

**ATTACHMENT B:
RECOMMENDED CONDITIONS OF APPROVAL
740-790 EAST GREEN STREET CONCEPT
DESIGN REVIEW**

The applicant or the successor in interest shall comply with the following conditions, which shall be subject to review and approval by the Design Commission during Final Design Review:

Design & Historic Preservation

1. The combination of massing, materials, form, and applied features of the Contemporary design of the proposed project shall be further studied to strengthen the logic of the proposed design and emphasize its verticality, which can include enhancing the two street corner expressions, eliminating unnecessary spandrels or breaks in the façade planes throughout, and ensuring that articulated features, materials and colors are applied with a consistent logic.
2. Plans submitted for Final Design Review shall clearly indicate the 12-foot setback of the building fronting Green Street at floors two and three in specific relation to street tree #11.
3. The proposed stairwells at the east and west sides of the south building shall be refined to provide a more transparent or compatible design with the development. In particular, study the replacement of metal grilles with glazing or other specialty high-quality materials that are more integrated with the project design and architectural references.
4. The applicant shall explore inclusion of shade at the southwest pocket park.
5. The exterior pedestrian access points or entryways from Green Street, Hudson Avenue, and Oak Knoll Avenue shall be refined and enhanced to highlight them as entryways.
6. The landscape plans submitted with the Final Design Review application shall include details on proposed on site replacement trees to ensure compliance with the quantity, size and species requirements of the Tree Replacement Matrix.

Additional Conditions of Approval from the Design Commission

7. The shape, configuration and programming of the proposed pocket park shall be studied and refined.
8. The treatment of the driveway entry along S. Oak Knoll Avenue shall be refined to be better integrated with the design.
9. The applicant shall study the ground floor materiality and treatments to enhance engagement with the public realm along E. Green Street and shall explore providing variation or differentiation in the materials or treatments between the two buildings.
10. The applicant shall study the retention of the two on-site protected trees (tree #s 1 and 19).

Current Planning

11. Topographic Survey:

On a separate plan, include an outline of the proposed footprint and identify the lowest existing grade at an exterior wall of the proposed structure.

12. **Subdivision:** Submit an application for a Tentative Parcel Map to consolidate the six parcels. Be advised the subdivision must be recorded prior to building permit issuance.

13. Floor Area Ratio:

On Sheet A005, Floor Area Ratio analysis, the total of the individual floors and their floor area equals 247,095 sf whereas plans reference a proposed floor area of 254,152 sf. Further, the square-footages noted on Sheet 001 (86,236 sf + 160,970 sf) equal 247,206 sf. Please clarify the discrepancy. *All values comply with the maximum allowed 254,152 sf, but the difference needs to be corrected.*

14. Setbacks

- a. Site plan does not clearly identify the proposed property lines after required dedication along Green Street. Plans show that there is a proposed 19' sidewalk on Green Street, where 16' is required by DOT. The additional 3 feet is not a required dedication and is considered a part of the private property. Please clarify the new proposed property line along Green Street. Setbacks are measured from the proposed property lines, after street dedication.
- b. Per Zoning Code Section 17.30.040, Figure 3-7 "Central District Required Setbacks", the following setbacks are required:

Setbacks:	Requirement		
Green Street (Setback Type 1)	0	Feet	Min and Max
Oak Knoll Avenue (within 135' of Green St) (Setback Type 1)	0	Feet	Min and Max
Remainder of Oak Knoll Ave (Setback Type 2)	0 - 5	Feet	Max
Hudson Avenue (within 135' of Green St) (Setback Type 1)	0	Feet	Min and Max
Remainder of Hudson Avenue (Setback Type 2)	0 - 5	Feet	Max
Interior Side/Rear (South PL):	None Required		--

- c. The applicant may request an exception to the front or corner side setback requirements per Zoning Code Section 17.30.050.A (Setback exceptions), which allows for an increased

front or corner side setback to allow for pedestrian paseos or arcades. *If utilizing this exception, identify the provided pedestrian paseos or arcades along the street frontages.*

15. Height:

a. Height Measurement:

- i. Identify on the existing topographic survey the low existing grade abutting the footprint of the proposed structure.

b. Height Exceptions:

- i. Area calculations provided for the height analysis and roof appurtenance exceptions on sheet A003-2 provide different square-footages for the proposed roof area. The rooftop area used in the appurtenance calculation actually includes all roof areas, including lower roofs. Please adjust this calculation. *Proposal will comply, but needs to be consistent.*
- ii. Correct the referenced required heights in Sections 1 and 2 on Sheet A003-3. The sections go through both the 35- and 50-foot height limit areas and incorrectly shows each section as having one height limit area.

16. Mixed-Use Projects (Zoning Code Section 17.50.160)

a. Ground Floor Height (PMC 17.30.040):

- i. In future submittals, include an east west section through the commercial tenant suites from Oak Knoll to Hudson to confirm the required 15' ground floor height. *Plans appear to demonstrate compliance, and account for the grade change along Green Street, but this will confirm.*

b. Community Space:

i. Private Open Space

- (1) Floor plans don't show all the balconies identified in the open space analysis. For instance, units identified as B4 show only half of the balcony on the floor plan compared with that shown on the open space analysis. Likely, the proposal would still comply with the required open space but please correct the discrepancy.

c. Inclusionary housing requirements. Per Zoning Code Section 17.50.160.J, Mixed-use projects shall be subject to the inclusionary housing requirements of Zoning Code Section 17.42.040 ("Inclusionary Unit Requirements").

- i. 20 percent of the base number of units (203 units) equals 40.6 units. Per Zoning Code Section 17.42.040.B, fractional units of 0.50 or above shall be rounded-up to a whole unit if the project consists of 21 or more units. As a result, the project shall provide 41 affordable units. Plans identify that 40 units will be affordable. Please correct.

- (1) In addition, identify the type of affordable units and demonstrate compliance with the requirements for rental units:

- (a) Rental units. If the residential project consists of rental units, a minimum of

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

17. Walls and Fences

- a. Regulations pertaining to walls and fences can be found in Zoning Code Section 17.40.180. Not enough information was provided to determine compliance with the applicable development standards.
- b. Please revise project plans to address the above requirement.

18. Parking

a. Parking stall dimensions:

- i. Minimum parking stall dimensions is 8'-6" x 18'. Additional width required as follows:
 - (1) Per Zoning Code Section 17.46.120, 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.
 - (a) It appears that many of the columns are set back 2 feet from the aisle, thus requiring a 9-foot wide parking stall in lieu of the standard 8'-6". Some stalls show 9 feet or more, whereas some are less than 9 feet. In addition, if abutting a solid wall, a full one-foot is required.
 - (2) 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.
 - (a) Identify the end of aisle stalls and the required additional 2 feet.
 - (3) Identify the width of the provided parking stalls that require a non-standard width.
 - (4) Please revise project plans to address the above requirements.

b. Tandem Parking:

- i. Required dimensions are 9' x 34'.
 - (1) Not all tandem stalls are 9 feet in width and are shown to be 8'-6". Please adjust accordingly.
 - (2) Additionally, tandem stalls abutting a vertical obstruction are required to provide the additional one-foot identified above, except that 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.
 - (a) The columns are identified as being set back 2 feet from the aisle and as a

result this one-foot requirement is reduced to 6 inches, and 9'-6" wide tandem stalls are required when abutting a column setback two feet.

(i) Plans do not show this and show a 9' wide tandem stall.

(3) In addition, when one parking space in the tandem stall is abutting a solid wall, the full 1' is required and a 10-foot wide stall is required.

c. Driveway Visibility:

i. Per Zoning Code Section 17.46.170, each driveway for a nonresidential use shall comply with the following requirements. Please include a landscape plan that identifies compliance with the following.

(1) Visibility. The view corridor shall not be blocked between a height of 2.5 feet and seven feet.

(2) Landscaping. At least 50 percent of the view corridor shall be landscaped. The landscaping shall meet the visibility requirement identified in Subsection B., above.

(3) Modifications by Directors of Public Works and Transportation. The Director of Public Works and the Director of Transportation may modify the requirements of this Section.

ii. Project plans do not demonstrate compliance with the above and do not have approval from the Directors of Public Works and Transportation to deviate from these standards.

d. Driveway Ramps:

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

ii. Submitted ramp profile identifies a transition slope of 9% or 10% and exceeds the transition slope limit of 6% identified in the Zoning Code. As the proposed slopes exceed what's allowed by the Zoning Code, the Department of Transportation shall review and approve the requested transition and ramp slopes.

e. **Parking Area Slope:** Pursuant to Zoning Code Section 17.46.270, the slope of all parking areas shall not exceed five percent, excluding ramps. Identify the slope of all parking areas.

f. Bicycle parking:

i. 4 Class 2 bicycle spaces are required, and 44 Class 1 bicycle space are required.

ii. No Class 2 stalls were identified.

iii. Class 1 stalls can be in a designated room, but each room cannot hold more than 16 stalls. One of the rooms holds 40 stalls. Please adjust accordingly.

Department of Transportation

19. Currently, the on-site loading zone is proposed at the southwest corner of the Hudson Avenue and Green Street intersection. It is anticipated that loading vehicles will be backing into, or out of, the loading area. Since Hudson Street is a one-way, northbound street, back-in/back-out loading can interfere with the orderly movement of traffic and pedestrians. Prior to the issuance of the first permit for construction, the applicant will be required to resolve this issue such that the loading vehicles will not back into, or out of, the loading area.
20. Any project loading/unloading spaces shall be on-site. DOT will not install a loading zone for project use along the project's street frontages
21. Pursuant to the adopted Street Design Guide by the City Council, the applicant shall comply with the following
 - a. The existing sidewalk on Green Street is 11' wide. The project shall provide a 16' wide sidewalk with 8' min clear walk zone by sidewalk easement along the project's frontage on Green Street
 - b. The existing sidewalk on Hudson Avenue is 12' wide. The project shall maintain a 12' wide sidewalk with 5' min clear walk zone free of any obstructions along the project's frontage on Hudson Avenue
 - c. The existing sidewalk on Oak Knoll Avenue is 10' wide. The project shall maintain a 10' wide sidewalk with 5' min clear walk zone free of any obstructions along the project's frontage on Oak Knoll Avenue
 - d. The existing curb radius at the southeast corner of Green Street at Oak Knoll Avenue and the southwest corner of Green Street at Hudson Avenue is 25'. The project shall reconstruct the southeast corner of Green Street at Oak Knoll Avenue and the southwest corner of Green Street at Hudson Avenue with a 15' curb radius ADA compliant directional ramps per Public Works standards. Additional striping, signal work, and/or poles/utility relocations might be necessary
22. In accordance with City Ordinance No. 7157, the project is subject to the City's Trip Reduction Ordinance (TRO) requirements. As indicated in the ordinance, a Transportation Demand Management (TDM) Plan shall be prepared prior to the issuance of the first permit for construction

To understand the TDM Plan requirements and associated review fees* for the report submittal, contact (626) 744-7526 to arrange a pre-design meeting

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

23. Construction-related traffic (delivery trucks or haul trucks) shall be restricted to the hours between 9:00 AM to 3:00 PM to limit peak hour traffic conflict along the local street network
24. If a gate will be placed at a parking garage entrance, the gate shall be installed at least 20' back from the property line
25. The traffic signal at the intersections of Green Street/Oak Knoll Avenue and Green Street/Hudson Ave shall be fully actuated, through the installation of Accessible Pedestrian Signals (APS) and vehicle/bicycle detection on all approaches. Please contact (626) 744-8723 for more information
26. 48-strand single mode fiber optic communication shall be installed along Green Street, connecting the traffic signal controllers at the intersections of Green Street/Oak Knoll Avenue and Green Street/Hudson Ave to the Lake Avenue DOT fiber optic infrastructure (located at the intersection of Lake Avenue and Green Street). This item includes all necessary conduit, pull boxes, drop cables, splice enclosures and fiber optic cable termination required to provide communication between the two intersections and the existing fiber optic communication infrastructure at Lake Avenue and Green Street. Please contact (626) 744-8723 for more information.
27. No permanent, on-street, overnight parking permits will be issued to future residents of this project. Future tenants shall be advised of the unavailability of permanent, on-street, overnight parking permits by the property management
28. The developer should provide the required vehicle and bicycle parking spaces for the project as directed by the Planning Department
29. The driveway ramps shall have a minimum width of 20' along the entire length of the ramps to accommodate 2-way traffic on the ramp. The driveway apron width shall match the ramp width. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2% or less from the property line to 20' into the property before the start of the ramp slope to improve vehicular sight distance
30. Driveways shall be located a minimum distance of 50' from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).
31. The project shall pay the Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project prior to the issuance of the Certificate of Occupancy. The TR-TIF is subject to change based on the current General Fee Schedule

Department of Public Works

32. In reference to the Department of Transportation requirement on sidewalk widening along Green Street frontage, dated April 15, 2022, 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.

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

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

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

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

34. 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 Green Street and Oak Knoll Avenue and at Green Street and Hudson Avenue, if possible, per Caltrans Standard A88A or City of Pasadena Standard No. S-414. The curb ramp construction shall be completed prior to the issuance of Certificate of Occupancy. A separate permit from the Department of Public Works is required for all construction in the public right-of-way. Please contact 626-744-4195 for the general process.

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

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

Upon review of the curb ramp improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (up to (see S-423) radius) to provide for the minimum clearance required by the Americans with Disabilities Act standards. If so, the applicant shall remove and reconstruct the sidewalk for the dedicated area, per Standard Plan No. S-421. The applicant shall be responsible for all the cost required to complete the dedication, if it is required. The dedication document and processing fee shall be submitted to this office, 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 applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramp. Plans for the curb return improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to submit fees, per the 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.

35. The applicant shall demolish existing and construct all new public improvements along the subject development frontage of Green Street, Hudson Avenue, and Oak Knoll Avenue, including concrete drive approach per Standard Plan S-403; concrete sidewalk per Standard Plan S-421; concrete curb and gutter per Standard Plan S-406. All public improvements shall be completed prior to the issuance of Certificate of Occupancy.
36. Green Street, Oak Knoll Avenue, and Hudson Avenue restorations, fronting the subject development, 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.

This reach of Green Street contains asbestos concentration greater than 1% and is considered asbestos containing materials, or ACMs, in accordance with the US EPA definition of ACM. ACMs are required to be abated prior to the demolition or re-surfacing activities that will impact or disturb the ACM resulting in the creation of airborne asbestos fiber. All ACMs shall be abated by a State of California licensed asbestos abatement contractor using 40-hour asbestos trained workers and appropriate wet methods and engineering controls. All asbestos abatement workers must have current asbestos training documentation, current medical exams and releases, and current fit tests for the use of personal protective equipment (PPE). The asbestos abatement contractor shall be responsible for estimating and verifying dimensions and quantities of ACMs to be abated. Asbestos abatement methods must comply

with Title 8, Section 1529 of the California Code of Regulations (CCR) and the South Coast Air Quality Management District (SCAQMD) Rule 1403.

37. The applicant shall remove the existing culvert at the southwest corner of Green Street and Hudson Avenue and connect to the existing 48"- diameter storm drain system on Green Street with a new catch basin and connector pipe, and reconstruct all affected sidewalk and curb and gutter.
38. 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.
39. Green Street and Oak Knoll Avenue Traffic Signal:
 - a. The intersection at Green Street at Oak Knoll Avenue has existing non-standard concrete traffic signal poles. To bring the intersection up to a standard of safety, all existing concrete traffic signal poles shall be upgraded to a Caltrans Standard metal pole, galvanized, and painted according to the District color; and the vehicle heads and pedestrian heads on all poles will be upgraded to LED equipment.
 - b. The existing traffic signal cabinet on Green Street at Oak Knoll Avenue is an old standard 337 cabinet with a 170 controller. Because of this technology, the intersection operation and upgraded traffic signal equipment cannot be utilized. The cabinet and controller will need to be upgraded to a Pasadena Standard 332 cabinet with a 2070 controller. The cabinet shall be primed and painted with the District color. Because of the cabinet upgrade, any conductors that may not reach the new cabinet location and be terminated, will need to be replaced with longer conductors. This upgrade does not limit and conduits and pull boxes that may need to be upgraded as well.
 - c. All existing 1-A traffic signal poles at Oak Knoll Avenue at Green Street will need a new paint coat. The existing pole will require sanding, priming, and painting with the District's color.
40. Green Street and Hudson Avenue Traffic Signal:
 - a. The intersection at Green Street at Hudson Avenue has existing non-standard concrete traffic signal poles. To bring the intersection up to a standard of safety, all existing concrete traffic signal poles shall be upgraded to a Caltrans Standard metal pole, galvanized, and painted according to the District color; and the vehicle heads and pedestrian heads on all poles will be upgraded to LED equipment.
 - b. The existing traffic signal cabinet on Green Street at Hudson Avenue is an old standard 337 cabinet with a 170 controller. Because of this technology, the intersection operation and upgraded traffic signal equipment cannot be utilized. The cabinet and controller will need to be upgraded to a Pasadena Standard 332 cabinet with a 2070 controller. The cabinet shall be primed and painted with the District color. Because of the cabinet upgrade, any conductors that may not reach the new cabinet location and be terminated, will need to be replaced with longer

- conductors. This upgrade does not limit and conduits and pull boxes that may need to be upgraded as well.
- c. All existing 1-A traffic signal poles at Hudson Avenue at Green Street will need a new paint coat. The existing pole will require sanding, priming, and painting with the District's color.
 - d. All existing signs shall be relocated and remounted with the appropriate mounting strap standards.
 - e. All existing striping and pavement markings shall be repainted at each intersection and all lanes between the intersections.
 - f. All existing curb painting shall also be repainted throughout each intersection and everywhere between the intersections.
41. The existing street lighting fronting the subject site is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate the existing street lighting, on or near the frontage of the subject property, with LED lights, per the City requirements and current standards as follow:
- a. Two (2) street lights along Oak Knoll Avenue frontage
 - b. Two (2) street lights along Green Street frontage
 - c. Two (2) street lights along Hudson Avenue frontage
 - d. The applicant shall restore and re-paint all existing metal street light poles, traffic signal poles and traffic signal controller cabinets, along the subject frontages of the subject property in a manner acceptable to the Department of Public Works. The cost of the street light pole and traffic signal pole/equipment restoration and painting is the applicant's responsibility.
42. If the existing street lighting system along the project frontage is in conflict with the proposed development/driveway, it is the responsibility of the applicant to relocate the affected street lights, including conduit(s), conductors, electrical services, pull boxes and miscellaneous appurtenant work in a manner that complies with the requirements and receives the approval of the Department of Public Works.
43. The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to submit review fees per the current City's General Fee Schedule. Note that building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit public improvements plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.
44. There is possibly considerable lead-time for the signal/light poles 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.
45. Any existing street tree(s) proposed to be removed are subject to the approval of the Urban Forestry Advisory Committee (UFAC).

46. Given the proposed setbacks and preliminary design of the project, retention of all existing street trees is feasible. All street trees will require construction-related pruning, subject to final approval by the Forestry Superintendent. Street tree #11 is expected to be the most impacted given the size of its existing canopy. As such, it is recommended that the applicant pursue additional design remedies adjacent to this tree in order to minimize construction-related impacts. Preliminary retention feasibility of existing street trees is provided below:

Tree No.	Botanical	Common Name	Condition	Retention Feasibility	Notes
2	<i>Brachychiton populneus</i>	Bottle Tree	Fair	Feasible	PL clearance already performed
3	<i>Brachychiton populneus</i>	Bottle Tree	Fair	Feasible	Mech damage on street side; asymmetrical crown
5	TREE HAS BEEN REMOVED BY CITY		NA	NA	NA
6	<i>Cinnamomum camphora</i>	Camphor	Poor	NA	Removal by City pending
7	<i>Ficus microcarpa</i>	Ficus	Fair	Feasible	Existing bldg façade at canopy line
8	<i>Ficus microcarpa</i>	Ficus	Fair	Feasible	Existing bldg façade at canopy line
9	<i>Ficus microcarpa</i>	Ficus	Fair	Feasible	Open space / no bldg façade proposed adj to tree
10	<i>Ficus microcarpa</i>	Ficus	Fair	Feasible	Existing bldg façade at canopy line
11	<i>Ficus microcarpa</i>	Ficus	Fair/Good	Less Feasible	Requires extensive pruning due to exst 1 story bldg
12	<i>Quercus ilex</i>	Holly Oak	Fair	Feasible	PL clearance already performed
13	<i>Quercus ilex</i>	Holly Oak	Fair	Feasible	Small canopy
14	<i>Quercus ilex</i>	Holly Oak	Fair/Good	Feasible	Open space / no bldg façade proposed adj to tree
15	<i>Quercus ilex</i>	Holly Oak	Fair	Feasible	PL clear
16	<i>Quercus ilex</i>	Holly Oak	Poor/Fair	Feasible	Crown dieback / sparse canopy
17	<i>Quercus ilex</i>	Holly Oak	Fair	Feasible	PL clear

47. 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.

48. 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/>
49. 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.
50. 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.
51. The applicant shall at minimum provide the following within a designated TPZ: mulching, irrigation, and protective fencing.
52. 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.
53. 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.
54. 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.

55. 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.
56. 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 refundable deposit with the Department of Public Works prior to the issuance of any 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.
57. 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.

Building Division

58. 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.***

59. 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.*

60. 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>

61. 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.

62. 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.

63. 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>.

64. GRADING:

- *Show compliance with 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.*
- *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.*

65. 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 attached and can be found at <https://www.cityofpasadena.net/planning/building-and-safety/bs-applications-forms/#informational-handouts>.
- For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project.
- For new projects with 10 or more parking spaces, provide the minimum EV Charging Spaces capable of supporting future Electrical Vehicle Supply Equipment.

66. MEANS OF EGRESS (EXITING):

- *Provide an egress plan showing compliance with all requirements for the exit access, the exit and the exit discharged 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.*
- Primary accessible path of travel shall include a primary entrance to the building or facility; toilet and bathing facilities serving the area; drinking fountains serving the area; public telephones serving the area, and signs.
- Clearly show compliance with the maximum travel distance per chapter 10.
- Roof terraces shall comply with all the applicable code provisions, i.e. exiting, type of construction, & accessibility.

67. 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.

68. 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.

69. 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.