

**RECOMMENDED CONDITIONS OF APPROVAL  
1354 E. GREEN STREET  
CONCEPT DESIGN REVIEW**

The applicant or the successor in interest shall comply with the following conditions, which shall be reviewed and approval by the Design Commission during Final Design Review, and shall consider implementing the recommendation:

**Design & Historic Preservation**

1. The project shall comply with all Zoning Code requirements except as modified during the design review process.
2. Restudy and consider stepping the fourth floor along the south elevation to reduce the perceived building height from the adjacent St. Philip the Apostle School parking lot and playground and further study reducing the height of the rooftop mechanical screen and/or study ways to reduce its visual prominence through materiality, color or other means.
3. Roof drainage shall be routed within the building walls rather than in exposed downspouts.
4. Show vents/vent caps and their arrangement on the elevations, which shall be routed to the roof or, if infeasible, located on secondary elevations to the degree possible and arranged in a logical pattern. If vents are required to penetrate the building walls, provide specifications and details of the vent caps for staff review and approval.
5. If proposed, show the location of driveway security gates on the site and landscape plans and include drawings depicting their design.
6. A final landscape and irrigation plan, in compliance with Chapter 17.44 (Landscaping) of the Zoning Code, identifying all remaining and proposed vegetation and trees shall be submitted along with plans for Final Design Review. The plan shall include a mix of plant size and materials. Plant materials shall emphasize drought-tolerant and/or native species.
7. The project shall comply with the Model Water Efficient Landscape Ordinance and any changes to the proposed landscape design that may be required shall be reviewed and approved by staff prior to issuance of a building permit.
8. The project shall demonstrate compliance with Climate Action Plan (CAP) requirements.
9. **RECOMMENDATION:** Consider establishing the truck route for construction hauling to occur via Green Street rather than Holliston Avenue and establishing a delivery schedule for the operational building that occurs during non-peak school pick-up and drop-off hours to avoid conflicts with the adjacent St. Philip the Apostle School.

## **Department of Public Works**

10. 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/deposit, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of any building or demolition 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.

11. Green Street along the frontage of the subject property has an existing sidewalk width of 11 feet. In order to provide for a 12-foot wide sidewalk per the East Colorado Specific Plan, the applicant shall dedicate to the City a 1-foot strip of land along the subject frontage for street purposes, and construct a 12-ft wide sidewalk. Construction of new sidewalk and curb and gutter along the Green Street frontage is required.

The applicant shall be responsible for all the costs required to complete the dedications. The dedication documents and processing fee/deposit 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.

12. The applicant shall demolish existing and construct all new public improvements along the along the subject development frontages of Green Street and of Holliston 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.

13. Green Street restoration, fronting the subject development, shall be a partial width (from the first lane line to gutter) cold milling and resurfacing of asphalt concrete roadway per Standard Plan S-415. The street restoration shall include the intersection at Holliston Avenue and shall be completed prior to the issuance of Certificate of Occupancy. Green Street contains asbestos paving material, see attached requirements for any work performed on said street.
14. 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.
15. In order to accommodate an Americans with Disabilities Act (ADA) compliant curb ramp, the applicant shall verify, and reconstruct if necessary, a standard curb ramp at all four corners of the Green Street and Holliston Avenue intersection, 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 [pw-permits@cityofpasadena.net](mailto:pw-permits@cityofpasadena.net) 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 subject property line corner rounding per Standard Plan 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.

16. The existing street lighting along the Green Street and Holliston Avenue frontages is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate three existing street lighting, on the frontages of the subject property per the City requirements and current standards. The renovation shall include but not limited to new LED light(s), conductors, lamp socket, fuse, globe/lantern, globe holder, photo cell, and miscellaneous related parts.
17. 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. The amount of deposit will be based on 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.
18. 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.
19. Any proposed removal of public street trees shall be subject to the review and support of the City's Urban Forestry Advisory Committee.
20. 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.
21. 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 are available at the following link: <https://www.cityofpasadena.net/public-works/engineering-and-construction/engineering/>
22. 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.

23. 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.
24. The applicant shall at minimum provide the following within a designated TPZ: mulching, irrigation, and protective fencing.
25. 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.
26. 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.
27. 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
28. 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.
29. The applicant shall plant the officially designated street tree per the City's approved Master Street Tree Plan along the boundary of the subject property – (4) maximum new

Ficus (Ficus Microcarpa) trees on Green Street frontage, spaced 40 feet center-to-center. The Department of Public Works will confirm eligible planting sites, and will provide the applicant the location, quantity and tree species to be planted as a result of the applicant's project.

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

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

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

30. 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.
31. 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.

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

Construction and Demolition Waste Ordinance - Chapter 8.62

Holiday Moratorium of activities within public right-of-way – Chapter 12.24.100

## EXCAVATION OF ASBESTOS-CONTAINING ASPHALT ON GREEN STREET

### Background:

In 1971, Green Street, between Orange Grove Boulevard and Hill Avenue, was paved with asphalt containing asbestos in the top two inches. The Department of Public Works has established policies and procedures for cutting and/or grinding the pavement on this street. All utility companies are requested to inform all field personnel of the asbestos on Green Street and to post a copy of these policies and procedures which are to be followed, including having a certified hazmat contractor on-site, even if not required by a permit.

Samples containing asbestos concentrations greater than 1% are considered asbestos containing materials, or ACMs, in accordance with the US EPA definition of ACM. Those samples containing greater than 0.1% but less than or equal to 1% are considered asbestos containing construction materials, or ACCMs, in accordance with Cal/EPA definition.

### Areas of Green Street containing ACMs:

Pasadena Avenue to De Lacey Avenue

Fair Oaks Avenue to Raymond Avenue

Los Robles Avenue to Hudson Avenue

Catalina Avenue to Holliston Avenue

Areas of Green Street containing ACCMs:

Hudson Avenue to Catalina Avenue

Holliston Avenue to Hill Avenue

ACMs containing greater than 1% asbestos are required to be abated prior to the demolition or re-surfacing activities that will impact or disturb the ACMs resulting in the creation of airborne asbestos fibers. ACCMs require that they be disturbed by personnel with asbestos training but may be disposed of as non-regulated waste in accordance with applicable regulations. All ACMs and ACCMs 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 and ACCMs 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.

**Excavation Conditions:**

32. Contractor shall show certification that it is a state approved environmental remediation firm.
33. All work must comply with the City of Pasadena "Utility Excavation Permits – Policies and Procedures.
34. Air monitoring data shall be recorded and copies provided daily to the City of Pasadena.
35. If exposure levels exceed 0.1 fiber per cubic centimeter, then it is mandatory that respiratory protection be worn and exposure levels reduced to the extent feasible.
36. The work shall be registered with CAL OSHA by the permittee and comply with CAL OSHA regulations.
37. All liquids will be vacuumed and disposed of at a designated, licensed disposal facility. Vacuum equipment shall be equipped with a HEPA filter.
38. The composite structural section of asphalt on concrete shall be removed in one unit to the extent practical to minimize asbestos exposure.
39. The excavation area shall be constantly sprayed with water to control dust and other airborne particles.

40. Technicians will wear Personal Pump Air Monitoring devices as well as utilize air sniffers as required by law.
41. All personnel will wear the appropriate level of personal protection equipment and full face respirators with HEPA filter cartridges while in the work zone.
42. All personnel must have appropriate training in the removal of hazardous materials.
43. The following prohibitions apply:
  - (a) Using compressed air to remove asbestos or asbestos containing material.
  - (b) Dry sweeping, shoveling or other dry clean-up of dust and debris containing asbestos.
  - (c) Employee rotation as a means of reducing employee exposure to asbestos.

### **Department of Transportation**

44. In accordance with City Ordinance No. 7157 and PMC Chapter 10.64, the project is subject to the City's Trip Reduction Ordinance (TRO) requirements.
  - Per the requirements, a Transportation Demand Management (TDM) Plan shall be submitted for review and approval prior to receipt of the Certificate of Occupancy and a review fee of \$2,000 shall be paid prior to the issuance of the first permit for construction (demolition, grading, or building).
  - The plan shall conform to the requirements set forth in PMC Chapter 10.64, including the annual reporting requirement and fee.
  - The plan shall include the following TDM strategies from the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2024)*:
    - Commute trip reduction program with mandatory monitoring (Strategy T-6)
    - Employee parking cash-out (Strategy T-13)
  - To understand the TDM Plan requirements and associated review fees for the report submittal, contact the Multimodal Planning Division at (626) 744-7494 for submittal requirements.
  - The review fee is based on the current General Fee Schedule and are subject to change.

The project is not expected to exceed any of the CEQA thresholds outlined in DOT's Transportation Impact Analysis Guidelines.

45. Pursuant to the adopted *East Colorado Specific Plan* and PMC Section 17.31.050, the project shall comply with the following:
  - Green Street is required to have a 12-foot sidewalk, consisting of a seven-foot (7') walk zone and five-foot (5') amenity zone by additional right-of-way dedication.
  - Per PMC 17.30.040, the project shall provide for sidewalks that meet the required widths. Where the existing sidewalk right-of-way is less than the required width, the difference shall be provided through a private property dedication.

46. Pursuant to the adopted Street Design Guidelines, the applicant shall comply with the following:
- Holliston Avenue is an Access Street and should have a minimum eight-foot (8') sidewalk, including a minimum five-foot (5') walk zone and three-foot (3') amenity zone.
47. Driveway visibility shall comply with the minimum requirement specified in *PMC Section 17.40.180 & 17.46.170*. Please note that the edge of driveway or back of sidewalk may change due to right-of-way dedication, as specified in the *Public Realm – Sidewalks* condition. Driveway visibility triangle shall be included in plans and be approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building). Any deviations will have to be approved by the City Traffic Engineer.
48. The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. For transportation, such changes include, but are not limited to, the removal, relocation, and reconstruction of traffic control devices (i.e., longitudinal markings, pavement markings, curb markings, signage, and channelizing devices). All required public improvements shall be coordinated with the City of Pasadena's Department of Public Works. Reference *Public Works Conditions of Approval* for more information.
49. Driveway approaches shall be located a minimum distance of fifty feet (50') from the curb of any intersecting street. Driveway approaches design shall comply with the latest City of Pasadena standards. Driveway approach locations must be approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building). All required public improvements shall be coordinated with the City of Pasadena's Department of Public Works. Reference *Public Works Conditions of Approval* for more information.
50. All existing bus zones and transit amenities shall remain in place and protected during and after construction. The existing bus zone will not be relocated without written approval from the Transit Division. Tree wells, streetlights, fire hydrants and other items shall not be placed in the public right of way within bus zone(s) without prior approval. The proposed project shall not interfere with bus operations (this includes, but is not limited to, building overhangs, awnings, landscaping, etc.).
51. Driveway design, width, and clearance shall comply with the minimum requirements specified in *PMC Section 17.46.150*.
- Given that the outbound driveway for the subterranean parking is located on Green Street, which is a one-way street (eastbound), install a porkchop or other type of physical diverter in the driveway to reinforce the right-out only access for this driveway.
  - The driveway design shall be approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading,

or building). Any deviations will have to be approved by the City Traffic Engineer.

52. Ramp design shall comply with the minimum requirements as specified in *PMC Section 17.46.270*.

- To improve the safety of pedestrians crossing the driveway, the ramp shall have a two percent (2%) or less grade for the first twenty feet (20') from the back of the sidewalk.
- The driveway apron width shall match the ramp width.
- To improve the safety of pedestrians crossing the driveway, the design plans shall indicate either a 20-foot (20') flat area beyond the property line to improve vehicular sight distance or include the installation of an exit arm.
- The ramp grade shall not exceed sixteen percent (16%), with the first and last ten feet (10') of the ramp not exceeding eight percent (8%).
- Diverter in the driveway to reinforce the right-out access for this driveway.
- The ramp design shall be included in the plans and be approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building). Any deviations will have to be approved by the City Traffic Engineer.

53. If proposed, a vehicle entry gate shall be setback a minimum of twenty feet (20') from the back of the sidewalk. The gate shall be included in plans and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building). Any deviations will have to be approved by the City Traffic Engineer.

54. Any loading/unloading spaces shall be off-street and on-site. A loading zone will not be installed in the public right of way. Off-Street loading shall comply with the minimum requirements as specified in *PMC Section 17.46.260*.

55. The parking, loading, and trash/recycling areas shall conform to the requirements of the Pasadena Municipal Code and a plan showing all pertinent dimensions for these areas shall be submitted to the Department of Transportation for review and approval prior to the issuance of the first permit for construction (demolition, grading, or building).

56. 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 and 3:00 PM.

57. The Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076) will apply to all net new residential, retail, industrial, and office developments and is based on the City of Pasadena General Fee Schedule. The fee will be calculated

and invoice prior to the issuance of Certificate of Occupancy. The fee per unit is subject to change based on the time of the project completion. Affordable housing projects may receive fee credits.

This study and conditions have been prepared based on the project scope provided to DOT. An update of the traffic study and its finding might be required if a significant change is made to the project scope, or if additional analysis is requested by the City.