zoning entitlement would be required; the project would proceed directly to Design Review.

4. **Residential Density (PMC §17.33.050.A):** The maximum residential density allowed in the FGSP-C-3a district is 40 dwelling units per acre. Based on a lot size of 48,462 square feet (per plan), the property is limited to a maximum residential density of 44 units where a density bonus is not proposed. However, because a density bonus is proposed (see Density Bonus comments below) and the project is located within one-half mile of a major transit stop and one hundred percent of the total units, exclusive of a manager’s unit or units, are for lower income households, there is no maximum density limit.
5. **Density Bonus (PMC §17.43):** This Chapter establishes procedures to implement the State’s Density Bonus law as set forth in Government Code Section 65915. The provisions apply only to residential and mixed-use development projects consisting of five or more dwelling units not including units granted as a density bonus. A request for a density bonus pursuant to this Chapter shall only be granted if an applicant seeks and agrees to construct one of the following:
 - a. At least 5 percent of the units are dedicated to very low-income households;
 - b. At least 10 percent of the units are dedicated to low-income and very low-income households;
 - c. At least 10 percent of the units are dedicated to moderate-income households and are available to the general public for sale; or
 - d. At least 35 dwelling units are available exclusively to persons aged 55 and older and to those residing with them.

In addition, as recently amended by AB1763, Government Code Section 65915 now allows for additional density bonus incentives for a residential project that is located within one-half mile of a major transit stop and one hundred percent of the total units, exclusive of a manager’s unit or units, are for lower income households. These incentives are no maximum residential density, additional height of three stories or 33 feet, and no minimum parking requirement.

As proposed, the project would be within one-half mile of the bus stop at N. Fair Oaks Avenue and E. Orange Grove Boulevard and of the 70 units, 69 would be rented to lower income households and one would be occupied by the on-site manager. As such the project would qualify for four concessions, in addition to the by-right height increase and elimination of a maximum residential density.

6. **Inclusionary Housing (PMC §17.42):** This Chapter applies to new construction of a project consisting of 10 or more residential units, where a minimum of 20 percent of the total number



of dwelling units in a residential project shall be developed, offered to, and sold or rented to households of very low, low, and moderate-income, at an affordable housing cost. For a rental project such as this, the affordability requirements are: five percent of the units must be rented to very low-income households; five percent rented to very low- or low-income households; and 10 percent rented to very low, low, or moderate-income households.

According to the application and plan, the 70-unit project would be comprised of 69 low income units and one market rate unit for the on-site manager. Additional information concerning the affordability levels will be needed in future submittals to determine compliance.

7. Setbacks (Table 3-15, PMC §17.33.050): Setback requirements from the specified streets/property lines are as follows:

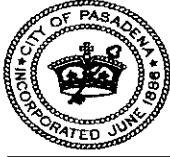
- Front (Orange Grove):..... Minimum five-foot setback required for non-residential portion and minimum ten-foot setback required for residential portion
- Corner Side (Fair Oaks):..... Minimum five-foot setback required
- Interior Side (east property line):..... Minimum five-foot setback for a minimum distance of 40 feet from the front setback line
- Rear (north property line):..... Minimum five-foot setback required

See also Section 17.40.160 for setback measurement, allowed projections into setbacks, and exceptions to setbacks.

According to the plans provided, it appears that the project as proposed meets and/or exceeds the minimum setbacks noted above. However, on future submittals please dimension all proposed setbacks to show compliance, as opposed to only showing the required setback. For example, a 5-foot wide setbacks 'buffer' is shown around the building on Sheet A-10, but although it appears the proposed building would be set back further than five feet, the actual proposed setback is not dimensioned. As noted earlier, when there are residences on the upper floors, the minimum required setback is 10 feet, greater than the five-foot minimum on the ground floor. Therefore, on future submittals please also show the proposed setback for the upper floors to demonstrate compliance.

8. Height (Table 3-15, PMC §17.33.050, §17.40.060): The maximum allowed building height in the FGSP-C-3a zoning district is 36 feet, as measured from the lowest point of the building to the top plate (this is specific to mixed-use projects in the C-3 zone), even if these locations are not in the same vertical plane. However, for a Density Bonus project such as this, where it is also located within one-half mile of a major transit stop and 100 percent of the units, exclusive of a manager's unit or units, are for lower income households, the project qualifies for three additional stories, or 33 feet, beyond the City's 36-foot height limit.

According the Sheet A-16, Section A, the height of the building immediately adjacent to the N. Fair Oaks Avenue and E. Orange Grove Boulevard intersection, where the site is at its lowest elevation, is 26 feet. However this section drawing can be mis-leading because it does not show the roof deck cover at that corner of the building. The plans also show a height of 36'-2" at the northern end of the site, where the site elevation is approximately



three feet above that of the site at the southern end, at E. Orange Grove Blvd. The height of 36'-2" is measured to the top of the parapet, not the top plate.

Although the project will be less than the 69-foot maximum height that it qualifies for, please include the necessary details in future submittals.

- 9. Building Entries (PMC §17.33.050.C):** Building entries shall be oriented to and accessible from the major street frontage, and directly accessible from a public sidewalk. Entries may be set back a maximum of 15 feet from the street property line to the doorway. On corner lots with multiple buildings, the front entry shall be oriented towards the front yard.

According to the plans provided, it appears that the project as proposed likely meets and/or exceeds the maximum 15-foot setback for the entries. However, on future submittals please dimension all proposed setbacks to show compliance, as opposed to only showing the required setback.

- 10. Mixed-Use Development (PMC §17.33.050.E):** The Fair Oaks Orange Grove Specific Plan has additional development standards to mixed-use projects (i.e. projects with a mix of residential and non-residential uses).

- a. **Ground floor frontage (PMC §17.33.050.E.1).** A minimum of 20 percent of the ground floor frontage, excluding driveways and pedestrian entries, shall be devoted to non-residential uses. Non-residential components shall include such uses as commercial-retail, commercial-office, community facility such as community room or health fitness, and other uses permitted with frontage on a major street. Based on the plans submitted, virtually the entirety of both ground floor street frontages are non-residential uses, as described above.
- b. **Open Space (PMC §17.33.050.E.5).** Every project must include, at minimum, 150 square feet of open space per unit, which can be a combination of common and private open space. Required open space may be located at grade or above-grade.
 - i. **Common Open Space.** At least 25 percent of the required minimum shall be common open space. Recreation rooms of at least 600 square feet in size may qualify as common open space. A common open space area shall measure a minimum of 400 square feet in area, with no horizontal dimension less than 20 feet, and shall be open to the sky except for arbors, trellises, or similar amenities. Overhangs, balconies, and other projections may encroach into this 20-foot dimension up to 5 feet. Common open areas shall incorporate recreational amenities such as benches, sitting areas, children's play areas, spas, swimming pools, ball courts, tables, and barbecue areas.
 - ii. **Private Open Space.** Private open spaces shall be contiguous with the dwelling unit and maintain an eight-foot clearance under any projections. A private open space shall measure at least 35 square feet in area with no



horizontal dimension less than seven feet, in order to be counted toward the minimum open space requirement.

Please include the necessary details in future submittals so compliance can be determined.

- c. **Fences and Walls (PMC §17.33.050.E.6, §17.48.180.A).** All heights shall be measured from the existing grade to the top of the wall, fence or gate in order to prevent the artificial raising of the grade in order to allow for a higher wall or fence. Where the existing grade changes the fence height shall change with the grade. The height shall be measured in a continuum at each point along the wall or fence. Refer to the Section for additional requirements. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable.
- i. A fence or wall in a required setback adjoining a street property line shall not exceed four feet in height except that it may extend an additional two feet provided that the fence does not come closer than half the distance to the street property line and the total length of the six-foot fence does not exceed 50 percent of the building frontage.
 - ii. Solid fences or walls along the rear property line or interior side property line shall not exceed 6 feet in height. Open decorative fences (i.e., one that is not more than 50 percent filled) may extend an additional 18 inches in height when not abutting an RS District.

According to the plans submitted, fencing is proposed around the resident parking area and along to the north side of the interior courtyard, although the heights of these fences does not appear to be identified. Please include the necessary details and dimensions in future submittals in order to determine compliance with applicable standards.

11. **Outdoor Lighting (PMC §17.40.080):** Exterior lighting on private property shall comply with the requirements of this Section. Refer to requirements for any exterior lighting proposed. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a photometric survey.
12. **Reflective Surfaces (PMC §17.40.110):** For new structures, mirror or highly reflective glass shall not cover more than 20 percent of a structure's surface visible from a street. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable.
13. **Refuse Storage (PMC §17.40.120):** A refuse storage area for the collection of trash and recycled goods shall be provided at the time any structure is constructed. Where there are 20 or more units the minimum size of trash storage areas shall be determined by the Director of Public Works, based on the type of use, the size of the refuse area proposed, and the frequency of refuse collection. In each required refuse storage area, space shall be provided for recyclable materials. A separate bin for each type of recyclable material collected in the area in which the site is located shall be provided. The bins shall be clearly marked as to



the types of recyclable materials which are to be placed in the bins, and a list of materials for which the bin is provided shall be attached to the bin.

The minimum height of the trash enclosure shall be six feet, and there shall be solid wood or metal doors. Please note that the doors shall not be visible from a street. Refer to the Section for additional requirements. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable.

- 14. Screening (PMC §17.40.150):** All new exterior mechanical equipment, except solar collectors, shall be screened or located out of view from public rights-of-way. At a minimum, screening materials shall have evenly distributed openings or perforations not exceeding 50 percent of surface area and shall effectively screen mechanical equipment. In addition, aboveground utility meters shall not be located between the building occupancy and a street property line. Refer to the Section for additional requirements. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This may include the provision of a line of sight exhibit.
- 15. Underground Utilities (PMC §17.40.190):** The project shall provide for the undergrounding of all utility facilities (e.g., cable television, data network, electrical, telephone, and similar distribution lines providing direct service to the site) within the site in compliance with the requirements of this Section. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable.
- 16. Landscaping (PMC §17.44):** All projects shall provide and maintain landscaping in compliance with the provisions of this Chapter. A preliminary landscape plan shall be submitted as part of an application for any necessary land use entitlement. The preliminary landscape plan shall meet the purpose of this Chapter by exhibiting a design layout that demonstrates the desired landscaping program in terms of function, location, size/scale, theme, and similar attributes. Preliminary landscape plans shall be prepared by a California-registered landscape architect, or the architect that designed the on-site structures and improvements. At a minimum, landscape plans shall include plant names, quantities, sizes, irrigation systems, and plans for tree retention and removal. Landscaping shall be a combination of trees, shrubs, groundcover and turf. All areas not devoted to building coverage, walkways, or driveways shall be landscaped. Refer to the Chapter for additional requirements.

Please note, new construction projects with 500 square feet or more of landscaped area will be subject to compliance with the State Model Water Efficient Landscape Ordinance (MWELO). Additional information regarding compliance is available on the City's website, www.cityofpasadena.net/planning/water-efficient-landscape-ordinance/. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- 17. Tree Retention, Removal and Protection (PMC §17.44.090, 17.44.100, 8.52):** Where healthy trees exist on site, maximum effort shall be given for their retention. All existing trees shall be protected during construction in compliance with the City Tree Protection Ordinance. This includes public/street trees located in the public right-of-way. The City's Tree Protection Ordinance includes a list of protected native and specimen species. Removal of protected species and/or mature trees are subject to the approval or a tree removal permit. Mature trees



are an otherwise non-protected tree with a diameter-at-breast-height (DBH) of 19 inches or greater (≥ 19). A tree removal permit is a discretionary application required of each protected tree planned for removal. Tree removal permits would be reviewed concurrent with any zoning entitlements, or where none were proposed, concurrent with the design review process.

In addition, street trees shall not be removed without first obtaining permission from the Department of Public Works. The City's Tree Protection Ordinance prohibits the applicant from pruning, injuring or removing a public tree located anywhere in the city unless expressly exempted. When removal is absolutely necessary, trees shall be replaced in a manner consistent with the prevailing pattern on the street, as determined by the Department of Public Works. Refer to Sections referenced and comments from the Public Works Department.

To demonstrate tree protection (on-site, off-site, street trees), the applicant shall provide a tree protection plan as part of any land use entitlement. The City requires that protected trees be preserved through a tree protection plan that adheres to tree protection guidelines (available upon request). In general, the root protection zone defines the area of protection. The Tree Protection Zone (TPZ) shall be established to the extent of the tree's dripline plus four radial feet. The root protection zone is defined as the area within a circle with a radius equal to the greatest distance from the trunk to any overhanging foliage in the canopy. Alternative protection may be acceptable where provided by a Certified Arborist. Plans should provide a level of detail that demonstrates compliance with these standards where applicable (e.g. tree protection plan).

Although there are trees on and around the site, a tree inventory was not provided with the application, therefore staff cannot determine whether any of the existing trees qualify for protection. Please submit the necessary tree information in all future submittals.

18. Parking (PMC §17.46): Parking shall comply with all applicable standards of the Chapter, including dimensions, drive aisle width, landscaping, etc., except as noted below.

a. Number of Off-Street Parking Spaces Required (PMC §17.46.040, Table 4-6): Table 4-6 identifies the minimum number of required parking spaces by land use category, including residential and non-residential uses.

Supportive Housing: The minimum parking requirement for Supportive Housing is the same as is applicable to the dwelling unit of the same type in the same zone that the use occupies. For example, if Supportive Housing is provided in a single-family residence, the same two-car covered parking requirement as it applied to the single-family residence is also applied to the Supportive Housing use. Similarly, if Supportive Housing is provided in a Senior Citizen Housing configuration, which is similar to what is proposed in this project, the Senior Citizen Housing parking requirement of 0.50 parking spaces per unit, plus one guest parking space for each 10 units.

However, per paragraph (4) of subdivision (p) of Cal. Gov. Code § 65915, if a development consists solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families, as provided in Section 50052.5 of the Health and Safety Code, and the development is either a special needs housing development, as defined in Section 51312 of the Health and Safety Code, or a supportive housing



development, as defined in Section 50675.14 of the Health and Safety Code, then, upon the request of the developer, a city shall not impose any minimum vehicular parking requirement.

As the proposed project meets the supportive housing definition (“...housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community.”) then the City is not permitted to apply the parking requirement as described above.

Ground Floor Commercial Uses: The prospective use of the ground floor commercial space (~2,200 square feet) is not specifically identified, so following are the minimum parking requirements of potential uses. The parking requirement for all other uses can be found in Table 4-6, as identified above.

- Retail: 3/1,000 square feet, or seven spaces
- Office (Administrative business professional): 3/1,000 square feet, or seven spaces
- Office (Medical): 4/1,000 square feet, or nine spaces
- Personal Services (laundry, hair salon, etc.): 3/1,000 square feet, or seven spaces
- Restaurant (includes outdoor dining area on private property): 10/1,000 square feet, or 22 spaces plus the adjacent outdoor area if included.
- Restaurant, Fast Food (includes outdoor dining area on private property):
 - 1,500 square feet or less: 4/1,000 square feet
 - 1,501 square feet to 1,999 square feet: 4/1,000 square feet, plus 3/100 square feet in excess of 1,501 square feet, up to a maximum of 20 spaces
 - 2,000 square feet or more of gross floor area: 10/1,000 square feet
 - 22 parking spaces

As proposed, the project would include 17 parking spaces behind security fencing for the residents and 20 additional parking spaces for guests and the ground floor commercial use. At the time building permits are submitted for the tenant improvement of the ground floor commercial space, the minimum number of parking spaces will be reviewed for compliance.

- b. Compact Parking Spaces Prohibited (PMC §17.46.090):** Compact parking spaces shall not be allowed anywhere in the City. Though compact spaces do not appear to be proposed, please keep this prohibition in mind as the projects progresses through the applicable entitlement and building permit processes.
- c. Dimensional Requirements (PMC §17.46.110, 17.46.120, 17.46.130):** Parking spaces shall measure a minimum of 8.5 feet wide by 18 feet deep (8.5' x 18'). An additional width of one foot shall be provided for each parking space the length of which is contiguous to a fence, structure, wall, or other obstruction. However, if columns are set back away from the aisles, the one-foot additional width required may be lessened three inches for each foot the columns are set back from the aisles.



At the end of an aisle providing access to a parking space perpendicular to the aisle, the aisle shall extend two feet beyond the side of the last parking space in the aisle. Vertical clearance for all parking spaces, including entrances, shall be a minimum of seven feet in height. Vertical clearance for access to and including handicapped spaces, shall be a minimum of eight feet, two inches (8'-2") in height.

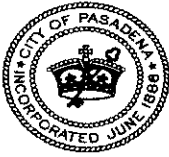
The minimum aisle dimension is based on the size and angle of a parking space pursuant to Table 4-8 (Aisle Dimensions), of Zoning Code Section 17.46.130 (Aisle Dimensions). Parking spaces shall be double-striped. Please refer to the Sections for additional requirements. All plans submittal for subsequent reviews must provide the sufficient level of detail needed to demonstrate compliance with these standards, where applicable.

According to the submitted plans, it appears the parking stalls (single and tandem) and aisle widths are generally in compliance. However, on all future submittals please include dimensions and labels on the plans. Please also demonstrate that the parking stalls will be double-striped, as well as numbering all stalls and/or identify counts by row. Finally, disabled accessible parking spaces are included as part of fulfilling off-street parking requirements.

- d. **Parking Access from Street (PMC §17.46.140):** All spaces in a parking facility shall be accessible without reentering a public right-of-way. As proposed, the project is in compliance with this standard, but please be aware as the project progresses through the entitlement and building permit processes, as applicable.
- e. **Driveway Design, Widths, and Clearances (PMC §17.46.150, 17.50.350.H.7):** The width of each driveway shall comply with the minimum requirements of this Section and also provide a minimum of one foot of additional clearance on each side of the driveway to a vertical obstruction exceeding one-half foot in height. The minimum width for residential uses with 26 or more parking spaces is 18 feet for two way drive. In addition, the driveway leading from the street into the parking area shall be located not more than five feet from a side property line. The review authority (i.e., Design Commission, Planning Director) may modify the location of a driveway to preserve a street tree or tree located on the site.

According to the submitted plans, all parking would be accessed through the existing driveways on the senior housing project to the immediate north, from N. Fair Oaks Avenue on the west and Wheeler Lane on the east.

- f. **Outdoor Parking Area Lighting (PMC §17.46.220):** Any parking lot light standards shall not exceed a height of 18 feet, all emitted light shall be confined to the parking area, and the light source (e.g. light bulb) shall not be visible from outside the area. In addition, the maximum average illumination within this non-residential zoning district is limited to three footcandles. Please include the necessary information and details in future submittals so compliance can be determined.



g. Parking Lot Landscaping (PMC §17.46.230): In addition

- a. **Perimeter:** All parking lots shall have a minimum five-foot wide perimeter landscaped area surrounding the parking lot.
- b. **Landscaped area:** For parking lots with 100 parking spaces or less, a landscape area equal to at least five percent of the parking lot shall be landscaped. This is in addition the perimeter landscaped area.
- c. **Trees:** A minimum of one tree for every four parking spaces shall be provided.
- d. **Planters:** Trees shall be located in planters throughout the parking area and surrounded on three sides by parking area paving. The planters shall have a minimum interior dimension of five feet in all directions.

Although some parking lot landscaping is proposed, it is not possible at this time to determine compliance. Please include the necessary details in future submittals so compliance can be determined.

- h. Loading Spaces (PMC §17.46.260, 17.50.350.L):** Off-street loading is not required for residential uses. However, depending on the size and type of use the occupies the ground floor commercial area, a loading space may be required. For example, Office and Retails uses less than 8,000 square feet in size do not require a loading space, but Restaurants less than 20,000 square feet require one off-street loading space. The minimum dimensions of a loading space for a uses that are 3,000 square feet of less in size are 10 feet by 20 feet, with 12 feet of vertical clearance. Uses with more than 3,000 square feet in area require a loading space that is 12 feet by 30 feet, with 14 feet of vertical clearance.
- i. Paving (PMC §17.46.300):** All parking areas, circulation aisles, and accessways shall be paved with Portland cement concrete. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- j. Bicycle Parking (PMC §17.46.320):** Bicycle parking facilities shall be provided for any new structure. Multi-family residential structures (3 or more dwelling units) require one bicycle space for every six dwelling units. All required bicycle parking facilities must be Class 1 bicycle facilities (garages or accessible indoor areas count). Refer to the Section referenced for other facilities that qualify as Class 1 as well as location and design requirements.

The submitted plans appear to show some bicycle parking on the north side of the building, but additional information is needed in future submittals.

- 19. Parking Lots and Driveways (PMC §17.33.050.D):** For parcels that have 200 feet in width or more of street frontage, such as this one, a parking lot may occupy up to 40 percent of the street frontage. As proposed, the new parking lot would be located behind the new building, which complies with the parking lot standard noted.



20. Signs (PMC §17.48): Any signs proposed are subject to this Chapter, where applicable. Depending on the number of signs proposed, a Master Sign Plan and Design Review may be required. Plans do not provide any information regarding signs. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

21. Environmental Review (PMC §17.60.070): This project will be subject to the California Environmental Quality Act (CEQA). The project may qualify for a statutory exemption under the guidelines of the California Environmental Quality Act (Public Resources Code §21080(b)(9); Administrative Code, Title 14, Chapter 3, Article 12.5, §15194 (Affordable Housing Exemption). Section 15194 specifically applies to residential housing projects consisting of 100 or fewer units that are affordable to low-income households. The proper environmental review will be determined upon submittal of the formal application for the first required entitlement.

22. Climate Action Plan (CAP): The City of Pasadena has an adopted Climate Action Plan (CAP). The overall purpose of the CAP is to present measures that will reduce local greenhouse gas emissions and align the City's reduction goals with statewide targets. In 2006, with the passage of the Global Warming Solutions Act, Assembly Bill (AB) 32, California became the first state in the U.S. to mandate state-wide reductions in GHG emissions as an effort to combat climate change. AB 32 sets a state-wide target to reduce GHG emissions to 1990 levels by 2020. In 2016, the enactment of Senate Bill (SB) 32 extended this commitment by raising the state-wide emissions target to 40 percent below 1990 levels by 2030. Overall, California's state-wide target is to reduce emissions 80 percent below 1990 levels by 2050. Discretionary projects requiring an EIR, MND, ND, SCEA, Addendums, or qualifying under the Class 32 exemption are subject to the CAP.

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

23. Mitigation/Condition Monitoring: Upon completion of the project's CEQA compliance documentation, some form of mitigation monitoring may be required. Condition monitoring may also be required for the discretionary permits. Fees are associated with both mitigation and condition monitoring for the project.

24. Estimated Fees (FY2021) (PMC §17.60.050): Although no Zoning Code-related entitlements are envisioned at this time, the following application fees are provided as a courtesy.

- Conditional Use Permit: \$5,419
- Minor Conditional Use Permit: \$2,679
- Variance: \$5,023
- Minor Variance: \$3,976
- Tentative Tract Map: \$5,192
- Vesting Tentative Tract Map: \$5,589
- Each Land and/or Air Parcel: \$191
- Certificate of Exception (Lot Line Adjustment): \$4,792
- Certificate of Compliance (added step with Certificate of Exception only): \$1,577



- Environmental Study/Reviews: At cost
- Records Management Fee: 3% added to total fees
- Public Hearing Notice Board: \$12 (fee charged per board)

Fees are subject to change and are based on actual rates at the time of formal submittal. Rates referenced run through June 30, 2021.

**PLANNING DIVISION –
DESIGN & HISTORIC PRESERVATION
SECTION:**

Plan Reviewer: Amanda Landry
Phone: (626) 744-7137
Email: alandry@cityofpasadena.net

HISTORIC PRESERVATION REVIEW:

Demolition of designated or eligible historic structures must be reviewed by the City as part of an environmental study or as an application for a Certificate of Appropriateness (permit) for demolition.

Because the building at 710-738 North Fair Oaks Avenue/19-25 East Orange Boulevard is not designated as a historic resource and does not appear to be eligible for such designation, a Certificate of Appropriateness is not required to demolish the building.

Demolition without a Building Permit for a Replacement Project:

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

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

DESIGN REVIEW

Because the project consists of mixed-use project with more than 10 residential units, design review is required, with the Design Commission being the reviewing authority. The applicable design guidelines for the project are the design related goals and policies of the Land Use Element of the General Plan, the Fair Oaks/Orange Grove Specific Plan Community Design Standards and Guidelines and Private Realm Design Guidelines, and the Design Guidelines for Neighborhood Commercial and Multi-Family Districts.

If no zoning entitlements are required for the project, environmental review pursuant to the California Environmental Quality Act (CEQA) will be conducted in conjunction with design review. Prior to filing an application for design review, it is recommended that the applicant consult with



the Transportation Department to begin preparation of any necessary traffic assessment or study that may be required. At a minimum, air quality and noise/vibration studies will likely also be required for the project. The full scope of the CEQA review will be determined upon submittal of an application for Concept Design Review.

Design review is a three-step procedure: 1) Preliminary Consultation and 2) **Concept (schematic-level) design review**; and 3) **Final design review**. Concept design review is a noticed public hearing before the Design Commission. Notification for this hearing may be combined with notification for any zoning entitlements, and the zoning and design review hearings may be scheduled concurrently, with the zoning hearing to precede the design hearing.

Preliminary Consultation: Requires an application with a filing fee and materials indicated in the Preliminary Consultation submittal requirements list, including conceptual plans and elevations with surrounding context, photographs of the site and surrounding context, a conceptual digital 3D model and a design narrative that answers questions specified in the submittal requirements list. Preliminary Consultation is intended to allow architects to obtain input on their design concept prior to investing in detailed design drawings that would be difficult to modify. The process yields advisory comments which the architect should consider in subsequent phases of design review. Preliminary Consultation will be conducted by the Design Commission

Concept Design Review: Requires an application with a filing fee and additional materials indicated in the Concept Design Review submittal requirements list. For a project of this scale, we suggest including some or all of the following visual materials: a) a massing model; b) rendered elevations; and c) an eye-level perspective drawings or computer models, concentrating on all three street elevations.

Concept design review addresses basic project design, including massing, modulation, siting, proportions, solid-to-void relationships, compatibility with surroundings, and compliance with design guidelines.

Final Design Review: Requires an application with a filing fee and the additional materials indicated in the Final Design Review submittal requirements list. Although the staff may conduct final design review, the Commission, during concept design review, is likely to request that it conduct final review in place of the staff. You may file for building plan check (for possible building and fire safety corrections) while awaiting approval for the application for Final Design review.

Final Design review focuses on compliance with the conditions of approval (if any) of concept design review and on construction details, paint colors, finishes, doors and windows, landscaping, exterior lighting, location/screening of mechanical equipment, etc.

Appeals/Calls for Review

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

Preliminary Design Issues

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



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

Specific Comments on Proposed New Construction

Siting: The location of the site at the northeast corner of the major intersection of Fair Oaks Avenue and Orange Grove Boulevard is identified as a key focal point in the Specific Plan area. This area is envisioned as a lively and attractive town center. The proposed development is presently situated so that the majority of the non-commercial spaces are at the ground floor, adjacent to the street, with a central courtyard and a covered passageway at the southern façade. The residential portions of the development are located above the ground floor or behind the commercial space. Consider appropriately increasing the street facing setbacks to allow for a wide sidewalk and additional private pedestrian oriented amenities along the street edge. Consider also buffering the ground floor residential spaces adjacent to the alleyway with well-lit landscaping or other means to create a more comfortable living experience and enhance the perception of public safety.

Massing: The proposed three-story massing is generally compatible with the surrounding neighborhood context. However, through the Design Review process, the massing should continue to be refined to promote a village like atmosphere, engage the corner and intersection, further articulate the facades, provide for more visual interest and convey a greater sense of quality and permanence. This may be achieved through the use of more significant setbacks and upper floor step backs, the incorporation of deeply recessed punched windows or the additional use of projecting or recessed balconies protected by overhead shade covers, such as awnings. Explore a lighter appearing arbor at the third floor of the southwest corner of the building. Consider devoting the “village” atmosphere by omitting the open circulation corridors at the second and third floors of the south elevation, and omitting the enclosed hallway at the south elevation that connects the two primary building volumes so that the passageway is open to the sky and allows greater visibility from the public realm into the central courtyard. Separating the building volumes and introducing transparent fencing will also contribute to a village like feeling.

Compatibility: As the design continues to evolve, consider more significantly distinguishing the appearance of the non-residential ground floor uses from the residential space above through the use of upper floor step backs, materials, colors and other architectural features. Special care should also be taken to emphasize those aspects of the design that contribute to or will further enhance the pedestrian experience. The various entries to the development, including the lobby facing Fair Oaks Avenue should also be more significantly differentiated from the other adjacent storefronts, either by a more distinct recess, or by accentuating it with surface details, canopies, or special lighting features. Due to the location and solar orientation of the development, the use



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of awnings and outdoor seating should also be strongly considered as an integral part of the design and incorporated where appropriate.

Landscaping: Landscaping will play a critical role in ensuring a successful design at this key focal point location. The specific plan encourages the use of shade giving-street trees, pedestrian scaled lighting, and underground utilities. Although utilities are typically considered during the later stages in the Design Review process, special consideration should be taken early on in the development process to ensure the utilities can be sited and screened so that they are not significantly visible from the public right-of-way. All parking areas should be screened with landscaping and fences, if proposed, should be integrated with the landscaping plan to soften their appearance.

Signage: Signage will be reviewed in greater detail during Final Design Review or as part of a Master Sign Plan. However, early in the design evolution process, possible areas and locations for signage should be considered and indicated on the drawings, to ensure the signage will be well integrated with the overall design and appropriately scaled.

Materials: Materials specifications are evaluated in detail during Final Design Review. However, throughout the Design Review process, all submittals should indicate that the project will use an appropriate color and material palette that responds to the surrounding contexts and distinguishes the residential portions from the non-residential portions of the development. High quality, durable materials are encouraged.

Below are links to the design guidelines that apply to the project:

- <https://www.cityofpasadena.net/wp-content/uploads/sites/30/Chapter-5.8-Private-Realm-Design-Guidelines.pdf?v=1603473969525>
- <https://www.cityofpasadena.net/wp-content/uploads/sites/30/Neighborhood-Commercial-and-Multi-family-Residential-Districts.pdf?v=1603474067965>

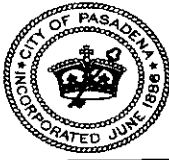
Estimated Fees: Fees are subject to change and are based on actual rates at the time of formal submittal. A 3% records management charge is added to each fee.

Preliminary Consultation:	\$750.00
Concept Design Review:	\$8,465.00
Final Design Review:	\$2,134.00

DEVELOPMENT:

Plan Reviewer: Eric Duyshart
Phone: (626) 744-7353
Email: eduyshart@cityofpasadena.net

Comments were not provided. Please contact the division directly to discuss its requirements.



FIRE DEPARTMENT:

Plan Reviewer: Vardan Azizian
Phone: (626) 744-7574
Email: vazizian@cityofpasadena.net

These requirements are based on the 2019 Title 24 and are subject to change based on when the building and fire plans are submitted for review and permits.

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

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

Fire Department Fire Sprinkler Connections: Shall be comprised of:

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

Automatic Fire Alarm/Detection System: The structure shall be provided with a fully automatic fire alarm notification system throughout all areas of the building. Shop drawings are to be submitted by the contractor for review and approval prior to construction. All smoke detectors shall be intelligent analog and photoelectric.
PMC, CFC Chapter 9.

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

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

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



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or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.

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

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

FIRST SOURCE LOCAL HIRING:

Plan Reviewer: Antonio Watson
Phone: (626) 744-8382
Email: awatson@cityofpasadena.net

The City of Pasadena's First Source Local Hiring Ordinance (14.80) offers a financial incentive for private development projects that voluntarily hire Pasadena residents for construction related work. In this instance the City will pay 50% of the salary and benefits up to 75% of the Project's construction tax. If this Project is not receiving any "Financial Assistance" (as defined in the ordinance), and it is paying a construction tax, it is eligible for a Voluntary Local Hiring Agreement. For more information, contact Antonio Watson at 626-744-8382.

HEALTH DEPARTMENT:

Plan Reviewer: Carmina Chavez
Phone: (626) 744-6041
Email: cachavez@cityofpasadena.net

Comments were not provided. Please contact the department directly to discuss its requirements.

HOUSING DEPARTMENT:

Plan Reviewer: James Wong
Phone: (626) 744-8316
Email: jwong@cityofpasadena.net

The proposed development is subject to that certain Development, Loan and Lease Agreement ("DLLA") by and between the City of Pasadena and BRIDGE Housing Corporation, dated June 24, 2020, as City Agreement No. 23,370.

The DLLA was amended pursuant to that certain First Amendment to Development, Loan and Lease Agreement between the two parties, dated September 10, 2020.



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

NORTHWEST PROGRAMS:

Plan Reviewer: Lola Osborne
Phone: (626) 744-4791
Email: losborne@cityofpasadena.net

Northwest Commission Comments:

- 1) The developer should host a community meeting for updates to the surrounding neighbors regarding the project not to solicit future residents
- 2) The developer should prioritize a café/restaurant for the 2,000+retail space at the corner of the project site
- 3) All consideration for use of the flex space should take into consideration both the residents and services that the community needs as well.

DEPARTMENT OF PUBLIC WORKS:

Plan Reviewer: Yannie Wu-Bowman, P.E.
Phone: (626) 744-3762
Email: ywu-bowman@cityofpasadena.net

General Statement: The Department of Public Works has reviewed the application for PPR2020-10003 at 710 North Fair oaks Avenue. The application is for the construction of a 70-unit Affordable Housing for Homeless Seniors and Ground Floor Commercial Space on City-owned property. The following conditions are in response to a pre-development plan review and intended to be used only for this purpose. The conditions, as intended, are general in nature and are to be used as points of general discussion. Should this proposed development continue beyond the pre-development plan review process, the Department of Public Works will review the proposed development for specific recommended conditions to be approved, which could also include other conditions.

Dedication: In reference to the Department of Transportation requirement on sidewalk widening along Fair Oaks Avenue and Orange Grove Boulevard frontages, DOT memorandum dated September 22, 2020, the applicant shall be responsible for all the costs required to complete the dedication. The dedication documents and processing fee shall be submitted to this office, at least three to four (3-4) months prior to the issuance of any permits. The dedication documents shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

Wheeler Lane Widening: Wheeler Lane has an existing right of way of 17-foot wide. In order to provide for a standard 20-foot alley, a dedication of 3-foot strip of land along the Wheeler Lane frontage of the subject properties will be required for alley purposes. The applicant shall be responsible for all the costs required to complete the dedication. The easement document shall be submitted prior to the issuance of any permits and the dedication must be recorded prior to the issuance of a Certificate of Occupancy.

The western half of Wheeler Lane from the northeast corner of the property to 244.24 feet south, including the 3-foot dedication, shall be reconstructed with 4-inch depth asphalt concrete pavement. In addition, the alley approach on Wheeler Lane at Orange Grove Boulevard shall be widened to accommodate the dedication. Wheeler Lane is being used as a major approach point



for the development, the alley approach at Orange Grove Boulevard shall be reconstructed to 8-inch thick Portland Cement Concrete and to the satisfaction of the City Engineer.

Shared private ingress/egress: A private ingress/egress covenant of easement for a shared access, on Fair Oak Avenue, with the adjacent parcel (APN 5725-002-916) shall be shown in the construction plans. The applicant shall be responsible for all the costs required to complete the covenant of the common easement. The executed and recorded documents shall be submitted prior to the issuance of any permits.

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

The applicant shall submit the application, plan and processing fee, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of any permits. An approved license agreement will allow the applicant to install and maintain the private improvements within the public right-of-way with conditions.

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

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

ADA Curb Ramp: In order to accommodate an Americans with Disabilities Act (ADA) compliant curb ramp, the applicant shall verify, and reconstruct if necessary, a standard curb ramp at all four corners of Fair Oaks Avenue and Orange Grove Boulevard, if possible, per Caltrans Standard A88A or City of Pasadena Standard 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 shall 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 submit fees, per the current General Fee Schedule, to cover the cost of plan checking and construction inspection of the improvements. 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 fees at least two (2) months prior to the issuance of any building or demolition permits.

Upon review of the curb ramp improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (up to 25 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.

Public Improvements: All excavations for utility connections/services for the development shall be limited to one street frontage only, either on Fair Oaks Avenue or on Orange Grove Boulevard. The restoration of the selected frontage shall be a full width (from gutter to gutter) cold milling and resurfacing of asphalt concrete roadway per Standard Plan S-415. All street restoration shall be completed prior to the issuance of Certificate of Occupancy.

The applicant shall demolish existing and construct the following public improvements along the subject development frontages of Fair Oaks Avenue and Orange Grove Boulevard including concrete drive approach per Standard S-403; concrete sidewalk per Standard Plan S-421; concrete curb and gutter per Standard Plan S-406. The public improvements shall be completed prior to the issuance of Certificate of Occupancy.

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



Street Lighting: The existing street lighting fronting the subject site are substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate the following, per the City requirements and current standards:

- 1) Two (2) existing street lights along Fair Oaks Avenue frontage
- 2) Three (3) existing street light along Orange Grove Boulevard frontage

The renovation shall include but not limited to new LED light, conductors, lamp socket, fuse, photo cell, and miscellaneous related parts.

In the event where the existing street light pole determined, by the City, to be deteriorated and/or damaged, the applicant shall replace the existing street light pole with a new street light pole in kind. The replacement shall include but not limited to new pole, new footing, new LED light(s), conduit, conductors, lamp socket, fuse, globe/lantern, globe holder, photo cell, and other miscellaneous related parts. The applicant shall schedule a street lighting pre-inspection with the Public Works inspector to determine the details/scope of the replacement/renovation of the existing street lighting. Please contact 626-744-4195 or via email: pw-permits@cityofpasadena.net to schedule a street lighting pre-inspection, prior to the issuance of any permits.

Traffic Signal: The applicant shall replace/upgrade the traffic signal safety lights, on all four corners of Fair Oaks Avenue and Orange Grove Boulevard intersection, with LED energy efficient luminaire.

The primary traffic signal pole on northeast corner of Fair Oaks Avenue and Orange Grove Boulevard is damaged and should be replaced.

Please contact Rich Yee, Principal Engineer, at RYee@cityofpasadena.net or 626-744-4643, for more detailed information on the traffic signal modifications.

The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above improvements shall be prepared by a Civil Engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to submit fees, per the current General Fee Schedule, to cover the cost of plan checking and construction inspection of the improvements. Note that building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit public improvements plans and the plan check fees at least two (2) months prior to the issuance of any building or demolition permits.

New Tree Planting: The applicant shall plant the officially designated street tree per the City's approved Master Street Tree Plan along the boundary of the subject property as follow:

- 1) One (1) *Quercus* oak species trees on Orange Grove Boulevard frontage
- 2) Three (3) *Quercus suber* Cork oak trees on N. Fair Oaks Avenue frontage

All new street tree planting sites must be consistent with Standard Drawing S-640 New Tree Location subject to review by the Department of Public Works



Trees planted by the applicant must meet the City's tree stock standards, be inspected by the City, and be planted according to the details provided by the Parks and Natural Resources (PNR) Division. Planting shall include the installation of the following per tree: no less than two tree stakes; one arbor guard; and the use of slow-release fertilizer tablets. The applicant shall contact PNR (626-744-3880) for tree planting approval, a minimum of two (2) months, prior to the issuance of a Certificate of Occupancy.

Trees planted by the applicant must be irrigated by either an existing or a new irrigation system constructed by the applicant. Plans for the irrigation system shall be prepared by a landscape architect registered in the State of California and submitted to PNR for review and approval. Irrigation facilities (main line, valve, pull box, timer, etc.) must be constructed within private property with the exception of the laterals and bubblers. The lateral shall be a minimum of 18" deep, and no above-ground structures are allowed.

Prior to issuance of the Certificate of Occupancy, the applicant shall submit a Tree Guarantee Deposit equal to the cost of all new trees planted to guarantee that newly planted trees are maintained by the applicant for a minimum of three calendar years. Tree maintenance during this period shall include the following: watering no less than once a week; weed removal; reconstruction of tree wells as needed; re-staking as needed; adjustment to grade of any trees that settle; and any other operations needed to assure normal tree growth. The applicant shall replace any newly planted trees which, for any reason, die or whose health is compromised, within the applicant's three-year establishment period. The three-year tree establishment period shall commence on the day that the Certificate of Occupancy is issued. PNR shall inspect all trees planted by the applicant at the end of the three-year establishment period, and if the trees are found to be in good health, the applicant's deposit will be released. If the trees are found to be in poor health, the establishment period may be extended by PNR and the applicant's deposit shall be held accordingly. Said deposit may be included as part of the construction guarantee if applicable, and is subject to partial refund or additional billing.

Existing City Tree Protection: To protect existing City trees during construction, the applicant shall fully conformed to the Tree Protection Guidelines signed by the City Manager. The full guidelines is available at the following link: <https://www.cityofpasadena.net/public-works/engineering-and-construction/engineering/>

A Tree Protection Zone (TPZ) shall be established for all existing City trees within the scope of a construction project. The TPZ extends from the base of the tree to four (4) radial feet beyond the dripline of a tree and applies to the entirety of the tree – from the roots to the canopy of the tree.

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

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

Prior to the issuance of any permit, the applicant shall submit a Preliminary Tree Protection Plan (PMC Ch. 8.52 – City Trees and Tree Protection Ordinance), prepared by a Landscape Architect or certified Arborist, showing the TPZ and all structures, footings, and grading that may impact



City trees shall be submitted to the Department of Public Works, for review and approval. Given that each construction project poses unique conditions, it is the responsibility of the applicant to develop a Tree Protection Plan based off the TPZ standards to the extent feasible. The Plan shall conform to the Tree Protection Standards which specifically require showing the locations of all existing trees, their diameters, canopies, whether the tree is a public tree or private tree, as well as any trees to be planted with their canopy at mature size. The final conditions of the Tree Protection Plan shall be approved by the Forestry Superintendent. A non-refundable flat fee, per the current General Fee Schedule, will be required for staff time to review the Tree Protection Ordinance compliance.

Prior to any construction, tree protections including the installation of fencing to protect public trees must be in place. The fencing material shall be chain-link attached to posts inserted into the ground at the edge of the dripline and shall be a minimum of 6' in height. See Standard Plan S-642 – Tree Protection Chain Link Fencing. Fencing shall maintain visual lines of sight in order to avoid vehicle and pedestrian hazards. Fencing shall include a minimum 8.5" x 11" warning sign with the following information: 'Tree Protection Zone'; name and contact information of project owner or authorized representative; 'Please contact the City of Pasadena Citizen Service Center to report any concerns (626) 744-7311'. All protective fencing must be permitted, inspected and approved by Public Works prior to the commencement of any construction.

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

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

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

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

The site shall be designed such that all drainage flows to Orange Grove Boulevard and Fair Oaks Avenue in a cast iron curb drain or an approved curb outlet. The construction of the drain shall be completed prior to the issuance of Certificate of Occupancy. No drainage to Wheeler Alley is allowed.

Right-of-Way Guarantee Deposit: Past experience has indicated that projects such as this tend to damage the abutting street improvements with the heavy equipment and truck traffic that is



necessary during construction. Additionally, the City has had difficulty in requiring developers to maintain a clean and safe site during the construction phase of development. Accordingly, the applicant shall place a \$10,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, including striping, slurry seal/resurfacing, curb, gutter, and sidewalk, either directly or indirectly, by the construction on this site. The deposit may be used for any charges resulting from damage to street trees. A processing fee will be charged against the deposit.

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

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

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

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

The Holiday Moratorium Map, showing the appropriate shutdown period, and corresponding areas in the City, is available at the Department of Public Works Permit Counter (window #6), 175



N. Garfield Avenue, Pasadena, CA 91109, or at the following link:
<https://www.cityofpasadena.net/public-works/engineering-and-construction/engineering/>.

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

- Sewer Facility Charge - Chapter 4.53 of the PMC
The ordinance provides for the sewer facility charge to ensure that new development within the city limits pays its estimated cost for capacity upgrades to the city sewer system, and to ensure financial solvency as the city implements the operational and maintenance practices set forth in the city's master sewer plan generated by additional demand on the system. Based on sewer deficiencies identified in the City's Master Sewer Plan, the applicant may be subject to a Sewer Facility Charge to the City for the project's fair share of the deficiencies. The Sewer Facility Charge is based on the Taxes, Fees and Charges Schedule and will be calculated and collected at the time of Building Permit Issuance.
- Sidewalk Ordinance - Chapter 12.04 of the Pasadena Municipal Code (PMC)
In accordance with Section 12.04.035, entitled "Abandoned Driveways" of the PMC, the applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk. In addition, the applicant shall repair any existing or newly damaged curb, gutter and sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy in accordance with Section 12.04.031, entitled "Inspection required for Permit Clearance" of the PMC.
- City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC
The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property. No street trees in the public right-of-way shall be removed without the support of the Urban Forestry Advisory Committee. No trees shall be damaged by the proposed construction, if a City tree is damaged, the applicant may be liable for the assessed value of the tree. Refer to <https://www.cityofpasadena.net/public-works/parks-and-natural-resources/urban-forestry/> for guidelines and requirements for tree protection.
- Residential Impact Fee Ordinance - Chapter 4.17 of the PMC
The ordinance was established to provide funds to mitigate the impact of new residential development on City parks and park and recreational facilities. A copy of the Residential Impact Fee Information Packet is available at the city webpage at: <https://www.cityofpasadena.net/public-works/engineering-and-construction/engineering/>. The Residential Impact Fee is based on the current Taxes, Fees and Charges Schedule (<https://www.cityofpasadena.net/finance/general-fund/fees-tax-schedules/>) and will be calculated and collected at the time of Building Permit Issuance.

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



The estimated Residential Impact Fee based on the current tax schedule and the submitted information in the application for this project. This amount is a rough estimate and for informational purposes only. The exact amount will be calculated at the time of Building Permit issuance.

- o Construction and Demolition Waste Ordinance, Chapter 8.62 of the PMC
The applicant shall submit the following plan and form which can be obtained from the Permit Center's webpage at: <https://www.cityofpasadena.net/public-works/recycling-resources/construction-demolition-recycling/construction-and-demolition-debris-recycling/> and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:
 - a. C & D Recycling & Waste Assessment Plan – Submit plan prior to issuance of the permit. A list of Construction and Demolition Recyclers is included on the waste management application plan form and it can also be obtained from the Recycling Coordinator.
 - b. Summary Report with documentation must be submitted prior to final inspection.

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

Estimated Fees: All costs associated with these conditions shall be the applicant's responsibility. Unless otherwise noted in this memo, all costs are based on the General Fee Schedule that is in effect at the time these conditions are met. A processing fee will be charged against all deposits. A Public Works permit is required for all construction and occupancies in the public right-of-way. If construction vehicles and equipment are parked off-site in the public right of way, the permit fee for street and sidewalk occupancy will be based on the area and duration corresponding to the current City's General Fee Schedule. For more information, please contact Yannie Wu-Bowman at 626-744-3762.

**DEPARTMENT OF
TRANSPORTATION:**

Plan Reviewer: Conrad Viana, P.E.
Phone: (626) 744-7424
Email: cviana@cityofpasadena.net

The City of Pasadena Department of Transportation conducted an analysis to review potential transportation impacts related to the proposed construction of the Heritage Square South project with 70 senior housing rental units and 2,200 sf retail or restaurant development.

Pursuant to the City's transportation study guidelines, DOT recommends the following conditions for the project:



- 1) The project shall pay the Traffic Reduction and Transportation Improvement Fee (TRTIF) 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 fee for affordable housing units may be waived with appropriate documentation.
- 2) In accordance with City Ordinance No. 7157, the project is subject to the City's Trip Reduction Ordinance (TRO) requirements. As indicated in the ordinance, a Transportation Demand Management (TDM) Plan shall be prepared prior to the issuance of the first permit for construction. To understand the TDM Plan requirements and associated review fees* for the report submittal, contact the Complete Streets Division at (626) 744-7526 to arrange a pre-design meeting.

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

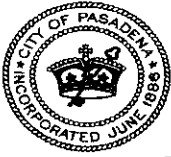
- 3) Pursuant to the adopted Street Design Guide:

- The existing sidewalk on Fair Oaks Avenue is 10' wide. The project shall provide an additional 2' sidewalk easement for an ultimate 12' wide sidewalk along the project frontage.
- The existing sidewalk on Orange Grove Boulevard is 10' wide. The project shall provide an additional 2' sidewalk easement for an ultimate 12' wide sidewalk along the project frontage.

- 4) The developer shall pay for the purchase and installation of bicycle racks in the vicinity of the project prior to issuance of the building permit. Please contact the Department of Transportation, attention: Conrad Viana, so that an invoice may be prepared. Initial Deposit: \$1,000*

*The estimated cost is subject to partial refund or additional billing.

- 5) If proposed, any parking entry gate shall be setback a minimum 40' from the property line. The gate must be included on the site plan and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).
- 6) Currently, the plans do not show any subterranean parking. Any proposed subterranean parking plans shall indicate a 20' flat area 2% or less beyond the property line before the start of any subterranean ramp to improve vehicular sight distance. Any deviation shall be reviewed and approved by DOT.
- 7) Existing on-street parking conditions along the project frontage shall be maintained during and after construction except by permit.
- 8) The City will not issue permanent, on-street overnight parking permits to the future residents of this project. Future tenants shall be advised of the unavailability of permanent, on-street overnight parking permits by the property management.



- 9) Views adjoining both sides of the driveway at the property line shall not be obstructed with landscaping, block wall, or non-porous fencing greater than 2.5' in height from property line to 15' beyond the property line.
- 10) Any project loading/unloading spaces shall be on-site. DOT will not install a loading zone for project use along the project frontage.
- 11) The existing northbound Fair Oaks Blvd. bus stop north of Orange Grove Blvd. is in the top 5% of most used bus stops in the City. It is currently 100' which is substandard for the service it provides both in passenger capacity and zone length.
 - Per the Pasadena Street Design Guidelines, the standard length for this bus stop location must be at least 130' to accommodate 10 buses per hour during the peak. The project shall replace the existing bus bay cutout that currently exists with concrete curb, gutter, and sidewalk so that the bus stop meets the 130' standard when buses stop in the lane of travel. Utility relocations will be required. Design plans for off-site public improvements shall be submitted to both the Departments of Public Works and Transportation for review and approval.
 - The project shall fund the purchase and installation of one Pasadena Transit Real- Time Bus Finder interactive device for the bus stop located at the existing eastbound Orange Grove Boulevard bus stop west of Raymond Ave. This bus stop is the companion stop to the northbound Fair Oaks Blvd. bus stop north of Orange Grove Blvd. Fee: \$5,500
 - An on-site passenger loading zone separate from the bus zone is required to accommodate anticipated demand for ADA transportation services and shared ride services.
- 12) All existing bus zones shall be maintained and operational during construction. Any existing transit amenities, including the bus shelter and the bus shelter trash receptacle, shall remain in place. Tree wells, street lights, fire hydrants and other items may not be placed in the public right of way within bus zone(s) without prior approval from the Department of Transportation. Adjacent property environment shall not interfere with bus operations (this includes, but is not limited to, building overhangs, awnings, landscaping, etc.)
- 13) Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging & Traffic Management Plan to the Department of Public Works for review and approval. Permitted hours for heavy construction vehicle traffic may be limited to the hours between 9:00 AM – 3:00 PM to reduce traffic congestion bordering the project site during peak hours. This memorandum is based on the project scope provided to DOT. An update might be required if a significant change is made to the project scope, or if additional analysis is requested by the decision makers.



**WATER & POWER DEPARTMENT -
POWER DIVISION**

Plan Reviewer: Eduard Avakyan
Phone: (626) 744-7826
Email: eavakyan@cityofpasadena.net

The City of Pasadena Water and Power Department (Department) shall provide electric service to the proposed development at 710-738 N Fair Oaks Ave on the following basis:

1. Owner/developer shall provide a private property transformer vault room located along Fair Oaks (closest to street). North west corner of 710 N Fair Oaks is preferred. Exact location to be coordinated with PWP. The size of the transformer vault will vary depending on the size of the electrical service.
2. Larger electrical services will require a vault room that is min of 11' in height, adjacent (sharing a wall) with the electrical room and will require a bus duct installation.
3. Transformer vault shall both double door access and an access hatch from ground level (open to sky). The hatch shall have drivable PWP truck access for equipment installation purposes.
4. A utility easement shall be required if the electrical service crosses/feeds multiple parcels.
5. Any required transformer room(s) located within a building structure shall be rated for 4-hour fire separation and meet all local Building & Fire Department requirements related to room ventilation and alarming.
6. Owner/developer shall be responsible for the maintenance of the transformer vault, provide protection for the equipment in the transformer room, and allow access to the transformer room at all times to Department personnel and vehicles in accordance with the Department Electric Service Requirements Regulation 21. If necessary, Department shall install concrete-encased primary service laterals from a street vault to the property at the owner/developer's expense. The number and location of the service laterals varies according to the size of the electrical service.
7. Owner/developer shall pick-up new primary service laterals at the property line and install concrete-encased conduits to the transformer vault within the development area. The number and location of the conduits varies according to the size of the electrical service.
8. It shall be the owner/developer's responsibility to build vault room with proper ventilation, lighting, and grounding as specified by PWP and install secondary service conduits within the development area.
9. Department shall install electrical service transformers, cables, and electric meters.
10. All Department installation costs including street work shall be paid by the customer and are included in the cost.
11. Owner/developer must identify and notify the Department of any conflict with existing overhead lines / poles and maintain existing ingress / egress access for overhead lines /



- poles. Proper clearances between the proposed structure and overhead lines / poles must be maintained.
12. Owner/developer must identify and notify the Department if there is any underground electrical conduit and transformer vault within the proposed development area in conflict with the construction.
 13. Owner/developer installed distributed generation resources that will be interconnected to the Pasadena Electric Distribution System shall be installed in accordance with the Department Distributed Generation Interconnection Requirements Regulation 23. In addition, all customer installed solar photovoltaic (PV) resources shall meet all of the requirements of both the local Building & Fire Department and the Pasadena Solar Initiative Program.
 14. In order to determine the specific requirements of the electrical service for this project, the following items will need to be included in the Submittal Drawing Set (2 sets of electrical plans required): service size & voltage, main service disconnect, scaled site plan, elevation plan, proposed transformer room location, electrical meter / panel location, single-line diagram, load calculations, and proposed construction schedule.
 15. Total estimated cost for providing electric service to this development will depend on service size and the extent of civil work required in the public right of way. A cost estimate shall be provided to the owner/developer after the Submittal Drawing Set has been provided to the Department. The Department estimate and comments are valid for ninety (90) days.
 16. All comments are preliminary and are based on the limited description provided. Please arrange a meeting with Electric Service Planning personnel for further information and detailed requirements at (626) 744-4495.

**WATER & POWER DEPARTMENT -
WATER DIVISION**

Plan Reviewer: Natalie Ouwersloot
Phone: (626) 744-7011
Email: nouwersloot@cityofpasadena.net

Water Mains: Pasadena Water and Power (PWP), Water Division can serve water to this project. The proposed project site is served by two water mains:

- 1) An 8-inch cast iron main in Fair Oaks Avenue installed under Work Order 2745 in 1932. The water main is located approximately 17 feet east of the west property line of Fair Oaks Avenue.
- 2) A 12-inch ductile iron main in Orange Grove Boulevard installed under Work Order 53682 in 2019. The water main is located approximately 15 feet north of the south property line of Orange Grove Boulevard.

Moratoriums: Verify with Public Works Department regarding any street construction moratorium affecting this project.

Water Pressure: The approximate water pressure at this site is approximately 55 psi.



Water Service: PWP records reflect three domestic services serving this property:

- 1) 2-inch copper service from 1968 (43476)
- 2) 1 ½-inch copper service from 1955 (42405)
- 3) 1-inch copper service from 2019 (12171)

Any change in water service will be reviewed when the building plans are submitted. Any change in service from the water main to the property will be installed at actual cost and paid for by the owner/developer.

Water Main Charge:

Per the Pasadena Municipal Code Section 13.20.080.B, if the water main servicing the project is determined to have inadequate flows or pressures to accommodate the increase in water demands, but the new main benefits more than a single development, a special connection charge will be established for that new main and charged to the project. A deposit will be requested for the water main design and a cost estimate will be provided to the owner/developer for the new water service installations, main design, and main construction. The owner/developer must be aware that the design of a new water main will take 3 to 4 months after the initial deposit is made by the owner/developer. Also, an additional 4 to 6 months will be needed for the construction of the water main after the balance of the estimate is paid in full by the owner/developer. The design and construction estimated time depends on the size and length of the water main and other mains in the queue. For this reason, it is imperative that the initial deposit be submitted promptly. Also, if it is determined by Public Works Department that street restoration is required, it will be paid in full by the owner/developer. The Public Works Department determines the limits of the street restoration.

Water Division Requirements:

- Water lines are not permitted to cross lot lines to serve adjoining lots without a utility easement; the Pasadena Water Division shall approve all proposed easements.
- The Water Division will install the service tap, lateral, water meter and designate the distribution main and service tap.
- Water services not in use must be abandoned at the distribution main at the applicable rate.
- For subdivided lots with one unit behind the existing, show easement documentation and assessor parcel map showing the subdivision.
- Pursuant to the PWP Water Regulation Section XI 'A water service and meter may be evaluated for its continuing integrity. Should PWP find a service, meter, vault or other appurtenance to be substandard and no longer suitable for continued use, replacement and/or construction of new facilities may be required. PWP may require that a portion or all of the costs of such replacement and/or construction be paid or contracted for by the Applicant or Customer prior to construction.' The property owner is responsible for the replacement cost. All service pipes shall be of suitable capacity as determined by applicable plumbing and fire codes. The minimum sized service installed by PWP is 1-inch.

Cross Connection Requirements for Domestic Services:

- All city cross-connection prevention policies must be adhered to. The developer is required to provide back-flow protection at all connections whereby the plan arrangement or configuration could potentially contaminate the domestic water system.
- There shall be no taps between the meter and the backflow assembly.



- The owner/developer shall provide and install an approved double check valve backflow prevention assembly at each water service if more than one water service serves property. The location of the back-flow prevention assembly shall be above ground within 20-feet of the property line.
- The property owner is responsible for the back-flow prevention assembly. The assembly will be registered and require an annual test certification. All manufacturer warranties shall be transferred upon installation and certification to the property owner.
- The owner/developer is responsible for certifying and testing the assembly after installation by a person that possesses a current and valid license, and must be certified by the County of Los Angeles Department of Health Services.
- The owner/developer shall submit the results of the test to the Water Utility Service Section for approval. Upon approval, the City will maintain domestic water to the property and will automatically register the assembly.
- Water system protection is at the jurisdiction of PWP and internal backflow prevention devices will be monitored by the Pasadena Public Health Department.
- All water services shall be protected from cross connections by means of approved backflow prevention techniques and assemblies.
- An administrative fee of \$180.94 will be charged for each backflow prevention assembly installed.

Cross Connection Requirements for Fire Service:

- The fire service requires a detector meter and back-flow prevention assembly.
- The assembly shall be located in a readily accessible location for meter reading, test and maintenance.
- All fire sprinkler systems require installation of an approved double check valve backflow prevention assembly at the sprinkler lateral off the domestic system.
- Contract service other than PWP, providing the backflow prevention assembly shall contact the Water Utility Services Section to verify assembly approval or contact the University of Southern California foundation for Cross Connection Control and Hydraulic Research for an approve list of assemblies.
All manufacturer warranties shall be transferred upon installation and certification to the property owner. The property owner shall assume ownership of the back-flow prevention assembly. The assembly will be registered and require an annual test certification.
- If PWP is to provide DCDA for fire service, PWP will install Wilkins, model 450 DA.
- Choose from one of the below listed options and incorporate into the fire sprinkler plans.

Option 1: Detector meter located on double check detector check assembly (DCDA) outside the structure on private property.

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

Option 2: Detector meter located in a vault within the public right of way with a double check valve backflow prevention assembly (DCA) provided and installed inside or outside the building by the owner/developer.



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

All Other Cross Connection Requirements:

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

Residential Water Metering Requirements:

Senate Bill No. 7 (Housing: water meter: multiunit structures) approved by the Governor September 25, 2016, requires that individual meters or submeters be installed on all new multifamily residential units. Per Senate Bill No. 7: Each water purveyor that sells, leases, rents, furnishes, or delivers water service to a newly constructed multiunit residential structure or newly constructed mixed-use residential and commercial structure for which an application for a water connection, or more than one connection, is submitted after January 1, 2018, shall require a measurement of the quantity of water supplied to each individual residential dwelling unit as a condition of new water service. The law exempts long-term health care facilities, low-income housing, residential care facilities, housing at a place of education, and time-share properties, as well as, other multiunit residential structures deemed infeasible by the Department of Housing and Community Development.

Per the Water Regulations adopted by City Council on June 4, 2012: "The water service will end at the curb, public right of way or property line at the option of PWP. Where the location of the meter box or vault on the City side of the property line is not practicable, the meter box or vault shall be located on the Customer's premises or such other location that may be agreed upon by PWP at its option. The Customer shall be responsible for the expense of installation and maintenance of the lines on the Customer's side of the property line connecting to PWP's service where construction of the Customer's facilities began."

The following submetering options are available for PWP customers:

Option 1: Individual metering located on the parkway.

The Water Division will install individual water meters on the parkway in front of the project site, if permitted by available space as per the General Requirements, for each residential unit. The owner/developer shall install an approved double check valve backflow prevention assembly at each domestic water service. All dedicated irrigation services must have a Reduced Pressure Zone Valve Assembly ("RP"). The location of the backflow prevention assemblies shall be above ground within 20-feet of the property line, and the assemblies require registration and annual test certifications. PWP's responsibility of service ends at the meter and PWP will bill each tenant directly.

Option 2: Individual metering located on private property.

The Water Division will install a service lateral up to the property line with a shut off valve. The owner/developer shall provide and install an approved double check valve backflow prevention



assembly after the shut off valve and will install all piping behind the property line. The location of the backflow prevention assembly shall be above ground within 20-feet of the property line, and the assembly requires registration and an annual test certification. The owner/developer will pay for and install all water meters, provided by PWP, to each residential unit. Water meters must be installed horizontally and must be located in an open area or in a garage/parking area and must have a minimum 12-inch above grade in order for meter readers to have unrestricted access to them if needed. All dedicated irrigation services must have a RP. PWP will inspect the individual meters as a condition of providing service. PWP's responsibility of service ends at the property line and PWP will bill each tenant directly.

Option 3: Submetering by third party vendor located on private property.

The Water Division will install master water meter(s) on the parkway, in front of the project site. The owner/developer must submit a statement on letterhead stating that a Contractor licensed by the California State License Board will install submeters, per Senate Bill No. 7, to all residential units. The owner/developer shall install an approved double check valve backflow prevention assembly on each submeter. All dedicated irrigation services must have a RP. The backflow prevention assemblies require registration and annual test certifications. PWP will inspect the submeters as a condition of providing service. PWP's responsibility of service ends at the master meter and the owner/developer is responsible for billing each tenant per Senate Bill No. 7.

Fire Flow and Fire Hydrants:

The Pasadena Fire Department ("PFD") has jurisdiction and establishes the requirements for fire protection within the City of Pasadena. PFD must be consulted in this regard. Any cost incidental to providing adequate fire protection for the project must be paid for by the owner/developer.

There are three fire hydrants in close proximity to the project site:

- 1) Fire hydrant 414-27 is located on the east curb of Fair Oaks Avenue approximately 200 feet north of Orange Grove Boulevard.
- 2) Fire hydrant 415-10 is located on the southwest corner of Fair Oaks Avenue and Orange Grove Boulevard.
- 3) Fire hydrant 415-1 is located on the south curb of Orange Grove Boulevard approximately 270 feet east of Fair Oaks Avenue.

There are no current fire flow tests available for these hydrants. If you would like to request fire flow information for this hydrant, please contact Linette Vasquez at (626) 744-7064.



Project Location and Fire Hydrants Details:

