

ATTACHMENT B

PREDEVELOPMENT PLAN REVIEW COMMENTS TO APPLICANT



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: PPR2023-00005 **Date:** June 12, 2023

Project Address: 1259 La Pintoresca Drive (5728-009-036)

Project Description: Predevelopment Plan Review for the expansion of an existing multifamily use from 62 units to 107 units. Includes demolition of two (of 11 existing) buildings on-site (13 units demo) and 26 parking spaces, and construction of a new 83,802 square-foot, 2 and 3-story building with 58 units (rental; all low income) and two levels of subterranean parking. Of the 107 total units proposed, 58 are new, and 49 are existing to remain. The existing on-site parking count would increase from 40 spaces to 109 spaces.

Applicant: Front Porch Development
818-254-4124
mlakatos@frontporch.net

Case Manager: Jason Van Patten
626-744-6760
jvanpatten@cityofpasadena.net

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

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BUILDING DIVISION – ADDRESSING: Contact: Carlos Chacon
 Phone: (626) 744-7140
 Email: addressing@cityofpasadena.net

General Comments: The addresses for the newly proposed 58-unit multi-family housing will be determined based on the pedestrian path of travel leading up to the main front door entrance into the proposed units, from the public right of way. In the case of this redeveloped lot, its current addresses formally known as 1259-1299 La Pintoresca Drive will more than likely be retired and new addresses will be issued that coincide with the future layout of the multiple buildings proposed.

For the creation of the new units’ addresses, it will be determined once we have received the 8 ½ x 11” site map showing the main entrance into the proposed residence. The site map must comply with the following:

- Site map must be 8 1/2” x 11” in size (not a reduction of submitted site plan).
- Site map must show all public right of ways, including any alleys or streets in clear print and bold with North Arrow clearly labeled.
- Identify all structures and the location of the driveways on the parcel area that includes the neighboring buildings. Show where the main front door entrance of the proposed buildings will be located as well as the existing buildings in the vicinity.
- Site map must show the pedestrian path of travel from the public sidewalk leading up to the main front door entrance into the proposed buildings will be located as well as the existing buildings in the vicinity.
- Site map must be accompanied with a completed Address Application and addressing fee per address requested.

Once a building permit has been issued, the letter that authorizes the applicant to utilize the address will be issued. Please note that a letter will not be issued until after all the requirements listed below are met and only after the building permit has been issued. Copies of the address assignment letter will be sent to the relevant agencies within and outside of the City of Pasadena.

Governing Codes: Pasadena Municipal Code Chapter 12.20 Building Numbering.

Estimated Fees: If applicable, the address fees will be determined after receiving the aforementioned site map, addressing application and associated fees are received. The fees



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per address are estimated to be \$301 per address assignment, not including a 3% Records management fee surcharge.

BUILDING & SAFETY DIVISION:

Plan Reviewer: Humberto Contreras

Phone: (626) 744-6877

Email: hcontreras@cityofpasadena.net

1. GOVERNING CODES:

- Comply with the Current Edition of California Building Code, California Electrical Code, California Plumbing Code, California Mechanical Code, California Energy Code, California Green Building Standard Code and the City of Pasadena Municipal Code. The governing edition is based on the date in which the project is submitted to the City of Pasadena for review.
- Important: **New 2022 Codes will be in effect starting on January 1st 2023.**

2. BUILDING CODE ANALYSIS:

- Provide a Building Code Analysis on the title sheet. Include the code(s) information for each building proposed: Descriptive scope of work, occupancy, assessor's parcel number, number of stories, type of construction, fire sprinklers, floor area, height, and allowable floor area.

3. FYI: ELECTRIFICATION ORDINANCE 7398:

- [Ordinance 7398](#), adopted in August 2022, requires certain categories of newly-constructed buildings to be all-electric, thus prohibiting gas infrastructure. The electrification requirement applies primarily to new construction and certain commercial additions. Existing buildings undergoing alterations or tenant improvements are exempt. Refer to the City of Pasadena link for further information on the requirements and submittal process:
<https://www.cityofpasadena.net/planning/building-and-safety/electrification-ordinance/#required-to-be-all-electric>

4. BEST MANAGEMENT PRACTICES:

- Photocopy to plans and complete the BEST MANAGEMENT PRACTICE page 1(form must be signed). Photocopy any other applicable pages and cross reference the location at the site plan, i.e. the material storage, the concrete waste management, etc. These forms can be found at <https://www.cityofpasadena.net/planning/building-and-safety/bs-applications-forms/#informational-handouts>

5. GREEN CODE:

- Photocopy to plans and complete the 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE WITH CITY OF PASADENA AMENDMENTS FORMS. These forms are being provided attach and can be found at <https://www.cityofpasadena.net/planning/building-and-safety/bs-applications-forms/#informational-handouts>.



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6. ENERGY:

- Submit the current, applicable **energy documentation** using either the “Prescriptive Standard” or the “Performance Standard”. Photocopy form to plans, include the mandatory measures.

7. PROPERTY LINE SURVEY REQUIRED.

- Per City of Pasadena Policy property line survey is required for:
 - a. New construction.
 - b. Auxiliary buildings and additions where setback is less than 5'-0" to property line.
 - c. All buildings where specific Zoning Division Variance is issued for approved setbacks & whether newly constructed or altered.

8. SOILS REPORT REQUIRED.

- A soils engineer report is required for:
 - a. All new constructed single and multi-family residential, commercial, and industrial buildings.
 - b. An addition to a commercial or industrial building.
 - c. Second (2nd) story addition to existing one-story building.
 - d. Hillside construction, i.e. decks, retaining walls, and swimming pools.

9. GRADING:

- Show compliance with City of Pasadena Municipal Code Chapter 14.05 – Excavation and Grading in Hillside Areas and the CBC 2022 Appendix J – Grading with City of Pasadena Amendments.
- Clearly show the cubic yard quantities for excavation (cuts) and fills; and label if site grading or foundation excavations. A grading permit may not be required per section J103.2 Exemptions.

10. LOW IMPACT DEVELOPMENT (LID):

- Low Impact Development (LID) **may** be required for this project. Refer to the City of Pasadena link for further information on the requirements and submittal process:
<https://www.cityofpasadena.net/wp-content/uploads/sites/30/Form-PC.pdf?v=1599178168233>.

11. MEANS OF EGRESS (EXITING):

- Provide an egress plan showing compliance with all requirements for the exit access, the exit and the exit discharge detailed in chapter 10.
- Clearly label and identify on plans fire-resistive corridors, exit enclosures, exit passageways, horizontal exits, occupancy separation walls and floors, fire resistive shafts, and fire walls, along with their fire-resistive ratings as applicable.
- Exits shall discharge directly to the exterior of the building and shall not reenter a building. Once a given level of exit protection is achieved, such level of protection shall not be reduced until arrival at the exit discharge. The exit discharge shall not reenter a building.



12. FIRE AND SMOKE PROTECTION FEATURES:

- Show materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings.

13. ACCESSIBILITY:

- Provide compliance with accessibility per CBC Chapter 11A and 11B accordingly.
- Provide an analysis for the minimum required units and parking spaces. Label the accessible units/parking spaces.
- Provide the minimum vertical clearance for VAN accessible to basement and garage per 11A and/or 11B accordingly.

14. REQUIRED PLANS AND PERMIT(S):

- In addition to architectural plans, provide Structural, Shoring, Plumbing, Mechanical, Electrical plans, PV systems and grading plans as required. **No deferred submittal.**
- Separate permits are required for the following: Mechanical, Electrical, Plumbing, Fire Sprinkler, Demolition, Block walls, others.
- New ePermitting services. Visit the city website at:
<https://www.cityofpasadena.net/planning/permit-center/permit-center-online/>

**PLANNING DIVISION – COMMUNITY
PLANNING SECTION:**

Plan Reviewer: Steven Counts

Phone: (626) 744-7096

Email: scounts@cityofpasadena.net

General Plan Consistency:

The General Plan Land Use Designation for the project site is Medium Density Residential (0 – 16 dwelling units per acre). The Medium Density Residential Use designation is characterized by lower density multi-family complexes in neighborhoods with densities of up to 16 dwelling units per acre and one to three story buildings. Though not exclusively, many of these buildings are characterized as “City of Gardens” projects. Their main feature is a centrally located and usable courtyard or garden court. Units are encouraged to have an entrance toward the street. Parking is not visible from the street and driveways are minimized. There are minimal setbacks at the rear of the property.

The property is bordered by La Pitoresca Park and La Pitoresca Library to the north, one-story single family houses to the east, one-story light-industrial/business park to the south, and two-story multi-family residential to the west. Properties to the north of the subject site have a General Plan Land Use Designation of Open Space; properties to the east are designated Low Density Residential; properties to the south are designated Medium Mixed Use; and properties to the west are designated Medium Density Residential.

