



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

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PREDEVELOPMENT PLAN REVIEW COMMENTS

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

Project Number: PPR2021-00007

Date: November 8, 2021

Project Address: 2021 E. Colorado Blvd.

Project Description:

Review of preliminary plans for the construction of a new mixed-use project (193 residential units, 15,200 square feet of commercial space). The parcel is currently developed with 27,002 square feet of commercial space, surface parking, and one residential unit. The subject property is zoned ECSP-CG-4 and RM-32, with a Low Mixed Use General Plan Land Use Designation.

Applicant: Alexander Catala

Case Manager: Martin Potter, Planner

Phone #: (626) 744-6710

E-mail: mpotter@cityofpasadena.net

| DETERMINATION OF COMMUNITYWIDE SIGNIFICANCE REQUIRING PRESENTATION TO THE CITY COUNCIL: | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| 1. Greater than 50,000 square feet of gross floor area with at least one discretionary permit. | <input checked="" type="checkbox"/> |
| 2. Fifty or more housing units. | <input checked="" type="checkbox"/> |
| 3. Other: Any other project determined by the Planning Director to be of major importance to the City. Factors that might lead to this determination include adverse impact on historic structures, non-conformity with the General Plan, non-conformity with Specific Plans, adverse impact on the City's financial resources, traffic, trees, open space, and other similar determinations. | <input type="checkbox"/> |
| Presentation to the City Council required: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO, not applicable. | |

| DEPARTMENT / DIVISION | CONTACT | EMAIL @cityofpasadena.net | PHONE (626) 744- | PAGE |
|--------------------------------|------------------|-----------------------------------------------------------------------|---------------------|------|
| Building Division, Addressing | Angie Jackson | ajackson | 6903 | 1 |
| Building & Safety Division | Alexander Haddad | ahaddad | 6793 | 1 |
| Community Planning | Martin Potter | mpotter | 6754 | 1 |
| Cultural Affairs Division | Corey Dunlap | cdunlap | 7547 | 7 |
| Current Planning | Jason Van Patten | ivanpatten | 6747 | 8 |
| Design & Historic Preservation | Amanda Landry | alandry | 7806 | 25 |
| Fire Department | Pari Bagayee | pbagayee | 7596 | 29 |



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| | | | | |
|-------------------------------|--------------------|----------------------------|------|----|
| Local Development Area | Eric Duyshart | eduyshart | 7353 | 30 |
| First Source Local Hiring | Antonio Watson | awatson | 8382 | 30 |
| Health Department | Carly Williams | cwilliams | 6811 | 30 |
| Housing Department | Jim Wong | jwong | 8316 | 31 |
| Public Works Department | Yannie Wu-Bowman | YWu-Bowman | 3762 | 31 |
| Transportation Department | Conrad Viana | cviana | 7224 | 32 |
| Water & Power, Power Division | Eduard Avakyan | eavakyan | 7826 | 35 |
| Water & Power, Water Division | Natalie Ouwersloot | nowersloot | 4189 | 38 |

BUILDING DIVISION, ADDRESSING:

General Comments: Addressing is based on the main front door entry into the building/s, based on the site map provided the main front door entrance into the building/s is not clearly identified on the site map. I am unable to determine an address/addresses for the proposed new construction of a mixed-use project consisting of 193 residential units and retail space at this time. Please provide an 8 ½" x 11" site map of the entire site showing main front door entry into the building/buildings, all structures on the lot need to be clearly identified, include the north direction, identify driveway entrance into the parking garage and label all streets related to the project site. In addition, an 8 ½" x 11" floor plan of each level to include the following, residential unit numbers labeled, starting with 1st floor residential units #101, 102, 103, etc., 2nd floor, 201, 202, 203, etc., and continue in this pattern for each level above. All elevator lobbies and stairwells must be identified and show path of travel to each unit from off of the elevator. Commercial suites will be assigned once tenant space layout has been determined. 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 building, all structures on the lot identified, the streets and driveway labeled, indicate the N/S direction as well as the orientation of the building to the streets before submittal into plan check.

BUILDING & SAFETY DIVISION: No comments received.

COMMUNITY PLANNING:

General Plan Consistency:

The General Plan Land Use designation is Low Mixed Use (0.0–1.0 FAR, 0–32 DU/ac), which is intended to support the development of properties and/or buildings with a mix of compatible uses, including work/live units or ground floor retail and restaurant uses with office and/or residential uses above. Mixed-use buildings may be horizontally or vertically oriented. Sites shall be primarily commercial, but may be residential in areas specified by Specific Plans.



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The existing site consists of 11 parcels and a portion of North San Marino Avenue that is proposed to be vacated, for a total square footage of 135,304 square feet (3.1 acres). The proposed project would demolish 27,002 square feet of commercial structures and one 959 square foot residential unit, and construct 193 residential units and 15,613 square-feet of commercial space, for a total of 250,265 square feet.

To the north are parcels zoned RM-32 PK, currently developed with one and two-story single- and multi-family residential structures. To the south are parcels zoned ECSP-CG-4, currently developed with one-story auto-oriented uses, retail, services, and restaurants. To the east are parcels zoned ECSP-CG-4, currently developed with one and two-story restaurants, commercial services, and a motel. To the west are parcels zoned ECSP-CG-4, currently developed with one-story restaurants and auto-oriented uses.

Based on the approximate size of the proposed parcel and the General Plan maximum density of 32 du/ac and maximum intensity of 1.0 FAR, the proposed site would support up to 99 residential units or a non-residential project of approximately 135,304 square feet in size. For mixed-use projects where both commercial and residential units are developed, the General Plan requires that the cumulative building area (commercial and residential) shall not exceed the maximum FAR specified for the land use category.

The project plans show a total of 193 units and 15,613 square feet of commercial space, with a total square footage of 250,265 square feet. This results in a total FAR of 1.85, which exceeds the maximum 1.0 FAR permitted by the General Plan. The number of residential units proposed exceeds the maximum permitted by 94 units, and the amount of proposed square footage exceeds the maximum permitted by 114,961 square feet. According to the submitted application, the applicant intends to seek a density bonus for the project, which may allow for concessions such as increased FAR, but has not indicated the number of affordable units to be provided on-site. Per a subsequent email, the applicant intends to provide 20% affordable units for very-low income households. On-site affordable units are required to be provided in order to be eligible for density bonus.

The General Plan included development capacity limits as part of its adoption in 2015. Each Specific Plan Area is assigned a residential unit cap and non-residential square footage cap. Residential units and non-residential square footage are tracked as projects move through entitlement processes and plan check review, and formally deducted from the cap upon issuance of a building permit. The East Colorado Specific Plan has a non-residential square footage cap of 300,000 square feet and a residential unit cap of 300; as of September 30, 2021, there are 297,166 square feet of non-residential square footage and 297 residential units remaining in the available cap. Therefore, the proposed project could be accommodated by the General Plan development capacity specified for East Colorado.

| | Residential Units | Commercial Square Feet |
|-------------------------------|--------------------------|-------------------------------|
| 2015 General Plan Adopted Cap | 300 | 300,000 |
| Remaining Cap Before Project | 297 units | 297,166 |



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| | | |
|-----------------------------|-----------|---------|
| Remaining Cap After Project | 104 units | 281,553 |
|-----------------------------|-----------|---------|

The Land Use Element of the General Plan provides the following policies that are relevant to the proposed project:

Policy 1.2 Targeted Growth. Target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized commercial and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.

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

Policy 4.7 Strengthen Major Corridors. Encourage the economic improvement of underutilized parcels along Pasadena's corridors by clustering more intense uses at major intersections and lower intensity mixed-use or commercial development between major intersections.

Policy 19.5 Bicycle Parking. Accommodate the development of bicycle parking centers in the Central District, Transit Villages, and Neighborhood Villages and require larger development projects to incorporate secured and convenient bicycle parking facilities.

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

Policy 32.1 Places and Urban Form. Provide for the evolution of strip corridor uses along Colorado Boulevard by clustering development into distinct pedestrian-oriented, mixed-use centers serving as places for people to live, shop, dine, and congregate with their friends, while maintaining intervening areas for less intensive commercial uses.

The proposed project consists of a mixed-use development that focuses new housing and commercial uses on largely underutilized parcels currently serving as a residence, a Volvo dealership and associated parking lots, as well as a portion of N. San Marino Avenue that would be vacated. The project includes amenities such as a gym, bicycle storage and repair room and outdoor plaza facing Colorado Boulevard. Retail spaces facing Colorado Boulevard may serve as places for people to shop, dine, and congregate, with residential units located above.

The General Plan additionally contains several policies related to housing, mixed-use corridors, sustainability and compatible development that require further consideration:

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,



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densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.

Policy 4.10 Architecture that Enhances. Locate and design buildings to relate to and frame major public streets, open spaces, and cityscape. New development at intersections should consider any number of corner treatments, and should balance safety and accessibility concerns with the vision of the area and the need for buildings to engage the street and create a distinct urban edge.

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

Policy 4.12 Transitions in Scale. Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.

Policy 6.1 Sense of Place and History. Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena's character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.

Policy 6.5 Public Art. Integrate public art in private projects and in public spaces, including streetscapes, parks, and civic spaces.

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

Policy 7.3 Compatibility. Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.

Policy 10.5 Greenhouse Gas Reduction Plans. Require major development projects to prepare greenhouse gas reduction plans. Major development projects are defined as commercial projects 75,000 square feet or greater, multi-family projects with 100 units or more, and mixed use projects 50 units or more as required by the Trip Reduction Ordinance.

Policy 10.20 Alternative Fuel. Provide locations for alternative fuel vehicles, such as charging stations for electric vehicles.

Policy 10.21 Sustainable Energy. Reduce the use of coal generated power by new development through building design and sustainable practices.



Policy 25.3 Cohesive Development. Encourage the cohesive development and/or master planning of large commercial sites and corridors.

Policy 25.4 Architecture and Site Design. Require that new development protect community character by providing architecture, landscaping, and urban design of equal or greater quality than existing and by respecting the architectural character and scale of adjacent buildings.

Policy 25.5 Connectivity to Neighborhoods. Link commercial areas to adjoining residential neighborhoods and other districts by well-designed and attractive streetscapes with pedestrian sidewalks and street amenities.

Policy 28.4 Design Integration. Require residential and nonresidential portions of mixed-use buildings and sites to be integrated through architectural design, development of pedestrian walkways and landscaping.

The applicant is encouraged to work with both the Zoning and Design & Historic Preservation sections to ensure that the project provides a range of housing options, including affordable housing as required by the City's Inclusionary Housing Ordinance, particularly if a density bonus is requested. The submitted application did not include the number of affordable units to be provided on-site, which are required in order to be eligible for density bonus. The applicant did subsequently indicate that 20% of the units would be affordable (very low income). The applicant is also encouraged to work with the Zoning and Design & Historic Preservation sections to ensure that the project is compatible with surrounding development in terms of massing, scale, and architectural design, provides connectivity to adjoining residential neighborhoods and appropriate corner treatments that engage the street at the intersection of Colorado Boulevard and Berkeley Avenue.

Special attention should be paid to Policy 25.5 - Connectivity to Neighborhoods. The vacation of a portion of San Marino Avenue would potentially limit the ability of neighborhood residents to access East Colorado Boulevard. In lieu of vehicular access through the project site, consideration should be given to improving pedestrian and bicycle access with well-designed paseos and amenities through the project site to Colorado Boulevard to ensure that neighborhood connectivity is maintained and enhanced.

Finally, the applicant is encouraged to consider sustainability elements such as electric vehicle chargers and appliances, reduce energy and water consumption through energy management systems, drought-tolerant landscaping, cool roofs, use of natural light and shade elements along with other sustainable building techniques, and provide a Greenhouse Gas Reduction Plan, as required for a project of this size.

Specific Plan:

The project site is located within the East Colorado Specific Plan (ECSP) area. The ECSP includes urban design concepts that cover various site planning and development components such as height, setbacks, and building entries. The proposed project appears to be consistent with some of the prescribed standards for these components, however more detailed drawings



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and dimensions need to be submitted for verification, and design guidelines are subject to review and further comment by the Design & Historic Preservation section of the Planning Division.

The project site is additionally within the Route 66 subarea of the ECSP. Design Guidelines specific to this subarea are intended to promote creative designs for new construction, additions, and substantial exterior alterations that reinterpret some of the traditions from the Route 66 era (generally, from the 1930s through the early 1960s). The applicant is encouraged to work with the Design & Historic Preservation section to ensure that the proposed project responds to all appropriate design guidelines, including Route 66 guidelines related to architecture and signage.

Please note that the City is currently undergoing a comprehensive update of all existing specific plans, including the East Colorado Specific Plan, as well as the Zoning Code provisions that relate to the specific plan areas. Updates to the vision, goals, policies, regulations, and standards for East Colorado were recently reviewed by the Planning Commission and recommended for City Council approval. The applicant is encouraged to visit the OurPasadena webpage for more information pertaining to the Recommended East Colorado Specific Plan at www.ourpasadena.org/east-colorado, 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 2
Councilmember Felicia Williams
City Council Liaison: Darla Dyson
- Pasadena Neighborhood Coalition

Estimated Fees:

There are no fees anticipated by Community Planning. Fees for environmental review would be determined at the time of application.

CULTURAL AFFAIRS DIVISION:

Based on the information provided in the Planning Division Master Application for PPR2021-00007, the proposed project IS SUBJECT to the City's Public Art Requirement for Private Development. Pasadena's Public Art Ordinance No. 6420 applies to construction of commercial, mixed-use, or industrial developments outside the Downtown, Old Pasadena or Northwest Program Areas that include 25,000 or more square feet of gross floor area. 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 percent (20%) 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 eighty percent (80%) 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 Coordinator to clarify next steps regarding the Public Art Requirement.

CURRENT PLANNING:

General Comments: The information provided herein is general due to the content of the information submitted. Staff advises that in addition to the comments below, the proponent thoroughly review the Zoning Code, Municipal Code and each chapter/section specified. Comments provided herein are intended to alert the applicant of applicable zoning standards. The applicant is required to demonstrate compliance with all applicable standards.

- [Title 17](#) – Zoning Code
- [Chapter 17.22](#) – Residential Zoning Districts
- [Chapter 17.31](#) – East Colorado Specific Plan
- [Chapter 17.40](#) – General Property Development and Use Standards
- [Chapter 17.42](#) – Inclusionary Housing Requirements
- [Chapter 17.43](#) – Density Bonus, Waivers and Incentives
- [Chapter 17.44](#) – Landscaping
- [Chapter 17.46](#) – Parking and Loading
- [Section 17.50.160](#) – Mixed-Use Projects
- [Section 17.50.340](#) – Transit-Oriented Development (TOD)
- [Chapter 8.52](#) – City Trees and Tree Protection Ordinance
- [Title 16](#) – Subdivisions



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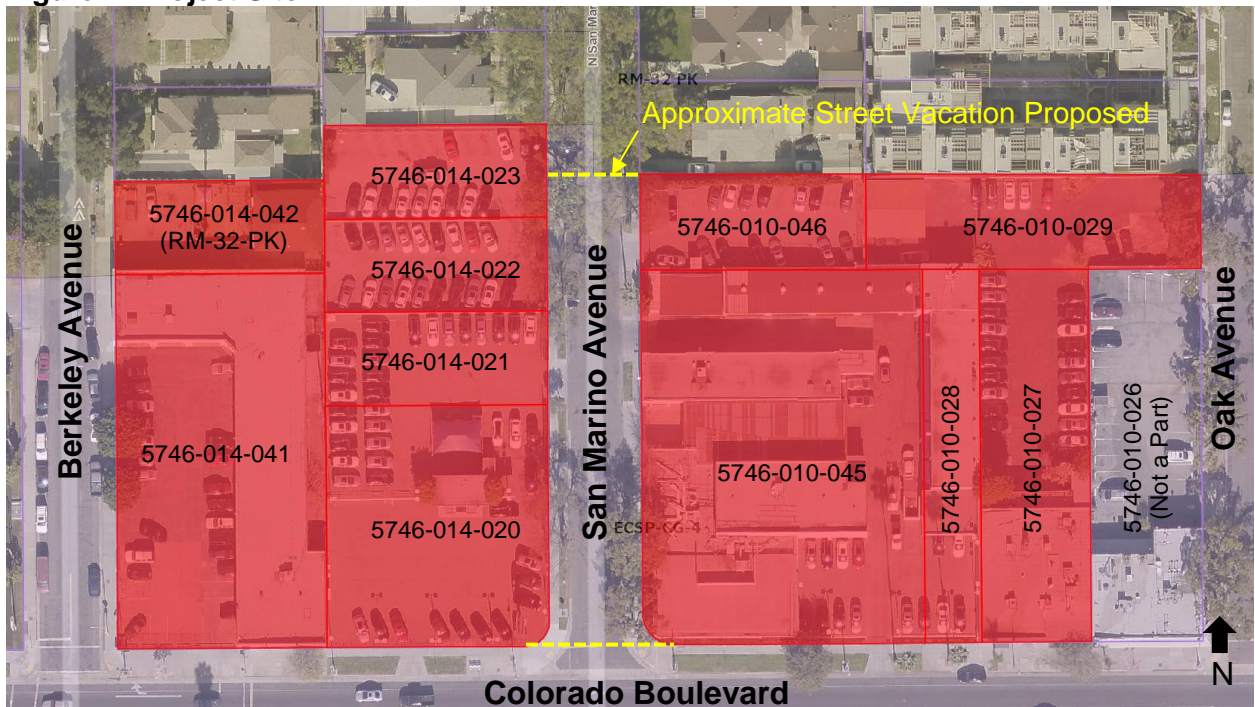
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- 1. Project Site, Zoning District, and Application of Standards ([PMC §17.22](#), [17.31](#), [17.40.055](#)):** The project site consists of 11 parcels bounded by Berkeley Avenue on the west, Colorado Boulevard on the south, and Oak Avenue on the east. San Marino Avenue currently bisects the project site and portions are proposed to be vacated. One parcel (5746-014-042) is zoned RM-32-PK (Multi-Family Residential, City of Gardens, Parking Overlay District). The remaining 10 parcels are zoned ECSP-CG-4 (East Colorado Specific Plan, The Route 66 area). **Be advised, in cases where sites are divided by a zoning district boundary, the regulations applicable to each district shall be applied to the area within each district (17.40.055).**

Table 1: Zoning Districts

| Parcel | Zone |
|--------------|-----------|
| 5746-014-042 | RM-32-PK |
| 5746-014-023 | ECSP-CG-4 |
| 5746-014-022 | ECSP-CG-4 |
| 5746-014-021 | ECSP-CG-4 |
| 5746-014-020 | ECSP-CG-4 |
| 5746-014-041 | ECSP-CG-4 |
| 5746-010-046 | ECSP-CG-4 |
| 5746-010-029 | ECSP-CG-4 |
| 5746-010-027 | ECSP-CG-4 |
| 5746-010-028 | ECSP-CG-4 |
| 5746-010-045 | ECSP-CG-4 |

Figure 1: Project Site





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According to the plan, the aggregate project site consists of 135,304 square feet. As part of future submittals, the applicant shall identify separately the land area devoted to the RM-32-PK zone, the ECSP-CG-4 zone, and the portion of San Marino Avenue to be vacated. Further, the cover sheet of plans references 12 parcels. Parcel 5746-010-026 is not a part according to site and floor plans and shall be omitted if not a part.

2. **General Plan and Specific Plan ([LU Diagram](#), [LU Element](#), [ECSP](#)):** One parcel (5746-014-042) is designated Medium-High Density Residential (0-32 du/acre) on the General Plan Land Use Diagram. The remaining 10 parcels are designated Low Mixed Use (0.0-1.0 FAR, 0-32 du/acre) on the General Plan Land Use Diagram. These 10 parcels are also located within the boundary of the East Colorado Specific Plan. Please refer to the Community Planning section for information regarding these designations, as well as the Land Use Diagram, Land Use Element of the General Plan, and Specific Plan document.
3. **Overlay Zoning Districts / TOD ([PMC §17.28.110](#), [17.50.340](#)):** One parcel (5746-014-042) is located within the Parking Overlay District (PK). The purpose of the PK parking overlay district is to allow development of off-street parking facilities serving a C, I, or PS district to be located in an R district subject to regulations that minimize adverse impacts on adjoining residential areas. The remaining 10 parcels are not located in an overlay zoning district. The aggregate project site is located within one-half mile of the in the Allen Street Metro station. Projects located between 1,320 feet (quarter-mile) and 2,640 feet (half-mile) of a light-rail station platform may voluntarily make use of applicable transit-oriented development (TOD) standards provided in Section 17.50.340 (Transit-Oriented Development). If TOD standards are utilized, the Project must comply with all standards listed in the Section. **This includes a requirement for a Minor Conditional Use Permit when more than 15,000 square feet of commercial floor area is proposed.** As proposed, the project includes more than 15,000 square feet of commercial floor area but does not make use of the TOD standards.
4. **Land Use ([PMC §17.22.040](#), [17.31.040](#)):** The proposal consist of 193 residential units located above and behind 15,613 square feet of retail sales uses. Multifamily residential units are proposed within portions of the site zoned RM-32-PK. A mix of multifamily residential units and retail sales uses are proposed within portions of the site zoned ECSP-CG-4. The RM-32-PK zone permits multifamily housing. **The ECSP-CG-4 zone does not allow mixed-use projects. Multifamily housing is also not allowed in the ECSP-CG-4 zone.**



Figure 2: Land Use Table

| LAND USE (1) | PERMIT REQUIREMENT BY ZONE | | | | |
|-----------------------------|----------------------------|--------------|--------------|--------------|--------------|
| | ECSP CG-1 | ECSP CG-2 | ECSP CL-3 | ECSP CG-3 | ECSP CG-4 |
| RESIDENTIAL USES | | | | | |
| Accessory dwelling unit | — | — | P | — | — |
| Boarding houses | — | — | P | — | — |
| Caretakers quarters | P | P | P | P | — |
| Dormitories | — | — | P | — | — |
| Fraternity/sorority housing | — | — | P | — | — |
| Home occupations | P | P | P | P | — |
| Mixed-use projects (4) | P | P | P | P (2) | — |
| Multi-family housing | — | — | P | P (2) | — |

Please note that the City is currently undergoing a comprehensive update of all existing specific plans. This update includes the East Colorado Specific Plan as well as the Zoning Code provisions that relate to the specific plan areas. Draft regulations and standards for East Colorado were recently presented to the Planning Commission for review and recommendation. For more information pertaining to the recommended East Colorado Specific Plan, please visit www.ourpasadena.org/east-colorado. This effort could potentially result in changes to the applicable land use standards referenced.

- Density (PMC §17.22.060, 17.31.050):** A maximum of four residential units are allowed within the portions of the project site zoned RM-32-PK based on the land area (5,650 square feet; Disbrow Tract, Lot 7) within that zoning district (17.22.070.A.2). The four unit maximum applies to lot areas between 5,500 and 6,999 square feet. The proposal has located more than four units within the portion zoned RM-32-PK, which does not comply. The zoning code does not currently establish a maximum density in the ECSP-CG-4 zone because multifamily housing (standalone or as part of a mixed-use project) is not an allowed land use.

Table 2: Allowed Density

| | RM-32-PK | ECSP-CG-4 | Total |
|-------------------------|----------|-----------------------|------------|
| Land Area (Approximate) | 5,650 sf | 129,654 sf* | 135,304 sf |
| Zoning Max Density | 4 units | Not allowed - 0 units | 4 units |
| Proposed Density | | | 193 units |

*Approximated based on total project site per plans (135,304 sf) less the RM-32-PK parcel.

- Inclusionary Housing (PMC §17.42):** This Chapter applies to new construction of a project consisting of 10 or more multi-family units. 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. If consisting of rental units, a minimum of five percent of the units shall be rented to very low-



income households, five percent of the units shall be rented to very low or low-income households, and 10 percent of the units shall be rented to very low, low, or moderate-income households.

According to the application, the project proposes 193 rental units. The applicant has also specified that the inclusionary requirement would be satisfied through very low income units. Please refer to the referenced Chapter and comments from Housing and Career Services for more information regarding inclusionary housing requirements, where applicable.

7. **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 to multi-family residential 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 and State Law shall be granted if an applicant seeks and agrees to construct at least five percent of the units for very low-income households (in the case of proposed very low-income units). Please refer to State Law for additional information and other types of projects that qualify for density bonus.

An applicant who utilizes density bonus provisions and: 1) complies with the minimum number of inclusionary units by providing the units on-site; and 2) does not request any concession or incentive except for those specified within the affordable housing concession menu, is eligible to use no more than two concessions. The affordable housing concession menu includes concessions for height, floor area ratio, setbacks, loading, and parking. Refer to Section 17.43.055 for additional information. **Please note, the environmental assessment form provided (inclusionary housing sheet) with this application selected off-site development. Off-site inclusionary units would not satisfy the eligibility requirements for the City's Affordable Housing Concession Menu.**

Though multifamily housing is currently prohibited within the ECSP-CG-4 zone based on current zoning requirements, calculations are shown for perspective only. These calculations assume a project on the project site with a base density of 32 dwelling units per acre, and a 50 percent density bonus. The approximate 150 units in this example remains less than the 193 units proposed.

Table 3: 50% Density Bonus Example

| | RM-32-PK | ECSP-CG-4 | Total |
|-------------------------|----------|-------------|------------|
| Land Area (approximate) | 5,650 sf | 129,654 sf* | 135,304 sf |
| Base Density | 4 units | 96 units^ | 100 units |
| Density Bonus | 50% | 50% | - |
| Max Density | 6 units | 144 units | 150 units |

*Approximated based on total project site per plans (135,304 sf) less the RM-32-PK parcel; ^Actual is 0 because housing is not allowed, 96 unit figure represents 32 du/acre were that allowed.

8. **Setbacks and Exceptions (PMC §17.22.060/070, 17.40.160):** The project shall maintain each required setback open and unobstructed from the *ground upward*, except for trees and other plant materials. Setbacks shall be measured at right angles from the property line to the nearest portion of the structure. Where any dedication or easement for sidewalk and/or street



purposes, the setback shall be measured after. Refer to Table 4-1 (Allowed Projections into Setbacks), Section 17.40.160, for allowed projections into setbacks.

RM-32-PK

- a. **Front Setback (Berkeley Avenue).** When 40 percent or more of the lots on a blockface in the same zoning district (excluding corner yards of reversed corner lots) are developed with primary structures (including the existing setback of the proposed development site), the minimum front setback shall be the average of the front setbacks of the developed lots, but not less than 20 feet. In calculating the blockface average, measurement shall be from the front property line to the principal structure. Building projections (such as eaves or bay windows) and unenclosed porches shall not be used as the reference point for this measurement.
- b. **Side Setback (north).** 5 feet for a distance of 40 feet behind the front setback line.

There are three developed lots on the block (east side of Berkeley Avenue, including the subject; 5746-014-042, 5746-014-043, 5746-014-044) within the same RM-32-PK zone. Lots beyond further north are zoned RM-16. Plans do not provide enough information to determine the average front setback. However, the project proposes the building with a five-foot setback from Berkeley Avenue, which does not comply because the setback could not be less than 20 feet. The north side setback is proposed at 15 feet and complies with the side setback requirement.

ECSP-CG-4

- c. **Front and Corner Side Setbacks (street frontages).** 5 feet fixed. The required five-foot setback shall be landscaped. Additional front or corner yard setbacks are allowed only to create space for streetside plazas, patios, and building entrances.
- d. **Side or Rear Setback.** 15 feet fixed and shall not project within the encroachment plane (17.40.160.D.3) when adjacent to an RS or RM zone unless the adjacent lot is a PK overlay which is used for parking; none required otherwise. For allowed mixed-use structures, and pursuant to 17.50.160, when the residential units are located above the commercial uses, no interior side or rear setbacks shall be required.

The ground floor along Colorado Boulevard is setback five feet, with the exception of a central retail element that is setback more than five feet to allow for an area identified as an outdoor plaza. Above the ground floor, portions of the building are built to the Colorado Boulevard property line and provide no setback. A zero setback does not comply.

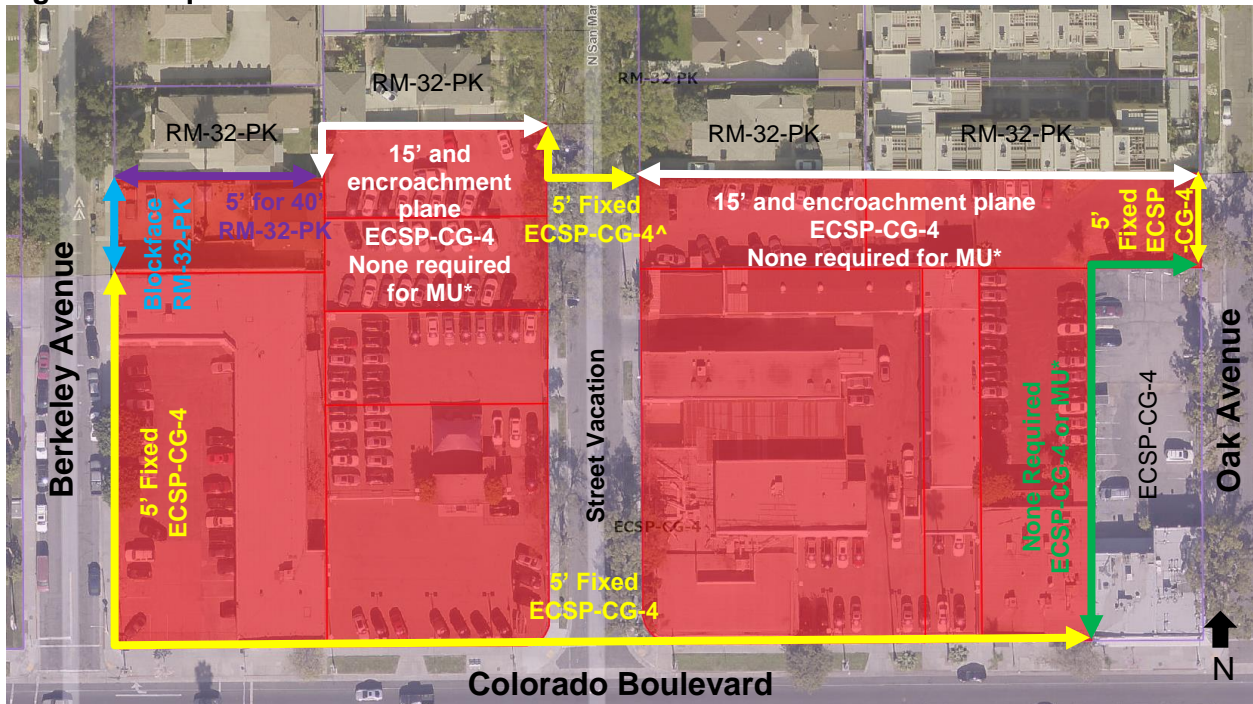
The ground floor along Berkeley Avenue is largely setback five feet, with the exception of the southwest corner that is setback further. The floors above provide the same setbacks as the ground floor. There is not enough information to determine whether the additional setback at the southwest corner complies. The setbacks proposed from Oak Avenue and San Marino Avenue exceed five feet and do not appear to satisfy the requirements for a larger setback.



The north property line of the subject site abuts an RM-32-PK zone. The applicant has proposed a 15-foot setback. This distance would comply with both ECSP and mixed-use requirements, whichever is applicable. There is not enough information to determine whether the project complies with the encroachment plane requirement, where applicable. The abutting northerly lots are not used for parking.

Future submittals shall reference lot lines, easements, dedications and setbacks at each level. The plan shall also include a front setback calculation and exhibit to verify compliance with the RM-32-PK requirement.

Figure 3: Required Setbacks

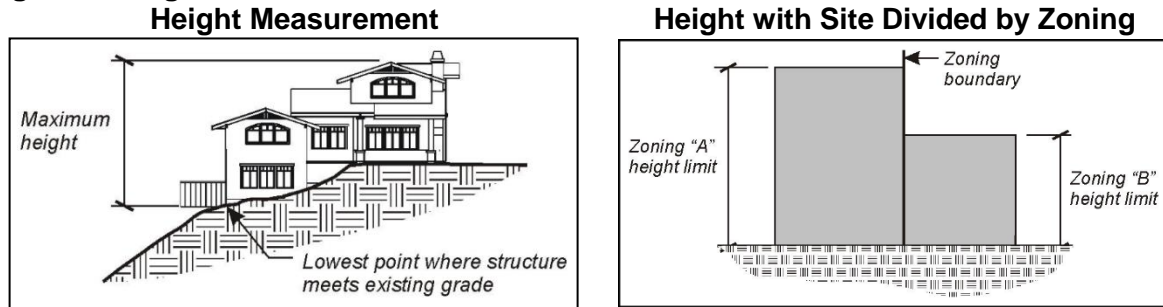


*Mixed-use (MU) is not currently allowed, reference only.

- 9. Height (PMC §17.22.070.F, 17.31.050):** Pursuant to Zoning Code Section 17.40.060.C (Height Requirements and Exceptions – Height measurement), height is measured from the lowest elevation of the existing grade at an exterior wall of the structure to the highest point of the structure. The highest point of the structure is its highest ridge or parapet. If a single structure crosses a zoning or height district boundary (e.g., where one structure is located in two or more different zoning or height districts), **the maximum height shall be measured separately for each portion of the structure in order to ensure compliance with the zoning or height district in which it is located.** The proposed project crosses into two separate zones and is subject to separate height limits.



Figure 4: Height



- a. **RM-32-PK** – On lots less than 60 feet in width in the RM-32 district, the maximum height of structures is 23 feet to the top plate and 32 feet to the highest ridgeline.
- b. **ECSP-CG-4** – 45 feet maximum

According to the plan the roof of the building reaches four stories and 40 feet tall. No information was provided referencing the lowest elevation of existing grade for measurement of height. Additionally, there is not information to determine whether the 40-foot height is measured to the highest point of the building. At a maximum of 40 feet, the building would comply with height limit in the ECSP-CG-4 zone. Within the portion of the site zoned RM-32-PK, the building does not comply. A 40-foot height exceeds the maximum for top plate and overall height.

10. Floor area (PMC §17.22.060, 17.31.050): Gross floor area means the total enclosed area of all floors of a building measured to the inside face of the exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms and basement or attic areas having a height of more than seven feet, but excluding area used exclusively for vehicle parking or loading. Floor area ratio (FAR) is the numerical value obtained by dividing the aboveground gross floor area of a building or buildings located on a lot by the total area of the lot. If a street dedication is required, the calculation shall be based on the total area of the lot before the street dedication.

- a. **RM-32-PK** – No max
- b. **ECSP-CG-4** – No max

According to the plans, the project proposes a gross floor area of 250,265 square feet for an FAR of 1.85 across the entire project site. Though the zoning code does not establish a maximum FAR or gross floor area requirement, the applicable Low Mixed land use designation (applicable to the ECSP-CG-4 portion) establishes a maximum FAR of 1.0. The applicant shall provide a topographic survey that references site area for each parcel and the portion of San Marino Avenue to be vacated as part of future submittals.



Figure 5: Proposed Floor Area

| | | |
|---------------------------|--------------------------------------------------|---------------|
| Lot Size | ±135,304 sq.ft (3.1 Acres) | |
| Building Coverage | 77,835 sq.ft | |
| Lot Coverage Percentage | $(53,549) / (135,304) \times (100\%) = 39.57 \%$ | |
| Project Floor Area | Retail A at ground: | 12,401 sq.ft |
| | Retail B at ground: | 3,212 sq.ft |
| | Residential Level 1: | 37,936 sq.ft |
| | Residential Level 2: | 33,600 sq.ft |
| | Residential Level 3: | 81,558 sq.ft |
| | Residential Level 4: | 81,558 sq.ft |
| | Total: | 250,265 sq.ft |
| Proposed Floor Area Ratio | Total Lot Area: | 135,304 sq.ft |
| | Total Floor Area: | 250,265 sq.ft |
| | Total FAR: | 1.85/1 |

11. Other ECSP General Development Standards ([PMC §17.31.050](#)):

- Driveway Access:** For parcels less than 200 feet in width (street frontage), only one driveway shall be permitted. To lessen the number of curb cuts and sloped depressions in the sidewalk, driveways shall be shared with adjacent properties wherever possible. The aggregate project site exceeds a width of 200 feet.
- Building Entries:** For parcels with frontage on Colorado Boulevard, a building or storefront entry shall be oriented to Colorado Boulevard. A minimum of 50 percent of the street façade to a height of eight feet must be visually transparent window display. The Director may waive these requirements if they result in practical difficulties. There is not enough information to determine compliance with this requirement.

12. Lot Consolidation and Street Vacation ([PMC §Title 16](#)): The 11 parcels that make up the project site shall be consolidated into one parcel through a Tentative Parcel Map application.

13. Mixed-Use Projects ([PMC §17.50.160](#)): Where mixed-use projects are allowed in the East Colorado Specific Plan, this Section applies. The purpose is to ensure compatibility between the different land uses (e.g., residential and commercial) operating within a mixed-use project. **Mixed-use projects are not currently allowed in ECSP-CG-4 zone.**

14. RM District Development Standards and Garden Requirements ([PMC §17.22.060](#), [17.22.070](#), [17.22.080](#)): The provisions of these Sections apply to the proposed development within the portion zoned RM-32-PK. The requirements establish provisions pertaining to building separation (side separation, light and air separation), building design (massing, wall modulation, frontage, orientation, entrances), and height limits. Also included are mandatory requirements regulating the size and configuration of yards and garden (main garden, front yard garden). Refer to the Section for specific information and the following:

- Building Separation:** The following minimum standards for building separation apply in addition to the setback requirements of the RM-32-PK zoning district. In the event that the two requirements conflict, the more restrictive shall control. These requirements specify



distances of separation required from building, doors, and windows on adjacent lots. Proposed structures shall be set back from buildings on adjacent lots along the side property line by a minimum of 15 feet, from the sidewalk across the property frontage to a minimum of 40 feet behind the front setback line. In addition, light and air separation requirements of the section require between 10 and 15 feet when new construction faces major or minor windows or doors in existing structures (principal or accessory) on an adjacent lot, or a new wall is proposed to contain major or minor windows or doors. No encroachment that consists of habitable space is permitted into the building separation requirement. Uninhabitable encroachments, including chimneys and projecting eaves, may project up to three feet into the building separation requirement.

According to the plan, the proposed project is setback 15 feet from the north property line (at all four stories) that adjoins parcel 5746-014-043. The proposed separation satisfies the requirement. No encroachments are shown within the 15-foot setback.

- b. **Building Design:** These standards address requirements pertaining to massing, wall modulation, building frontage, street orientation, and building entrances.

According to the plan, there is not enough information to determine compliance with all applicable provisions. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- c. **Main Garden/Total Garden Requirements:** The presence of gardens and landscaped areas creates the ambiance of Pasadena more than any other factor. Neighborhood character and quality depend on the coherence, embellishment, and visibility of courts and gardens, on the size and consistency of front yards, and on the frequency and uniformity of street trees. Mandatory requirements regulating the size and configuration of yards and gardens are therefore a central feature of these provisions. Refer to the provisions for the main garden/total garden location and area requirements.

According to the plan, there is not enough information to determine whether the project complies with the main garden or total garden requirements. Plans should provide a level of detail that demonstrates compliance with these standards where applicable. This may include a dimensioned garden exhibit that indicates how calculations and garden landscape requirements are being met.

- d. **Craftsmanship and Building Elements:** Each project shall incorporate into the design at least one feature such as iron grates, tile fountains, cast terra cotta, wood work, stenciled ornament or other elements as approved by the Design Review authority. In addition to the above requirements, each new project shall incorporate at least two building elements. Building elements include: upper floor loggias, roofed balconies supported by brackets or by columns at the ground floor, exterior wooden or masonry stairs with closed risers, or tile or masonry fountain.

According to the plan, there is not enough information to determine compliance with applicable provisions. Plans should provide a level of detail that demonstrates compliance with these standards where applicable. This may include keynotes that notate the proposed craftsmanship and building elements.



- 15. Outdoor Lighting (PMC §17.40.080):** Exterior lighting on private property shall comply with the provisions of this Section. Applicability or compliance with this standard is unknown because a lighting plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This includes the provision of a photometric survey.
- 16. Public Art Requirement (PMC §17.40.100):** Refer to comments from the Cultural Affairs Division and Zoning Code Section referenced for additional information, where applicable.
- 17. Reflective Surfaces (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.
- 18. 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. Multi-family residential uses with 20 or more dwelling units shall provide trash storage areas with the minimum size 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. Refer to the Section for specific information regarding design standards.
- According to the plan, a refuse storage area is proposed within the parking area. However, there is not enough information to determine whether compliant with design standards of this Section. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 19. 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. Refer to the Section for specific information. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 20. Walls and Fences (PMC §17.40.180, 17.50.350.I):** All proposed walls and fences, shall comply with the requirements of these Sections. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 21. Underground Utilities (PMC §17.40.190):** Proposed development shall provide for the undergrounding of utility facilities (e.g., cable television, data network, electrical, telephone, and similar distribution lines providing direct service to the site) in compliance with the requirements of this Section unless subject to an exemption.
- 22. 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 a land use entitlement. 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. Irrigation plans shall provide information regarding irrigation system efficiency and equipment. Be advised, new construction projects with 500 square feet or more of landscaped area will be subject to



compliance with the State Model Water Efficient Landscape Ordinance (MWELO). Additional information regarding compliance is available on the City's website:

<https://ww5.cityofpasadena.net/planning/water-efficient-landscape-ordinance/>.

Compliance with this chapter and MWELO applicability is unknown because a landscape plan was not provided. Plans should provide a level of detail that demonstrates compliance with these standards where applicable

23. 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 on private property are subject to the approval of 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, 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. Please refer to Public Works comments regarding street tree protection and retention requirements.

The tree inventory numbers 26 trees, the same number referenced on the site plan. The inventory notes only two trees are located on private property (#21, 22), and that the remaining 24 are street trees. The tree inventory does not identify the tree species or diameter-at-breast height of the two private property trees, but does indicate they are being removed. Size and species information is mandatory to determine whether the trees are protected. The tree inventory similarly does not reference the diameter-at-breast height of the 24 street trees. This information shall be included as part of future submittals.

Protected trees on private property that are to remain shall be protected through a tree protection plan that adheres to the City's [tree protection guidelines](#). Protection guidelines may be modified where prepared by a Certified Arborist. Improvements shall be designed to accommodate the protected tree. Plans should provide a level of detail that demonstrates compliance with these standards where applicable. The tree protection plan should be included as part of any land use entitlement and/or submittal to the City.

24. Parking (PMC §17.46): Parking shall comply with all applicable standards of the Chapter. In addition, the project shall adhere to parking standards specified in Zoning Code Sections 17.50.160 (Mixed-Use Projects) and 17.50.340, where applicable. Parking and loading spaces shall be permanently available, marked, and properly maintained for parking or loading purposes for the use they are intended to serve. Parking for a mixed-use project may be located at grade level behind the ground floor commercial/residential uses on the street frontage. Parking requirements are based on individual use classifications. The number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements identified for each individual use. The applicant shall 1) calculate the



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requirement for each use (round fractional numbers); 2) account for any applicable TOD reductions (round fractional numbers); and total. One space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50.

Nonresidential – Parking requirements are specified by use in Table 4-6 (Off-Street Parking Spaces Requirements), of Zoning Code Section 17.46.040 (Number of Off-Street Parking Spaces Required). Requirements are calculated based on gross floor area unless otherwise specified, and shall include all common areas (ie. shared restrooms, circulation areas, storage areas, etc.). For retail sales uses the minimum number of required off-street parking shall be three spaces for every 1,000 gross square feet. If the optional TOD requirements are applied, the requirement shall be reduced by 10 percent, with an optional reduction up to 20 percent. The 10 percent reduction shall be the maximum allowed number of parking spaces. According to plans, proposed nonresidential uses are limited to retail sales and the optional TOD reductions are not used.

Residential – Residential parking requirements may be based on unit size or number of bedrooms (alternative parking standards). Alternative parking standards are only applicable to density bonus projects. No guest parking is required when using the alternative parking standards. The applicant has proposed use of the alternative parking standards for the residential units.

According to State Law, zero to one bedroom units require one onsite parking space, two to three bedroom units require one and one-half onsite parking spaces, and four or more bedrooms require two and one-half parking spaces. Based on the project scope, the parking requirements are as follows:

Table 4: Nonresidential Parking Requirement

| Use | SF | Ratio | Requirement |
|--------------|--------|---------|-------------|
| Retail Sales | 15,613 | 3:1,000 | 47 |

Table 5: Residential Parking Requirements

| Bedrooms | Unit Count | Ratio | Requirement |
|-----------|------------|-------|-------------|
| 0-1 | 117 | 1 | 117 |
| 2-3 | 76 | 1.5 | 114 |
| 4 or more | 0 | 2.5 | 0 |
| Total | | | 231 |

According to the plans, the proposal suggests use of the City's affordable housing concession menu, Zoning Code Section 17.43.055. Specifically, a provision that allows an eligible project a parking reduction up to 50 percent below the otherwise applicable standards, when any portion of the project site is located within a one-half mile radius of any Metro Gold Line Station, with the exception of the Sierra Madre Villa Station. The project site is located within one-half mile radius of the Allen station. A 50 percent reduction in the nonresidential requirement is 24 spaces, and 116 space for the residential component. The resulting total is 140 spaces. The applicant has proposed 191 spaces.



As part of future submittals, the applicant shall accurately reference the parking requirement for the nonresidential and residential components of the project. The applicant shall also demonstrate that eligibility is satisfied for use of the affordable housing concession menu. Residential and nonresidential counts after the reduction shall be provided. Where tandem parking is proposed, that shall be a made a part of the total provided. It is unclear whether the 17 tandem spaces (34 stalls) is in addition, or included in the proposed 191 spaces.

- a. **Tandem Parking (PMC §17.46.080):** There is no limit on tandem parking for projects using alternative parking standards. For projects that use standards based on unit size, they are subject to provisions of this Section.
- b. **Dimensional Requirements (PMC §17.46.120, §17.46.130):** Parking spaces shall measure a minimum of eight and one-half 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. Except 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 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). Compact parking spaces are prohibited.

In general, all parking plans shall be fully dimensioned. At a minimum, this includes stall widths, stall depths, clearance provided when adjacent to an any obstruction, distance columns are setback from aisles, aisle widths, vertical clearances (nonresidential, residential, handicap), driveway widths, etc. Further all parking spaces shall be double striped. Parking plans shall number all stalls and/or identify counts by row. Be advised disabled accessible parking spaces required shall count toward fulfilling off-street parking requirements. Plans shall distinguish residential from nonresidential spaces.

Plans do not provide enough information to determine whether parking areas comply with dimensional requirements. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- c. **Parking Access from Street and Driveways (PMC §17.46.140, §17.46.150.B):** All spaces in a parking facility shall be accessible without reentering a public right-of-way. Driveway approaches for all developments shall be required as determined by the Department of Public Works. All driveway access to a public street or alley is subject to the approval of the Director of Public Works and the Director of Transportation. The minimum driveway width serving a nonresidential use (including a mixed use project) with 15 or more parking spaces shall be 12 feet for one-way drive and 20 feet for two-way drive pursuant to Table 4-12 (Minimum Driveway Width – Nonresidential Uses) Zoning Code Section 17.46.150 (Driveway Design, Widths, and Clearances). In addition, each driveway shall comply with visibility requirements specified in Zoning Code Section 17.46.170 (Driveway Visibility). A view corridor shall adjoin both sides of a driveway crossing a street



property line. The view corridor shall be a minimum depth of five feet at the edge of the driveway and a width measured on both sides of the driveway of 50 feet, or the distance to the intercepting property line, whichever is less. The view corridor shall not be blocked between a height of 2.5 feet and seven feet. At least 50 percent of the view corridor shall be landscaped. The landscaping shall not block the view corridor between the heights specified. The Director of Public Works and the Director of Transportation may modify the requirements of this Section.

The ground floor plan identifies vehicular access from Berkeley Avenue on the west and Colorado Boulevard on the south. Plans do not provide enough information to determine whether driveways comply with access, sizing and visibility requirements, or whether they are one-way or two-way drive. Plans should provide a level of detail that demonstrates compliance with these standards where applicable. Be advised that the location and design of any driveway shall be referred to the Fire and Transportation Departments for review and comment as to on- and off-street safety of vehicles, vehicle passengers and pedestrians, and access for emergency vehicles.

- d. **RM District Parking ([PMC §17.46.250](#)):** Where parking facilities are proposed within the portion of the project site zoned RM-32-PK, they shall demonstrate compliance with parking requirements applicable to multifamily development standards. In particular, location requirements in Section 17.46.020.K. Though plans appear to show parking facilities entirely within the ECSP-CG-4 zone, the applicant shall demonstrate compliance where applicable.
- e. **Loading Spaces ([PMC §17.46.260](#), [§17.50.160.N](#)):** Loading spaces are required for the nonresidential component pursuant to Table 4-15 (Loading Space Requirements), Zoning Code Section 17.46.260 (Number, Location, and Design of Off-Street Loading Spaces). The loading requirements of Table 4-15 are expressed as minimum standards and are calculated based on the type and size of nonresidential land use proposed. One space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50. Off-street loading areas shall be located as far as possible from the residential units and shall be completely screened from view from the residential portion of the project. If the loading of furniture and household goods for the residential units is to occur on the street, it shall be limited to the hours of 9:00 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 10:00 p.m. on weekends.

Loading spaces shall be required for all retail sales uses 8,000 square feet or larger. Refer to Table 4-15 for specific ranges based on uses proposed. Be advised, square footage amounts specified in Table 4-15 above are cumulative by use. For projects with over 3,000 square feet of nonresidential gross floor area, the first loading space shall be a minimum of 12 feet by 30 feet, with 14 feet of vertical clearance. All additional loading spaces shall be a minimum of 10 feet by 20 feet, with 12 feet of vertical clearance. The minimum turning radius shall be 25 feet for a loading space of 10 feet or less in width, and 45 feet for a loading space of over 10 feet in width. Required loading spaces shall not be located in required setbacks but shall be located on the site of the use or on an adjoining site. All loading spaces shall have adequate ingress and egress as approved by the Director of Transportation, and shall be designed and maintained so that the maneuvering, loading,



or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street. Any loading spaces or areas visible from a street shall be screened on three sides by a fence, hedge, or wall a minimum of six feet in height. New loading spaces shall be designed and maintained so that vehicles do not park in a public right-of-way. All loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street. Refer to the section for addition standards regarding location, screening, and striping.

Based on the 15,613 square feet of retail sales uses proposed, a minimum of one loading spaces is required. Plans do not provide enough information to determine whether the requirements are met. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- f. **Ramps ([PMC §17.46.270](#))**: All parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions, and overhead and adjacent wall clearances. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end of the ramp. For ramps 65 feet or less in length, the ramp grade shall not exceed 16 percent, with the first and last 10 feet of the ramp not exceeding eight percent. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent, with the first and last eight feet of the ramp not exceeding six percent. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end of the ramp. The slope of all parking areas shall not exceed five percent, excluding ramps.

Plans do not provide enough information to determine whether ramps comply with standards where applicable. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- g. **Trip Reduction Requirements ([PMC §17.46.290](#))**: The purpose of the trip reduction requirements is to reduce the demand for vehicle commute trips by ensuring that the design of major residential and nonresidential development projects accommodates facilities for alternative modes of transportation. These requirements apply to projects exceeding 25,000 square feet of nonresidential floor area. Though the proposal consists of less than 25,000 square feet of nonresidential floor, multi-family projects with 100 units or more, or mixed use projects with 50 units or more, shall submit a TDM Program Plan as required by [Chapter 10.64](#) of the Municipal Code (Transportation Management Program). Refer to Department of Transportation comments for additional information. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- h. **Electric Recharge Stations ([PMC §17.46.310](#))**: At least one conductive and one inductive charger shall be provided in each project required to provide between 250 and 500 parking spaces. An additional conductive and inductive charger shall be provided for each 250 required parking spaces over 500, with a maximum of six. This provision is provided as an advisement should the project provide 250 or more parking spaces.



- i. **Bicycle Parking (PMC §17.46.320):** Bicycle parking facilities shall be provided for both the residential and nonresidential components. A project with 15,000 square feet ($\geq 15,000$ sf) or more of nonresidential floor area shall provide bicycle parking equal to five percent of the required motor vehicle parking, but not less than four bicycle spaces. The type or class of bicycle parking (ie. Class 1, Class 2) is based on uses proposed pursuant to Table 4-17 (Type of Bicycle Spaces Required), Zoning Code Section 17.46.320 (Bicycle Parking Standards). The residential portion shall provide one space for every six dwelling units (all Class 1; garages or accessible indoor areas count). Refer to the Zoning Code Section referenced for facilities that qualify as Class 1 or Class 2 as well as location and design requirements applicable to bicycle facilities.

According to plans, project includes 15,613 square feet of retail sales uses and 193 residential units. The nonresidential parking requirement is 47 spaces before any applicable reductions. Five percent of this requirement is two bicycle spaces. Therefore, the nonresidential bicycle requirement defaults to four spaces because that is the minimum. For 193 residential units, the requirement is 32 bicycle spaces. According to the plan, 112 bicycle spaces are proposed where 36 is the aggregate requirement. While plans do identify a bicycle room, there is not enough information to determine whether the Class type and design requirements are satisfied. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

25. **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.
26. **Environmental Review (PMC §17.60.070):** This project, where allowed, will be subject to the California Environmental Quality Act (CEQA). An environmental review will occur after acceptance of a complete application. Depending on the final design, size, location, nature of the construction of the project, an Initial Study may be required to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report (EIR) would be required for the project. Otherwise, the project may qualify for a categorical exemption under CEQA if found not to have a significant effect on the environment. The environmental determination may require the preparation of technical studies (eg. air quality, noise, cultural resources, biological, etc.). A traffic study will also be required by the Department of Transportation.
27. **Climate Action Plan (CAP):** The City of Pasadena has an adopted Climate Action Plan (CAP). The overall purpose of the CAP is to present measures that will reduce local greenhouse gas emissions and align the City's reduction goals with statewide targets. In 2006, with the passage of the Global Warming Solutions Act, Assembly Bill (AB) 32, California became the first state in the U.S. to mandate state-wide reductions in GHG emissions as an effort to combat climate change. AB 32 sets a state-wide target to reduce GHG emissions to 1990 levels by 2020. In 2016, the enactment of Senate Bill (SB) 32 extended this commitment by raising the state-wide emissions target to 40 percent below 1990 levels by 2030. Overall, California's state-wide target is to reduce emissions 80 percent below 1990 levels by 2050. Discretionary projects requiring an EIR, MND, ND, SCEA, Addendums, or qualifying under the Class 32 exemption are subject to the CAP.



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

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

DESIGN & HISTORIC PRESERVATION:

HISTORIC PRESERVATION REVIEW:

Demolition of designated or eligible historic structures must be reviewed by the City as part of an environmental study or as an application for a Certificate of Appropriateness (permit) for demolition. Because the building at 2025 E. Colorado Blvd. 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. This application would require review by Planning staff because the building to be demolished is ineligible for a historic designation. 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 Historic Preservation Commission or the City Council.

DESIGN REVIEW

Because the project consists of new construction of a mixed-use project greater 25,000 square-feet in size, 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 private realm design guidelines in the East Colorado Specific Plan and the Design Guidelines for Neighborhood Commercial and Multi-Family Residential 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 require 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

Massing:

The proposed four story massing of the development inappropriately overwhelms the surrounding residential and commercial contexts. The mass of the proposed development appears to respond to possible future southerly commercial development, while disregarding the existing commercial context and the lower scaled pitched roof residential buildings to the north. The massing on a project with combined lots should be broken down into increments that related to the surrounding buildings, and for a project of this scale, the separate buildings should be varied with different type, height and massing. In general, the large areas of above ground parking appear to limit the opportunity to create smaller buildings arranged in a more village like composition and strong consideration of omitting this aspect of the design and physically separating the project into multiple distinct buildings with varying roof forms and building volumes, and graduating the height of the volumes from north to south to be more contextually sensitive to the lower scaled residential development to the south should be made.

As the project moves forward through the development process, the massing of the building should be restudied and revised to provide for more variation to soften its overall appearance and be more contextually sensitive to the built environment on all sides of the development, regardless of whether or not the parking remains above ground. In particular, special care should be made to incorporate significant and meaningful articulation at the ground floor up through to the sky on all facades. For the frontages facing Berkley Avenue and Colorado Boulevard, consider omitting the two levels of residential above the garage access points to create true separations between buildings and further break down these over scaled elevations.

Siting:

The long facades of proposed site design do not respect the existing street wall along Colorado Boulevard nor the scale of residential neighborhood to the north. The massive and uninterrupted facades are a significant departure from the existing sizes and cadence of the buildings that currently represent the street wall facing Colorado Boulevard in the general vicinity. The project also appears to utilize a street vacation of San Marino Avenue north of Colorado Boulevard, which will introduce a significant physical and visual barrier and separate an established community from a major circulation and commercial corridor. Further, the proposed courtyards are not perceptible from the public realm and do not contribute to the surrounding context. Entrances to



the courtyards should be from the street level through an open passage way or simply roofed with a trellis or portico. As noted above with respect to massing, as the project moves forward in the development process, consider breaking down the development into multiple buildings and arrange them around open spaces and paseos to maintain better visual continuity with the surrounding context, including a clear and unobstructed view and public passage through the interior of the site from San Marino Avenue to Colorado Boulevard, to ensure continued access from the residential neighborhood to Colorado Boulevard.

Compatibility:

Overall, the massing and siting of the proposed design lacks compatibility with the surrounding context. The project is located to the south of an established neighborhood consisting of smaller scaled single and multi-family buildings with Craftsman and Contemporary designs. Along Colorado Boulevard, the development is situated within an existing commercial context of significantly smaller buildings with contemporary, non-descript architectural styles. The preliminary design fails to demonstrate how the project responds to these contexts. Further, with respect to architectural design, the submittal package references concept imagery of contemporary high quality mixed use developments that incorporate significantly higher levels of articulation with more extensive fenestration than is depicted in the plans. However, using this same style on all facades fails to recognize the different contexts. Consider incorporating features from more traditional architecture, such as multiple unit frontages and landscaped yards along the north elevation to better relate to the residential context and generous landscaped areas along San Marino Avenue.

Landscaping:

Landscape and hardscape should enhance the character of the proposed development. At this stage of the review process, not enough detail has been provided to accurately assess the appropriateness of the proposed landscaped areas. The conceptual and final landscape design will be reviewed during the design review process and should respond to the unique conditions of the site and soften the new development. While the plans do appear to include landscaping along the north and east in order to soften the appearance of the development as viewed from the adjacent lower scaled residential neighborhoods, the details of this landscaping as well as all site access control features, such as fencing and pedestrian gates, should be carefully considered to ensure that the site is well integrated into its surrounding context and that a welcoming pedestrian path of public access from San Marino to Colorado Boulevard is maintained.

Materials:

High quality materials are encouraged and detailed specifications regarding materials will be required as part of the submittal package for the Final Design Review Phase. The selected materials should have a proven durability against deterioration. Materials should also be authentic, and not thin appliques. In general, materials, and their contextual application, will be carefully analyzed for external material transitions, rhythm and composition, assembly/manufacturer specifications, finish, and sectional profile.

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



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<https://www.cityofpasadena.net/planning/planning-division/design-and-historic-preservation/design-guidelines/#other-design-guidelines>

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 (Commission Review): | \$757.00 |
| Concept Design Review (>100,001 square-feet): | \$12,847.00 |
| Final Design Review (Commission Review): | \$2,154.00 |

FIRE DEPARTMENT:

Plan shall comply with the requirements of California codes and Pasadena Municipal Code (PMC).

Mixed Use and Occupancy: Where a building contains more than one occupancy group, the building or portion thereof shall comply with applicable provision of CBC Section 508.

Emergency escape or rescue window: In dwelling units and every sleeping room below the fourth story shall have at least one operable window or door approved for emergency escape or rescue that shall open directly into public street, public alley, yard or exit court. The emergency door or window shall be operable from the inside to provide a full, clear opening without the use of separate tools. (CBC Sec. 1029).

A minimum of 5 feet clearance on the ground shall be provided for rescue windows and doors located in first and second floor and 10 feet if located on third floor.

Interior Exit Stairways: Interior exit stairways shall lead directly to the exterior of the building or shall be extended to the exterior of the building with an exit passageway. CFC section 1023.

Occupied Roof: assembly occupancy at the roof top shall comply with the requirements of CBC Table 504.4 for type of construction and means of egress shall comply with Section 1007.

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.

Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix B Table B 105.1 and the quantity and spacing of fire hydrants as required by Appendix C Table C105.1 of Title 24, California Fire Code. Plans shall be submitted to the Pasadena Fire Department for review and approval prior the review and approval of the building plans.

NOTE: A current fire flow report (not older than 6-months), performed by the Pasadena Water Department, shall be provided to the Fire Department when applying for building permits to construct or add to any structures.

Fire Apparatus Access Road: Fire Department Access shall be provided to within 150-feet of all exterior portions of any structure. All access roads exceeding 150-feet shall be provided with



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an approved Fire Department Hammerhead or Turnaround. Fire department access shall be constructed of an all weather surface to support a minimum of 75,000 pounds, with a minimum of 20-feet wide and unobstructed height of 13'-6", with No Parking on Either Side. No roadway way shall exceed 10% slope.

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

Automatic Fire Sprinkler System or Standpipe: An automatic sprinkler system shall be provided throughout building per CBC Section 903.2.1 and PMC amended CFC section 903.

Stand pipe system shall comply with the requirements of CBC Section 905.

Fire Department Fire Sprinkler Connections: Shall be comprised of:

- FDC shall be located a minimum of 25-feet from the building or surface mounted to 2-hours rated wall with no opening within 10 feet and FDC shall be located within 150 feet of a fire hydrant.
- (2) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 4" FDC
- 4" CLAPPERED internal swivel outlet X 4" FDC
- Shall be clearly labeled to indicate FDC for Fire Sprinklers and Standpipes.
- **A CLEAR DIMENSION OF 3-FEET SHALL BE MAINTAINED AROUND THE PERIMETER OF EACH FIRE DEPARTMENT APPLIANCE.**
- All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or krylon.

Automatic Fire Alarm/Detection System: All structures 10,000 square feet or any structure required by Title 24, California Building or Fire Codes, shall be provided with a fully automatic and manual fire detection and notification system. Shop drawings to be submitted by contractor for review and approval prior to construction. PMC amended CFC Section 907.

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

LOCAL DEVELOPMENT AREA: No comments received.

FIRST SOURCE LOCAL HIRING: No comments received.

HEALTH DEPARTMENT:

1. Plan submittal to the Health Department will be required for construction of/changes to



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any food facility within this development. Information must be provided to the Health Department any time a food service operation changes due to construction. Plan review applications/fees must be submitted directly to the Health Department. All food and beverage facilities must comply with PMC 8.12 and the California Retail Food Code. Refer to the Plan Check Construction Guidelines. This document provides an overview of the plan check process and an outline of the structural requirements that the California Retail Food Code requires for all retail food facilities. Contact Food Facility Plan Check Specialist Carly Williams at CWilliams@cityofpasadena.net or at (626) 744-6061 for details.

2. Food facilities shall adhere to the regulations established in the Tobacco Use Prevention Ordinance (PMC 8.78). Smoking in outdoor public areas is prohibited throughout the City of Pasadena. Refer to the following link for more information:

8.78.071 – [Prohibition of smoking in certain outdoor public places](#)

3. If pools or spas are planned in this development or if there are any changes planned to existing pool/spa areas, plan submittal/fee payment to Environmental Health will be required. Contact Pool Plan Check Specialist Elaine Zita at EZita@cityofpasadena.net or at (626) 744-6026 for details.

HOUSING DEPARTMENT: No comments received.

DEPARTMENT OF PUBLIC WORKS (DPW):

The concept plan submitted indicates a proposal to vacate a portion of public street San Marino Avenue north of Colorado Boulevard to result a cul-de-sac. This requires conceptual review and approval by multiple city departments (including but not limited Transportation, Water and Power, Fire, and Police) as well as affected utility agencies. There are storm drain facilities owned and maintained by Los Angeles County Department of Public Works (LACDPW) on San Marino Avenue, their consent to relocate or alter the system is required. Upon receipt of conceptual approval by all affected parties, Pasadena Public Works will provide development conditions of approval accordingly.



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All costs associated with any subsequent 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.

In addition to the above conditions, the requirements of all applicable Pasadena Municipal Code (PMC) will apply and be implemented during the corresponding plan review and permitting. They may include but not limited to:

- Sidewalk Ordinance - Chapter 12.04
- Sewer Facility Charge – Chapter 4.53
- Residential Impact Fee – Chapter 4.17
- City Trees and Tree Protection Ordinance - Chapter 8.52
- Construction and Demolition Waste Ordinance - Chapter 8.62
- Holiday Moratorium of activities within public right-of-way – Chapter 12.24.100

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

DEPARTMENT OF TRANSPORTATION (DOT):

The Department of Transportation received an application for the construction of a 193-unit mixed use residential development with approximately 15,200 sf of retail space at project address 2025 East Colorado Boulevard. The existing land uses will be demolished. San Marino Avenue is also proposed to be converted from a two-way roadway connecting Walnut Street and Colorado Boulevard to a cul-de-sac.

The following conditions are in response to the plan application review and intended to be preliminary. The conditions, as intended are general in nature and are to be used as points of general discussion. The following preliminary conditions are what will be required, at minimum:



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Transportation analysis: Based on the preliminary information provided in the Master Application form, a Category 1 and 2 traffic analysis shall be prepared for this project. When the applicant is ready to proceed, they shall submit a deposit* (subject to partial refund or additional billing) payable to the City of Pasadena. Please contact Conrad Viana, P.E. at cviana@cityofpasadena.net to initiate the invoice process. Appropriate traffic impact measures will be determined in conjunction with the Public Works' street improvements and dedications.

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

Loading: If required, any project loading/unloading spaces shall be on-site. DOT will not install a loading zone for exclusive project use along the project frontage.

Closure of San Marino Avenue: Prior to the commencement of the transportation analysis, the applicant shall provide DOT with a memorandum and supporting documentation that consensus was reached with residents along San Marino Avenue, adjacent property owners within 500' from the site, and the City Council office regarding converting San Marino Avenue into a cul-de-sac north of the project.

Furthermore, an accessible pedestrian path open to the public shall be provided between the San Marino Avenue cul-de-sac and Colorado Boulevard.

Traffic Operations: To reduce project vehicular trip impact and improve circulation in the project vicinity, the project shall install the following improvements:

1. At the intersection of Berkeley Avenue and Colorado Boulevard, the project shall:
 - a. install a video detection system for traffic management
 - b. install accessible pedestrian signal (APS) devices at all approaches of the intersection
2. At the Allen Avenue at Colorado Boulevard intersection, a CCTV camera shall be installed for performance monitoring

The applicant shall coordinate the implementation of the improvements with the Pasadena Traffic Division at (626) 744-8723.

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

Trip Reduction Ordinance: 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 DOT Mobility, Planning, Engineering, and Operations Division at (626) 744-7526 to arrange a pre-design meeting.



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

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

Entry Gate(s): If proposed, any parking entry gate shall be setback a minimum 20' 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).

Ingress/Egress: Driveways shall be located a minimum 50' from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).

Visibility triangle: 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.

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

- Colorado Boulevard is a City Connector and functions as a Commercial – Suburban roadway. Minimum 12' sidewalk widths shall be maintained.
- Berkeley Avenue is an Access road. With project driveway access along this road, the project shall provide a 10' wide sidewalk with a 5' minimum clear walk zone by additional right of way dedication along the project's Berkeley Avenue frontage.
- San Marino Avenue is an Access road. Existing 10' sidewalk width shall be maintained.
- Oak Avenue is an Access road. Existing 12' sidewalk width shall be maintained.

Traffic Impact Fee: The Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076) will apply to all net new residential, retail, industrial, and office developments and is based on the Fee Schedule at the time of building permit issuance. For FY 2022 the fees are:

| Land Use | Fee (FY 2022) |
|------------------------------------|---------------|
| New industrial use per square foot | \$1.20 |
| New office use per square foot | \$8.71 |
| New retail use per square foot | \$11.57 |
| Single family (per dwelling unit) | \$9,550.39 |
| Multi-family (per dwelling units) | \$3,697.88 |

Affordable housing projects may receive fee credits.





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- Developer shall notify PWP of any underground electrical conduits, transformer vaults, or overhead lines in conflict with construction.
- Developer shall submit a demo request to de-energize existing services prior to start of construction.
- A single existing electrical service may be utilized as temporary power for construction should it meet the needs of the developer (contingent upon PWP approval).

Overhead Power Lines:

PWP records indicate three overhead power poles within the proposed development (630542H, 20009MP, 20010MP) which will need relocation/removal.

- PWP shall relocate any overhead poles & power lines in conflict with proposed development at the expense of the owner/developer.
- Owner/developer shall maintain existing ingress & egress access for overhead poles/lines. Proper clearances between proposed structure and overhead lines must be maintained at all times (20011MP).

Easements:

PWP records indicate four utility easements (E2346, E2347, E2345, E2348) within the proposed development.

- Existing utility easements located within development area which no longer serve a purpose, may be relinquished per discretion of PWP.
- A utility easement shall be required if the new electrical service crosses or feeds multiple parcels.

Power Delivery Requirements:

- Owner/developer shall install private property transformer vault, room or enclosure within development area close to the street and in close proximity to PWP underground distribution facilities.
- Multiple transformer vaults or rooms may be required. The size and number of transformer vaults shall be determined by PWP based on the size of electrical service.
- Transformer vault/room shall have an access hatch from above (open to sky) for equipment installation purposes and drivable PWP truck access.
- 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.
- Owner/developer shall be responsible for installing lighting, receptacles, ground rods, and air blowers inside transformer vault/room.
- Owner/developer shall be responsible for installing vent pipes from transformer vault/room to open air for proper air circulation.
- Owner/developer shall be responsible for the maintenance of the transformer vault, 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.
- PWP shall install primary service laterals from the street vault to the property line (if necessary) at the developer's expense.



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- Owner/developer shall be responsible for picking up and extending primary service laterals from the property line to the transformer vault/room.
- Owner/developer shall install secondary service conduits from transformer vault/room to electrical room.
- PWP shall install electrical service transformers, cables, and electric meters.
- All PWP installation costs shall be paid by the developer prior to scheduling of any work.

Distributed Generation:

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 local building codes, Fire Department and the Pasadena Solar Initiative Program.

Coordination of Electric Service:

1. In order to determine the specific requirements of the electrical service for this project and to begin the coordination of service, the following items will need to be included in the submittal:
 - Electric Service Application
 - Electrical Plans (single-line diagram, load calculations).
 - Site plan & elevation plan showing proposed transformer vault/room location & electrical switchgear/meter location.
 - \$5,000.00 Deposit
2. Total 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 shall be provided to the owner/developer after the submittal is received and a PWP power design is finalized.
3. All comments are based on the limited description provided. Please arrange a meeting with Electric Service Planning personnel for further information and detailed requirements at (626) 744-4495.



WATER & POWER DEPARTMENT, WATER DIVISION:

Water Mains:

Pasadena Water and Power (PWP), Water Division can serve water to this project. The following water mains serve the property:

- 6-inch cast iron water main in Colorado Boulevard, installed under Work Order 2754 in 1932. This water main is located approximately 19 feet south of the north property line of Colorado Boulevard.
- 8-inch ductile iron water main in Berkeley Avenue, installed under Work Order 2723 in 2007. This water main is located approximately 15 feet east of the west property line of Berkeley Avenue.
- 6-inch ductile iron water main in San Marino Avenue, installed under Work Order 6612 in 1995. This water main is located approximately 20 feet east of the west property line of San Marino Avenue.

Moratoriums:

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

Water Pressure:

The approximate water pressure at this site is 75-80 psi.

Water Service:

PWP records reflect there are twelve (12) water services providing water to the properties:

- ¾-inch copper domestic service installed in 1946 (#31342) from Berkeley Avenue
- 1-inch copper domestic service installed in 1964 (#26752) from Berkeley Avenue
- 1-inch copper domestic service installed in 1985 (#29885) from Berkeley Avenue
- ¾-inch copper domestic service installed in 1996 (#17177) from San Marino Avenue
- ¾-inch copper domestic service installed in 1996 (#17191) from San Marino Avenue
- ¾-inch copper domestic service installed in 1996 (#17192) from San Marino Avenue
- 1-inch copper domestic service installed in 1996 (#26050) from San Marino Avenue
- 4-inch ductile iron fire service installed in 1998 (#48910) from San Marino Avenue
- 2-inch copper domestic service installed in 1996 (#42862) from San Marino Avenue
- 1-inch copper domestic service installed in 1975 (#12801) from Colorado Boulevard
- ¾-inch copper domestic service installed in 1932 (#12477) from Colorado Boulevard
- 1-inch copper domestic service installed in 1996 (#33547) from Oak Avenue

Any change in water service will be reviewed when the building plans are submitted. Any change in service will be installed at actual cost and paid for by the owner/developer, pursuant to PWP Water Regulation Section XI. 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 and any services 50 years and older require abandonment and renewal.



Water Main Charge:

If it is determined that a water main must be upgraded due to size, age, pressure deficiencies, and/or the integrity of the existing water main; the upgrade will be paid for by the owner/developer. 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, the owner/developer will pay in full any street restoration that is required by PWD. PWD 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.
- All services not in use must be abandoned at the distribution main at the applicable rate.
- For subdivided lots with one unit behind the existing, show easement documentation and assessor parcel map showing the subdivision.

Cross Connection Requirements for Domestic Services:

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

- Fire hydrant 916-32 is located on the west curb of Berkeley Avenue, approximately 280 feet north of Colorado Boulevard.
- Fire hydrant 916-23 is located on the west curb of San Marino Avenue, approximately 300 feet north of Colorado Boulevard.
- Fire hydrant 916-24 is located on the west curb of San Marino Avenue, approximately 60 feet north of Colorado Boulevard.
- Fire hydrant 916-28 is located on the west curb of Oak Avenue, approximately 350 feet north of Colorado Boulevard.
- Fire hydrant 916-29 is located on the northwest corner of San Marino Avenue and Colorado Boulevard.

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



PASADENA PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

www.cityofpasadena.net

