



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: March 21, 2018

TO: Hearing Officer

SUBJECT: Conditional Use Permit #6573

LOCATION: 2180 East Foothill Blvd

APPLICANT: City of Pasadena
Department of Public Works

ZONING DESIGNATION: CG (Commercial General)

GENERAL PLAN DESIGNATION: Low Commercial (0.0 – 1.0 FAR)

CASE PLANNER: Beilin Yu

STAFF RECOMMENDATION: Adopt the Environmental Determination and the Specific Findings in Attachment A to **approve** Conditional Use Permit #6573 with the conditions in Attachment B.

PROJECT PROPOSAL: Conditional Use Permit: To allow the establishment of a Public Maintenance and Service Facility land use.

ENVIRONMENTAL DETERMINATION: An Initial Environmental Study was prepared. Possible impacts on biological resources and tribal cultural resources were identified in the Initial Study. However, the Initial Study determined that there would be less than significant impacts on the environment because mitigation measures would be incorporated into the project. Therefore, a Mitigated Negative Declaration has been prepared. The Hearing Officer will take comment on the proposed Mitigated Negative Declaration and will consider adoption of the Mitigated Negative Declaration

BACKGROUND:

Site characteristics: The 33,171 square feet site is bounded by East Foothill Boulevard to the north and East Walnut Street to the south, and is located just east

of Craig Avenue. It is currently developed with a 3,623-square-foot former restaurant building, which is being used by the Pasadena Fire Department for storage. Other site improvements include two property line fences, a concrete block wall, and two low planters. The site also has several storage containers and a tent used for Fire Department vehicle storage. All existing improvements would be demolished with the proposed project. Four Canary Island Pine trees are also currently located at the property.

Adjacent Uses:

North: Self-Storage Facility
South: General Industrial and General Commercial
East: General Commercial
West: General Commercial

Adjacent Zoning:

North: PD-11 (Foothill Boulevard, Craig Avenue and White Street)
South: CG (Commercial General)
East: CG (Commercial General)
West: CG (Commercial General)

Previous cases on this property:

CUP #6078 – Conditional Use Permit: 1) to allow the long term (5 years) use of city-owned property as a vehicle storage site and public safety facility; and 2) to allow the vehicle storage facility to operate prior to 7:00 a.m. and after 10:00 p.m. Approved with conditions on 9/18/2013

EUP #4759 – Expressive Use Permit for an Adult Entertainment use in the CG Zoning District. Minor Conditional Use Permit for the establishment of off-street valet parking in conjunction with the proposed use. Withdrawn on 12/13/2006

MCUP #4695 – Minor Conditional Use Permit to allow 17% of the required off-street parking spaces for a new commercial building to be in tandem configuration. Up to 75% of the total off-street parking spaces provided may incorporate tandem parking, subject to a Minor Conditional Use Permit. Private Tree Removal to allow the removal of four specimen Canary Island Pine (*Pinus canariensis*) trees. Approved with conditions 7/19/2006

CUP #3035 – CUP for video arcade.

CUP #2590 – Conditional Use Permit to provide upgrade from beer and wine sales to offer full alcohol service in conjunction with an existing restaurant use. A CUP is required when proposed to serve alcoholic beverages in conjunction with restaurant use in CG Zoning District. Approved with conditions on 1/21/1992

PROJECT DESCRIPTION:

The applicant, City of Pasadena Public Works Department, has submitted a Conditional Use Permit application to allow the establishment of a Public Maintenance and Service Facility land use. Public Maintenance and Service Facility is defined as a facility providing maintenance and

repair services for vehicles and equipment and materials storage areas. This use includes corporation yards, equipment service centers, and similar facilities.

The proposed facility would support the operations and maintenance of the Pasadena Transit fixed route services and Pasadena Dial-A-Ride paratransit services. Operational activities at the proposed facility would include bus repair work, preventive maintenance and inspection work, bus washing, bus fueling at a compressed natural gas (CNG) fueling facility with associated fuel, and storage of maintenance equipment (such as bus tires, bus parts, washing supplies, etc.). The facility would operate from 4:00 am to 1:00 am, daily.

The proposed project would involve the construction of an approximately 25,920 square-foot, three-story bus maintenance and operations building, and a 59,980 square-foot three-level parking structure for bus transit, paratransit vehicle, and employee parking. The building would be 45 feet high, as measured from the lowest existing grade along Walnut Street to the highest parapet.

The administrative office and bus maintenance portion of the proposed facility would be located on the northern part of the site with frontage along Foothill Boulevard. This portion of the structure would have four levels: Lower Level, Lobby Level, Mezzanine Level, and Level 2. Four running bays for bus repair work and a wash bay are located within this enclosed building area.

The parking structure component of the proposed project would have three levels of parking; Lower Level, Level 1, and Parking Roof. The parking structure component would be located on the southern part of the site with frontage along Walnut Street and would contain a total of 48 parking spaces for staff and visitors and 41 parking spaces for bus transit fleet and paratransit vehicles.

The Lower Level within the parking structure component of the project would include 34 standard parking spaces for use by staff and employees. Vehicles would access this level through a down ramp from Walnut Street at the southeast corner of the site.

The Level 1 within the parking structures would have a vehicle entrance on Walnut Street at the southwest corner of the site, and would provide 15 parking spaces for bus transit fleet and paratransit vehicles. Additionally, one space dedicated for loading and unloading activities during daytime would be provided on this level. The four running bays for bus repair work, and the bus wash bay that are located within the maintenance portion of the project are accessed from this parking level a CNG fueling station would also be located on this level.

The Parking Roof Level would have a vehicle entrance on Foothill Boulevard at the northeast corner of the site. The Parking Roof Level would provide 14 standard parking spaces for use by employees during the day and 26 parking spaces for bus transit fleet and paratransit vehicles at night.

The project site is located within the Commercial General (CG) zoning district, and the establishment of a public maintenance and service facility use within the CG zoning district requires the review and approval of a Conditional Use Permit.

ANALYSIS:

One of the general purposes of the Commercial General Zoning District is to provide sites for public and semi-public uses needed to complement commercial development or be compatible with a commercial environment. As described earlier in the report, the subject site is bounded by Foothill Boulevard to the north and Walnut Street to the south; where general commercial uses such as animal services, self-storage, and vehicle repair uses surround the property.

Multi-Family residential buildings are located approximately 120 feet south of the project site and approximately 270 feet north of the project site. The buses coming and going from the proposed facility would utilize Foothill Boulevard and Walnut Street and avoid not utilize adjacent residential streets.

Hours of Operation and Noise:

The proposed hours of operation would be from 4:00 a.m. to 1:00 a.m. seven days per week. Section 17.40.070 of the City's Zoning Code limits the hours of operation for commercial uses located within 150 feet of a residential zoning district to 7:00 a.m. to 10:00 p.m. However, Public and Semi Public uses, such as the proposed public maintenance and service facility use, are not subject to the limited hours of operation.

Based on staff's analysis, the proposed hours of operation would not impact the nearby residential uses, with the closest use located approximately 120 feet south of the subject site. Walnut Street and Foothill Blvd are connector streets, where vehicles travel through the City. The bus transit fleet and paratransit vehicles would travel through these streets to access the proposed facility and not travel through the residential neighborhoods.

The bus repair and washing would occur indoors, within the administrative office and bus maintenance portion of the proposed facility. The enclosed building would contain the noise from traveling to the nearby residential uses. As such, staff finds that the proposed hours of operation would not result in an impact on the surrounding uses.

Parking and Circulation:

The City's Zoning Code parking requirement for a public maintenance and service facility is one parking spaces for every 500 square feet of gross floor area. For the 25,920 square-foot administrative office and bus maintenance building, a total of 52 parking spaces are required.

As part of the project, a three level parking structure is proposed on the southern half of the lot. The parking structure would accommodate standard parking spaces for employees as well as parking for revenue buses and parking for paratransit vehicles.

The Lower Level would contain 34 standard parking spaces for employees, the Level 1 Parking would contain 15 spaces for bus transit fleet and paratransit vehicle, and the Parking Roof Level would contain 14 standards parking spaces for employees during the day and 26 parking spaces for bus transit fleet and paratransit vehicle at night.

As proposed, the project would provide 48 standard parking spaces, where 52 are required, and is deficient four standard parking spaces to comply with the minimum parking requirement. The additional four spaces can be accommodated on the Parking Roof Level, and a condition of approval requiring the 52 parking spaces is recommended.

Lastly, each parking level would have a different access driveway, which would avoid conflict between employee and guest vehicles with the buses and paratransit vehicles. The Lower Level Parking, where the employee parking would be located, would be accessed from Walnut Street via a driveway at the southeast corner of the site; the Level 1 Parking, where buses and paratransit vehicle parking would be located, would be accessed from Walnut Street via a driveway at the southwest corner of the site; and the Parking Roof, where employee parking would be located during the day and revenue buses and paratransit vehicle parking would be located at nighttime, would be accessed from Foothill Boulevard via a driveway at the northeast corner of the site.

Development Standards:

The subject site is located within the CG (Commercial General) zoning district and the table below shows the project's compliance with the CG development standards.

Standard		Requirement	Proposed
FAR max gross floor area		0.80	0.78
Max Gross Floor Area		26,536 square feet	25,920 square feet
Height		45-feet	45-feet
Setback	Walnut St	5-feet	5-feet
	Foothill Blvd	5-feet	5-feet
	West Side	none	none
	East Side	none	none

Tree Protection Ordinance:

The City's Tree Protection Ordinance (Section 8.52 of the City's Municipal Code) provides for the preservation of mature trees and has a list of protected tree species. "Public tree" means a tree located in a place or area under ownership or control of the city including but without limitation streets, parkways, open space, parkland and including city owned property under the operational control of another entity by virtue of a lease, license, operating or other agreement. Since the property is owned by the City, removal of any trees located within the property is considered a public tree. Any request to remove a public and/or street tree must be reviewed by the Urban Forestry Division in the Public Works Department. There are currently four Canary Island Pine (*Pinus canariensis*) trees on the subject site, all of which are protected by the City's Tree Protection Ordinance.

On February 14, 2018, the Urban Forestry Advisory Committee (UFAC) evaluated the request to remove the four Canary Island Pine trees located on-site. A motion to support staff's recommendation to remove the subject trees was made, but did not pass due to a split vote. However, the Director of Public Works, as the City Manager's designee pursuant to Chapter 8.52.030 of the Pasadena Municipal Code, has the authority to approve the removal of the trees. If approved, the request would be effective when the removal cost and replacement fees are received, and the project receives its building permit.

In the event, the removal of the trees is not approved, the project would be required to be redesigned to accommodate the retention of the trees and a modification to the current application may be required.

GENERAL PLAN CONSISTENCY:

As conditioned, the proposed maintenance and service facility use is consistent with General Plan Land Use Element Policy 1.2: Targeted Growth, which instructs the City to target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized commercial and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors. The construction of the proposed maintenance and service facility on an underutilized parcel would occur along Walnut Street and Foothill Boulevard, major corridors within the City, and away from residential neighborhoods.

ENVIRONMENTAL REVIEW:

In accordance with the requirements of the California Environmental Quality Act, an Initial Environmental Study ('Initial Study') was prepared in order to identify and analyze the project's potential impacts on the environment. Some of the topic areas that were analyzed include Aesthetics, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Noise, and Transportation/Traffic. The Study was made available for public review and comment from February 7, 2018 through March 21, 2018. Of the topic areas that were analyzed, the only potentially significant impacts were found to be in the areas of Biological Resources and Tribal Cultural Resources, but that these impacts will be reduced to a less than significant level because mitigation measures will be incorporated into the project. A Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (Attachment C) have therefore been prepared for the project.

REVIEW BY OTHER CITY DEPARTMENTS:

The proposal was reviewed by the Department of Transportation, Department of Public Works, Building and Safety Section, Fire Department, Design and Historic Preservation Division, Water Division, and Power Division. Comments from the Departments are incorporated in Attachment B of this report.

CONCLUSION:

It is staff's assessment that the findings necessary for approval of the Conditional Use Permit to allow the establishment of a Public Maintenance and Service Facility at 2180 East Foothill Blvd can be made. The proposed facility would support the operations and maintenance of Pasadena Transit and Pasadena Dial-A-Ride, by providing bus repair work, preventive maintenance and inspection work, bus washing, and bus fueling at a compressed natural gas (CNG) fueling facility. The immediate surrounding uses include a storage facility, auto repair uses, and animal services, which are compatible uses with the proposed facility. Therefore, staff recommends that the Hearing Officer approve the application with the findings in Attachment A and the Conditions of Approval in Attachment B.

Attachments:

- Attachment A: Specific Findings of Approval
- Attachment B: Conditions of Approval
- Attachment C: Mitigation Measures

ATTACHMENT A
SPECIFIC FINDINGS FOR CONDITIONAL USE PERMIT #6573

Conditional Use Permit – To allow the establishment of a Public Maintenance and Service Facility use

1. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed Public Maintenance and Service Facility use is allowed subject to the review and approval of a Conditional Use Permit in the CG (Commercial General) Zoning District. As detailed in this report, the proposal is to establish a use which is compatible to the surrounding and that will not conflict with the provisions of the Zoning Code, which includes, but not limited to compliance with parking, height, floor area, and setback requirements. As such the proposal will comply with all applicable provisions of the Zoning Code.
2. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The subject site is located in the CG (Commercial General) Zoning District. The CG District is intended to provide sites for public and semi-public uses needed to complement commercial development or be compatible with a commercial environment. The subject site is bounded by Foothill Boulevard to the north and Walnut Street to the south; where general commercial uses such as animal services, self-storage, and vehicle repair uses surround the property. The establishment of the public maintenance and service facility is consistent with the intent of the CG Zoning District.
3. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* Plan Land Use Element Policy 1.2: Targeted Growth instructs the City to target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized commercial and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors. The public maintenance and service facility is proposed on an underutilized parcel along Walnut Street and Foothill Boulevard, two major corridors within the City, and away from residential neighborhoods.
4. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The bus repair and washing would occur indoors, within the administrative office and bus maintenance portion of the proposed facility. The enclosed building would contain the noise from traveling to the nearby residential uses. The buses and vehicles traveling to the facility would utilize Walnut Street and Foothill Blvd and not travel through the residential neighborhoods. An Initial Environmental Study found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
5. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The public maintenance and service facility would be compatible with the surrounding commercial uses, which include a storage facility, animal services, and auto repair uses. Additionally, for the proposed three levels of the parking structure, each parking level would have a different access driveway, which would avoid conflict between employee and guest vehicles with the

buses and paratransit vehicles. An Initial Environmental Study found that all potential significant environmental impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.

6. *The design location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity in terms of aesthetic values, character, scale, and view protection in that the proposal does not convey an overdeveloped appearance in this area.* The proposed structure has been designed to comply with all development standards, including but not limited to, parking, height, floor area, and setback requirements. The project site is located in an urban/industrial area of Pasadena where the visual character of the surrounding area includes a range of land uses, building styles, with varying heights.

ATTACHMENT B
CONDITIONS OF APPROVAL FOR CONDITIONAL USE PERMIT #6573

The applicant or successor in interest shall meet the following conditions:

1. The proposed project shall substantially conform to the site plan submitted with this application and dated "Received at Hearing March 21, 2018", except as modified herein.
2. The approval of this application authorizes the construction of a 25,920 square-foot, three-story bus maintenance and operations building, and a 59,980 square-foot three-level parking structure for the establishment of a Public Maintenance and Service land use at 2180 East Foothill Boulevard.
3. The Zoning Administrator, at any time, can call for a review of the approved conditions at a duly noticed public hearing. These conditions may be modified or new conditions added to reduce any impacts of the use. The Hearing Officer may revoke the Conditional Use Permit if sufficient cause is given.
4. Any change to these conditions of approval or expansion of the use shall require the modification of this Conditional Use Permit or a new Conditional Use Permit.
5. The applicant or successor in interest shall meet the applicable code requirements of all other City Departments.
6. The proposed project, Activity Number PLN2017-00313, is subject to a Final Zoning Inspection. A Final Zoning Inspection is required for the project prior to the issuance of a Certificate of Occupancy. In addition, the project requires Condition Mitigation Monitoring. Contact the Planning Case Manager, Beilin Yu at (626) 744-6726 to schedule an inspection appointment time.
7. The project shall adhere to the City regulations governing hours of construction, noise levels generated by construction and mechanical equipment, and the allowed level of ambient noise as specified in Chapter 9.36 of the Pasadena Municipal Code.
8. Compliance with all mitigation measures contained within the approved Mitigation & Monitoring Plan shall be reviewed and approved through construction and prior to the issuance of a Certificate of Occupancy.

Planning Division

9. The parking for the project shall be redesigned to comply with the minimum requirement of one space for each 500 square feet of gross floor area.
10. Prior to the issuance of a building permit, the applicant shall obtain the approval to remove the four Canary Island Pine (*Pinus canariensis*) trees on the subject site. In the event the removal of the trees is not approved, the project shall be redesigned to accommodate the retention of the trees and a modification to this Conditional Use Permit may be required.

Department of Transportation

11. Subterranean Parking: A circulation plan for the parking structure must be reviewed and approved by the Department of Transportation. The plan shall be drawn to a 1"=20' or 1"=40' scale. The plan shall include the turning radius of the ramp and proposed striping/configuration of parking spaces to ensure that vehicles can safely enter and exit the parking area. The Department of Transportation shall review and approve the circulation plan prior to the issuance of the first permit for construction (demolition, grading, or building). If a gate will be placed at the parking garage entrance, the gate shall be installed at least 40' back from the property line.
12. Driveway Configuration: It is recommended that the driveway be designed to be a minimum width of 20' along the entire length of the ramp to accommodate 2-way traffic on the ramp. Also, the driveway apron shall match the width of the ramp.

To improve the safety of pedestrians crossing the driveway, the design plans shall indicate either a 20' flat area beyond the property line to improve vehicular sight distance, or include the installation of an exit arm.
13. Loading: Any proposed loading spaces 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).
14. Traffic Impact Fee: The City Council adopted the Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076). This fee will apply to all net new residential, retail, office, and industrial use developments.
15. Provide a 12-foot wide sidewalk with 5' min clear walk zone along the project's frontage on Foothill Boulevard and Walnut Street.

Department of Public Works

16. The subject parcel does not front Walnut Street. The applicant shall submit an application to the Planning Department for a lot line adjustment to allow site access from Walnut Street frontage.
17. Pursuant to the Street Design Guidelines adopted by City Council on March 20, 2017, the following shall apply to this project:
Provide a 12-foot wide sidewalk with 5 feet minimum clear walk zone by additional right-of-way dedication or sidewalk easement along the project's frontage on Foothill Boulevard and Walnut Street

The applicant shall be responsible for all the costs required to complete any necessary dedications/easements. The dedication/easement 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/easement documents shall be executed and recorded prior to the issuance of a Certificate of Occupancy.
18. 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.

19. 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.
20. The existing traffic signal system at the intersection of Craig Avenue and Foothill Boulevard is outfitted with GPS fire-pre-emption and will require ADA pedestrian push button upgrades. All existing pedestrian push buttons at this intersection shall be replaced with Accessible Pedestrian System (APS) push buttons. Please contact Arnold Dichosa, Street Lighting & Traffic Signals, at (626)744-7402 or adichosa@cityofpasadena.net for further information.

The applicant is responsible for the design, preparation of plans and specifications, and the traffic signal upgrade. 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 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. In addition, there is possibly considerable lead-time for the materials required for the traffic signal upgrade. In order to avoid delays in the development schedule, the applicant shall coordinate

with this office at 626-744-4195 regarding this traffic signal upgrade condition at least five (5) months in advance of the anticipated issuance of Certificates of Occupancy.

As an alternative, the applicant may elect to have City to design, prepare plans and specifications, and perform the construction/modification of the required traffic signal work, and pay the City an in-lieu fee for this Condition of Approval. This one-time in-lieu flat fee is non-refundable. The total flat fee of all conditioned traffic signal upgrade will be determined by City Staff if the applicant elects to pay the in-lieu fee. Upon payment, the required traffic signal upgrade will be included as part of the future City's Capital Improvement Projects.

The applicant shall complete all of the traffic signal upgrades, as indicated above, prior to the issuance of a Certificate of Occupancy.

21. The applicant shall plant and maintain the officially designated street tree(s) per the City approved master street tree plan, a maximum of five (5) Oak-species trees along the frontage of East Foothill Boulevard and a maximum of (3) Melaleuca Cajeput trees along the frontage of East Walnut Street and install and maintain an irrigation system for the trees. The locations will be finalized in the field by the Department of Public Works. Plans for the irrigation system shall be (prepared by a landscape architect registered in the State of California and) submitted to the Department of Public Works for review and approval.

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.

22. 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.

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

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

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

24. Prior to the issuance of any permit, the applicant shall submit a Preliminary Tree Protection Plan, 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 sundry deposit may be required for staff time to review the preliminary plans.
25. 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 4' 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 inspected and approved by Public Works prior to the commencement of any construction.
26. 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.
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 sundry deposit in the amount of the applicant's total liabilities based on the aforementioned approved report shall be submitted to the City. The sundry

deposit is fully refundable, less administrative fees, upon the satisfaction of Public Works prior to the issuance of a Certificate of Occupancy.

29. 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.
30. The applicant shall submit to the Department of Public Works a grading and drainage plan and hydrology study for review and approval prior to the issuance of a building permit. The grading and drainage plan and the hydrology study shall be prepared by a licensed civil engineer registered in the State of California. The hydrology study shall include calculations for the quantities of storm water runoff for the pre-development and post development conditions and how drainage will be handled.
31. The existing drainage systems on Walnut Street are owned and maintained by the Los Angeles County Department of Public Works (LACDPW). On-site shall be discharged through a catch basin that connects to the Los Angeles County-owned storm drain on Walnut Street, and not through a parkway drain to the gutter. Plans shall be submitted to LACDPW for review and approval. Permits for construction shall be obtained from both LACDPW and Pasadena Department of Public Works.
32. The applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk and shall repair any existing or newly damaged curb, gutter and sidewalk, without cutting the asphalt pavement along the subject frontage prior to the issuance of a Certificate of Occupancy. Sawcutting shall be done along the flowline per the requirements of Public Works inspector.
33. In order to provide sufficient sight distance for pedestrians along Walnut Street frontage, the proposed driveway ramp to the subterranean garage, from the property line to the first 20 feet north, shall be sloped at 2% or less, unless otherwise reviewed and approved by the Department of Transportation.
34. The proposed drive approach shall be constructed in accordance with Standard Drawing No. S-403. The existing gutter shall be cut per the requirements of Public Works inspector and the paving shall not be disturbed. All drive approaches shall be at least seven (7) feet clear of existing trees. If the proposed drive approach is in conflict with an existing City tree, the City tree removals are subject to the approval of the Urban Forestry Advisory Committee (UFAC).
35. The applicant shall construct all new public improvements within the subject development frontages, on Walnut Street and Foothill Boulevard, including PCC sidewalk per Standard Plan S-421; PCC curb and gutter per Standard Plan S-406. All public improvements shall be completed prior to the issuance of Certificate of Occupancy.

36. Street restoration, fronting the subject development, on Walnut Street and Foothill Boulevard, shall be a full width (from gutter to gutter) cold milling and resurfacing of 1.5 inches depth asphalt concrete roadway, or to the satisfaction of the City Engineer. Restoration of asphalt concrete pavement shall be per Standard Plan S-416 and to the satisfaction of the City Engineer.
37. 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.
38. In preparation for the New Year Rose Parade and Rose Bowl Game, the Department of Public Works will suspend all works within the public right-of-way during the holiday season in accordance to PMC 12.24.100 and City Policy.

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

The Holiday Moratorium Map, showing the appropriate shutdown period, and corresponding areas in the City, is available at the Department of Public Works Permit Counter (window #6), 175 N. Garfield Avenue, Pasadena, CA 91109, or at the following link: http://cityofpasadena.net/PublicWorks/Engineering_Division/ .

39. In addition to the above conditions, the requirements of the following ordinances may apply to the proposed project:
- Sewer Facility Charge - Chapter 4.53 of the PMC
The ordinance provides for the sewer facility charge to ensure that new development within the city limits pays its estimated cost for capacity upgrades to the city sewer system, and to ensure financial solvency as the city implements the operational and maintenance practices set forth in the city's master sewer plan generated by additional demand on the system. Based on sewer deficiencies identified in the City's Master Sewer Plan, the applicant may be subject to a Sewer Facility Charge to the City for the project's fair share of the deficiencies. The Sewer Facility Charge is based on the Taxes, Fees and Charges Schedule and will be calculated and collected at the time of Building Permit Issuance.
 - Sidewalk Ordinance - Chapter 12.04 of the Pasadena Municipal Code (PMC)

In accordance with Section 12.04.035, entitled "Abandoned Driveways" of the PMC, the applicant shall close any unused drive approach with standard concrete curb, gutter and sidewalk. In addition, the applicant shall repair any existing or newly damaged curb, gutter and sidewalk along the subject frontage prior to the issuance of a Certificate of Occupancy in accordance with Section 12.04.031, entitled "Inspection required for Permit Clearance" of the PMC.

- City Trees and Tree Protection Ordinance - Chapter 8.52 of the PMC

The ordinance provides for the protection of specific types of trees on private property as well as all trees on public property. No street trees in the public right-of-way shall be removed without the support of the Urban Forestry Advisory Committee.

- Stormwater Management and Discharge Control Ordinance – Chapter 8.70 of the PMC

This project is subject to the requirements of the City's Storm Water and Urban Runoff Control Regulation Ordinance which implements the requirements of the Regional Water Quality Control Board's Standard Urban Storm Water Mitigation Plan (SUSMP). Prior to the issuance of any demolition, grading or construction permits for this project, the developer shall submit a detailed plan indicating the method of SUSMP compliance. Information on the SUSMP requirements can be obtained from the Permit Center's webpage at <http://cityofpasadena.net/PermitCenter/>

The resolution of the City Council of the City of Pasadena approving the amended stormwater and urban runoff pollution control regulations and repealing resolution No. 8151, can be found at the following link:

http://ww2.cityofpasadena.net/councilagendas/2015%20Agendas/Aug_17_15/AR%2019%20RESOLUTION%20APPROVING%20AMENDED%20STORMWATER%20&%20URBAN%20RUNOFF%20POLLUTION.pdf

- Construction and Demolition Waste Ordinance, Chapter 8.62 of the PMC

The applicant shall submit the following plan and form which can be obtained from the Permit Center's webpage at <http://cityofpasadena.net/PublicWorks/> and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:

- C & D Recycling & Waste Assessment Plan – Submit plan prior to issuance of the permit. A list of Construction and Demolition Recyclers is included on the waste management application plan form and it can also be obtained from the Recycling Coordinator.
- Summary Report with documentation must be submitted prior to final inspection.

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

Building and Safety Division

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

The current edition is the 2016 series effective January 1, 2017 until December 31, 2019.

42. Soils Report: Soils report is required for the project.
43. Property Land Survey
44. Grading: If greater than 50 cubic yard (excluding excavation for foundation), grading/drainage plans shall be prepared by a registered engineer. Grading shall conform to the provisions of Chapter 14.05 of City's Municipal Code.
45. Low Impact Development (LID) Plan / Stormwater Pollution Prevention Plan (SWPPP): This project will require the preparation of a LID/SWPPP Plan if located in a Hillside District to demonstrate stormwater management during- and post-construction.
46. Building Code Analysis: Document on the plans the allowable height & area, occupancy group(s), type of construction, and occupant load.
47. Means of Egress (Exiting): Provide Occupant Load Calculations for all areas, and provide an "Exit Plan". Identify exit separation and travel distance.
48. California Disabled Access Requirements: Project to be accessible to the disabled in accordance with Chapter 11B of the CBC. Stage and seating must be accessible.
49. Permit(s): Separate permits are required for grading (if applicable), fire sprinkler, mechanical, electrical, and plumbing.

Fire Department

50. Minimum Fire Flow/Fire Hydrants: All structures shall have the minimum fire flow (GPM) required by Appendix-B and the quantity and spacing of fire hydrants as required by Appendix-C of Title 24, Part 9, California Fire Code.
51. Automatic Fire Sprinkler System: The structure shall be provided with a fully automatic fire sprinkler. Shop drawings are to be submitted by contractor for review and approval prior to construction. PMC, CFC Chapter 9.
52. Fire Department Fire Sprinkler Connections: Shall be comprised of:
 - FDC shall be located a minimum of 25-feet from the building and within 100-feet of a public fire hydrant.
 - (3) 2-1/2" clappered internal swivel outlet X 2-1/2" clappered internal swivel outlet X 6" FDC
 - Shall be clearly labeled to indicate FDC for Fire Sprinklers.
 - A clear dimension of 3-feet shall be maintained around the perimeter of each Fire Department appliance.
 - Approved protective vehicle bollards are to be installed when fire appliances are subjected to physical damage.
 - All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or Krylon.

53. Standpipe System: Class I Standpipe System shall be provided for the building as required by CFC Chapter 9, Section 905.
54. Automatic Fire Alarm/Detection System: The commercial structure shall be provided with a fully automatic fire alarm notification system throughout all areas of the building. Shop drawings are to be submitted by the contractor for review and approval prior to construction. All smoke detectors shall be intelligent analog and photoelectric.
PMC, CFC Chapter 9.
55. Knox Box: All access gates across roadways or entrances to facilities shall fail unlocked/open in the event of any loss of power. All access gates and main entrance doors shall have a Knox Box or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.
56. Emergency Responder Radio Coverage: Building shall have approved radio coverage for emergency responders within the building based upon the existing coverage level of the public safety communication system per California Fire Code Section 510.

Water Division

57. Water Mains: Pasadena Water and Power (PWP), Water Division can serve water to this project. There is an 8-inch cast iron water main in Foothill Boulevard that was installed under Work Order 2951 in 1934. It is located approximately 19 feet north of the south property line of Foothill Boulevard.
58. Moratorium: Verify with Public Works Department regarding any street construction moratorium affecting this project.
59. Water Pressure: The approximate water pressure in the area is 70-80 psi.
60. Water Service: PWP records reflect a 3/4-inch water service (9100) serving 2180 E Foothill Boulevard. Any change in water service will be reviewed when the building plans are submitted. Any change in service will be installed at total cost to customer.
61. 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. 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.

62. Cross Connection Requirements for Domestic Services:

- All city cross-connection prevention policies must be adhered to. The developer is required to provide back-flow protection at all connections whereby the plan arrangement or configuration could potentially contaminate the domestic water system.
- There shall be no taps between the meter and the backflow assembly.
- The owner/developer shall provide and install an approved double check valve backflow prevention assembly at each water service if more than one water service serves property. The location of the back-flow prevention assembly shall be above ground within 20-feet of the property line.
- The property owner is responsible for the back-flow prevention assembly. The assembly will be registered and require an annual test certification. All manufacturer warranties shall be transferred upon installation and certification to the property owner.
- The owner/developer is responsible for certifying and testing the assembly after installation by a person that possesses a current and valid license, and must be certified by the County of Los Angeles Department of Health Services.
- The owner/developer shall submit the results of the test to the Water Utility Service Section for approval. Upon approval, the City will maintain domestic water to the property and will automatically register the assembly.
- All water services shall be protected from cross connections by means of approved backflow prevention techniques and assemblies.
- An administrative fee of \$194.00 will be charged for each backflow prevention assembly installed.

63. Cross Connection Requirements for Fire Service:

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

64. 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.

65. 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.

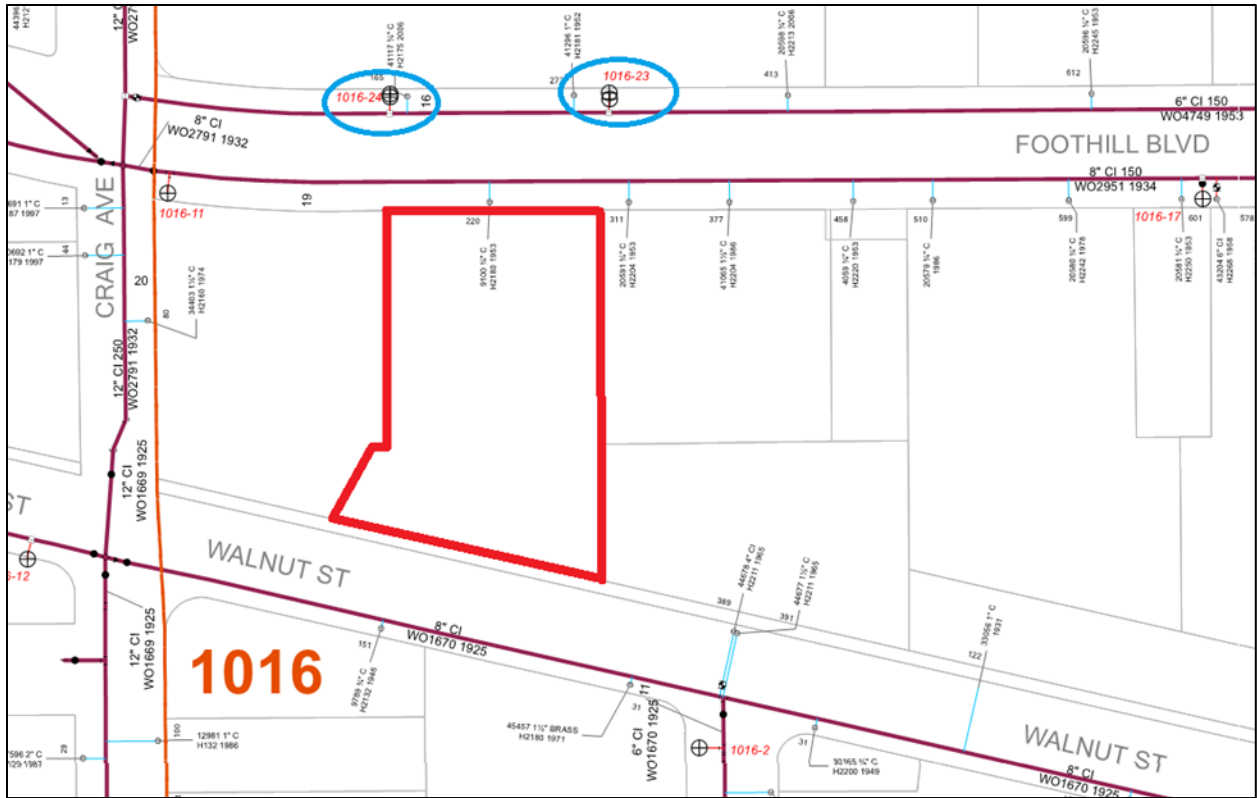
66. All Other Cross Connection Requirements: The owner/developer is also responsible for additional cross connection requirements for irrigation system, swimming pool and/or spa, boiler / chilled water / cooling tower (using chemical additives), domestic water line at makeup to carbonation system, sewage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

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

There are two fire hydrants in close proximity to the project. Fire hydrant number 1016-24 is located on the north curb of Foothill Boulevard, approximately 155 feet east of the east property line of Craig Avenue. Fire hydrant number 1016-23 is located on the north curb of Foothill Boulevard, approximately 300 feet east of the east property line of Craig Avenue.

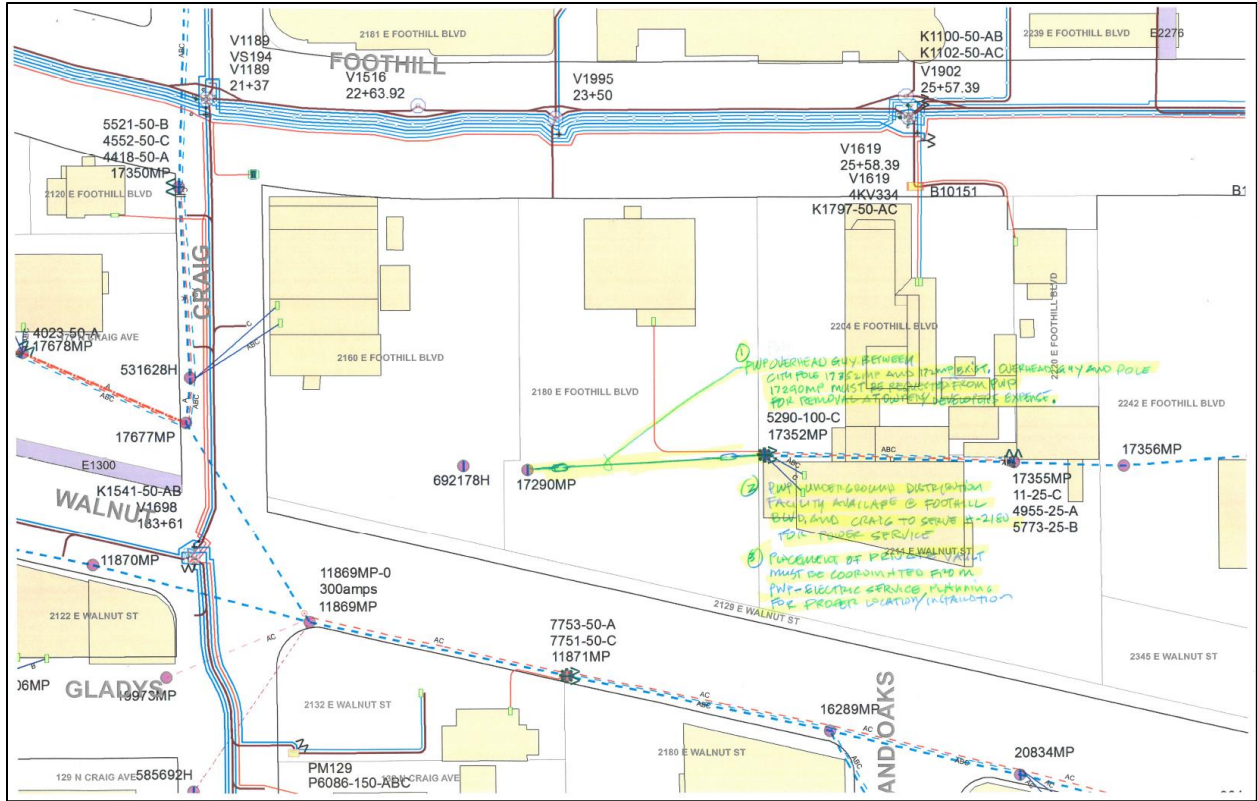
If you would like to request for a fire flow test, please contact Marco Sustaita at (626) 744-4498.

68. Fire Hydrant Details:



Power Division

- 69. PWP existing pole 17290MP and overhead guy between City pole 17352MP and 17290MP must be requested from PWP for removal at owners / developers expense.
- 70. PWP underground distribution facility available at Foothill Blvd. and Craig Ave. to serve H-2180 for power service.
- 71. Placement of private vault must be coordinated from PWP Electric Service Planning for proper location / installation.



ATTACHMENT C MITIGATION MEASURES

Mitigation Measure BIO-1: To be in compliance with the MBTA and California Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will help to reduce direct and indirect impacts caused by construction on migratory non-game breeding birds to less than significant levels.

Project activities that will remove or disturb potential nest sites, such as open ground, trees, shrubs, grasses, and burrows, during the breeding season would be a potential significant impact if migratory non-game breeding birds are present. Project activities that will remove or disturb potential nest sites shall be scheduled outside the breeding bird season to avoid potential direct impacts on migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites will also help to prevent birds from nesting within the project site during the breeding season and during construction activities.

If project activities cannot be avoided during February 15 through September 15, a qualified biologist shall conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey shall be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It shall end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.

If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required.

If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site shall be mapped on engineering drawings and a no-activity buffer zone shall be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist shall determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some bird species are more tolerant than others of noise and activities occurring near their nest. This no-activity buffer zone shall not be disturbed until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist shall be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone.

If listed bird species are observed within the project site during the pre-construction survey, the biologist shall immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency.

Birds or their active nests shall not be disturbed, captured, handled or moved. Active nests shall not be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist.

Mitigation Measure TCR-1: During grading and excavation, a monitor meeting the satisfaction of the Gabrieleño Band of Mission Indians—Kizh Nation shall be present. Consistent with Mitigation Measure 4-1 in the Pasadena General Plan EIR, if Native American artifacts are found, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the Project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report, including site record, to the City and the South Central Coastal Information Center at California State University, Fullerton. No further grading shall occur in the area of the discovery until the Planning Department approves the report. Subsequently, the find shall be turned over to the tribe of the resource's origin. In addition, any cultural resources found shall be treated in accordance with regulatory requirements. Grading and excavation may continue around the isolated area of the find so long as the activities do not impede or jeopardize the protection and preservation of any cultural resources as determined by the Registered Professional Archaeologist.

Mitigation Measure 4-1 of the City of Pasadena's General Plan EIR: If cultural resources are discovered during construction of land development projects in Pasadena that may be eligible for listing in the California Register for Historic Resources, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find is evaluated by a Registered Professional Archaeologist. If testing determines that significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; and provide a comprehensive final report including site record to the City and the South Central Coastal Information Center at California State University Fullerton. No further grading shall occur in the area of the discovery until Planning Department approves the report.