The proposed project is a multi-family housing development at 1259 North La Pitoresca Drive (APN: 5728-009-036). There are 10 existing two-story multi-family residential buildings and 1 one-story storage building on the site. The applicant proposes to demolish two residential buildings; 10-unit, 4,210 square foot Building A and three-unit, 2,234 square foot Building B. 26 parking spaces are also proposed for demolition. The applicant is proposing to build a new 58-



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unit affordable housing development ranging in height from two to three stories over a subterranean parking garage with 109 spaces.

Based on the submitted plans, the proposed project would include 58 new units; 34 studios, 23 one-bedroom units, and one two-bedroom apartment. The total square footage of the proposed new buildings as well as the proposed underground parking garage would be a total of 83,802 square feet; however, there may be a discrepancy in the calculation of this built area, and this should be addressed in future versions of the plans. The proposal includes six new buildings where the parking lot currently exists; five buildings for the housing units and one for a community room. The buildings are proposed to be configured to allow for a central courtyard with the community room and laundry facility in the center, along with open space.

Based on the size of the parcel at 104,914 square feet (2.4 acres), base density would allow for 39 units. With a proposed total unit count of 107 (after proposed demolitions and additions), the proposed unit density is inconsistent with the 16 du/ac density limit prescribed by the General Plan Land Use Diagram. The applicant shall demonstrate compliance with maximum density as part of future submittals, and make known any proposal for a density bonus.

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

Growth and Land Use Mix

Policy 1.1 Basic Growth Policy. Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena's unique residential neighborhoods, business districts, and open spaces.

Policy 2.1 Housing Choices. Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community's fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena's commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.

Placemaking and Sense of Place

Policy 4.8 Complete and Livable Neighborhoods. Maintain the pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected to and walkable from neighborhood-serving businesses and public transit.

Residential Neighborhoods

Policy 21.1 Adequate and Affordable Housing. Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.



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Policy 21.2 Equitable Distribution of Affordable Housing. Providing for the equitable distribution of affordable housing throughout the City, as defined by Housing Element goals and policies, capitalizing on opportunities for new development allowed by the densities permitted in the Central District and Transit Villages.

Policy 21.4 New Residential Development. Attract new residential development that is well-conceived, constructed, and maintained in a variety of types, densities, locations and costs.

Policy 23.2 Parking Areas and Garages. Minimize the visibility of parking areas and garages.

Policy 23.6 Open Space Amenities. Require that open space is provided on-site, is accessible, and of sufficient size to be usable by residents, in common areas and/or with individual units pursuant to the Zoning Code.

The General Plan identifies goals relating to growth, compatibility, placemaking, sustainability, and the character of residential neighborhoods. The proposed project includes an expansion to an existing multi-family housing complex that would provide 58 new affordable housing units, accommodating growth in a manner consistent with Policies 1.1 and 2.1. Conformity with Land Use Element Policies 4.8 also ensures that the proposed expansion will fit with the character of the community while helping to form a complete and livable neighborhood atmosphere.

The residential neighborhood policies listed above address the need for access to affordable housing in some form. With the proposed provision of 58 new affordable units, the project would help further the intent of Policies 21.1, 21.2, and 21.4.

Approximately 6,875 square feet of open space is proposed in two central courtyard areas, in conformity with Policy 23.6.

The proposed project includes 109 subterranean parking spaces with parking access located off La Pintoresca Drive, minimizing visibility from Fair Oaks Avenue in conformance with Policy 23.2.

The General Plan additionally contains several policies related to land use, sustainable energy and infrastructure, and a sustainable economy that require further consideration:

Placemaking and Sense of Place

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



Residential Neighborhoods

Policy 21.3 Neighborhood Character. Maintain elements of residential streets that unify and enhance the character of the neighborhood, including parkways, street trees, and compatible setbacks.

Policy 21.5 Housing Character and Design. Encourage the renovation of existing housing stock in single- and multi-family neighborhoods. When additions or replacement housing is proposed, these should reflect the unique neighborhood character and qualities, including lot sizes; building form, scale, massing, and relationship to street frontages; architectural design and landscaped setbacks.

Policy 21.7 Safety. Require residential developments to facilitate and enhance neighborhood safety by including design features such as front porches or large front windows.

Policy 23.1 Character and Design. Design and modulate buildings to avoid the sense of “blocky” and undifferentiated building mass, incorporate well-defined entries, and use building materials, colors, and architectural details complementing the neighborhood, while allowing flexibility for distinguished design solutions.

Policy 23.3 Landscaped Setbacks and Walkways. Provide appropriate setbacks, consistent with the surrounding neighborhood, along the street frontage and, where there are setbacks, ensure adequate landscaping is provided.

Policy 23.4 Development Transitions. Ensure sensitive transitions in building scale between buildings in multi-family residential areas and lower-scale buildings in adjoining residential areas.

Land Use and Sustainable Energy

Policy 10.2 Land Uses Supporting Sustainability. Encourage land uses and improvements that reduce energy and water consumption, waste and noise generation, air quality impacts and support other comparable resource strategies for a sustainable Pasadena; including alternative energy generation, electric vehicle parking and charging, recycling, and similar facilities.

Policy 10.4 Sustainable Building Practices. Foster sustainable building practices and processes specified by the City’s Green Building Code by incorporating energy and water savings, toxic and solid waste reduction strategies into the building of new structures and remodeling of existing structures.

Policy 10.7 Landscape. Encourage sustainable practices for landscape materials, landscape design, and land development.

Policy 10.8 Cool Pavement. Study the feasibility of implementing cool pavement strategies – pavement technologies that reflect more solar energy and enhance water evaporation – in an effort to reduce the urban heat island effect.



Fair Oaks and Orange Grove

Policy 34.3 Development Scale and Transitions. Require that the types of uses, densities, building massing and heights, and design development along Fair Oaks Avenue and Orange Grove Boulevard assure compatibility and accessibility with adjoining residential neighborhoods.

The applicant is encouraged to consult with the Design and Historic Preservation division and to consider the character and design of the project to ensure that the proposal is compatible with the existing development as well as the character of the community, in conformity with Policies 7.3, 7.4, 21.3, and 21.5.

With the community at the intersection of multiple differing land uses and on a busy street, it is recommended to take safety considerations mentioned in Policy 21.7. The applicant is additionally encouraged to consult with Zoning and Design and Historic Preservation divisions in considering the development transitions addressed in Policies 23.4 and 34.3, related to the scale and orientation of the buildings.

The applicant shall work with Zoning and Design & Historic Preservation staff to ensure that the proposed project is compatible in terms of form, scale, massing, architectural detailing, landscaping, and neighborhood context to ensure consistency with Policy 23.1, which encourages the applicant to design a project that avoids blocky, undifferentiated masses by using a modulated building design. In tandem with Policy 23.3, variation in building design and orientation can also be enhanced using landscaping techniques.

The applicant shall additionally work with the Building Department and consider incorporating sustainable design practices such as EV parking stations, green building code standards, energy and water-saving measures, and waste reduction techniques referenced by Policies 10.2, 10.4, and 10.12. Policies 10.7 and 10.8 also encourage the use of appropriate strategies, design, and materials for increased landscape sustainability.

The applicant should also work with both Zoning and Design & Historic Preservation staff to ensure that the project includes appropriate massing, scale, modulation, architectural detailing, building orientation, open space, and overall compatibility with the surrounding neighborhood. The applicant is also encouraged to work with Building Department staff to incorporate energy, water, and waste reduction strategies as part of the design and construction process.

Specific Plans

The project site is in the Fair Oaks / Orange Grove Specific Plan (FGSP), which is in the process of being updated. Therefore, the proposed project has been evaluated under the current FGSP (adopted in 2002) as well as the draft FGSP (2020) for comparison. Corresponding zoning designations will be proposed in alignment with updated General Plan designations. The draft FGSP is anticipated to be presented to the Planning Commission in mid 2024, with City Council hearings and adoption anticipated in late 2024.

The existing FGSP (2002) identifies the project site as being in the Robinson Park District subarea (District 2). The objective of this subarea is to strengthen and build on the community-serving uses in the neighborhood (i.e. Robinson Park, Jackie Robinson Center, Urban League,



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etc.). With the goal of enhancing the area's ability to create employment opportunities to respond to the needs of surrounding residents. The specific plan also recommends that La Pintoresca Housing Complex, as well as other neighboring residential development like Kings Villages, be preserved.

In the draft FGSP (2020), the subject property would be located in the FGSP-RM-16 zoning district, similar to current zoning. The proposed maximum height limit in the FGSP-RM-16 zone would be 36 feet. The proposed maximum density would be 16 dwelling units per acre. The proposed project would have a maximum height of 32 feet, consistent with the draft FGSP requirements. The maximum density allowed would be 38 units. As proposed, the project includes 107 units, resulting in a proposed density of approximately 45 dwelling units per acre. The proposed project therefore exceeds the maximum permitted density under both the existing and draft FGSP standards.

The applicant is additionally recommended to review and consider façade modulation standards (Section 6.2.5, draft FGSP) which would be required for facades exceeding 50 feet in length, setback requirements (Sec. 6.2.1), open space requirements (Sec. 6.4), ground-floor residential entry requirements (Sec. 6.3.2), as well as transparency standards for residential uses.

The Fair Oaks / Orange Grove Specific Plan is in the process of being updated. Both the applicant and the general public can participate in the update process by attending study sessions and public hearings and providing public comment, as well as providing feedback directly to staff. Please visit <http://www.ourpasadena.org> for further information on the OurPasadena Specific Plan Update program.

Unit Replacement Requirements

Please be advised that this project will be subject to the unit replacement requirements of Government Code Section 65915(c)(3)(A) as well as Government Code Section 66300(d), which requires that a protected unit be replaced in a housing development project consisting of two or more units with a unit of equivalent size and include a right-of-first-refusal, right-to-remain up to six months prior to the start of construction activities, and relocation assistance for lower-income occupants of a protected unit.

Specific Plan:

The subject property is located within the Fair Oaks / Orange Grove Specific Plan area.

Master Development Plan:

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

Planned Development:

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

Neighborhoods:

The proposed project is located within the following neighborhood associations:

- Council District 3
Councilmember Justin Jones
City Council Liaison: Lisa Barrios



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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:

Plan Reviewer: Corey Dunlap

Phone: (626) 744-7547

Email: cdunlap@cityofpasadena.net

Public Art Requirement:

Based on the information provided, this project **IS SUBJECT** to the the City of Pasadena Public Art Requirement. This Public Art Program requires that at least one percent (1%) of the building valuation costs be allocated by the developer to incorporate in their design a public art component.

A fee of twenty-five percent (25%) of the total one percent obligation shall be deposited into the Downtown Cultural Trust Fund to be used for the general enhancement of the City's cultural resources.

This Public Art 25% Deposit (fee) is due at Plan Check in order to receive Building Permit. It is developer's responsibility to allocate the remaining seventy-five percent (75%) of the Requirement toward an on-site public art project.

At least one percent (1%) of the building permit valuation must be allocated for public art, of which 25 percent (25%) is due to the City at Plan Check. The remainder is to be spent on an on-site public art project, if the developer so chooses. The developer may also choose to pay the full 1% to the Cultural Trust Fund in lieu of developing a public art project.

PLANNING DIVISION – CURRENT PLANNING SECTION:

Plan Reviewer: Jason Van Patten

Phone: (626) 744-6760

Email: jvanpatten@cityofpasadena.net

General Comments: The information provided herein is general due to the general 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 17.33](#) – Fair Oaks-Orange Grove 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
- [Chapter 8.52](#) – City Trees and Tree Protection Ordinance



1. **Project Site and Zoning District (PMC §17.33):** The project site consists of a single parcel (5728-009-036) that is located in the FGSP-RM-16 (Fair Oaks/Orange Grove Specific Plan - Multi-family Residential District, 16 units per acre) zoning district. The site is bounded by Washington Boulevard on the north, La Pintoresca Drive on the east, Claremont Street on the south, and Fair Oaks Avenue on the west. As part of future submittals, please include a signed/stamped topographic survey that references a site area figure, legal description, and any easements that traverse the site, along with a preliminary title report not less than six months old.

Be advised, the City is in the process of updating the Fair Oaks Orange Grove Specific Plan. Though no changes have been adopted by the City Council, any future changes may subject the project to new land use and development standards. For more information refer to the City website, <https://www.ourpasadena.org/>, and comments from Community Planning.



2. **General Plan and Specific Plan (Land Use Element, Land Use Diagram, Fair Oaks Orange Grove Specific Plan):** The site is designated Medium Density Residential (0-16 du/acre) on the General Plan Land Use Diagram. The Medium Density Residential designation is characterized by lower density multi-family complexes in neighborhoods with densities of up to 16 dwelling units per acre and one to three story buildings. Though not exclusively, many of these buildings are characterized as “City of Gardens” projects. Their main feature is a centrally located and usable courtyard or garden court. Units are encouraged to have an entrance toward the street. Parking is not visible from the street and



driveways are minimized. There are minimal setbacks at the rear of the property. Applications involving discretionary review require demonstration that the project and its components are consistent with the General Plan. Refer to additional comments from Community Planning.

The Fair Oaks/Orange Grove Specific Plan, adopted in 2002, provides neighborhood-specific design and land use regulations for an approximately 171-acre area in northwest Pasadena. This Specific Plan area is generally bounded by Woodbury Road to the north, Raymond Avenue and Oakland Avenue to the east, Maple Street to the south and Lincoln Avenue, Morton Avenue, Sunset Avenue, and Linder Alley to the west. Notable assets in the Specific Plan area include La Pintaresca Park and Library, Robinson Park, the Jackie Robinson Center, and the Boys and Girls Club of Pasadena. Through the design and development of the project, the applicant is advised to remain cognizant of recommendations, guidelines and strategies discussed in the specific plan. In particular, those applicable to District 2 which pertains to the area along Fair Oaks Avenue between Washington Boulevard and Mountain Street.

3. **Land Use ([Table 3-14, PMC §17.33.040](#))**: The scope proposes to expand an existing 62-unit multifamily use to 107 units. Multifamily housing is a permitted use in FGSP-RM-16.
4. **Density ([PMC §17.33.050](#))**: Maximum density allowed in FGSP-RM-16 is 16 dwelling units per acre (du/acre). According to the plan, the site area is 104,704 square feet (2.4 acres), which allows a base density of 38 units (38.4). Housing developments for five or more units may qualify for a density bonus under the State's Density Bonus law as set forth in Government Code Section 65915. In the case of a density bonus, the fractional/decimal results of a calculation of the number of dwelling units allowed shall be rounded up to the next whole number, that being 39 units. As part of future submittals, the lot area figure shall be verified through a survey for the purpose of accurately calculating base density.
5. **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.

According to the application and plan, the project proposes to construct 58 new units (45 net add), all of which are identified as low income units for rent. Refer to the referenced Chapter and comments from Housing regarding satisfaction of the inclusionary housing requirements.

6. **Density Bonus ([PMC §17.43, Government Code Section §65915](#))**: This Chapter establishes procedures to implement the State's Density Bonus law as set forth in Government Code Section 65915. The provisions apply to housing developments for five or more units not including units granted as a density bonus. The City shall grant a density bonus provided an applicant seeks and agrees to construct a development that meets the minimum criteria in State Law. This may include a development containing ten percent of the total units of a housing development, including a shared housing building development for rental or sale to lower income households, as defined in Section 50079.5 of the Health and Safety Code.



Housing developments meeting criteria of State Law that provide at least 24 percent of the base units as low income, may qualify for a 50 percent density bonus. For a 39-unit base density, this is 10 low income units minimum. Developments that provide one hundred percent of all units in the development, including total units and density bonus units, but exclusive of a manager's unit or units, for lower income households may qualify for an 80 percent density bonus. According to the application, all 58 newly constructed units would be low income. No information regarding the income level of the existing units to remain was provided. As such, a development proposing a 50 percent density bonus could allow for up to 59 units (39 + 50%). A development proposing an 80 percent density bonus could allow for up to 71 units (39 + 80%). **The applicant has proposed 107 total units, which exceeds maximum density allowed inclusive of an 80 percent density bonus. The applicant shall demonstrate compliance with maximum density as part of future submittals, and make known any proposal for a density bonus. Further, if the applicant is aware of other mechanisms that may allow up to 107 units, please specify.**

Please be advised, in order to receive a building permit for a density bonus project that involves the demolition or conversion of rental units and/or construction on vacant land where rental units were demolished and/or converted within five years, an owner must comply with the housing replacement provision of California Government Code 65915 as amended by Assembly Bill 2222 (AB 2222). Please refer to Government Code Section 65915(c)(3)(A) as well as Government Code Section 66300(d). As part of future submittals, the applicant shall demonstrate compliance, where applicable. The project does propose demolition of existing units.

An applicant who utilizes the density bonus provisions of the Chapter may be eligible for the City's Affordable Housing Concession Menu provided the project: 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, Section 17.43.055 (Affordable Housing Concession Menu). Where eligible, an applicant shall be entitled to use no more than two concessions. The affordable housing concession menu includes concessions for height, floor area ratio, setbacks, loading, and parking. Where proposing concessions, plans shall demonstrate eligibility is met (where using the menu), and specify the concession requested. Refer to the referenced Section for additional information.

7. **Setbacks and Exceptions** ([Table 3-15, PMC §17.33.050](#), [Table 2-4, §17.22.060, §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 is proposed, the setback shall be measured after. See Section 17.40.160 for setback measurement, allowed projections and encroachments into setbacks, and exceptions to setbacks.

District 2. Between Washington Boulevard and Mountain Street

- a. **Front (Washington Boulevard):** 10' minimum



- b. **Corner Side (Fair Oaks Avenue, Claremont Street, La Pintoresca Drive):** 15' minimum (Table 2-4, 17.22.060).

The site plan references a 15' setback along Washington Boulevard and Claremont Street, and a 10' setback along Fair Oaks Avenue. The setback along Fair Oaks Avenue does not comply. The setback along La Pintoresca Drive was not labeled. As part of future submittals, the applicant shall demonstrate all new construction complies with setback requirements. In addition, plans shall reference lot lines, easements, dedications and setbacks at each level. Please refer to Public Works for any required easements or dedications (eg. La Pintoresca Drive).

8. **Height (Table 3-15, PMC §17.33.050, Table 2-4, §17.22.060, §17.22.070.F, §17.40.060):** In the RM-16 district the maximum height of structures is 23 feet to the top plate and 32 feet to the highest ridge line. When more than 50 percent of the buildings on a blockface of a proposed project and the blockface on the opposite side of the street have a one-story building element at the street, the project shall have a one-story building element for a distance of 15 feet behind the required front setback. The one-story element shall not exceed 15 feet to the ridge line. Open porches may be used to satisfy the one-story building element but may not encroach into the required front setback.

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. For multi-family structures, appurtenances covering not more than 25 percent of the roof area may exceed the height limit established by the applicable zoning district by a maximum of 10 feet. An appurtenance is a tower, spire, cupola, chimney, penthouse, water tank, flagpole, theater scenery loft, radio or television antenna, transmission tower, fire equipment, or other similar structure attached to a structure and not intended for human occupancy.

According to the plan, the proposed project consists of three stories over two levels of parking, with the height of the roof labeled at 30 feet. However, the lowest elevation of the existing grade at the exterior of the structure is not referenced and the highest ridge or parapet appears to extend above the labeled height. No top plate height is labeled. As part of future submittals, the applicant shall demonstrate all new construction complies with applicable height requirements. Plans shall make reference to the location of the low existing grade at an exterior wall, a maximum top plate height, and maximum heights at the high parapet or ridge of the roof. All top plate, parapet, and ridge heights shall be accompanied by an elevation. Where appurtenances are proposed, plans shall identify the element, and the height to the high point, as well as the percentage of the roof area occupied by all appurtenances. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

9. **Floor Area Ratio (FAR):** There is no maximum established in the FGSP-RM-16 zone. 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. 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.

According to the plans, the proposed units and common rooms would consist of 30,638 square feet, with 40,742 square feet allocated to two levels of underground parking. The plans also make reference to a total floor area of 83,802 square feet, which exceeds the sum of the proposed units and parking levels. Though no maximum floor area, all future submittals shall make clear the existing floor area, floor area demolished, floor area proposed, and total gross floor area.

- 10. Building Entries (PMC §17.33.050.C):** Building entries shall be oriented to and accessible from the major street frontage, and directly accessible from a public sidewalk. Entries may be set back a maximum of 15 feet from the street property line to the doorway. On corner lots with multiple buildings, the front entry shall be oriented towards the front yard. On interior lots with multiple buildings, at least 51 percent of the entries shall face the front yard.

According to elevations, the three-story multifamily structure provides limited exterior building entry via stairs from the sidewalk along Fair Oaks Avenue. The primary building entry is on the southern façade and is oriented towards Claremont Street. This entry consists of several steps, and two landings. No building entry appears to be provided from La Pintoresca Drive. There is not enough information to determine the set back of entries to property lines. However, the entry oriented towards Claremont is set back more than 15 feet. As part of future submittals, the applicant shall incorporate principal building entries that are oriented and accessible from Fair Oaks Avenue, the major street frontage. This may include a combination of a central entrance into the building or individual entrances into units. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- 11. Outdoor Lighting (PMC §17.40.080):** Exterior lighting on private property shall comply with the provisions of this Section. Plans should provide a level of detail that demonstrates compliance with these standards, where applicable. This includes the provision of a photometric survey.

- 12. 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.

- 13. Reflective Surfaces (PMC §17.40.110):** For new structures, mirror or highly reflective glass shall not cover more than 20 percent of a structure's surface visible from a street.

- 14. 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 at the first floor. 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.



- 15. 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.
- 16. Walls and Fences (PMC §17.40.180, §12.12.020):** All proposed walls and fences, shall comply with the requirements of these Sections. In addition, on property at any corner formed by intersecting streets it is unlawful to install, set out or maintain, or to allow the installation, setting out or maintenance of, any sign, hedge, shrubbery, natural growth or other obstruction to the view, higher than 2 feet 6 inches as set forth in Pasadena Municipal Code Section 12.12.020 (Obstructing view prohibited). Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 17. 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.
- 18. Landscaping (PMC §17.44):** All projects shall provide and maintain landscaping in compliance with the provisions of this Chapter. 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. As part of future submittals, please provide a preliminary landscape plan that provides a level of detail that demonstrates compliance with these standards where applicable.

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



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located anywhere in the city unless expressly exempted. Please refer to Public Works comments regarding street tree protection and retention requirements.

The tree inventory prepared by Certified Arborist Kevin Neiman (WE9194) includes 52 trees, all located on private property. The inventory does not identify any trees in the public right-of-way. All trees are identified to remain. Based on the inventory, approximately 25 trees inventoried are protected by the City because they are of a protected size (diameter-at-breast height) or species. Specific to the proposed project, trees numbered 20 to 50 appear to be within proximity of the new construction. However, the location map that accompanied the inventory on page six contains discrepancies. Trees 26, 33, 50 are referenced more than once, and trees numbered 44, 51, 52 are not labeled. There are also discrepancies between the inventory attached to the end of the report and the list on page five. Trees numbered on page five show inconsistent diameters for trees 23, 32-34. In addition, page five identifies three multi-trunk trees, however individual trunk diameters used to calculate the combined trunk diameter was not specified. The diameter of tree numbered 45 is missing and no reference to brown trunk height was provided for tree numbered 33, a palm tree.

According to the existing site plan, at least four trees are shown to be removed, with one appearing to be located in the public right-of-way. As part of future submittals, the applicant shall address all discrepancies in the tree report and shall label the location of all existing street trees. The location map shall show all trees on- and off the site consistent with the inventory and shall clarify whether any removal is proposed. The location map for the trees shall be of a size that is legible but not less than 11"x17" size. A tree protection plan shall accompany future submittals to address protected trees that are to remain. The protection plan shall address all phases of development (eg. demolition, grading, construction, etc.), measures for protection during all phases, and location of protection fencing, among other information demonstrating sufficient protection.

20. Parking (PMC §17.46): Parking shall comply with all applicable standards of the Chapter. Parking shall be permanently available, marked, and properly maintained for the use they are intended to serve. Disabled accessible parking spaces required shall count toward fulfilling off-street parking requirements. Parking requirements for multi-family dwelling units are provided below and are based on unit size. An alternative parking option based on number of bedrooms may apply where pursuing a density bonus. The site is not located within one-quarter or one-half mile of a light rail station and not within a transit-oriented (TOD) area.

a. **Multi-family Dwelling Units (Table 4-6, PMC §17.46.040):**

Unit Size	Requirement
< 650 sf	1 covered space per unit
≥ 650 sf	2 covered spaces per unit
Guest	1 guest parking space for each 10 units. The guest spaces shall be clearly marked for "Guest Parking Only."

b. **Alternative Parking Standards (PMC §17.43.090):** Where the project includes a request for a density bonus in compliance with Municipal Code Chapter 17.43 and State



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Law, the applicant may request the use of alternative parking requirements as set forth in Government Code Section 65915:

Number of Bedrooms	On-Site Parking Spaces
0-1	1
2-3	1.5
4 or more	2.5

If the total number of parking spaces required for the development is other than a whole number, the number shall be rounded up to the next whole number. No guest parking is required where the alternative parking standards are used.

According to the plan, there are 62 existing units and 40 parking spaces (39 standard, 1 accessible). The site includes two existing surface parking areas, one to the north accessible from Fair Oaks Avenue, and a second parking area to the south accessible from Claremont Street. The project would demolish 13 units and 26 parking spaces. Staff presumes that the north parking area consists of 14 parking spaces and that the south parking area consists of the 26 spaces to be demolished. The applicant has proposed a total of 109 new parking spaces across two levels of subterranean parking for the 58 newly constructed units. No information regarding parking for the 49 existing units to remain was provided. While this needs further clarification, staff presumes the north parking area is all that would remain for the existing units and is in addition to the 109 spaces proposed.

Of the 58 new units proposed, the plan references a mix of 35 studio units (>650 sf), 22 one-bedroom units (13 >650 sf; 9 <650 sf), and one, two-bedroom unit. Based on this mix of unit sizes and bedrooms, the following requirements result:

Multifamily Dwelling Unit Standards

Unit Size	Units	Ratio	Requirement
<650 sf	9	1 space per unit	9
≥650 SF	49	2 spaces per unit	98
Guest	58	1 space per 10 units	5
Total			112
Proposed			109

Alternative Parking Standards

Bedrooms	Units	Ratio	Requirement
0-1	57	1 space	57
2-3	1	1.5 spaces	2
4 or more	0	2.5 spaces	0
Total			59
Proposed			109

Based on the information available, the 109 spaces proposed does not satisfy the multifamily dwelling unit standard, where used. However, there is sufficient parking where the alternative parking standards are used in conjunction with a density bonus.



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While plans reference parking requirements for the 58 newly constructed units, future submittals shall address how parking requirements for the existing units to remain is satisfied. At minimum, plans shall reference the requirement for all 107 units proposed, demonstrate how the requirement for all 107 units is being met, and shall specify the parking requirements used. The addition of dwelling units to the property subjects the entire site to applicable parking requirements. Information shall include reference to individual unit sizes and bedroom counts for all units. Existing parking counts to remain and an existing dimensioned parking plan shall also be provided where applicable.

- c. **Dimensional Requirements (PMC §17.46.090, §17.46.110):** Compact parking spaces are not allowed anywhere in the City. All nonparallel parking spaces shall measure a minimum of eight and one-half feet wide by 18 feet deep (8.5' x 18'). Parking plans identify stalls ranging between 8.5 and 9.5 feet in width, and depths of 18 feet.
- d. **Application of Dimensional Requirements (PMC §17.46.120):** Additional dimensional requirements apply to stalls adjacent to obstructions and/or located at the ends of aisles as follows:

If contiguous to an obstruction. An additional width of one foot shall be provided for each parking space the length of which is contiguous to a fence, structure, wall, or other obstruction. Except if columns are set back away from the aisles, the one-foot additional width required by this Subsection may be lessened three inches for each foot the columns are set back from the aisles.

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

The 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. All parking spaces shall be double-striped.

According to the plan, several stalls appear contiguous to an obstruction and would require additional widths. As part of future submittals, the parking plan shall be fully dimensioned. This includes stall widths, depths, drive aisle dimensions, distance columns are setback from aisles, vertical clearances, widths of ramps, etc. at each parking level. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- e. **Aisle Dimensions (PMC §17.46.130):** 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). The minimum aisle width adjoining a 90 degree stall is 24 feet. Aisle widths decrease as parking stalls increase in width. The first floor parking plan identifies 90 degree stalls and aisle widths of approximately 20 and 21 feet. No aisle widths are provided on the second level parking plan. Aisle widths measuring 20 feet across comply when adjoining stalls with a minimum width of 9'6". Aisle widths measuring a minimum of 21 feet across comply when adjoining stalls with a



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minimum width of 9'3". Plans should provide a level of detail that demonstrates compliance with these standards where applicable.

- f. **Parking Access from Street (PMC §17.46.140):** Parking access shall comply with requirements of this Section. Refer to Section and Department of Transportation comments for additional information.
- g. **Driveway Design, Widths, and Clearances (PMC §17.46.150.A):** The width of each driveway (includes the ramp) shall comply with the minimum requirements of this Section and also provide a minimum of one foot of additional clearance on each side of the driveway to a vertical obstruction exceeding one-half foot in height. The minimum width of a driveway serving a residential use with 26 or more parking spaces is as follows:

Number of Spaces	Minimum Driveway Width
26 or more parking spaces	10' (one way drive)
	18' (two way drive)

According to the plan, vehicular access into the 109 space garage is via a ramp from La Pintoresca Drive. Since the ramp passes a vertical obstruction on each side, the minimum width of the ramp shall be 20 feet. The width of the ramp is labeled at 18 feet on the first level parking plan which does not comply. The plan shall specify width to demonstrate compliance. Refer to the Section referenced for additional information.

- h. **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. Maximum ramp grades are based on the length of the ramp. According to the plan, vehicular access is via a ramp from La Pintoresca Drive. No information regarding ramp length, transitions, or clearances was provided. As part of future submittals, a ramp profile shall be provided. Refer to the Section referenced for additional information.
- i. **Paving (PMC §17.46.300):** All parking areas, circulation aisles, and accessways shall be paved with Portland cement concrete.
- j. **Bicycle Parking (PMC §17.46.320):** Bicycle parking facilities shall be provided in compliance with Table 4-16 (Minimum Number of Bicycle Spaces Required), Zoning Code Section 17.46.320 (Bicycle Parking Standards) as follows:

Use	Minimum Number Required
Multi-family residential	1 space for every six dwelling units

Fractional requirements for bicycle parking over 0.5 are to be rounded up. Each bicycle parking space shall be no less than six feet long by two feet wide. All bicycle parking facilities (100%) for multi-family residential structures shall be Class 1. A Class 1 bicycle facility includes any of the following: a) a fully enclosed lockable space accessible only to the owner/operator of the bicycle; b) attendant parking with a check-in system in which



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bicycles are accessible only to the attendant; or c) a locked room or office inside a structure designated for the sole purpose of securing the bicycles. Refer to the Section referenced for location and design requirements applicable to bicycle facilities.

Based on 107 units proposed, a minimum of 18 bicycle parking spaces are required. The proposed subterranean parking plan references an enclosed area for bicycles. There is not enough information to determine whether it can accommodate the required number of bicycle parking. As part of future submittals, plans shall provide a level of detail that demonstrates compliance with all other standards where applicable.

- k. **Parking Lots and Driveways (PMC §17.33.050.D):** Parking lots and driveways shall comply with the requirements of this section, where applicable.
- 21. 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.
- 22. Residential Uses – Accessory Uses and Structures (PMC §17.50.250):** Proposed accessory uses and structures shall comply with the requirements of this Section. Accessory structures shall be limited to uses which are accessory to the main use, including but not limited to, cabanas, gazebos, pergolas, pools, or hot tubs and related equipment. Plans should provide a level of detail that demonstrates compliance with these standards where applicable.
- 23. Environmental Review (PMC §17.60.070):** This project will be subject to the California Environmental Quality Act (CEQA). An environmental review will occur after acceptance of a complete application. The environmental review will occur concurrent with any zoning entitlement, or where none, through the Design Review process. 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. Be advised, a categorical exemption may not be used for any project that requests a Variance (including Minor Variance). The environmental determination may require the preparation of technical studies (eg. air quality, noise, cultural resources, biological, greenhouse gas etc.). A traffic study will also be required by the Department of Transportation according to their comments.
- 24. 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



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percent below 1990 levels by 2050. Discretionary projects requiring an EIR, MND, ND, SCEA, Addendums, or qualifying under the Class 32 exemption are subject to the CAP.

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

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

26. Estimated Fees (FY2023) (PMC \$17.60.050): Please inquire where proposing a zoning entitlement for base application fees. Common supplemental fees are provided below.

- Private Tree Removal Application: \$981 and up
- Environmental Study/Reviews: At cost
- Records Management Fee: 3% added to total fees
- Public Hearing Notice Board: \$12 (fee charged per board)

Fees are subject to change and are based on actual rates at the time of formal submittal. Rates referenced run through June 30, 2023.

PLANNING DIVISION – DESIGN & HISTORIC PRESERVATION:

Plan Reviewer: Stephanie Cisneros
Phone: (626) 744-7219
Email: scisneros@cityofpasadena.net

HISTORIC PRESERVATION REVIEW:

Demolition of designated or eligible historic structures must be reviewed by the City as part of an environmental study or as an application for a Certificate of Appropriateness (permit) for demolition. The project includes demolition of multiple buildings on the site constructed ca. 1969 that have not been previously evaluated for eligibility as landmarks. Thus, a Historic Resource Evaluation is required.

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. Staff may approve the application if it adopts findings that the buildings do not qualify as a landmark, that the demolition of the buildings 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 multi-family residential project with more than 10 units and in excess of 25,000 square-feet within the Fair Oaks/Orange Grove Specific Plan area, design review is required with the Design Commission being the review authority. The proposed project is the construction of a new two- to three-story, 58-unit development with two levels of subterranean parking. The applicable design guidelines for the project are the Citywide Design Principles of the Land Use Element of the General Plan, the Design Guidelines for Neighborhood Commercial and Multi-family Districts and the Fair Oaks/Orange Grove Specific Plan Design Guidelines.

If no zoning entitlements are required for the project, environmental review pursuant to the California Environmental Quality Act (CEQA) will be conducted in conjunction with design review. Prior to filing an application for design review, it is recommended that the applicant consult with the Transportation Department to begin preparation of any necessary traffic assessment or study that may be required. 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 process: 1) **Preliminary Consultation**, 2) **Concept (schematic-level) Design Review**; and 3) **Final Design Review**. Concept design review is a noticed public hearing before the Design Commission.

Preliminary Consultation: Requires an application with a filing fee and materials indicated in the Preliminary Consultation submittal requirements list, including photographs of the site and surrounding context, a building program narrative, schematic design plans, urban design diagrams, site planning concept, building design concept, design evolution exhibits, and a conceptual digital 3D model. 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, the required submittal documents include photographs of the site and surrounding context; building program narrative; design evolution exhibit; perspective renderings; concept design plans; and digital massing model.

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 review for the application for Final Design review.



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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 decision may appeal it a Design Commission decision 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 building as well as the modulation of the exterior walls facing public streets and along the side elevations and cohesiveness among all elevations. Clarity of architectural intent and design should be expressed through application of materials and features.
- Consideration of design features and architecture treatments that are sensitive to and achieve an appropriate human scale at the ground plane and are inviting to the pedestrian experience. The treatment of common and private entrances, including circulation areas within the building and facing the street are part of this review as well as how the building addresses the street and communicates with the larger existing development on site and surrounding developments.
- The quality of materials/finishes and color, the proportions of window and door openings, the modulation of building walls, shade and shadow, and light and air circulation.
- Landscaping - especially in the setbacks adjoining the sidewalk and within interior courtyards and screening of mechanical equipment. Landscaping should complement and re-enforce the building's architectural intent and provide an appropriate transition between the public and private realms.
- Views from the interior of the site, including elevations facing the interior courtyards.
- Careful consideration of the interior layout and placement/configuration of units, amenities and common open spaces that enhance the building design and livability, maximize open spaces and program, and provide an efficient circulation in and around the building and within the larger site.

Specific Comments on Proposed New Construction

Massing: The renderings and plans provided illustrate a transitional massing that includes two-story volumes at the north and east and three-story volumes at the east, south, and west. The massing generally appears to be compatible with the larger site within which the project area is located and consists of other two- to three-story buildings. Additional studies should be provided to demonstrate further compatibility with other buildings in the immediate vicinity outside of the larger site. The preliminary design offers some modulation of the façades including recessed balconies and a sawtooth roof design. In general, the modulation and fenestration should be carefully designed to complement the building and appear consistent along all facades. The design should seek to achieve meaningful modulation and articulation throughout that is supported by materials and colors and consistent with the overall design concept. Consider



introducing projecting volumes along with the receding volumes to create shadow lines and a sense of movement within the building plane. While the proposed sawtooth roof design is likely proposed in response to the shed roofs of the existing buildings on the site, consider how this design feature could be used and oriented on the site to enhance the residents' experience, such as to capture northern sunlight, and thereby respond to solar orientation and further develop a coherent design logic. A close study of the final materials palette with regard to where or how they are applied on the building could help to visually scale the structure down and create engaging and cohesive facades. As the project develops, further explanation of the massing, as it relates to the overall design concept will be required at the Preliminary Consultation phase and the presentation of various design studies or architectural schemes is encouraged.

Siting: The project proposes a generally square-shaped plan configuration with a central connection between the east and west volumes, open space to the north and south of the connection and scattered open air walkways punched between building volumes. The building patterning provides a more uniformed street wall along N. Fair Oaks Avenue, La Pintoresca Avenue, and Claremont Street than that found at the north end of the project site. Consider refinements to treatments, programming and detailing that enhance main entrances from the street and provides direct connections in a pedestrian oriented and engaging manner. Access points and circulation throughout the project should be further defined and enhanced overall. The design guidelines in the Fair Oaks/Orange Grove Specific Plan and the Design Guidelines for Neighborhood Commercial and Multi-family Residential Districts recommend designing buildings that engage the public realm with attractive or activated street frontages. To that end, additional studies should be undertaken to ensure that the building's form, fenestration, materiality, amenity spaces and private and communal open areas are designed to achieve and support this goal. The location of the building's internal programming and amenity spaces should be carefully considered in conjunction with the building's orientation on the lot.

Compatibility: The proposed contemporary architectural style appears to be generally appropriate and compatible with the immediately surrounding buildings located on the same site as well as within the context of other adjacent buildings and developments within the vicinity. Additional studies should be provided to demonstrate the level of compatibility across all adjacent buildings, including references to materials, fenestration patterns, roofline designs, and entrances found to be successful within the vicinity. Specifically, a study of roof forms to better integrate the proposed new building with the existing buildings at the north side should be pursued.

Landscaping: Additional information and detail will be needed regarding any proposed landscaping enhancements in or around the project site. This would include a full landscape plan and information related to the retention and/or treatment of existing perimeter fencing. The proposed project should consider its site landscape and hardscape design as an opportunity to complement the architectural design and highlight important building features as well as support and create an attractive, inviting and usable outdoor spaces. A study of how to better integrate the separated open spaces, either visually or functionally, should also be conducted.

Signage: Signage issues will be considered at Final Design Review; however, consideration should be given to the location and type of signage that will help identify the building and assist in wayfinding while appropriately responding to the design aesthetic of the building and the



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surrounding urban context without impact to the building design. Since the proposed is not a commercial or mixed-use building, careful consideration should be given to the quantity and types of signs that are necessary.

Materials: Materials are reviewed at the Final Design Review stage. Some general questions about the primary materials and color scheme may be discussed during Concept Design Review. Early consideration of the building materials should be studied by the design team preliminarily to ensure the design incorporates a variety of high quality and durable materials along with an attractive color palette. Materials and colors should be carefully employed and in areas of the façades that will strengthen the architectural concept and achieve a cohesive design throughout the building. Additionally, exterior finishes should not be reflective and changes in materials and colors should not occur along the same wall plan but should terminate/wrap at/along inside corners or similar natural stopping points.

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

Citywide Design Principles of the Land Use Element of the General Plan:

<http://www.ci.pasadena.ca.us/planning/deptorg/dhp/designguidelines/designguidelines.asp>

Neighborhood Commercial and Multi-family Residential Districts:

http://www.cityofpasadena.net/Planning/Design_Guidelines/

Fair Oaks/Orange Grove Specific Plan Design Guidelines:

<https://www.cityofpasadena.net/planning/wp-content/uploads/sites/30/Chapter-05-Community-Design-Standards-and-Guidelines.pdf?v=1683059173231>

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): \$813.00
- Concept Design Review, 50,001 to 100,000 Square Feet New Construction: \$9,168.00
- Final Design Review (Commission Review): \$2,313.00

FIRE DEPARTMENT:

Plan Reviewer: Joseph Morelli

Phone: (626) 744-7187

Email: jmorelli@cityofpasadena.net

It shall be the responsibility of the applicant to ensure compliance with all applicable Pasadena Municipal Codes, California Fire and Building Codes and referenced standards; the governing editions are based on the date in which the project is submitted to the City of Pasadena for review. The following list of items is not an all inclusive list of requirements applicable to the project but is provided as a courtesy to the applicant in identifying overall project requirements that must be adhered to during the development process:

1. GOVERNING CODES:

- a. Comply with the current edition of the California Fire Code and referenced NFPA standards and the Pasadena Municipal Code

2. FIRE PROTECTION SYSTEMS:



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- a. The installation of a fire sprinkler system complying with the currently adopted California Fire Code, Pasadena Municipal Code, and applicable NFPA standard is required.
 - b. The installation of a fire alarm system complying with the currently adopted California Fire Code, Pasadena Municipal Code, and NFPA 72 standard is required.
 - c. A Standpipe system is required in accordance with the California Fire Code and NFPA Standard. Hose connections shall be provided within every 150' of travel throughout all areas of the building.
3. An Emergency Responder Radio Coverage System shall be provided in accordance with CFC Chapter 5 and as per the City of Pasadena requirements.
4. FIRE ACCESS
- a. A fire road shall extend into the property so that no portion of the exterior of the structure is more than 150' from the fire road. Show dimensions on re-submitted plan (on site plan) to demonstrate compliance.
 - b. Provide emergency escape and rescue openings in accordance with the California Building and Fires Codes. Provide area around the building for laddering locations (to access all emergency escape and rescue openings to bedrooms) so that the climbing angle does not exceed 75%. The current plan does not demonstrate compliance with this requirement and therefore is not recommended for approval by the Fire Department.
Note: Group R-2 occupancies constructed of Type I, IIA, Type IIIA or Type IV construction equipped throughout with an approved automatic sprinkler system in accordance with CFC Section 903.3.1.1 (an NFPA 13 compliant systems) are exempt from this requirement.
 - c. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided.
 - i. Aerial apparatus access roads are required to be a minimum of 26' of unobstructed width and clear to the sky, and the proximity to the building shall be not less than 15' and not greater than 30' from the building, and shall be positioned parallel to the entire side of the longest side of the building. **The current plan does not demonstrate compliance with this requirement.** **Note:** Where approved by the fire code official, buildings of Type IA, IB, or Type IIA construction equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1 and having fire fighter access through an enclosed stairway with a Class I standpipe from the lowest level of fire department vehicle access to all roof surfaces.
 - ii. Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Any other obstructions must be shown for Fire Department review and consideration for approval.
 - d. Projects having more than 100 dwelling units shall be equipped with two separate and approved fire apparatus access roads as per CFC Section D106.1
 - e. Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
 - f. Stairs are required to extend through the roof for any building over 4 stories in height.



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5. FIRE HYDRANTS AND FIRE FLOW
 - a. Fire Hydrant spacing and fire flow shall be provided in accordance with the California Fire Code and Pasadena Municipal Code.
6. EGRESS
 - a. Egress shall comply with Chapter 10 of the California Building Code and the California Fire code for exit path and means of egress.
 - b. A minimum of two means of egress are required from each floor. Additional exits may be required as per the California Building Code.
7. Fire Master Plan: A Fire Master Plan shall be included in the building plan as part of the architectural plan submittal and shall show compliance with Fire Department access (fire road access, access to roof where required, entry points into building) and laddering location requirements as well as key fire protection system features (i.e. proposed Fire Control room location, FDC location, summary of fire protection systems to be installed under deferred submittals) and other items as required by the Pasadena Fire Department.

LOCAL DEVELOPMENT AREA:

Plan Reviewer: David Sinclair

Phone: (626) 744-6766

Email: dsinclair@cityofpasadena.net

General Comments:**First Source Hiring Program**

Projects whose valuation is greater than \$50,000 are eligible to participate in the First Source Hiring Program, whereby Pasadena residents are employed for private construction projects. The financial incentive for voluntary participation is a Construction Tax Rebate of up to 50 percent of the actual salary and benefits paid to each Pasadena resident, not to exceed 75 percent of the total construction tax paid at building permit issuance.

If the City provides financial assistance to the project the project is subject to the mandatory portion of the First Source Hiring Program, whereby the City and developer will enter into a first source hiring agreement that includes a minimum percentage of Pasadena residents that must be hired as part of the project's construction.

For more information: www.cityofpasadena.net/finance/doing-business-with-the-city/first-source-local-hiring/.



HOUSING AND CAREER SERVICES DEPARTMENT:

Plan Reviewer: Caroline L. Nelson
Phone: (626) 744-8314
Email: cnelson@cityofpasadena.net

- **Design Review**
- **Rental**
- **On-Site**
- **Possible Density Bonus**
- **TPO**

The proposed Project consists of 107 rental units. Per the Project application, the Project will consist of the demolition of thirteen (13) rental units; therefore the Project may be subject to the Tenant Protection Ordinance ("TPO"). The applicant will need to reach out to Jim Wong at the Housing Department to ensure compliance with TPO requirements.

If the applicant elects to pursue a Density Bonus, the applicant will need to work with Planning to determine the number of affordable units, along with the income level/affordability of these units, that would be required to increase project density.

As the residential component of this development consists of 10 or more new units, the Project is subject to the City's Inclusionary Housing Requirements ("IHR") per Chapter 17.42 of the Zoning Code.

Rental projects under the IHR are required to provide a minimum of 20% of the total units as affordable Inclusionary Units. Under the IHR, 5% of the Inclusionary Units shall be rented to Very Low Income households, 5% of these Inclusionary Units shall be rented to Very Low or Low Income households, and 10% shall be rented to Very Low, Low, or Moderate Income households at the applicable affordable housing cost.

Therefore, in order to satisfy the Inclusionary requirements, this Project would need to provide a total of eight (8) units, as follows (Base Density of 39 x 20% = 7.80 rounded up to 8):

- **Two (2) units rented to Very Low Income Households at the applicable State or Inclusionary affordable housing cost standard;**
- **Two (2) units rented to Low (or Below) Income households at the Inclusionary affordable housing cost standard; and**
- **Four (4) units rented to Moderate (or Below) Income households at the Inclusionary affordable housing cost standard.**

The current proposal to provide all affordable units to Low Income households does not meet the IHR.

All affordable units shall be restricted by income and rent in perpetuity, in accordance with the IHR. All designated affordable units shall comply with dispersal and unit-type proportionality requirements as set forth in the Inclusionary Housing Requirements and Regulations.



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A formal Inclusionary Housing Plan must be submitted to the Housing Department for approval prior to any discretionary action that may be required for the Project (e.g., AHCP, MCUP, Concept Design). Please contact Caroline Nelson at the Housing Department via email at cnelson@cityofpasadena.net or via phone at 626-744-8314, regarding the preparation of the Inclusionary Housing Plan.

When the Project enters the plan check phase, an affordable housing regulatory agreement in favor of the City (the "Inclusionary Housing Agreement") will be prepared by the Housing Department for execution by the City and Owner, and recorded against the Project as a condition of building permit issuance. The Inclusionary Housing Agreement sets forth marketing and applicant selection requirements, and it restricts the designated affordable units for income-eligible households (or qualified organization) at affordable sales prices or affordable rents that do not exceed the applicable affordable housing cost limits.

The provision of affordable units within the Project may qualify the Applicant for certain fee incentives which include reduced Residential Impact Fee, reduced Transportation/Traffic Impact Fee, and an Affordable Housing Fee Waiver. These incentives are applied at the time of building permit issuance.

For completed projects with affordable rental units, the City will assess a Compliance Monitoring Fee in the amount of \$188.99 (FY 2023) per affordable rental unit. This fee is not charged for affordable for-sale units.

NORTHWEST PROGRAMS:

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

No comments.

PUBLIC WORKS DEPARTMENT:

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

Project Address: 1259 North La Pintaresca Drive, Pasadena CA 91103

Project Name: La Pintaresca

Project Description: (Please describe demolitions, alterations and any new construction) Demolition of 13 existing units and 26 parking spaces and proposes the new construction of 54 units over subterranean parking with 110 parking spaces

Zoning Designation: RM-16

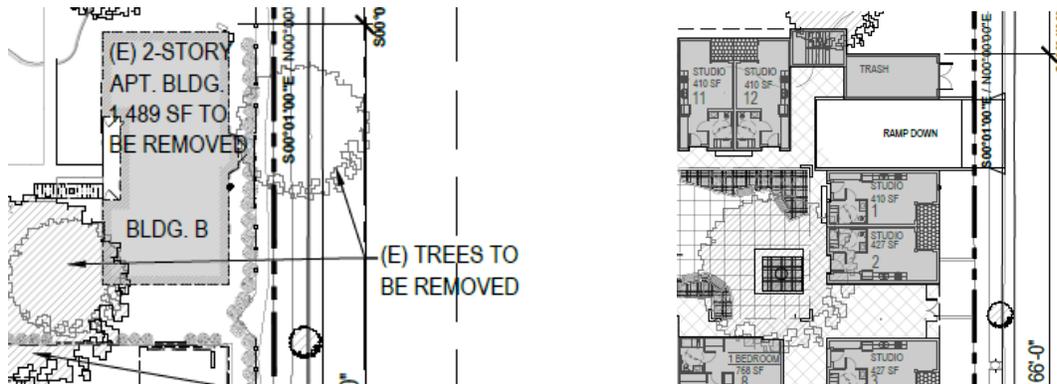
General Plan Designation: Medium Density Residential

Estimated Valuation (Cost of Project): _____



Access

The proposed access on La Pintoresca Drive will require the removal of an existing healthy public street tree. This is not acceptable. The plan shall be revised to relocate the proposed driveway so as to avoid any impact to the existing public street tree(s).



License Agreement

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

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

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

All steel rods in every tie-back unit shall be relieved of all tension and stresses, and any portion of soldier beams and any portion of the tie-backs located be removed entirely from the public right-of-way. A monthly monitoring report stamped and certified by a licensed surveyor shall be submitted to indicate that the deflection from any piles or soldier beams does not exceed one inch. Upon completion of construction, the developer or his contractor shall remove all tie-back



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rods within the public right-of-way. The removal shall be documented by a report certified by a licensed deputy inspector. The report shall be submitted to the City for review and approval. The applicant will be charged a penalty of \$7,000 for each tie-back rod not removed from the public right-of-way. For temporary tie-backs or shoring, the maximum width of the license area fronting the development frontage(s) shall only extend to the centerline of the public right-of-way.

Dedications

The existing sidewalk width on La Pintesca Drive from property line to curb face is eight feet wide. The applicant shall dedicate a two-foot wide of land to widen the sidewalk from eight to ten feet. The dedication shall be from the southerly property line produced on Claremont Street to approximately 200 north.

In addition, for any Department of Transportation requirement on sidewalk widening along any of the development frontages, the applicant shall be responsible for all the costs required to complete the dedication. The dedication documents and processing fee shall be submitted to this office, at least three to four (3-4) months prior to the issuance of any permits. The dedication documents shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

Public Improvements

The development shall limit all new utility trenches and construction access to La Pintesca Drive frontage. The asphalt concrete pavement restoration of La Pintesca Drive frontage, shall be a full width (from gutter to gutter) cold milling and resurfacing of asphalt concrete roadway per Standard Plan S-415. The street restoration shall be completed prior to the issuance of Certificate of Occupancy.

The applicant shall demolish existing and construct the following public improvements along the subject development frontages of La Pintesca Drive and of Claremont Street, including concrete drive approach per Standard S-403; concrete sidewalk per Standard Plan S-421; concrete curb and gutter per Standard Plan S-406. The public improvements shall be completed prior to the issuance of Certificate of Occupancy.

In order to accommodate an Americans with Disabilities Act (ADA) compliant curb ramp, the applicant shall verify, and reconstruct if necessary, a standard curb ramp at all corners of the intersections at La Pintesca Drive and Claremont Street, and at Fair Oaks Avenue and Claremont Street, if possible, per Caltrans Standard A88A or City of Pasadena Standard No. S-414. The curb ramp construction shall be completed prior to the issuance of Certificate of Occupancy. A separate permit from the Department of Public Works is required for all construction in the public right-of-way. Please contact 626-744-4195 for the general process.

The applicant shall submit to the City for review any proposed designs that will comply with the ADA requirements. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramp. Plans for the curb return improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required



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to submit fees, per the current General Fee Schedule, to cover the cost of plan checking and construction inspection of the improvements. Note that the building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit the curb return improvement plans and the plan check fees at least two (2) months prior to the issuance of any building or demolition permits.

Upon review of the curb ramp improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the development's property line corner rounding per Standard Drawing S-423 to provide for the minimum clearance required by the Americans with Disabilities Act standards. If so, the applicant shall remove and reconstruct the sidewalk for the dedicated area, per Standard Plan No. S-421. The applicant shall be responsible for all the cost required to complete the dedication, if it is required. The dedication document and processing fee shall be submitted to this office, at least three to four (3-4) months, prior to issuance of any permits. The dedication documents shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

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

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

The existing street lighting fronting the subject site is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate existing street lighting, on the frontage of the subject property, with LED light(s) as follows:

- a. Three (1) existing street light along Fair Oaks Avenue frontage
- b. One (1) existing street light along Claremont Street frontage
- c. One (1) existing street light along La Pintaresca Drive frontage



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The street light replacement/renovation shall be per the City requirements and current standards.

If the existing street lighting system along the project frontage is in conflict with the proposed development/driveway, it is the responsibility of the applicant to relocate the affected street lights, including new LED lights, conduit(s), conductors, electrical services, pull boxes and miscellaneous appurtenant work in a manner that complies with the requirements and receives the approval of the Department of Public Works.

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

The applicant is responsible for the design, preparation of plans and specifications, and the construction of all required street light(s) and traffic signal modifications. Plans for the improvements shall be prepared by a civil engineer, registered in the State of California. Upon submission of improvement plans to the Departments of Public Works for checking, the applicant will be required to submit fees, per the current General Fee Schedule, to cover the cost of plan checking and construction inspection of the improvements. In addition, there is possibly considerable lead-time for the materials required for the construction and modification. In order to avoid delays in the development schedule, the applicant shall coordinate with this office at 626-744-4195 regarding this street light/traffic signal condition at least six (6) months in advance of the anticipated issuance of Certificates of Occupancy.

Existing City Tree Protection

Pruning of street trees may be required to facilitate the construction of the project. The work shall be done by the City's crew. The applicant shall be responsible for the cost of pruning the street trees and submit to the Department of Public Works the appropriate fee per General Fee Schedule, for the City crew to prune the street trees.

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

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

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



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

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

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

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

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

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



Right-of-Way Guarantee Deposit

In order to ensure that the developer maintains a clean and safe site during the construction phase of development, the applicant shall place a \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, including striping, slurry seal/ resurfacing, street trees, curb, gutter, and sidewalk, either directly or indirectly, by the construction on this site. This deposit may also be used for charges due to damage to existing street trees and for City personnel to review traffic control plans and maintain traffic control.

Construction Staging and Traffic Management Plan

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

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

All costs associated with these conditions shall be the applicant's responsibility. Unless otherwise noted in this memo, all costs are based on the General Fee Schedule that is in effect at the time these conditions are met.

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



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- Construction and Demolition Waste Ordinance - Chapter 8.62
- Holiday Moratorium of activities within public right-of-way – Chapter 12.24.100

Estimated Fees

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

TRANSPORTATION DEPARTMENT: Plan Reviewer: Alberto Felix
Phone: (626) 744-7662
Email: afelix@cityofpasadena.net

The Department of Transportation received an application for the demolition of 13 units and 26 existing parking spaces and the construction of 58 new units and two levels of subterranean parking. Of the total 107 units, 58 are new and 49 are existing.

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

Transportation Analysis: Based on the preliminary information provided in the Master Application form, a transportation analysis shall be prepared for this project. When the application is ready to proceed, they shall contact the Department of Transportation, attention: Alberto Felix to begin the process.

Appropriate traffic impact measures will be determined in conjunction with Public Works' street improvements and dedications.

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

- Reconstruct the northeast corner of Fair Oaks Avenue and Claremont Street intersection to have a 15ft curb radius and ADA compliant ramps per Public Works standards. Additional striping and/or poles/utility relocations may be necessary.
- Reconstruct the northwest corner of La Pintoresca Drive and Claremont Street intersection to have a 15ft curb radius and ADA compliant ramps per Public Works standards. Additional striping and/or poles/utility relocations may be necessary.

Entry Gate(s): 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).

Driveway Configuration: To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a 20' area beyond the property line. The ramp shall have a minimum



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18' width along the entire length of the ramp to accommodate 2-way traffic on the ramp. The driveway apron width shall match the ramp width.

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

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

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

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.

Affordable housing projects may receive fee credits with appropriate paperwork received from the City of Pasadena Housing Department.

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.

Transit: In order to maintain the transit route schedule, the proposed project shall not interfere with bus operations (this includes, but is not limited to, building overhangs, awnings, landscaping, drive-thru queue, etc.) including the effective loading and unloading of transit passengers on Colorado Boulevard during and after construction.

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

- The development shall fund the purchase and installation of a real-time bus arrival device along the west side of Fair Oaks Avenue within the existing bus zone at the Fair Oaks Avenue and Claremont Street intersection.
(BusFinder - \$9,000)
- The development shall fund the purchase and installation of a real-time bus arrival device along the east side of Fair Oaks Avenue within the existing bus zone at the Fair Oaks Avenue and Claremont Street intersection.
(BusFinder - \$9,000)
- Tree wells, street lights, fire hydrants, and other items shall not be placed in the public right of way within existing bus zone(s).



Existing Electrical Services:

PWP records indicate two private property transformer vaults V8853 & V8015.

- PWP allows for only one primary feed per parcel. New development shall be fed by upgrading existing electrical service to accommodate any additional loads.
- 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).

Easements:

- 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.
- If primary feed location is changed, PWP shall install primary service laterals from the street vault to the property line at the developer's expense.
- 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



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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.
 - \$5,369.95 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 AND WATER
SERVICES ENGINEERING**

Plan Reviewer: Yan Qu
Phone: (626) 744-7478
Email: yanqu@cityofpasadena.net

Water Mains:

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

- 6-inch ductile iron water main in La Pintoresca Drive, installed under Work Order 02209 in 2001. This water main is located approximately 13 feet east of the west property line of La Pintoresca Drive.
- 8-inch cast iron water main in Claremont Street, installed under Work Order 972 in 1922. This water main is located approximately 22 feet north of the south property line of Claremont Street.
- 12-inch cast iron water main in Washington Boulevard, installed under Work Order 5247 in 1958. This water main is located approximately 16 feet north of the south property line of Washington Street.
- 12-inch cast iron water main in Fair Oaks Avenue, installed under Work Order 5965 in 1971. This water main is located approximately 30 feet east of the west property line of Fair Oaks Street.

Moratoriums:

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

Water Pressure:

The water pressure at this site is approximately 90 psi.



Water Service:

PWP records reflect there are two (2) water service providing water to the property:

- 4-inch galvanized steel domestic service (#45267) installed in 1969 from 12-inch water main in Washington Boulevard.
- 1-inch copper domestic service (#11247) installed in 2001 from 6-inch water main in La Pintoresca Drive.

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. 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.

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.
- Pursuant to the PWP Water Regulation Section XI 'A water service and meter may be evaluated for its continuing integrity. Should PWP find a service, meter, vault or other appurtenance to be substandard and no longer suitable for continued use, replacement and/or construction of new facilities may be required. PWP may require that a portion or all of the costs of such replacement and/or construction be paid or contracted for by the Applicant or Customer prior to construction.' The property owner is responsible for the replacement cost.

Cross Connection Control 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 Control Requirements for Fire Service (if required):

- 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. A Fire Plan approved by the Pasadena Fire Department is required prior to water service installations.

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

- Fire hydrant number 413-26 is located on the west curb of La Pintaresca Drive, approximately 230 feet north of north property line of Claremont Street.
- Fire hydrant number 413-32 is located southeast corner of Claremont Street and Fair Oaks Avenue, approximately 30 feet east of east property line of Fair Oaks Avenue.
- Fire hydrant number 413-11 is located on the west curb of Fair Oaks Avenue, approximately 350 feet south of south property line of Washington Boulevard.
- Fire hydrant number 413-25 is located on the south curb of Washington Boulevard, approximately 170 feet east of east property line of Fair Oaks Avenue.
- Fire hydrant number 413-17 is located southwest corner of Washington Boulevard and Fair Oaks Avenue, approximately 30 feet west of west property line of Fair Oaks Avenue.

There are no current fire flow tests available for this hydrant. If you would like to request a fire flow test, please contact Linette Vasquez at (626) 744-4495.



Fire Hydrants Details:

