



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: September 13, 2018

TO: Hearing Officer

SUBJECT: Minor Conditional Use Permit #6647

LOCATION: 85 West Green Street

APPLICANT: John Deenihan

ZONING DESIGNATION: CD1-AD-1 (Central District Specific Plan, Old Pasadena Subdistrict, Alcohol Overlay District 1)

GENERAL PLAN DESIGNATION: Medium Mixed Use (0.0–2.25 FAR, 0–87 DU/Acre)

CASE PLANNER: Beilin Yu

STAFF RECOMMENDATION: Adopt the Environmental Determination and Specific Findings in Attachment A to **approve** Minor Conditional Use Permit #6647 with the conditions in Attachment B.

PROJECT PROPOSAL: To allow the construction of a new two-story, 17,458 square-foot, commercial building inclusive of a 3,044 square-foot basement. The property is located within the Central District Transit Oriented Development Area, within which a Minor Conditional Use Permit is required for new construction of commercial projects exceeding 15,000 square feet of gross floor area.

ENVIRONMENTAL DETERMINATION: This project was determined to be categorically exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act (CEQA) Public Resources Code §21080(b)(9); Administrative Code, Title 14, Chapter 3, §15302, Class 2, Replacement and Reconstruction, and §15332, Class 32, In-Fill Development Projects on March 28, 2017 as part of the approval of Concept Design Review, and there are no features that distinguish this project from others in the exempt class; therefore, there are no unusual circumstances. It has further been

determined that there are no changed circumstances or new information as part of the proposed Minor Conditional Use Permit application that necessitate further environmental review.

BACKGROUND:

Site characteristics: The site is an 8,534 square-foot rectangular-shaped lot located on the northwest corner of Green Street and DeLacey Avenue. The property is bounded by Martin Alley to the north. The site is currently vacant, and the commercial building that existed on the site has been partially demolished.

Adjacent Uses:
North – Public Parking Garage
South – Mixed-Use (General Commercial and Multi-Family Residential)
East – General Commercial
West – General Commercial

Adjacent Zoning:
North – CD1-AD-1 (Central District Specific Plan, Old Pasadena Subdistrict, Alcohol Overlay District 1)
South – CD1-AD-1 (Central District Specific Plan, Old Pasadena Subdistrict, Alcohol Overlay District 1)
East – CD1-AD-1 (Central District Specific Plan, Old Pasadena Subdistrict, Alcohol Overlay District 1)
West – CD1-AD-1 (Central District Specific Plan, Old Pasadena Subdistrict, Alcohol Overlay District 1)

Previous zoning cases on this property: CUP #6344 – Conditional Use Permit to allow the sales of full alcohol (beer, wine, and distilled spirits) for on-site consumption in conjunction with the operation of a proposed restaurant. Approved 12/2/2015.

CUP #5994 – Conditional Use Permit to allow on-site sale and consumption of beer, wine, and spirits (full alcohol) in conjunction with the operation of a proposed full service restaurant. Approved on 4/17/2013

CUP #2722 – Conditional Use Permit to provide alcoholic beverages for on-site consumption in conjunction with a restaurant use. Conditional Use Permit to provide live entertainment in conjunction with a restaurant use. Conditional Use Permit to establish a collective parking arrangement as part of required on-site parking for a restaurant use. Variance to provide tandem parking stalls as part of required on-site parking for a restaurant use. Approved on 7/21/1993

PROJECT DESCRIPTION:

The applicant, John Deeniham, LR Architecture, proposes to construct a new two-story, 17,458 square-foot, commercial building at 85 West Green Street. The proposed building will include a 3,044 square-foot basement, a 7,404 square-foot first floor, and a 7,010 square-foot second floor.

A restaurant and retail use are proposed to occupy the first floor tenant spaces, while office uses would occupy the second floor. The basement is proposed to serve as storage space for the restaurant and office uses.

The new structure would mainly be constructed with zero setback along the street property lines, except for two 9'0" deep exterior arcades along DeLacey Avenue and Green Street, where trees are proposed to be planted. Along Martin Alley a 12'0" by 48'0" loading space and refuse area is proposed. The new structure would have an overall height of 45'0', as measured from lowest existing grade to the highest proposed ridge.

ANALYSIS:

The allowable uses and development standards for the site are those of the CD (Central District Specific Plan) zoning district (Section 17.30 of the Zoning Code). The site is also located within the Central District Transit Oriented Development Area and is therefore subject to the regulations of the Transit-Oriented Development section of the Zoning Code (17.50.340). Described below are several of the development standards applicable to the project.

Development Standards

Floor Area Ratio (FAR)

Per Figure 3-9 (Central District Maximum Floor Area Ratio) of the Zoning Code, the maximum FAR for this site is 2.00. Based on a site area of 8,534 square feet, the maximum allowable above ground building size is 17,068 square feet.

Gross floor area means the total enclosed area of all floors of a building measured to the inside face of the exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms and basement or attic areas having a height of more than seven feet, but excluding area used exclusively for vehicle parking or loading.

Floor Area Ratio (FAR) means the numerical value obtained by dividing the aboveground gross floor area of a building or buildings located on a lot by the total area of the lot. The proposed first and second floor totals 14,414 square feet, which is equivalent to a 1.69 FAR for the subject site, in compliance with the maximum permitted FAR.

Setbacks

Per Figure 3-7 (Central District Required Setbacks) of the Zoning Code, buildings are required to be built to the property lines along DeLacey Avenue and Green Street. In addition, no setback is required for the rear and interior sides of the site.

As described above, the building would be mainly constructed with zero setback along street property lines, except for two 9'0" deep recessed exterior arcades along Green Street and DeLacey Avenue. These arcades would accommodate four new trees. These arcades are abutted by an open façade with arched columns built at the street property lines, therefore in compliance with the front and corner side setback requirement.

The proposed project does not provide any rear or side setbacks, therefore in conformance with the side and rear setback requirement.

Height

The maximum permitted height for the subject property is 40'0", however when utilizing height averaging, the maximum permitted height is 50'0". As described above, the proposed building would have an overall height of 45'0", as measured from the lowest existing grade to the top of the highest ridge. The project is proposing to utilize the height averaging provisions of the Zoning Code. The additional height allowed through height averaging requires Design Commission approval and must comply with the height averaging standards in Section 17.30.050.B of the Zoning Code.

Parking

Sections 17.46.040 (Parking and Loading) and 17.50.340 (Transit-Oriented Development) of the Zoning Code govern parking for this project. The number of required parking spaces is based on the size of the tenant space and land use category. Because the subject site is located within the CD-1 Old Pasadena Historic Core Precinct, the required number of parking spaces shall be equal to 75 percent of the number of spaces required. The table below provides a summary of the required parking after the required reduction for the project:

Land Use	1 st Floor	2 nd Floor	Basement	Total sf	Requirement	Required
Restaurant	5,486 sf		1,544 sf	7,030 sf	7.5/1,000 sf	52.7 spaces
Retail	1,918 sf			1,918 sf	2.25/1,000 sf	4.3 spaces
Office		7,010 sf	1,500 sf	8,510 sf	2.25/1,000 sf	19.1 spaces
						76.1 spaces

In 2013, 63 Zoning Parking Credit spaces were allocated to a new restaurant located at the subject site (85 West Green Street) and the adjacent commercial structure at 101 West Green Street. In 2016, all 63 Zoning Parking Credit spaces were allocated to the subject site. Additionally, in 2017, the applicant entered into a private lease agreement for 23 parking spaces located 160 South DeLacey Avenue, located approximately 580 feet south of the subject site. As such, the site currently has 86 parking spaces. As shown on the table above, the proposed project requires 76 parking spaces, which can be satisfied with the parking credits and leased parking spaces.

Minor Conditional Use Permit: To allow the construction of a commercial or industrial project over 15,000 square feet in size within the Transit-Oriented Development (TOD) Area.

The Zoning Code section on Transit-Oriented Development (17.50.340) requires that any commercial or industrial project that is more than 15,000 square feet in size that is also located within ¼ mile of a light-rail station platform, or within the Central District Transit-Oriented Area (Section 17.30.030, Figure 3-5), be reviewed through the Minor Conditional Use Permit process. In this instance, the proposed project measures 17,458 square feet in size and is located within the Central District Transit-Oriented Area.

In order to approve such Minor Conditional Use Permit, it is necessary that three specific TOD Findings of Fact be made, in addition to the six findings required for a Minor Conditional Use Permit. The findings unique to the TOD use include that the project: 1) consists of a use, or mix of uses, that encourage transit use and is oriented toward the transit user; 2) is designed to enhance pedestrian access and/or other non-motor vehicle modes of transportation to public transit; and 3) encourages pedestrian activity and/or other non-motor vehicle modes of transportation and reduces dependency on motor vehicles.

The development standards of the TOD section provide for a, "...mixture of commercial, high-density residential, mixed-use, public, and semi-public uses in close proximity to light rail stations, encouraging transit usage in conjunction with a safe and pleasant pedestrian-oriented environment." Further, "...these standards emphasize intensification of development and reduced reliance on motor vehicles."

As analyzed by staff, the project would provide an improved pedestrian experience along the first floor with visual interest from both the building and the planting of new trees within the recessed arcades fronting the property. The proposed mix of land uses, restaurant, retail, and office, are complementary to the Old Pasadena subdistrict of the Central District, where other similar uses surround the property. The proposed project does not include any on-site parking and the sharing of available parking spaces nearby is a good use of existing resources. Additionally, lowering the number of off-street parking spaces is one way to promote non-vehicular modes of transportation.

For these reasons, and based on the findings in Attachment A, and subject to the conditions of approval in Attachment B, staff is recommending approval of the Minor Conditional Use Permit for a project in the Transit-Oriented Development Area.

GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY:

General Plan Land Use Element:

The proposed project has been found to be consistent with the goals of the General Plan Land Use Element by furthering the following Policies: Policy 1.2: Targeted Growth, Policy 4.2: An Active Central District, Policy 12.1: Vital Commercial Districts, Policy 19.2: Parking Limits, Policy 25.2: Compact Infill Development, and Policy 31.7: Expanded Economic Opportunities. The proposed project would redeveloped an underutilized site within the Central District Specific Plan area. The proposed two-story structure containing a restaurant, retail, and office space would replace a previously existing one-story restaurant. The new structure would enhance DeLacey Avenue as well as Green Street, thereby promoting the area as pedestrian-friendly by complementing the surrounding existing commercial uses. Additionally, no on-site parking is proposed with the project, which promotes walking, bicycling, and use of alternate transit.

Central District Specific Plan:

The primary purpose of the CD zoning district is to implement the objectives and policies of the Central District Specific Plan by providing for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies.

The purpose of the Old Pasadena subdistrict is intended to maintain and reinforce the historic character of the area, and to support its long-term viability as a regional retail and entertainment attraction through the development of complementary uses, including medium to high-density housing near light rail stations. The proposed project would accommodate restaurant, retail, and office uses, which supports the Central District Specific Plan as the primary business and retailing center of the City and enhances Old-Pasadena subdistrict as a regional retail and entertainment attraction. Old Pasadena subdistrict is a vibrant pedestrian-oriented commercial area and the proposed mix of uses would complement the other uses already existing in the area. It is expected that patrons visiting the proposed project would also be visiting other commercial uses in the vicinity, thereby promoting walking and pedestrian activity in the area.

ENVIRONMENTAL REVIEW:

This project was determined to be categorically exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act (CEQA) Public Resources Code §21080(b)(9); Administrative Code, Title 14, Chapter 3, §15302, Class 2, Replacement and Reconstruction, and §15332, Class 32, In-Fill Development Projects on March 28, 2017 as part of the approval of Concept Design Review, and there are no features that distinguish this project from others in the exempt class; therefore, there are no unusual circumstances. It has further been determined that there are no changed circumstances or new information as part of the proposed Minor Conditional Use Permit application that necessitate further environmental review.

REVIEW BY OTHER CITY DEPARTMENTS:

The project has been reviewed by the Building and Safety Division, Fire Department, Department of Transportation, Department of Public Works, Design and Historic Preservation Section, Water Division, and Power Division. The Design and Historic Preservation Section did not have any comments at this time and would review the plans through the Design Review process. The Building and Safety Division, Fire Department, Department of Transportation, Department of Public Works, Water Division, and Power Division provided comments and recommended conditions of approval, which have been incorporated to this report under Attachment B “Recommended Conditions of Approval.”

CONCLUSION:

It is staff’s assessment that the findings (Attachment A) to approve the requested Minor Conditional Use Permit for the proposed project can be made, subject to the recommended conditions of approval (Attachment B). The site is located within the Old Pasadena Subdistrict of the Central District Specific Plan, which is a vibrant pedestrian-oriented commercial area. The proposed project would enhance the area by including a new restaurant, retail and office space, which are pedestrian-oriented uses. The mix of proposed uses would complement the other uses already existing in the area, as it is expected that patrons visiting the proposed project would also be visiting other commercial uses in the vicinity, thereby promoting pedestrian activity. 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 for Approval
- Attachment B: Recommended Conditions of Approval

ATTACHMENT A
SPECIFIC FINDINGS FOR MINOR CONDITIONAL USE PERMIT #6647

Minor Conditional Use Permit: To allow the construction of a commercial project over 15,000 square feet in size within the Transit-Oriented Development (TOD) Area.

1. *The proposed use is allowed with a Minor Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed restaurant, retail and office uses are permitted land uses within the CD1-AD1 (Central District Specific Plan, Old Pasadena subdistrict) zoning district. The site is located within the Central District Transit-Oriented Area, where a project that exceeds 15,000 square feet of gross floor area is permitted with a Minor Conditional Use Permit. The development standards for Transit Oriented Development list certain uses that are not compatible with this district, and the proposed uses are not on that list. The proposed two-story commercial building complies with all development standards, including setback, floor area ratio, and parking. As such, the proposed project complies with applicable sections 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 primary purpose of the CD zoning district is to implement the objectives and policies of the Central District Specific Plan by providing for a diverse mix of land uses designed to create the primary business, financial, retailing, and government center of the City. It emphasizes the concept of a higher density, mixed-use environment that will support transit- and pedestrian-oriented mobility strategies. The purpose of the Old Pasadena subdistrict is intended to maintain and reinforce the historic character of the area, and to support its long-term viability as a regional retail and entertainment attraction through the development of complementary uses, including medium to high-density housing near light rail stations. Old Pasadena subdistrict is a vibrant pedestrian-oriented commercial area and the proposed mix of uses would complement the other uses already existing in the area. It is expected that patrons visiting the proposed project would also be visiting other commercial uses in the vicinity, thereby promoting walking and pedestrian activity.
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.* The proposed project has been found to be consistent with the goals of the General Plan Land Use Element by furthering the following Policies: Policy 1.2: Targeted Growth, Policy 4.2: An Active Central District, Policy 12.1: Vital Commercial Districts, Policy 19.2: Parking Limits, Policy 25.2: Compact Infill Development, and Policy 31.7: Expanded Economic Opportunities. The proposed project would redeveloped an underutilized site within the Central District Specific Plan. The proposed two-story structure containing a restaurant, retail, and office space would replace a previously existing one-story restaurant. The new structure would enhance DeLacey Avenue as well as Green Street, thereby promoting the area as pedestrian friendly by complementing the surrounding existing commercial uses. Additionally, no on-site parking is proposed with the project, which promotes walking, bicycling, and use of alternate transit.
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.* A restaurant, retail, and office spaces are proposed to occupy the proposed two-story commercial building. These uses are compatible with the existing surrounding uses and is consistent with the uses found in the Old Pasadena subdistrict, as such the proposed uses will not be detrimental to the health, safety, or general welfare or local residences and commercial establishments in the neighborhood.

The mix of the proposed uses enhance the pedestrian activity in the area, consistent with the intent of the Transit Oriented Development Area standards.

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 proposed building has been designed to comply with the applicable development standards such as setbacks and floor area ratio. No on-site parking is proposed, which encourages walking, bicycling, and use of transit as an alternate to automobile, consistent with the intent of the Transit Oriented Development Area.
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.* The project has been designed such that it does not require deviations from the Zoning Code. The project site is located in an urban area of Pasadena where the visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. The project will be reviewed through the Design Review process to ensure it is in keeping and consistent with the Old Pasadena Historic District.
7. *The project consists of a use, or mix of uses, that encourages transit use and is oriented toward the transit user.* The restaurant, retail, and office uses proposed to occupy the new two-story commercial building encourages pedestrian activity and is oriented toward the transit user. The proposed building will be located within the Old Pasadena subdistrict, which is a regional retail and entertainment attraction. The uses would complement the existing surrounding commercial uses.
8. *The project is designed to enhance pedestrian access and/or other non-motor vehicle modes of transportation to public transit.* No on-site parking is proposed with the project, which promotes walking, bicycling, and use of transit as an alternate to automobile. The corners of the proposed building are design with multiple entrances to enhance and encourage pedestrian activity. The façades along Green Street and DeLacey Avenue have recessed exterior arcades where trees will be planted, which will provide interest to the sidewalk.
9. *The project encourages pedestrian activity and/or other non-motor vehicle modes of transportation and reduced dependency on motor vehicles.* The project is located within the Old Pasadena subdistrict of the Central District, which is a vibrant pedestrian-oriented commercial area and the proposed mix of uses would complement the other uses already existing in the area. It is expected that patrons visiting the proposed project would also be visiting other commercial uses in the vicinity, thereby promoting walking and pedestrian activity. No on-site parking is proposed with the project, which promotes walking, bicycling, and use of transit as an alternate to automobile.

ATTACHMENT B
CONDITIONS OF APPROVAL FOR MINOR CONDITIONAL USE PERMIT #6647

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

General

1. The site plan, floor plans, parking level plans, elevations, building sections, and landscape plans submitted for building permits shall substantially conform to those plans submitted and stamped "Approved at Hearing, September 13, 2018", except as modified herein.
2. The right granted under this application must be enacted within 36 months from the effective date of approval. It shall expire and become void, unless an extension of time is approved in compliance with Section 17.64.040.C of the Zoning Code.
3. This approval allows for the construction of a new two-story, 17,458 square-foot commercial building, inclusive of a 3,044 square-foot basement with the following entitlement:
 - Minor Conditional Use Permit: To allow a commercial development project located within the Central District Transit-Oriented Area with over 15,000 square feet of gross floor area.
4. The applicant or successor in interest shall meet the applicable code requirements of all City Departments.
5. 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.
6. The final decision letter and conditions of approval shall be incorporated in the submitted building plans as part of the building plan check process.
7. The proposed project, Activity Number PLN2018-00013, is subject to the Inspection Program by the City. A Final Zoning Inspection is required for your project prior to the issuance of a Certificate of Occupancy or approval of the Final Building Inspection. Contact Beilin Yu, Current Planning Section, at 626-744-6726 to schedule an inspection appointment time.

Planning Division

8. A landscape, hardscape, and irrigation plan, consistent with the plan submitted for this application, shall be installed in accordance with a detailed plan to be submitted to and approved by the Zoning Administrator prior to issuance of any building permits. The plan shall include drought-resistant plant materials and/or low volume irrigation. The plan shall be prepared by a licensed landscape architect and shall meet the requirements of Chapter 17.44 of the Zoning Code.
9. The project is subject to compliance with the State of California Model Water Efficient Landscape Ordinance (MWELO).
10. The proposed building shall comply with the height averaging provisions set forth in Section 17.30.050.B of the City's Zoning Code, and is subject to the review and approval by the City's Design Commission.

11. An exterior lighting plan, including specifications of the proposed fixtures, shall be submitted to the Zoning Administrator prior to the issuance of any building permits. No light sources (e.g., bulb) shall be visible from any location off the site. The lighting shall comply with the standards of Section 17.40.080 (Outdoor Lighting) of the Zoning Code.
12. The mix of proposed uses shall not result in the requirement of more than the total number of spaces secured via off-site agreements and parking credits.
13. The applicant shall maintain the off-site parking lease agreement with 160 South DeLacey Avenue for a minimum of 23 parking spaces.
14. The applicant shall maintain the contract with the City of Pasadena for a minimum of 63 parking credits.
15. No grading permit shall be issued until the building permit for the project is ready to be issued.
16. Any above-ground mechanical equipment shall be located at least five feet from all property lines and shall comply with the screening requirements of Section 17.40.150 (Screening) of the Zoning Code.
17. A construction staging and traffic management plan shall be submitted to and approved by the Zoning Administrator, Department of Public Works, and Department of Transportation prior to issuance of any permits. The plan shall include information on the removal of demolished materials as well as the on-site storage of new construction materials. A copy of the approved construction parking and staging plan shall be furnished to the Current Planning Division for inclusion into the case file on this project. The plan shall be available for review by surrounding property owners.

Building and Safety Division

18. Governing Codes: Comply with the Current Edition of the California Building Code, California Electrical Code, California Plumbing Code, California Mechanical Code, California Energy Code, Green Building Standards Code and the City of Pasadena Municipal Code. The governing edition is based on the date in which the project is submitted to the City for review.
19. Public Works Approval: Obtain approval from Public Works for any construction outside property lines.
20. Building Code Analysis: Provide a Building Code Analysis on the title sheet. Include the code(s) information for each building proposed. Descriptive scope of work, occupancy, assessor's parcel number, number of stories, type of construction, fire sprinklers, floor area, height, and allowable floor area.
21. Best Management Practices: Photocopy to plans and complete the BEST MANAGEMENT PRACTICE page 1 (form must be signed). Photocopy any other applicable pages and cross reference the location at the site plan, i.e. the material storage, the concrete waste management, etc. These forms can be found at <http://ww5.cityofpasadena.net/planning/building-and-safety/informational-handouts/>
22. Means of Egress (Exiting):

- Show an exit plan that labels and clearly shows compliance with all required egress features such as, but not limited to, common path of travel, required number of exits, occupant load, required width, continuity, travel distance, etc.
- Clearly label and identify on plans fire-resistive corridors, exit enclosures, exit passageways, horizontal exits, occupancy separation walls and floors, fire resistive shafts, and fire walls, along with their fire-resistive ratings.
- Primary accessible path of travel shall include a primary entrance to the building or facility; toilet and bathing facilities serving the area; drinking fountains serving the area; public telephones serving the area, and signs.

23. Accessibility:

- Provide compliance with accessibility per CBD 11B.
- Show accessible route within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; public transportation stops to the accessible building or facility entrances. Where more than one route is provided, all routes must be accessible. Accessible routes shall be most practical direct route feasible and may incorporate pedestrian ramps, curb ramps, etc.
- Show maneuvering clearance at swing doors, gates, sliding doors, folding doors and doorways without doors.

24. Green Code:

- Photocopy to plans and complete the 2016 CALIFORNIA GREEN BUILDING STANDARD CODE WITH CITY OF PASADENA AMENDMENTS FORMS. These forms can be found at: <http://ww5.cityofpasadena.net/planning/building-and-safety/informational-handouts/>
- For new buildings 10,000 square feet or over, building commissioning shall be included in the design and construction process of the building project.

25. Required Plans and Permits:

- In addition to architectural plans, provide structural, shoring, plumbing, mechanical, electrical plans, and grading plans as required. No deferred submittal.
- Separate permits are required for the following: mechanical, electrical, plumbing, fire sprinkler, demolition, block walls, others.

Department of Transportation

26. Any project loading/unloading spaces shall be on-site. DOT will not install an on-street loading zone for project. Any loading vehicles shall not back in from or out onto the street. .

27. In accordance with City Ordinance No. 7076, the project shall pay the Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project. The TR-TIF is subject to change based on the current General Fee Schedule at the time of building permit issuance.

28. 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 may be limited due to the environment surrounding the project site.

Department of Public Works

29. 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 may be limited due to the environment surrounding the project site.
30. Driveways shall be located a minimum distance of 50 feet from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).
31. De Lacey Avenue along the frontage of the subject property has a substandard sidewalk width of eight (8) feet. In order to provide for a standard ten (10) feet wide sidewalk, the applicant shall dedicate to the City a 2-foot strip of land along the subject frontage for street purposes.

Martin Alley along the frontage of the subject property has a substandard right-of-way width of 14 feet. In order to provide for a standard 20-foot wide alley, the applicant shall dedicate to the City a 3-foot strip, half of the required 6 feet dedication, of land along the subject frontage for alley purposes.

The applicant shall be responsible for all the costs required to complete the dedication. 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.

32. The applicant shall improve the dedicated areas, sidewalk, alley pavement and alley approach, per City Standards. In improving/restoring the alley, caution shall be exercised to preserve the embedded-on-pavement alley name sign, Martin Alley. 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.
33. In order to provide for an American with Disabilities Act (ADA) compliant curb ramp, the applicant shall reconstruct four (4) curb ramps at the intersection of Green Street and De Lacey Avenue, with ADA compliant 15-foot radius curb ramps, and one mid-block ramp west of De Lacey Avenue, per Caltrans Standard A88A and City Standards.

Additional striping, signal work, and/or poles/utility relocations might be necessary. The curb ramps construction shall be completed prior to the issuance of Certificate of Occupancy. A

separate permit from the Department of Public Works is required for all construction in the public right-of-way. Please contact 626-744-4195 for the general process.

The applicant shall submit to the City for review any proposed designs that will comply with the ADA requirements. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramps. 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 place a deposit with the Department of Public Works to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. 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 deposit at least two (2) months prior to the issuance of any building or demolition permits.

Upon review of the curb ramps improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (per Standard Plan No. 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 prior to issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

34. The traffic signal at Green Street and De Lacey Avenue intersection shall be upgraded/modified as follow:
- a. Because the intersection is a high generation of pedestrian activity which services residences on south De Lacey, as well as, restaurant and shopping patrons; Public Works would require that the pedestrian push buttons be installed using Accessible Pedestrian System (APS) devices which utilize technology for the hearing and sight impaired.
 - b. To provide more efficient vehicle and pedestrian coordination, as well as, traffic flow; installation of video detection systems will be required to provide the intersection with that capability, especially during peak times.
 - c. The east bound traffic signal with mast arm needs to be brought up to standard. A longer mast arm and will be required to provide adequate sight visibility; and a larger pole will provide ample structural stability with the added third party telecom antennas. Additional vehicle heads will be required to increase visibility for drivers travelling within the tree canopy along Green Street.
 - d. With all these upgrades, there will be some conduit, pull boxes, and miscellaneous concrete work that may be required to provide the complete functionality of the intersection and its operation.
 - e. To provide energy efficiency and better visibility at evening times, the existing luminaires will be upgraded to LED type luminaires for energy savings and better luminosity for pedestrian visibility.

The applicant is responsible for the design, preparation of plans and specifications, and the construction of all required traffic signal upgrade/modification. 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 construction and modification. In order to avoid delays in the development schedule, the applicant shall coordinate with this office at 626-744-4195 regarding this traffic signal condition at least five (5) months in advance of the anticipated issuance of Certificates of Occupancy

35. The existing street lighting fronting the subject site is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate the existing street lighting, on or near the frontage of the subject property, with LED lights, per the City requirements and current standards as follow:
 - a. Two (2) existing street lights on Green Street
 - b. Two (2) existing street lights on De Lacey AvenueStreet lighting upgrade shall be completed prior to the issuance of a Certificate of Occupancy.
36. Additional lighting in alley walkway should be provided for security and operations, and for pedestrian activity area illumination. Light fixtures should be wall mounted wherever possible, with a minimum height clearance of 16 feet, on private property. The new lighting in alley walkway shall be similar to the predominant existing alley walkway and, where appropriate, the fixture type should correspond to the individual building facades.
37. The applicant shall restore and re-paint all existing metal street light poles, traffic signal poles and traffic signal controller cabinet(s), along the Green Street and De Lacey Avenue frontages of the subject property in a manner acceptable to the Department of Public Works. In addition, the painting specification shall be per the Old Pasadena Streetscapes and Alley Walkways Specific plans and specifications. The cost of the street light pole and traffic signal pole/equipment restoration and painting is the applicant's responsibility.
38. 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.

39. Any existing street tree(s) proposed to be removed are subject to the approval of the Urban Forestry Advisory Committee (UFAC).
40. 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.

41. 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.
42. 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 permitted, inspected and approved by Public Works prior to the commencement of any construction.

43. 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.
44. 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.
45. 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.
46. 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.
47. A backwater trap and valve shall be installed in the proposed basement per Section 13.24.300 of Pasadena Municipal Code, if applicable: In every case where a plumbing outlet or plumbing fixture is installed or located below the elevation of the curb or property line, an approved type of backwater trap or an approved type of backwater sewer valve shall be installed between the outlet and the public sewer in such a manner as to prevent sewage from flowing back or backing up into any such outlet or plumbing fixture. Every such trap or valve shall be installed in the basement, or in a box or manhole of concrete, or cast iron, or other material approved by the superintendent so that it will be readily accessible at all times. The trap or valve shall be placed only in the drain line serving the fixtures that are located below the elevation of the above-mentioned curb or property line and no drainage from fixtures located above this elevation shall pass through such trap or valve.
48. The applicant shall demolish existing and construct all new public improvements along the subject development frontage of Green Street and De Lacey Avenue, including 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.
49. Green Street and De Lacey Avenue restoration, fronting the subject development, including the intersection and decorative crosswalks, shall be a full width (from gutter to gutter) cold

milling and resurfacing of 1.5 inches depth asphalt concrete roadway. Restoration of asphalt concrete pavement shall be per Standard Plan S-416 and to the satisfaction of the City Engineer. Traffic channelization shall be restored per the Department of Transportation requirements and approval.

50. 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.
51. On-site drainage, such as roof drain, area drain and subterranean garage discharge, shall be contained on-site per LA County Regional Water Quality Control Board's current permit.

The site shall be designed such that all drainage flows to Green Street and/or De Lacey Avenue. No run-off shall flow to Martin Alley.

52. Past experience has indicated that projects such as this tend to damage the abutting street improvements with the heavy equipment and truck traffic that is necessary during construction. Additionally, the City has had difficulty in requiring developers to maintain a clean and safe site during the construction phase of development. Accordingly, the applicant shall place a \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and 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, curb, gutter, and sidewalk, either directly or indirectly, by the construction on this site. The deposit may be used for any charges resulting from damage to street trees. A processing fee will be charged against the deposit.
53. 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://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/forms-and-applications/>. A non-refundable flat fee, based on the current General Fee Schedule, is required for plan review and on-going monitoring during construction. This plan shall show the impact of the various construction stages on the public right-of-way (and the private street) including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. An occupancy permit shall be obtained from the department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and California Supplement. If the public right-of-way occupation requires a diagram that is not a part of the MUTCD or California Supplement, a separate traffic control plan must be submitted as part of

the Construction Staging and Traffic Management Plan to the department for review and approval. No construction truck idling or staging, material storage, or construction trailer are allowed in the public right-of-way.

In addition, prior to the start of construction or issuance of any permits, the applicant shall conduct a field meeting with an inspector from the Department of Public Works for review and approval of construction staging, parking, delivery and storage of materials, final sign-off procedure, and any of the specifics that will affect the public right-of-way. An appointment can be arranged by calling 626-744-4195.

54. 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: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/forms-and-applications/>.

55. All costs associated with these conditions shall be the applicant's responsibility. Unless otherwise noted in this memo, all costs are based on the General Fee Schedule that is in effect at the time these conditions are met. A processing fee will be charged against all deposits. A Public Works permit is required for all construction and occupancies in the public right-of-way. If construction vehicles and equipment are parked off-site in the public right of way, the permit fee for street and sidewalk occupancy will be based on the area and duration corresponding to the current City's General Fee Schedule. For more information, please contact Yannie Wu at 626-744-3762.

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. No trees shall be damaged by the proposed construction, if a City tree is damaged, the applicant may be liable for the assessed value of the tree. Refer to <https://ww5.cityofpasadena.net/public-works/parks-and-natural-resources/urban-forestry/> for guidelines and requirements for tree protection.

○ 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: <https://ww5.cityofpasadena.net/public-works/street-maintenance-waste-management/recycling-resources/construction-and-demolition-debris-recyclers/> and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:

- a) 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.
- b) Summary Report with documentation must be submitted prior to final inspection.

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.

Fire Department

These requirements are based on the 2016 Title 24 and are subject to change based on when the building and fire plans are submitted for review and permits.

56. 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.

57. 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.

58. 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.

59. 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.

60. 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.

61. 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.

62. Emergency Vehicle Traffic Signal Preemption Systems: Traffic signaling systems serving this complex are required to have Emergency Vehicle Signal Preemption Controls installed.

The specific signals requiring this system is to be determined by both Pasadena Fire Department and Pasadena Department of Transportation. The fees for these systems will be determined based on the quantities and types of traffic signals being used and/or being retrofitted for the emergency vehicle controls.

Water and Power Department – Power Division

63. Coordination with Pasadena Water and Power Department regarding new electrical service was established in 2016. Developer to contact Pasadena Water and Power Department Electric Service planning to provide any update or changes to electrical plans.

Water and Power Department – Water Division

64. Water Mains: Pasadena Water and Power (PWP), Water Division can serve water to this project. There are two water mains surrounding this property. There is an 8-inch cast iron water main in Green Street that was installed under Work Order 1903 in 1926. This water main is located approximately 21 feet south of the north property line of Green Street. There is an 8-inch cast iron water main in De Lacey Avenue that was installed under Work Order 6115 in 1975. This water main is located approximately 12 feet east of the west property line of De Lacey Avenue.

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

66. Water Pressure: The approximate water pressure in the area is 90 psi.

67. Water Service: PWP records reflect one 2-inch domestic service (48554) and one 4-inch domestic service serving 85 W Green Street. Any change in water service will be reviewed when the building plans are submitted. Any change in service will be installed at actual cost and paid for by the owner/developer. Additionally, if it is determined that a water main must be upgraded due to size, age, pressure deficiencies, and/or the integrity of the existing water main; the upgrade will be paid for by the owner/developer. A deposit will be requested for the water main design and a cost estimate will be provided to the owner/developer for the new water service installations, main design, and main construction. The owner/developer must be aware that the design of a new water main will take 3 to 4 months after the initial deposit is made by the owner/developer. Also, an additional 4 to 6 months will be needed for the construction of the water main after the balance of the estimate is paid in full by the owner/developer. The design and construction estimated time depends on the size and length of the water main and other mains in the queue. For this reason, it is imperative that the initial deposit be submitted promptly.

68. 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.

69. 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.

70. Cross Connection Requirements for Fire Service:

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

Option 1:

Detector meter located on double check detector check assembly (DCDA) outside the structure on private property.

- The Water Division will install the service tap, lateral, DCDA (optional Wilkins, models 350 DA or 450 DA) and designate the distribution main and service tap.
- The location of the back-flow prevention assembly shall be a minimum of 12-inches above grade within 10-feet of the property line, on private property. Reference Water Division Plan Check for certification and registration.

Option 2:

Detector meter located in a vault within the public right of way with a double check valve backflow prevention assembly (DCA) provided and installed inside or outside the building by the owner/developer.

- The Water Division will install the service tap, lateral, detector water meter and designate the distribution main and service tap.
- The location of the back-flow prevention assembly shall be a minimum of 12-inches above grade within 20-feet of the property line on private property. Reference Water Division Plan Check for certification and registration.

71. 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.

72. 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 is one fire hydrant in close proximity to the project site. Fire hydrant 417-4 is located on the northeast corner of Green Street and De Lacey Avenue. There is no current fire flow test information for this fire hydrant.

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

73. Fire Hydrants Details:

