



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: August 7, 2019

TO: Hearing Officer

SUBJECT: Hillside Development Permit #6423

LOCATION: 343 Woodcliffe Road

APPLICANT: Alexis Gevorgian

ZONING DESIGNATION: RS-2-HD (Single-Family Residential, 0-2 dwelling units per acre, Hillside Development Overlay District)

GENERAL PLAN DESIGNATION: Low Density Residential

CASE PLANNER: Jason Van Patten

STAFF RECOMMENDATION: Adopt the Environmental Determination and Specific Findings in Attachment A to **approve** Hillside Development Permit #6423 with the conditions in Attachment B.

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- PROJECT PROPOSAL:**
- 1) Hillside Development Permit: To allow a two-story, 2,550 square-foot single-family dwelling with an attached 441 square-foot two-car garage;
 - 2) Variance: To allow three guest parking spaces on-site, where the Zoning Code requires four;
 - 3) Minor Variance: To allow the main structure to come within five feet of the front property line, where the Zoning Code requires 25 feet.
 - 4) Minor Variance: To allow the attached garage to come within 18'2" of the front property line, where the Zoning Code requires 25 feet.
 - 5) Minor Variance: To allow a fence (guardrail) to reach a height of 10 feet in the front yard, where the Zoning Code limits fence height to four feet.

ENVIRONMENTAL DETERMINATION:

This project has been determined to be exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act (Public Resources Code §21080(b)(9); Administrative Code, Title 14, Chapter 3, §15303, Class 3, New Construction) and there are no features that distinguish this project from others in the exempt class; therefore, there are no unusual circumstances. Section 15303 exempts the construction and location of limited numbers of new, small facilities or structures, which include, but are not limited to, one single-family residence in a residential zone. Therefore, the proposal is exempt from environmental review.

BACKGROUND:

Site characteristics:

The subject property is located on the west side of Woodcliffe Road, which is accessible from Patrician Way on the south, and Glen Oaks Boulevard on the north. The nearest paved portion of the Woodcliffe Road right-of-way terminates at the southeast corner of the property, with a dirt road continuing along the property's frontage. This dirt road continues north for approximately a quarter mile before reaching a separately paved portion of Woodcliffe Road. The 22,480 square-foot property is vacant, occupied by vegetation and a limited number of trees. The property sits conservatively 40 feet beneath properties directly east, and descends to the west down a steep hillside. Approximately 75 percent of the topography slopes equal to or greater than 50 percent. Flatter areas sloping less than 15 percent are confined to the northeasterly portions of the site. According to the survey, 16,874 square feet of the site sloping greater than or equal to 50 percent. The average slope across the site is 27 percent (after removing areas sloping equal to or greater than 50 percent).

Adjacent Uses:

North – Vacant
South – Single-Family Residential
East – Single Family Residential
West – City of Glendale / SoCal Edison Substation

Adjacent Zoning

North – RS-2-HD (Single-Family Residential, 0-2 dwelling units per acre, Hillside Development Overlay District)
South – RS-2-HD (Single-Family Residential, 0-2 dwelling units per acre, Hillside Development Overlay District)
East – RS-2-HD (Single-Family Residential, 0-2 dwelling units per acre, Hillside Development Overlay District)
West – City of Glendale

Previous Zoning Cases on this Property:

None.

PROJECT DESCRIPTION:

The applicant, Alexis Gevorgian, has submitted a Hillside Development Permit application to allow the construction of a new two-story, 2,550 square-foot single-family dwelling with an attached 441 square-foot two-car garage. A Hillside Development Permit is required for any new dwelling located in the Hillside Overlay District. Due to topographical constraints, the proposal also includes the following applications: 1) Variance to allow three guest parking spaces on-site, where the zoning code requires four; 2) Minor Variance to allow the main structure to come within five feet of the front property line, where the Zoning Code requires 25 feet; 3) Minor Variance to allow the attached garage to come within 18'2" of the front property line, where the Zoning Code requires 25 feet; and a 4) Minor Variance to allow a fence (guardrail) to reach a height of 10 feet, where the Zoning Code limits fence height to four feet. No other adjustments are requested, and no protected trees are proposed for removal.

The proposed two-story dwelling consists of three bedrooms and three bathrooms. The first floor includes kitchen, dining, and living room areas along with a bathroom. The second floor includes three bedrooms and two bathrooms. Outdoor space in the form of decks and cantilevered balconies are proposed at the west side of each floor. The attached two-car garage is located to the north. Other site improvements include new landscape planters and paving. No basement or accessory structures are proposed.

ANALYSIS:

Hillside Development Permit

The subject property is located in the RS-2-HD (Single-Family Residential, 0-2 dwelling units per acre, Hillside Development Overlay District) zoning district, which permits single-family housing. Properties located in the Hillside Development Overlay are required to comply with additional standards beyond those applicable to the base single-family residential zoning district (RS). These additional standards are intended in part, to preserve and protect views to and from hillside areas, maintain an environmental equilibrium by preserving and protecting existing natural resources, prohibit features that would create or increase fire, flood, landslide or other safety hazards to public health and safety, and preserve significant natural topographic features.

The reviewing authority (Hearing Officer) may approve a Hillside Development Permit only after making eight findings pursuant to Zoning Code Section 17.61.050 (Conditional Use Permits and Master Plans) and 17.29.080 (Hillside Development Permit). The general purpose of the Hillside Development Permit is to ensure that the proposed project minimizes its visual and environmental impact. Findings are necessary for the purpose of evaluating compliance with the Zoning Code and General Plan, whether the use would be detrimental or injurious to the neighborhood, and compatibility of the operation with existing and future uses. With the exception of the requested variances, the following analysis discusses the proposal's compliance with development standards of the Hillside Development Overlay.

Floor Area

In the RS-2-HD zoning district, the maximum allowable gross floor area is equal to 22.5 percent of the lot area, plus 500 square feet. Gross floor area includes all covered parking (garage and carport areas), habitable attic space, and accessory structures, among other enclosed space. For lots 10,000 square feet or more in the Hillside Overlay District, any portion equal to or greater than 50 percent slope, or any access easement on the lot must be deducted from the lot area

when calculating the maximum allowable gross floor area. In cases where the average slope across the lot exceeds 15 percent, the maximum allowable gross floor area is further reduced using a formula specified in Zoning Code Section 17.29.060.A.4 (Building Design Standards – Maximum Floor Area). In addition, for lots over 10,000 square feet where the resulting maximum allowable gross floor area calculates to less than 3,000 square feet, the Zoning Code establishes a maximum allowable gross floor area of 3,000 square feet (including all structures on site).

Based on the slope analysis provided by the applicant, the lot area measures 22,480 square feet, with 16,874 square feet sloping equal to or greater than 50 percent. The average slope of the remaining 5,606 square-foot lot area is 27 percent. Using the formulas specified in the Zoning Code, the resulting maximum calculates to 1,656 square feet. Since the floor area calculates to less than 3,000 square feet and the lot size exceeds 10,000 square feet, the project is allowed a maximum gross floor area of 3,000 square feet. The applicant's proposal consists of 2,991 square feet, which complies.

Lot Coverage

The maximum allowed lot coverage is equal to 35 percent of the lot area. Lot coverage is the percentage of the site covered by roofs, soffits or overhangs extending more than three feet from a wall, and by decks more than four feet in height. This standard evaluates the percentage of land area covered by development. In this case, 35 percent of the 22,480 square-foot lot is 7,868 square feet. The proposed lot coverage is approximately 14 percent, which complies. This calculation includes the proposed dwelling footprint, decks more than four feet in height, and cantilevered balconies.

Setbacks

The minimum front setback for the main structure in the Hillside Development Overlay is 25 feet, measured from the front property line. In cases where a street dedication is required, the setback is measured from the revised property line after the dedication. The applicant's project is subject to a two-foot street dedication for street purposes. From the property line after the two-foot dedication, the applicant has proposed a front setback of five feet. The applicant has requested a Minor Variance to adjust the setback citing topographical constraints.

The minimum front setback for an attached garage is located at a point on the centerline of the front lot line where the elevation is ten feet above or below the top of the curb, or 25 feet, whichever is less. In this case, the centerline elevation is approximately 1,155 feet. The elevation ten feet below is located more than 25 feet away. Therefore, the minimum garage setback is 25 feet. The attached two-car garage proposed at the northerly side of the dwelling maintains a minimum front setback of 18'2". The applicant has requested a Minor Variance to adjust the setback citing topographical constraints.

The minimum side setback is equal to 10 percent of the lot width, with a minimum requirement of five feet and a maximum requirement of 10 feet. Lot width is measured across the lot at the required front setback line, in this case, 25 feet back of the property line adjoining Woodcliffe Road. According to the survey, the lot width exceeds 100 feet, resulting in a side setback of 10 feet. The dwelling provides a 23'0-1/2" setback to the north side property line, and 76 feet to the south side property line, which complies. The elevated driveway leading into the garage maintains a minimum of 10 feet and also complies.

The minimum rear setback is 25 feet. The dwelling maintains 31'5" to the rear property line, which complies.

Encroachment Plane

Main structures may not be located within an encroachment plane that slopes upward and inward at a 30-degree angle. The plane commences at a point six feet above existing grade along the side property lines. The intent of the encroachment plane standard is to moderate the mass and scale of structures and maintain desired neighborhood character. Plans provided by the applicant depict the encroachment plane and demonstrate the proposed dwelling complies with the requirement.

Height

Structures in the Hillside Development Overlay are required to comply with two separate standards for building height. No structure may exceed a height of 28 feet at any point on the site, measured from existing grade. In addition, structure height may not exceed 35 feet, measured from the lowest elevation on the site where the structure touches the grade, to the highest point of the roof (ridge or parapet).

According to plans, the second story parapet reaches an elevation of 1,168 feet. The low existing grade elevation directly below the second-floor footprint is approximately 1,144 feet, resulting in a height of 24 feet. The top of the rail at the second floor balcony (west side accessible from master bedroom) reaches an elevation of 1,161.5 feet. The low existing grade directly below is approximately 1,140 feet, which equates to a height of 21.5 feet. Based on existing grade and top elevations referenced on the plan, the structure remains below the maximum 28-foot height limit and complies.

The lowest elevation on the site where the structure touches grade is approximately 1,136 feet. When measuring to the second-story elevation (1,168 feet) the resulting height is 32 feet, which complies with the 35-foot maximum from the lowest elevation. Therefore, the structure complies with both standards for height.

Decks

No portion of the walking surface of a deck with visible underpinnings shall exceed a height of six feet above grade. Decks shall be integrated into the architecture of the house, and not appear as an add-on to the primary building mass. The applicant's proposal includes a 620 square-foot deck at the west side of the dwelling that is supported by vertical underpinnings. This deck is accessible from the first-story. The walking surface of the deck is elevated four feet maximum above grade at the highest point. The deck would incorporate cable railing and stucco materials, consistent with cantilevered balconies proposed on the westerly façade. The proposed deck in conjunction with the balconies would create a unified design.

Parking and Street Access

Single-family dwellings are required to provide two covered spaces in the Hillside Development Overlay. The proposal includes a two-car garage that is accessible from Woodcliffe Road. The interior dimensions of the garage (20' wide by 20' deep) exceed the minimum requirement (19' wide by 18' deep). In addition, guest parking spaces, each measuring a minimum of 8.5' wide by 18' deep shall be provided on a site fronting a street. Two guest spaces are required where on-

street parking is allowed. Where parking is prohibited on both sides of the street, a minimum of four guest spaces are required on-site. A maximum of three guest spaces may be located on a driveway in the front setback provided the slope does not exceed 15 percent, and the maximum width of the parking spaces does not exceed 50 percent of the total frontage of the building facade facing the street. Guest parking may be side-by-side or in a tandem configuration.

In this case, four guest spaces are required because parking is prohibited along Woodcliffe Road. The applicant has proposed three guest spaces side-by-side in front of the garage and has requested a Variance to adjust the number required citing topographical constraints. The three guest parking spaces proposed would occupy a width of 25'6", representing approximately 32 percent of the building façade facing the street, which complies.

As it relates to site access, the applicant would be required to pave and improve the Woodcliffe Road right-of-way if this project is approved, as conditioned by the Public Works Department. This includes dedicating two-feet of the lot along the entire frontage of the property for the purpose of widening the street. Additionally, the applicant would be responsible for curb and gutter improvements, and construction of drive approach leading from the street onto the subject property. As depicted on plans, the applicant intends to satisfy these requirements. These street improvements would only occur along the frontage of the subject property and would not involve unpaved portions of Woodcliffe Road to the north.

Neighborhood Compatibility

Proposals subject to a Hillside Development Permit are to consider the character and scale of existing development in the neighborhood. The neighborhood is generally comprised of lots located within a 500-foot radius of the site. The Zoning Code specifies that the allowable floor area of a proposed dwelling (excluding garages, accessory structures, basements) may not exceed the median floor area of existing dwellings within the 500-foot radius by more than 35 percent. The 500-foot neighborhood may be modified by the review authority to exclude properties not in the City of Pasadena. Floor area for this calculation relies on data from the Los Angeles County Assessor.

Within a 500-foot radius, there are 33 parcels within the City of Pasadena. Thirteen of these are either vacant or are not developed with a single-family residential use (eg. nonresidential). Of the remaining 20 developed parcels, the median floor area is 3,025 square feet. Thirty-five percent above the median is 4,084 square feet. The proposal includes 2,550 square feet of floor area (excluding garage), which complies. Data obtained for the median calculation is included in Attachment C.

Architecture and Setting

The existing dwellings in the neighborhood consist of varying styles that include ranch, Spanish, and contemporary architecture. Though there is a mix, properties within the neighborhood are consistent in material and share similar architectural elements. The project includes flat roofs and a long linear façade that is set below the height of the right-of-way. The wide façade and elevation of the first floor set below the level of the street helps to reduce the perceived mass and size visible from off the site. The second-story massing and exterior wall surfaces are inset away from the existing first floor footprint at the north and west sides, which provides changing shadow lines, and building articulation. Dwellings within the neighborhood in the immediate vicinity along Woodcliffe Road and Patrician Way make use of flat roofs, linear facades and are of a more contemporary style. This includes property within walking distance at 325 Woodcliffe Road, 309

and 319 Patrician Way. The applicant's proposal also provides a well-defined entry, minimal ornamentation, and use of naturally appearing facade materials (stone, wood) to blend the structure with the hillside environment. These design features and facade materials appear at homes within the neighborhood. The exterior colors would consist of a mixture of dark and earth tones consistent with the neighborhood and requirements of the Zoning Code.

The Zoning Code requires structures to be located in the most accessible, least visually prominent, most geologically stable portion or portions of the site, and at the lowest feasible elevation. Structures shall also be aligned with the natural contours of the site. The proposal concentrates a majority of the dwelling to the flatter areas of the site where it is most stable. The first-story and deck elements that extend downslope are designed to follow the natural terrain. Siting of the dwelling is similar to many developed properties along Woodcliffe Road and Patrician Way that have located improvements in close proximity to the street, making use of front facing garages. Therefore, it is staff's position that the proposed size, design, materials, and color palette are consistent with the applicable design criteria (architectural features) for the Hillside Development Overlay and properties within the neighborhood.

View Protection, Story Poles, Notice of Application Requirements

The Zoning Code requires applicants to design and locate improvements so that they avoid blocking views from surrounding properties. Specifically, new structures shall not be centered directly in the view of any room of a primary structure on a neighboring parcel. Views shall be considered from windows of any room in the primary structure. The standard specifies that improvements are to avoid blocking culturally significant structures such as the Rose Bowl, Colorado Street Bridge, City Hall, downslope views of the valley floor, prominent ridgelines, and/or the horizon line. Views of the open sky, existing foliage, private yards, and existing structures on surrounding properties shall not be taken into consideration by the review authority.

In this case, the applicant's proposal would not reasonably affect views protected by the Zoning Code because of the location and elevation of the project. The abutting property to the south at 337 Woodcliffe Road possess unobstructed views of the mountain ridgelines/horizon line to the north and west. This structure currently adjoins its rear property line. Any northerly views from rooms within 337 Woodcliffe Road would reasonably be maintained because the proposed dwelling is not centered in view. The proposed dwelling is positioned towards the front property line along Woodcliffe Road and maintains in excess of 30 feet to its rear property line. It also would maintain an approximate separation of 150 feet to 337 Woodcliffe Road. This separation along with the clearance at the rear of the property should limit any potential view concerns.

Properties to the east (339, 345, 353, 357 Patrician Way) are conservatively elevated 40 feet above Woodcliffe Road right-of-way. Any views to the north and west from these properties would not be obstructed by the proposed dwelling because it would sit at a significantly lower elevation. Based on the height of the proposed project, the existing views from the Patrician Way properties would remain and there would be no view impacts.

In April 2019, a temporary silhouette (story poles) was installed on the subject property and a certification was provided verifying compliance with the standards of the Zoning Code. Staff followed with a visual inspection, photographing the project site in relation to abutting properties and the Woodcliffe Road right-of-way. A notice of application providing a minimum 14-day notification period was also mailed in accordance with the requirements of the Zoning Code. Based on the site visit, it is the staff's position that the proposed improvements would not reasonably impact any protected views from adjacent properties. Though the silhouette is visible

from 337 Woodcliffe Road, there did not appear to be any protected view obstruction. In addition, portions that may be visible are not reasonably centered directly in the view of the abutting properties, consistent with the intent of the Zoning Code. Therefore, staff has determined the project minimizes view impacts and is consistent with the view protection standards of the Zoning Code.

Ridgeline Protection

The proposed addition complies with the ridgeline protection standards of the Zoning Code. There are no ridgelines reasonably near the subject property. Therefore, no part of the proposal would appear silhouetted against the sky above a ridge when viewed from a public street or park.

Arroyo Seco Slope Bank

No structure shall extend over or below the top edge of the Arroyo Seco slope bank on a lot identified on the Arroyo Seco Slope Bank Map, dated May 11, 2004. The subject property is not located within the boundary identified on the Map.

Geotechnical Report

The applicant provided soils and engineering geologic investigation reports prepared by GeoSystems, Inc., in 2012 and 2018. GeoSystems, Inc. is an environmental, engineering, geology, and geotechnical engineering firm. The investigation included field exploration and laboratory testing. A geotechnical investigation is required for projects subject to a Hillside Development Permit. The purpose of the report is to identify any soils or geological problems that may affect site stability or structural integrity. GeoSystems, Inc. investigated the stability of the undeveloped site by excavating four exploratory test pits ranging two to five feet in depth as well as referencing exploratory trenches that were excavated in 1988, as part of a previous investigation. The 2012 report found that the results of the slope stability analysis were favorable for the long term. It also concluded that the site is suitable from a soils and engineering geologic standpoint provided recommendation are followed and integrated into plans. As of the 2018, update, GeoSystems, Inc. observed that the site conditions remained essentially the same as presented in 2012. They continue to find that the site is suitable from a soils and engineering geologic standpoint.

Hydrology Report

The applicant provided a hydrology report prepared by LLR Engineering. The purpose was to analyze the effects of water runoff, drainage, groundwater on slope stability and the potential effects (flooding, mudslides, higher water table, etc.) of added groundwater on properties down slope. The directly abutting property downslope is a substation owned and operated by Southern California Edison. According to the report, existing site drainage consists of two areas: Area A to the north, and Area B to the south. Area C is an off-site drainage area southeast of the property that contributes run-on flow. Currently, the northerly two-thirds of the Woodcliffe roadway drains northerly. The southern one-third of the Woodcliffe roadway drains into the subject property with a portion continuing south onto a paved section of Woodcliffe Road. According to the report, runoff from roof and impervious areas will be conveyed into a sump and pumped into a retention vault for reuse. The retention of runoff would maintain the pre-development condition of down slope surface drainage. The analysis concludes that no adverse drainage impact is expected to the properties down slope from the property. Further, after accounting for the proposed development footprint, the remainder of the site would remain similar with predevelopment conditions because

most of the existing trees and vegetation would be retained. The proposed planting of new trees and groundcover vegetation would stabilize and improve potential erosion of the slopes post development. Based on the analysis staff anticipates no impacts to downslope properties.

Constraints Analysis

The applicant provided a biological constraints survey prepared by Psomas, a firm that provides surveying, engineering, construction management, and environmental services. The information was necessary to determine whether the undeveloped site contained any sensitive environmental resources including endangered plants or animals, trees protected by the City's Tree Protection Ordinance, riparian areas, or a wildlife corridor. Psomas conducted database and records searches as well as a plant and wildlife survey to evaluate potential special status plant and wildlife species. An assessment of jurisdictional waters was also conducted to determine the presence of water under the regulatory authority of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW). Results of the site survey found that no special status vegetation types occur on the project site. In addition, no evidence of waters under the regulatory authority of the USACE, the RWQCB, or the CDFW were observed during the field assessment and no jurisdictional water resources occur on the site. Therefore, no regulatory permits from the USACE, the RWQCB, or the CDFW would be required. No channelized areas that may convey flow, streambeds, banks, or indicators of Ordinary High Water Mark (OHWM) were observed on the project site. In addition, no wetlands or riparian areas are mapped within the project site boundary by the National Wetlands Inventory.

The analysis found that while special status plants are known to occur, or have occurred historically, in the region, the project site does not support suitable habitat for any federally and/or state-listed threatened or endangered plant species. The site is also not located within a designated critical habitat area. The analysis similarly found that the site does not support suitable habitat for any federally and/or state-listed threatened or endangered wildlife species and is not within a designated critical habitat area. Further, the report concluded that the proposed project would not constrain regional movement in the surrounding open space. Though wildlife such as birds and small to large mammals are likely to use the project site in search of food and while dispersing from breeding grounds, the type of movement would be considered local movement. The project site is not expected to support regional movement between large open spaces, and surrounding areas are open and available to movement.

Based on the assessment and recommendations prepared by Psomas, the site was found not to contain sensitive environmental resources. Recommendations in the report that include implementation of best management practices during construction as well as pre-construction surveys for nesting birds and raptors are included as conditions of approval in Attachment B.

Tree Protection Ordinance and Preliminary Landscape Plan

The applicant provided a tree report prepared by certified arborist, Michael Crane. The report identifies nine trees, of which seven are located on-site, with two off-site. Of the nine trees identified, one is protected by the City based on the species, size, and location. The applicant proposes to retain the protected tree (*Chionanthus retusus*). The protected tree is located in the southeast corner of the property at a sufficient distance from the proposed dwelling and the right-of-way. While the applicant proposes to retain the protected tree, two unprotected trees (*Callistemon citrinus*, *Eucalyptus camaldulensis*) are proposed for removal. One replacement tree with a minimum 24-inch box size is required by the Zoning Code based on the size of the trees

removed. As replacement, the applicant has proposed 21 new trees with 24-inch box size. Replacement trees along with ground cover are spread throughout the site.

Variance – Adjust Number of Guest Parking Spaces

A minimum of four guest parking spaces are required on-site. The applicant has proposed three guest spaces on-site in front of the garage and has requested a Variance to adjust the number required. Pursuant to Table 6-4 of Zoning Code Section 17.61.080 (Variances), adjustments to numerical standards such as the number of guest parking spaces is subject to a Variance application. The Hearing Officer may approve a Variance to adjust the number of guest parking spaces only after making five findings pursuant to Zoning Code Section 17.61.080.G (Findings and Decision). The general purpose of review is to identify compliance with the Zoning Code and General Plan, whether exceptional or extraordinary circumstances exist, whether the application is necessary for the preservation and enjoyment of property rights, and to ensure no detriment or injury to surrounding properties.

In this case, approximately 75 percent of the site area slopes greater than 50 percent. This exceptional circumstance, which generally does not apply to sites in the same zoning district, constrains placement of improvements to flatter areas of the site. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area. These areas are limited to the northeast corner of the property, inside the front property line and in the front setback. In addition, these flatter areas are not uniform in shape and do not consider the width and depth necessary for each guest space. As a practical matter, the proposal devotes the most stable areas (in close proximity to the front property line) to the main structure. As a consequence, the useful area remaining to fit and locate guest parking is reduced. While lots within the same zoning district slope, they generally do not exhibit such extraordinary conditions that have contributed to this request.

Granting the adjustment to the guest parking requirement is necessary to allow the construction of the new dwelling, a substantial property right of the applicant. The provision of four guest parking spaces requires that the applicant consider shifting the dwelling and/or garage further down slope, towards areas of the site that are exceptionally steep. This represents an unnecessary hardship. In addition, requiring a fourth guest space creates unreasonable difficulties when applying additional City requirements that limit the maximum slope (15%), maximum width of a drive approach (18') , number of guest spaces within a front setback (3), minimum parking space dimension (8½' wide by 18' deep), and number of driveways (1) serving the site.

The applicant's proposal provides five compliant parking spaces on-site, two in the garage, and three in front of the garage. These spaces would be easily accessible and of an appropriate slope, encouraging their use. It's anticipated that the five spaces provided will adequately serve the single-family use of the property. The number of spaces serving the residence will be within the range of parking spaces provided by residences in the vicinity. Further, the adjustment would eliminate the need for additional driveway paving on the site and eliminates unnecessary grading and impacts to the slope. Therefore, it's anticipated that granting the adjustment to the required number of guest spaces would not be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

Minor Variance – Adjust Front Setback of the Main Structure

The main structure is subject to a 25-foot front setback. The applicant has proposed a front setback of five feet. Pursuant to Table 6-4 of Zoning Code Section 17.61.080, adjustments to front

setback requirements are subject to a Minor Variance application. A Minor Variance is a form of Variance intended for adjustments that are determined to have lesser (minor) potential impacts. The Hearing Officer may approve a Minor Variance to adjust the front setback only after making five findings. These findings are the same as those required of a Variance application.

In this case, approximately 75 percent of the site area slopes greater than 50 percent. This exceptional circumstance, which generally does not apply to sites in the same zoning district, constrains placement of improvements to flatter areas of the site. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area. These areas are limited to the northeast corner of the property, inside the front property line and are principally located within the required 25-foot front setback area. Additionally, the applicant is required to dedicate a two-foot wide strip of land along the entire property's frontage to the City for the construction of the Woodcliffe Road right-of-way. This dedication reduces the flatter land area available for development. As a result, use of the most stable areas of the site for the proposed project would not be feasible without an adjustment to the front setback. While lots within the same zoning district slope, they generally do not exhibit such extraordinary conditions that have contributed to this request.

Strict compliance with the 25-foot front setback would require that main structure be constructed in areas further downslope towards areas of the site that are exceptionally steep, less stable and more uneven. This represents an unnecessary hardship. As a practical matter, the applicant's proposal has shifted the structure to within five feet of the front property line in order to maximize the most stable areas of the site. The five feet proposed is within the range of front setbacks approved within the vicinity that have no documented history of detriment or injury. More importantly, the proposed setback allows the project to avoid extensive grading, preserve natural topographic features, and provides a safe means of ingress and egress into the residence. By concentrating the development to the most stable portions of the site, it limits disturbance to the hillside. Granting the adjustment to the front setback of the main structure is necessary to allow the construction of the new dwelling, a substantial property right of the applicant. Therefore, it's anticipated that granting the adjustment to the front setback of the main structure would not be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

Minor Variance – Adjust Front Setback of the Garage

The attached two-car garage is subject to a 25-foot front setback. The applicant has proposed a front setback of 18'2". Pursuant to Table 6-4 of Zoning Code Section 17.61.080, adjustments to front setback requirements are subject to a Minor Variance application. A Minor Variance is a form of Variance intended for adjustments that are determined to have lesser (minor) potential impacts. The Hearing Officer may approve a Minor Variance to adjust the front setback only after making five findings. These findings are the same as those required of a Variance application.

In this case, approximately 75 percent of the site area slopes greater than 50 percent. This exceptional circumstance, which generally does not apply to sites in the same zoning district, constrains placement of improvements to flatter areas of the site. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area. These areas are limited to the northeast corner of the property, inside the front property line and are principally located within the required 25-foot front setback area. Additionally, the applicant is required to dedicate a two-foot wide strip of land along the entire property's frontage to the City for the construction of the Woodcliffe Road right-of-way. This dedication reduces the flatter land area available for development. Along with these topographic

challenges, the applicant is required to pave space for guest parking in front of the garage that is safe to access and of an appropriate slope. The applicant must also consider the position of the garage while contending with the curvature of the front property line. As a practical matter, the proposal devotes the most stable areas (in close proximity to the front property line) to the main structure. As a consequence, the useful area remaining to fit and locate a garage and guest parking is reduced. Therefore, allowing an adjustment to the front setback for the garage is necessary to minimize disturbances to the hillside. While lots within the same zoning district slope, they generally do not exhibit such extraordinary conditions that have contributed to this request.

Strict compliance with the 25-foot front setback would require that garage be constructed in areas further downslope towards areas of the site that are exceptionally steep, less stable and more uneven. This represents an unnecessary hardship. Alternatively, devoting the flatter areas to the garage and guest parking would effectively shift the main structure to less than desirable areas, which is impractical. Whereas the main structure provides living facilities for eating and sleeping, the garage provides areas for vehicular parking. The applicant's proposal has shifted portions of the garage to within 18'2" of the front property line where other portions maintain the 25-foot setback. This varying condition is a result of the curvature of the front property line, which does not allow for the garage to be aligned parallel with the street. The 18'2" setback proposed is within the range of garage setbacks approved within the vicinity that have no documented history of detriment or injury. More importantly, the proposed setback allows the project to minimize the amount of area and paving needed for guest parking. This avoids extensive grading, preserves natural topographic features, and provides a safe means of ingress and egress for vehicular traffic into the garage. This may prevent the potential for an increase in fire, flood, landslide or other safety hazards to public health and safety or injury to the habitability, stability and value of properties in the vicinity. Granting the adjustment to the front setback of the garage is necessary to allow the construction of the new dwelling, a substantial property right of the applicant. Therefore, it's anticipated that granting the adjustment to the front setback of the garage would not be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

Minor Variance – Adjust Height of a Fence (driveway guardrail)

Fences are limited to a maximum height of four feet when located between the front property line and the front occupancy. The height is measured from the existing grade to the top of the wall or fence. The applicant has proposed a 3'6" tall guardrail along the northerly side of the driveway leading into the garage for safety. Due to the existing topography, the height is 10 feet when measured from the existing grade beneath, as required by the Zoning Code. Pursuant to Table 6-4 of Zoning Code Section 17.61.080, an adjustment to fence height is subject to a Minor Variance. The Hearing Officer may approve a Minor Variance to adjust the fence height only after making five findings. These findings are the same as those required of a Variance application.

In this case, approximately 75 percent of the site area slopes greater than 50 percent. This exceptional circumstance, which generally does not apply to sites in the same zoning district, constrains placement of improvements to flatter areas of the site. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area or 1,888 square feet. In addition, these flatter areas are not uniform in shape and do not consider the width and depth necessary for each guest space. The depth and width required for three guest parking spaces consumes an area no less than 459 square feet (25'6" wide x 18' deep). As a practical matter, limiting all improvements as well as locating guest parking in these flatter areas has challenges.

As a result, portions of paved areas leading into the garage extend beyond the flatter areas of the site and are elevated above the existing grade. To comply with the State Building Code that mandates a barrier for safety, the applicant has proposed a 3'6" tall guardrail. Though the height proposed represents the minimum required by the Building Code, the height exceeds the maximum allowed in the Zoning Code based on the method of measurement. Strict compliance with the height limit in the Zoning Code would require the applicant to devote a majority of the flattest portions of the site to the paving for guest parking. This scenario presents an unnecessary hardship because it would require the applicant to consider shifting the dwelling further down slope, towards areas of the site that are exceptionally steep. The garage and paving would consume the flatter areas. Alternatively, locating the garage downslope and designing the driveway and guardrail to follow the natural contours of the site would create a condition inconsistent with the Zoning Code. The driveway would exceed the maximum slope allowed and provide an unsafe condition for guest parking. More importantly, granting the adjustment to the height of the guardrail allows the project to avoid extensive grading, preserve natural topographic features, and provides a safe means of ingress and egress into the garage. Visually, the guardrail would project 3'6" above the finished paving, and would be limited to the north side of the driveway. Therefore, granting the adjustment to height of the guardrail would not reasonably be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

GENERAL PLAN CONSISTENCY:

The subject property is designated Low Density Residential in the Land Use Element of the General Plan. This designation corresponds to lots that are characterized by a variety of single-family dwellings, ample open space, extensive landscaping, and separations between single-family dwellings and/or accessory buildings. The existing use of the site is a single-family dwelling. The proposed single-family dwelling is consistent with the applicable designation, would maintain ample open space, and would preserve the existing topography to the greatest extent feasible. The proposal would maintain consistency with General Plan Land Use Element Policies 10.9 (Natural Open Space), 19.1 (Parking Standards), and 21.9 (Hillside Housing). Policy 10.9 places emphasis on the protection of natural open spaces, hillsides, watersheds, and critical habitats to safeguard the health, safety, and beauty of the City for the benefit of present and future generations. Policy 19.1 echoes the need to establish periodically review, and adjust as necessary parking standards to ensure an adequate supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area. Policy 21.9 requires additions to maintain appropriate scale, massing and access to residential structures located in hillside areas. With the exception of the requested variances, the proposal complies with applicable development standards in the City's Zoning Code. In addition, the habitable area of the dwelling is compatible with the habitable area of the residences in the immediate neighborhood, and proposed improvements incorporate elements and features present at properties in the vicinity. The scale and two-story massing are consistent with surrounding properties that consist of one and two-story developments. Existing views from surrounding properties will be protected. By allowing the adjustments to the front setback of the main structure and garage, number of guest parking, and fence height, it offsets the need for additional construction that might otherwise affect natural topographic features. Further, the number of spaces proposed for the single-family use provides an adequate supply of parking commensurate with the typical demand generated by the use. Therefore, the project is consistent with the General Plan Land Use Element.

ENVIRONMENTAL REVIEW:

This project has been determined to be exempt from environmental review pursuant to the guidelines of the California Environmental Quality Act (Public Resources Code §21080(b)(9); Administrative Code, Title 14, Chapter 3, §15303, Class 3, New Construction) and there are no features that distinguish this project from others in the exempt class; therefore, there are no unusual circumstances. Section 15303 exempts the construction and location of limited numbers of new, small facilities or structures, which include, but are not limited to, one single-family residence in a residential zone. Therefore, the proposal is exempt from environmental review.

REVIEW BY OTHER CITY DEPARTMENTS:

The Fire, Public Works, Water and Power, Transportation Departments, Building and Safety Division, and Design and Historic Preservation Section reviewed the proposal. The Design and Historic Preservation Section had no comments. All others provided comments that are included as recommended conditions of approval in Attachment B. In particular, the Public Works Department requires that the applicant dedicate a two-foot strip of land along the frontage of the property for street purposes and pave the Woodcliffe Road right-of-way. In addition, the applicant is required to construct curb and gutters, a drive approach, extend and connect to the public sewer, and provide an approved construction staging and traffic management plan prior to the start of any construction. The plan is required to show construction staging on the public right-of-way including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. In addition, an occupancy permit is required from the Department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. No construction staging, material storage, or trailer may be located in the public right-of-way. In addition to recommend conditions of approval, all departments would review the project for compliance during the building permit plan review process.

CONCLUSION:

Staff determined that the findings necessary for approving the Hillside Development Permit, Variance, and Minor Variances can be made (Attachment A). The proposed project meets all applicable development standards required by the Zoning Code with the exception of the requested Variance and Minor Variances. The proposed floor area falls within the range of the neighborhood and the architecture incorporates features present in the neighborhood. Moreover, there are exceptional circumstances that warrant the requested Variance and Minor Variances. Granting adjustments to the number of guest parking, front setback of the main structure, front setback of the garage, and the height of the guardrail would contribute to the project's compliance with the purpose and intent of the Hillside Overlay district. The adjustments would allow the project to avoid extensive grading, thereby preserving natural topographic features, and provides a safe means of ingress and egress. This may prevent the potential for an increase in fire, flood, landslide or other safety hazards to public health and safety or injury to the habitability, stability and value of properties in the vicinity. It is anticipated that the proposal would not be detrimental or injurious to surrounding properties or improvements. Therefore, staff recommends approval of the Hillside Development Permit, Variance, and Minor Variances subject to the findings in Attachment A and recommended conditions of approval in Attachment B.

Attachments:

- Attachment A: Findings
- Attachment B: Conditions of Approval
- Attachment C: Neighborhood Compatibility Analysis

ATTACHMENT A
SPECIFIC FINDINGS FOR HILLSIDE DEVELOPMENT PERMIT #6423

Hillside Development Permit

1. *The proposed use is allowed with a Hillside Development Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The subject property is located in the RS-2-HD (Single-Family Residential, 0-2 units per acre, Hillside Development Overlay District) zoning district, which permits single-family uses by right. With the exception of the requested variances, the proposed single-family use will comply with applicable provisions, including maximum allowable floor area, lot coverage, and building and deck heights. The proposed variances were requested consistent with the provisions in 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 purpose of the Pasadena Zoning Code is to protect and promote the public health, safety and general welfare, and to implement the policies of the General Plan by classifying and regulating the uses of land and structures within the City of Pasadena in a manner consistent with the General Plan. The proposed single-family use will be located on lot designated for low density residential and in a zone (RS-2-HD) intended to provide areas for single-family residential neighborhoods. The Hillside Development Overlay is intended to preserve and maintain hillside areas. The proposal will be located in a neighborhood that is developed with single-family uses. The location of the dwelling will preserve and protect views, preserve existing topographic features and existing natural resources, consistent with the purpose of the Zoning Code and applicable 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.* The subject property is designated Low Density Residential in the Land Use Element of the General Plan. This designation corresponds to lots that are characterized by a variety of single-family dwellings, ample open space, extensive landscaping, and separations between single-family dwellings and/or accessory buildings. The site is currently vacant. The proposed single-family dwelling is consistent with the applicable designation, would maintain ample open space, and would preserve the existing topography. The proposal would maintain consistency with General Plan Land Use Policy 21.9 (Hillside Housing). This policy requires additions to maintain appropriate scale, massing and access to residential structures located in hillside areas. With the exception of the requested variances, the proposal complies with applicable development standards in the City's Zoning Code. In addition, the habitable area of the dwelling is compatible with the habitable area of the residences in the immediate neighborhood, and proposed improvements incorporate elements and features present at properties in the vicinity. The scale and two-story massing are consistent with surrounding properties that consist of one and two-story developments. Existing views from surrounding properties will be protected. Therefore, the project is consistent with the General Plan.
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 proposed single-family use will occur on a property adjacent to existing single-family uses. The proposed dwelling will be located a minimum of 40 feet below structures to the east and a minimum of 100 feet from the structure to the south. No structures exist to the north, and the structure to the west is located

at the bottom of a canyon, more than 500 feet away. A preliminary geotechnical report prepared GeoSystems, Inc., concluded that the site is suitable from a soils and engineering geologic standpoint provided recommendation are followed and integrated into plans. A hydrology report prepared by LLR Engineering concluded that no adverse drainage impact is expected to the properties down slope from the property. The applicant will provide paved access to the site by paving the Woodcliffe Road right-of-way consistent with requirements of the Public Works Department and City Engineer. The applicant will extend the public sewer to serve the project will all connections constructed consistent with requirements of the Public Works Department and City Engineer. With the exception of the variances, the applicant is required to design all improvements in compliance with current Building and Fire codes and standards established in the Zoning Code. Through the plan check process, the City will review plans for substantial conformance with this Hillside Development Permit, all applicable standards, and compliance with required conditions of approval. These conditions will prevent detriment to the health, safety, or general welfare of those residing or working in the neighborhood. Conditions of approval and applicable development standards will ensure the proposal minimizes impacts to surrounding property owners. In addition, conditions of approval will ensure that the establishment, maintenance, and operation of the use will be compatible with the surrounding neighborhood. Therefore, the establishment, maintenance, or operation of the proposed single-family use will not be detrimental to the public health, safety, or welfare of persons or properties within the surrounding neighborhood.

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 single-family use will function the same as existing single-family uses in the vicinity and will not be detrimental or injurious to property or improvement in the neighborhood. The use will preserve significant natural topographic features to the maximum extent feasible. The applicant's proposal includes a two-foot dedication along the front of the property for street purposes. The dedication along with construction of the right-of-way in accordance with City standards will ensure a safe means of ingress and egress for vehicular (including emergency equipment) and pedestrian traffic to and within the hillside area, with minimum disturbance to the natural features. The proposal will not generate extensive traffic and though grading will occur, it is not anticipated to be extensive because a majority of the improvements are concentrated to flatter areas of the site. This will help alleviate any potential increase in fire, flood, landslide or other safety hazards to public health and safety or the habitability, stability and value of properties nearby. These circumstances along with conditions of approval and compliance with applicable development standards will ensure the single-family use is not detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.
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 existing dwellings in the neighborhood consist of varying styles that include ranch, Spanish, and modern architecture. Though there is a mix, properties within the neighborhood are consistent in material and share similar architectural elements. The project includes flat roofs and a long linear façade that is set below the height of the right-of-way. The wide façade and elevation of the first-floor set below the level of the street helps to reduce the perceived mass and size visible from off the site. The second-story massing and exterior wall surfaces are inset away from the existing first floor footprint at the north and south sides, which provides changing shadow lines, and building articulation. Dwellings within the neighborhood in the immediate vicinity along Woodcliffe Road and Patrician Way make use of flat roofs, linear facades and are of a more contemporary style.

This includes property within walking distance at 325 Woodcliffe Road, 309 and 319 Patrician Way. The applicant's proposal also provides a well-defined entry, minimal ornamentation, and use of naturally appearing facade materials (stone, wood) to blend the structure with the hillside environment. These design features and façade materials appear at homes within the neighborhood. The exterior colors would consist of a mixture of dark and earth tones consistent with the neighborhood and requirements of the Zoning Code. The proposal concentrates a majority of the dwelling to the flatter areas of the site where it is most stable. The first floor and deck elements that extend downslope are designed to follow the natural terrain. Siting of the dwelling is similar to many developed properties along Woodcliffe Road and Patrician Way that have located improvements in close proximity to the street and make use of front facing garages. Therefore, it is staff's position that the proposed size, design, materials, and color palette are consistent with the applicable design criteria (architectural features) for the Hillside Development Overlay and properties within the neighborhood.

The applicant's proposal would not reasonably affect views protected by the Zoning Code because of the location and elevation of the project. The abutting property to the south at 337 Woodcliffe Road possesses unobstructed views of the mountain ridgelines/horizon line to the north and west. This structure currently adjoins its rear property line. Any northerly views from rooms within 337 Woodcliffe Road would reasonably be maintained because the proposed dwelling is not centered in view. The proposed dwelling is positioned towards the front property line along Woodcliffe Road and maintains in excess of 30 feet to its rear property line. It also would maintain an approximate separation of 150 feet to 337 Woodcliffe Road. This separation along with the clearance at the rear of the property should limit any potential view concerns. Properties to the east (339, 345, 353, 357 Patrician Way) are conservatively elevated 40 feet above the subject property and the Woodcliffe Road right-of-way. Any views to the north and west from these properties are not obstructed. Based on the height of the proposed project, the existing views from the Patrician Way properties would remain and there would be no view impacts. The ridge of the proposed project would remain well beneath the elevation of the Patrician Way properties.

In April 2019, a temporary silhouette (story poles) was installed on the subject property and a certification was provided verifying compliance with the standards of the Zoning Code. Staff followed with a visual inspection, photographing the project site in relation to abutting properties and the Woodcliffe Road right-of-way. A notice of application providing a minimum 14-day notification period was also mailed in accordance with the requirements of the Zoning Code. Based on the site visit, it is the staff's position that the proposed improvements would not reasonably impact any protected views from adjacent properties. Though, the silhouette is visible from 337 Woodcliffe Road, there did not appear to be any protected view obstruction. In addition, portions that may be visible are not reasonably centered directly in the view of the abutting properties, consistent with the intent of the Zoning Code. Therefore, staff has determined the project minimizes view impacts and is consistent with the view protection standards of the Zoning Code. As proposed, the design, location, operating characteristics, and size of the dwelling will be compatible with the existing and future land uses in the vicinity in terms of aesthetic values, character, scale, and view protection.

7. *The design, location, and size of proposed structures and/or additions or alterations to existing structures will be compatible with existing and anticipated future development on adjacent lots, as described in Section 17.29.060.D, and in terms of aesthetics, character, scale, and view protection.* The purpose of the Neighborhood Compatibility guidelines is to emphasize designs that consider the character and scale of existing development in the vicinity. Within a 500-foot radius, there are 33 parcels within the City of Pasadena jurisdiction. Thirteen of these

are either vacant or developed with nonresidential uses. Of the remaining 20 developed parcels, the median floor area is 3,025 square feet. Thirty-five percent above the median is 4,084 square feet. The proposal includes 2,550 square feet of floor area (excluding garage), which complies. In addition, the resulting scale and massing is compatible with other developments in the area that consist of two stories. The project complies with the maximum height limits and the placement of the dwelling will not conflict with existing views from abutting properties. Therefore, it is anticipated that the project will fit appropriately within the context and character of existing and future development in the neighborhood in terms of aesthetics, character, scale, and view protection.

8. *The placement of proposed structures avoids the most steeply sloping portions of the site to the maximum extent feasible and minimizes alteration of hillside topography, drainage patterns, and vegetation.* The proposed dwelling is sited in the most accessible and geologically stable portions of the site. The applicant has concentrated the improvements to areas of the site that slope less than 50 percent to the maximum extent feasible, with a significant portion concentrated to areas sloping less than 15 percent. The west side of the structure and attached deck follow the terrain by stepping down the hillside, to minimize grading and alteration to the existing topography. The ground floor and deck would occupy approximately 11 percent of the site. Other improvements are cantilevered from the façade, which minimize alteration to the hillside. Further, the underside of portions of the dwelling are designed to be open, limiting the amount of exterior wall surface that might otherwise affect the existing topography. Any grading that will occur will comply with the City's Grading and Building Codes. The project shall meet all applicable SUSMP (Standard Urban Water Mitigation Plan) requirements of the Building Division and is required to submit a Tree Protection Plan as part of the building permit plan review process.

Variance - Adjustment to the Number of Required Guest Parking

9. *There are exceptional or extraordinary circumstances or conditions applicable to the subject site that do not apply generally to sites in the same zoning district.* The site topography is extremely steep, with approximately 75 percent of the site area sloping greater than 50 percent. This exceptional circumstance, which generally does not apply to sites in the same zoning district, constrains placement of improvements to flatter areas of the site. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area. These areas are limited to the northeast corner of the property, inside the front property line and in the front setback. In addition, these flatter areas are not uniform in shape and do not consider the width and depth necessary for each guest space. As a practical matter, the proposal devotes the most stable areas (in close proximity to the front property line) to the main structure. As a consequence, the useful area remaining to fit and locate guest parking is reduced. While lots within the same zoning district slope, they generally do not exhibit such extraordinary conditions that have contributed to this request.
10. *Granting the application is necessary for the preservation and enjoyment of a substantial property right of the applicant and to prevent unreasonable property loss or unnecessary hardship.* Granting the adjustment to the guest parking requirement is necessary to allow the construction of the new dwelling, a substantial property right of the applicant. The provision of four guest parking spaces requires that the applicant consider shifting the dwelling and/or garage further down slope, towards areas of the site that are exceptionally steep. This represents an unnecessary hardship. In addition, requiring a fourth guest space creates unreasonable difficulties when applying additional City requirements that limit the maximum

slope (15%), maximum width of a drive approach (18') , number of guest spaces within a front setback (3), minimum parking space dimension (8½' wide by 18' deep), and number of driveways (1) serving the site.

11. *Granting the application would not be detrimental or injurious to property or improvements in the vicinity of the subject site, or to the public health, safety, or general welfare.* The applicant's proposal provides five compliant parking spaces on-site, two in the garage, and three in front of the garage. These spaces would be easily accessible and of an appropriate slope, encouraging their use. It's anticipated that the five spaces provided will adequately serve the single-family use of the property. The number of spaces serving the residence will be within the range of parking spaces provided by residences in the vicinity. Further, the adjustment would eliminate the need for additional driveway paving on the site and eliminates unnecessary grading and impacts to the slope. Therefore, it's anticipated that granting the adjustment to the required number of guest spaces would not be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

12. *Granting the application is in conformance with the goals, policies, and objectives of the General Plan, and the purpose and intent of any applicable specific plan and the purposes of this Zoning Code, and would not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zone district.* The purpose and intent of the Hillside Overlay District is in part to preserve and protect existing natural resources, prohibit features that would create or increase fire, flood, landslide or other safety hazards to public health and safety; injure the habitability, stability and value of properties in the affected communities. It is also intended to preserve significant natural topographic feature, and ensure a safe means of ingress and egress for vehicular (including emergency equipment) and pedestrian traffic to and within the hillside areas, with minimum disturbance to the natural features. The applicant's proposal balances the need to provide guest parking as well as the need to preserve hillside areas and natural topographic features, consistent with the purpose of the Zoning Code. Further, the adjustment to the number of guest spaces is consistent with General Plan Land Use Element Policies 10.9 (Natural Open Space) and 19.1 (Parking Standards). Policy 10.9 places emphasis on the protection of natural open spaces, hillsides, watersheds, and critical habitats to safeguard the health, safety, and beauty of the City for the benefit of present and future generations. Policy 19.1 echoes the need to establish periodically review, and adjust as necessary parking standards to ensure an adequate supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area. The number of spaces proposed for the single-family use provides an adequate supply of parking commensurate with the typical demand generated by the use. It also offsets the need for additional construction that might otherwise affect natural topographic features. Therefore, granting the adjustment to the number of guest spaces is consistent with the General Plan Land Use Element and the purpose and intent of the Zoning Code. Further, the adjustment to the number of guest spaces does not constitute a grant of special privilege. The applicant is still required to provide guest parking for the single-family use, to the extent feasible, given the exceptional circumstances outlined.

13. *Cost to the applicant of strict compliance with a regulation shall not be the primary reason for granting the Variance.* Cost to the applicant has not been considered a factor at any time throughout the review of this application.

Minor Variance – Adjustment to the Front Setback of the Main Structure

14. *There are exceptional or extraordinary circumstances or conditions applicable to the subject site that do not apply generally to sites in the same zoning district.* The site topography is extremely steep, with approximately 75 percent of the site area sloping greater than 50 percent. This exceptional circumstance, which generally does not apply to sites in the same zoning district, constrains placement of improvements to flatter areas of the site. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area. These areas are limited to the northeast corner of the property, inside the front property line and are principally located within the required 25-foot front setback area. Additionally, the applicant is required to dedicate a two-foot wide strip of land along the entire property's frontage to the City for the construction of the Woodcliffe Road right-of-way. This dedication reduces the flatter land area available for development. As a result, use of the most stable areas of the site for the proposed project would not be feasible without an adjustment to the front setback. While lots within the same zoning district slope, they generally do not exhibit such extraordinary conditions that have contributed to this request.
15. *Granting the application is necessary for the preservation and enjoyment of a substantial property right of the applicant and to prevent unreasonable property loss or unnecessary hardship.* Granting the adjustment to the front setback of the main structure is necessary to allow the construction of a new dwelling, a substantial property right of the applicant. Strict compliance with the 25-foot front setback would require that main structure be constructed in areas further downslope towards areas of the site that are exceptionally steep, less stable and more uneven. This represents an unnecessary hardship. As a practical matter, the applicant's proposal has shifted the structure to within five feet of the front property line in order to maximize the most stable areas of the site.
16. *Granting the application would not be detrimental or injurious to property or improvements in the vicinity of the subject site, or to the public health, safety, or general welfare.* The main structure will maintain five feet to the new front property line. The five feet proposed is within the range of front setbacks approved within the vicinity that have no documented history of detriment or injury. More importantly, the proposed setback allows the project to avoid extensive grading, preserve natural topographic features, and provides a safe means of ingress and egress into the residence. By concentrating the development to the most stable portions of the site, it limits disturbance to the hillside. This may prevent the potential for an increase in fire, flood, landslide or other safety hazards to public health and safety or injury to the habitability, stability and value of properties in the vicinity. Granting the adjustment to the front setback of the main structure is necessary to allow the construction of the new dwelling, a substantial property right of the applicant. Therefore, it's anticipated that granting the adjustment to the front setback of the main structure would not be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.
17. *Granting the application is in conformance with the goals, policies, and objectives of the General Plan, and the purpose and intent of any applicable specific plan and the purposes of this Zoning Code, and would not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zone district.* The purpose and intent of the Hillside overlay district is in part to preserve and protect existing natural resources, prohibit features that would create or increase fire, flood, landslide or other safety hazards to public health and safety; injure the habitability, stability and value of properties in the affected communities. It is also intended to preserve significant natural topographic

feature, and ensure a safe means of ingress and egress for vehicular (including emergency equipment) and pedestrian traffic to and within the hillside areas, with minimum disturbance to the natural features. The applicant's proposal balances the need to maintain appropriate scale as well as the need to preserve hillside areas and natural topographic features, consistent with the purpose of the Zoning Code. Further, the adjustment to the front setback of the main structure is consistent with General Plan Land Use Element Policies 10.9 (Natural Open Space) and 21.9 (Hillside Housing). Policy 10.9 places emphasis on the protection of natural open spaces, hillsides, watersheds, and critical habitats to safeguard the health, safety, and beauty of the City for the benefit of present and future generations. Policy 21.9 echoes the need to maintain appropriate scale, massing and access to residential structures located in hillside areas. The front setback proposed for the single-family use offsets the need for additional construction that might otherwise affect natural topographic features. In addition, the setback in conjunction with the design of the structure would maintain a lower scale when viewed from the street. Therefore, granting the adjustment to front setback of the main structure is consistent with the General Plan Land Use Element and the purpose and intent of the Zoning Code. Further, the adjustment to the front setback does not constitute a grant of special privilege. The applicant is still required to provide a buffer between the public right-of-way and the single-family use, to the extent feasible, given the exceptional circumstances outlined.

18. *Cost to the applicant of strict compliance with a regulation shall not be the primary reason for granting the Variance.* Cost to the applicant has not been considered a factor at any time throughout the review of this application.

Minor Variance – Adjustment to the Front Setback of an Attached Garage

19. *There are exceptional or extraordinary circumstances or conditions applicable to the subject site that do not apply generally to sites in the same zoning district.* The site topography is extremely steep, with approximately 75 percent of the site area sloping greater than 50 percent. This exceptional circumstance, which generally does not apply to sites in the same zoning district, constrains placement of improvements to flatter areas of the site. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area. These areas are limited to the northeast corner of the property, inside the front property line and are principally located within the required 25-foot front setback area. Additionally, the applicant is required to dedicate a two-foot wide strip of land along the entire property's frontage to the City for the construction of the Woodcliffe Road right-of-way. This dedication reduces the flatter land area available for development. Along with these topographic challenges, the applicant is required to pave space for guest parking in front of the garage that is safe to access and of an appropriate slope. The applicant must also consider the position of the garage while contending with the curvature of the front property line. As a practical matter, the proposal devotes the most stable areas (in close proximity to the front property line) to the main structure. As a consequence, the useful area remaining to fit and locate a garage and guest parking is reduced. Therefore, allowing an adjustment to the front setback for the garage is necessary to minimize disturbances to the hillside. While lots within the same zoning district slope, they generally do not exhibit such extraordinary conditions that have contributed to this request.
20. *Granting the application is necessary for the preservation and enjoyment of a substantial property right of the applicant and to prevent unreasonable property loss or unnecessary hardship.* Granting the adjustment to the front setback of the garage is necessary to allow the construction of a new dwelling, a substantial property right of the applicant. Strict compliance

with the 25-foot front setback would require that garage be constructed in areas further downslope towards areas of the site that are exceptionally steep, less stable and more uneven. This represents an unnecessary hardship.

21. *Granting the application would not be detrimental or injurious to property or improvements in the vicinity of the subject site, or to the public health, safety, or general welfare.* The applicant's garage will maintain 18'2" to the new front property line. The setback proposed is within the range of setbacks approved within the vicinity that have no documented history of detriment or injury. Alternatively, devoting the flatter areas to the garage and guest parking would effectively shift the main structure to less than desirable areas, which is impractical. Whereas the main structure provides living facilities for eating and sleeping, the garage provides areas for vehicular parking. The applicant's proposal has shifted portions of the garage to within 18'2" of the front property line where other portions maintain the 25-foot setback. This varying condition is a result of the curvature of the front property line, which does not allow for the garage to be aligned parallel with the street. More importantly, the proposed setback allows the project to minimize the amount of area and paving needed for guest parking. This avoids extensive grading, preserves natural topographic features, and provides a safe means of ingress and egress for vehicular traffic into the garage. This may prevent the potential for an increase in fire, flood, landslide or other safety hazards to public health and safety or injury to the habitability, stability and value of properties in the vicinity. Therefore, it's anticipated that granting the adjustment to the front setback of the garage would not be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

22. *Granting the application is in conformance with the goals, policies, and objectives of the General Plan, and the purpose and intent of any applicable specific plan and the purposes of this Zoning Code, and would not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zone district.* The purpose and intent of the Hillside overlay district is in part to preserve and protect existing natural resources, prohibit features that would create or increase fire, flood, landslide or other safety hazards to public health and safety; injure the habitability, stability and value of properties in the affected communities. It is also intended to preserve significant natural topographic feature, and ensure a safe means of ingress and egress for vehicular (including emergency equipment) and pedestrian traffic to and within the hillside areas, with minimum disturbance to the natural features. The applicant's proposal balances the need to maintain appropriate scale as well as the need to preserve hillside areas and natural topographic features, consistent with the purpose of the Zoning Code. Further, the adjustment to the front setback of the garage is consistent with General Plan Land Use Element Policies 10.9 (Natural Open Space) and 21.9 (Hillside Housing). Policy 10.9 places emphasis on the protection of natural open spaces, hillsides, watersheds, and critical habitats to safeguard the health, safety, and beauty of the City for the benefit of present and future generations. Policy 21.9 echoes the need to maintain appropriate scale, massing and access to residential structures located in hillside areas. The front setback proposed for the garage offsets the need for additional construction that might otherwise affect natural topographic features. In addition, the setback in conjunction with the design of the structure would maintain a lower scale when viewed from the street. Therefore, granting the adjustment to front setback of the garage is consistent with the General Plan Land Use Element and the purpose and intent of the Zoning Code. Further, the adjustment to the front setback does not constitute a grant of special privilege. The applicant is still required to provide a buffer between the public right-of-way and the garage to allow guest parking, to the extent feasible, given the exceptional circumstances outlined.

23. *Cost to the applicant of strict compliance with a regulation shall not be the primary reason for granting the Variance.* Cost to the applicant has not been considered a factor at any time throughout the review of this application.

Minor Variance – Adjustment to the Height of a Fence

24. *There are exceptional or extraordinary circumstances or conditions applicable to the subject site that do not apply generally to sites in the same zoning district.* The site topography is extremely steep, with approximately 75 percent of the site area sloping greater than 50 percent. Flatter, more stable portions of the site, considered to be areas less than 15 percent slope, account for approximately eight percent of the site area. As a practical matter, limiting all improvements as well as locating guest parking in these flatter areas has challenges. Flatter areas are not uniform in shape and do not consider the width and depth necessary for each guest space. The depth and width required for three guest parking spaces consumes an area no less than 459 square feet (25'6" wide x 18' deep). As a result, portions of paved areas leading into the garage extend beyond the flatter areas of the site and are elevated above the existing grade, requiring a guardrail that exceeds the fence height limit. This exceptional circumstance, along with the need to set the garage back (to provide space for guest parking in front of the garage), results in the proposed condition. While lots within the same zoning district slope, they generally do not exhibit such extraordinary conditions.

25. *Granting the application is necessary for the preservation and enjoyment of a substantial property right of the applicant and to prevent unreasonable property loss or unnecessary hardship.* The City requires that the applicant set the garage back to provide space for guest parking as well as to ensure that a vehicle would not extend into the public right-of-way. Due to the site topography, strict compliance with the fence height limit in the Zoning Code would require the applicant to devote a majority of the flattest portions of the site to the paving for guest parking. This scenario presents an unnecessary hardship because it would require the applicant to consider shifting the dwelling further down slope, towards areas of the site that are exceptionally steep. The garage and paving would consume the flatter areas. Alternatively, locating the garage downslope and designing the driveway and guardrail to follow the natural contours of the site would create a condition inconsistent with the Zoning Code. The driveway would exceed the maximum slope allowed and provide an unsafe condition for guest parking. More importantly, granting the adjustment to the height of the guardrail allows the project to avoid extensive grading, preserve natural topographic features, and provides a safe means of ingress and egress into the garage. Therefore, granting the adjustment to the fence height would not reasonably be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

26. *Granting the application would not be detrimental or injurious to property or improvements in the vicinity of the subject site, or to the public health, safety, or general welfare.* Visually, the guardrail will project 3'6" above the finished paving, and would be limited to the north side of the driveway. Granting the fence height allows the project to avoid extensive grading, preserve natural topographic features, and provides a safe means of ingress and egress into the garage. Therefore, granting the adjustment to the fence height will not be detrimental or injurious to property or improvements in the vicinity or to the public health, safety, or general welfare.

27. *Granting the application is in conformance with the goals, policies, and objectives of the General Plan, and the purpose and intent of any applicable specific plan and the purposes of this Zoning Code, and would not constitute a grant of special privilege inconsistent with*

limitations on other properties in the vicinity and in the same zone district. The purpose and intent of the Hillside Overlay District is in part to preserve and protect existing natural resources, prohibit features that would create or increase fire, flood, landslide or other safety hazards to public health and safety; injure the habitability, stability and value of properties in the affected communities. It is also intended to preserve significant natural topographic feature, and ensure a safe means of ingress and egress for vehicular (including emergency equipment) and pedestrian traffic to and within the hillside areas, with minimum disturbance to the natural features. The applicant's proposal balances the need to provide safe ingress and egress as well as the need to preserve hillside areas and natural topographic features, consistent with the purpose of the Zoning Code. Further, the request is consistent with General Plan Land Use Element Policies 10.9 (Natural Open Space). Policy 10.9 places emphasis on the protection of natural open spaces, hillsides, watersheds, and critical habitats to safeguard the health, safety, and beauty of the City for the benefit of present and future generations. By allowing the adjustment, it offsets the need for additional construction that might otherwise affect natural topographic features. Therefore, granting the adjustment to the fence height is consistent with the General Plan Land Use Element and the purpose and intent of the Zoning Code. Further, the adjustment to the fence height does not constitute a grant of special privilege. The applicant is still required to comply with provisions applicable to fences (eg. setback, design), to the extent feasible, given the exceptional circumstances outlined.

28. *Cost to the applicant of strict compliance with a regulation shall not be the primary reason for granting the Variance.* Cost to the applicant has not been considered a factor at any time throughout the review of this application.

ATTACHMENT B
CONDITIONS OF APPROVAL FOR HILLSIDE DEVELOPMENT PERMIT #6423

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

General

1. The site plan, floor plan, elevations, and building sections submitted for building permits shall substantially conform to plans stamped "Approved at Hearing, August 7, 2019," except as modified herein.
2. The right granted under this application must be enacted within 24 months from the effective date of approval. It shall expire and become void, unless an extension of time is approved in compliance with Zoning Code Section 17.64.040.C (Time Limits and Extensions – Extensions of Time).
3. This approval allows for a new two-story, 2,550 square-foot single-family dwelling with a five-foot front setback, an attached, 441 square-foot two-car garage with an 18'2" front setback, three guest parking spaces, and a 10-foot tall guardrail within the front yard area.
4. The applicant or successor in interest shall meet the applicable code requirements of all City Departments and the Pasadena Municipal Code.
5. The final decision letter and conditions of approval shall be incorporated in the submitted building plans as part of the building plan check process.
6. The proposed project, Activity Number **PLN2016-00075** 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 Jason Van Patten, Current Planning Section, at (626) 744-6760 to schedule an inspection appointment time.

Planning Division

7. The applicant shall comply with all requirements of Zoning Code Chapters 17.22 (Residential Zoning Districts) and 17.29 (Hillside Overlay District) that relate to residential development in the Hillside Development Overlay District.
8. The applicant or successor in interest shall comply with all requirements of Municipal Code Chapter 9.36 (Noise Restrictions). Specifically, all construction activities shall adhere to Municipal Code Section 9.36.070 (Construction Projects) and Section 9.36.080 (Construction Equipment).
9. No demolition or grading permit shall be issued until the building permit for the residential project is ready to be issued.
10. The applicant or successor in interest shall use darker tones, including earth tones, for the exterior walls and roofs on the house that blend with the natural terrain. Color and material samples shall be reviewed and approved by the Zoning Administrator prior to the issuance of any building permits.

11. The project shall comply with the Municipal Code Chapter 8.52 (City Trees and Tree Protection Ordinance). A tree protection and retention plan shall be submitted to the Zoning Administrator for approval prior to the issuance of any building or grading permits. Any proposal to remove a protected tree requires approval of a Tree Removal Application prior to the issuance of building permits.
12. A final landscape and irrigation plan, in compliance with Chapter 17.44 (Landscaping) of the Zoning Code, identifying all remaining and proposed vegetation and trees shall be submitted along with plans for building permit. The plan shall include a mix of plant size and materials. Plant materials shall emphasize drought-tolerant and/or native species. One 24-inch box or larger replacement tree shall be provided for the removal of Tree #3 identified in in the tree inventory, pursuant to Section 17.44.070.F of the Zoning Code. The replacement tree shall be selected from the list of native or specimen trees on the City of Pasadena's Protected Trees List. The replacement tree shall be identified in the final landscape and irrigation plan.
13. The applicant or successor in interest shall submit landscape and irrigation plans as part of any building, grading or zoning permits. Where proposing more than 500 square feet of new landscaping, the project shall meet the threshold for state-mandated water-efficient landscaping. Accordingly, the final landscape plans (inclusive of planting and hardscape plans, the planting pallet, drainage plan, and irrigation system plan(s) and specifications), shall be reviewed by Planning and Community Development Department staff for conformance with the standards and requirements specified within the 2015 California Model Water Efficient Landscape Ordinance (MWELo) prior to the issuance of a building permit. No certificate of occupancy shall be issued until such plans have been deemed compliant with the MWELo and the landscaping has been installed per such approved MWELo-compliant plans to the satisfaction of the Director of Planning and Community Development or his/her designee.
14. 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. Mechanical equipment shall be placed on a rooftop or below a deck only if the equipment is not visible from off the site.
15. Any new construction shall meet all applicable SUSMP (Standard Urban Water Mitigation Plan) requirements as determined by the Building and Safety Division.
16. All construction vehicles or trucks including trailers with length over 30 feet or widths over 102 inches shall require a lead pilot vehicle and flag person to enter the streets within the Hillside District. The flag person will stop opposing traffic as necessary when trucks are negotiating tight curves. Operation of construction vehicles or trucks with lengths over 35 feet shall require approval from the Department of Transportation and Department of Public Works, subject to demonstration that such vehicles can maneuver around specific tight curves in the Hillside District. Operation of construction trucks with lengths over 30 feet shall be prohibited before 9:00 a.m. and after 3:00 p.m., Monday through Friday and all day during weekends and holidays. On refuse collection days, the operation of construction trucks with lengths over 30 feet shall be prohibited before 10:00 a.m. and after 3:00 p.m.
17. At no time shall construction activities, including, but not limited to, construction materials, vehicles and equipment, obstruct access to vehicular driveways of adjacent properties.
18. 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.

19. Implementation of Best Management Practices (e.g., silt fence installation) are required during construction activities to avoid impacts on jurisdictional waters downslope from the project site.
20. A pre-construction survey for nesting birds is required within three days prior to the initiation of vegetation clearing or ground-disturbing activities during the bird nesting season (February 15 - August 31). If no active nests are found, vegetation removal can proceed. If the Biologist finds an active nest within or adjacent to the construction area and determines that the nest may be impacted, the Biologist shall identify an appropriate buffer zone around the nest depending on the sensitivity of the species, location of the nest, the existing level of human activity, and the nature of the construction activity.
21. A pre-construction survey for nesting raptors is required within seven days prior to the initiation of vegetation clearing or ground-disturbing activities during the raptor nesting season (February 1 - June 30). Restrictions may be placed on construction activities in the vicinity of any active nest observed until the nest is no longer active as determined by a qualified Biologist. The Biologist shall identify an appropriate buffer zone around a nest to allow construction to proceed while minimizing disturbance to the active nest. Once the nest is no longer active, construction can proceed in the buffer zone.

Building and Safety Division

22. The project shall comply with the 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.
23. Stormwater Management: This project is required to comply with the special provisions for "Single Family Hillside Home."
24. Slope Setback: For 3:1 or steeper slopes, the structure(s) must be designed to comply with the slope setback requirements per the CA Residential Code.
25. Fire Zone: The project is located in a Very High Fire Hazard Severity Zone, so the new construction must conform to the requirements per Section R327 of the CA Residential Code.
26. Retaining Walls: The cumulative height of retaining walls built because of cuts or fills pursuant of Pasadena Municipal Code shall not exceed 8 feet in height as viewed in the vertical plane. The height of freeboard shall be included in measuring the height of retaining walls.
27. Permit(s): Separate permits are required for grading, site retaining walls (not part of building), mechanical, electrical, and plumbing.

Fire Department

28. Fire Flow Test: Provide a Fire Flow Analysis (contact Pasadena Water Department 626-744 4495).
29. Fire Hydrant: A fire hydrant shall be located within 600-feet of all exterior portions of the structure per CFC 2016 Section 507.5.1 requirements. The minimum fire flow shall be 1000gpm @ 20psi per CFC 2016 Table B105.1 requirements.
30. Automatic Fire Sprinkler: A complete automatic fire sprinkler system designed and installed in compliance with NFPA 13D is required throughout the entire structure per CRC 2016 Section R313 requirements. Plans shall be submitted to the Permit Center for Fire Department's review within 30 working days of the issuance of the Building Permit.
31. Smoke Alarms: Provide an approved hardwired smoke alarm(s), with battery backup, in each sleeping room or area(s) serving a sleeping area and at the top of stairways at each floor level. All smoke alarms are to be photoelectric or a smoke alarm that is listed a photoelectric/ionization. All smoke alarms (new & existing) locations are to be interconnected for alarm sounders. All sounders are to produce a coded temporal pattern. All smoke alarms are to be UL 217 and California State Fire Marshal (CSFM) Listed. All smoke alarms (new & existing) are to be manufactured by the same company and compatible with each other. Smoke alarms shall not be installed within 3-feet of air registers or bathroom openings. [CBC 907]
32. Roof and Sidings: All roofing materials shall be 1-hour fire-resistive or non-combustible. NO WOOD MATERIAL ARE PERMITTED AS ADOPTED BY PMC.
33. Spark Arrestors: Provide an approved spark arrestor on all chimney(s).
34. Eaves and Projections: All eaves and other projections are required to be boxed with one-hour fire resistive or noncombustible material.
35. Wall Finishes: The exterior side of the wall finish is required to be of a one-hour fire resistive or noncombustible material.
36. Fascias: Fascias are required to be one-hour fire resistive material or 2" nominal dimension lumber.
37. Projections: Appendages and projections, i.e. decks, etc., are required to be a minimum of one-hour fire resistive construction, heavy timber or noncombustible material.
38. Exterior Glazing: All exterior windows, skylights etc. are required to be tempered glass and multilayered, dual or triple, glazing.
39. Exterior Doors: All exterior doors are required to be 1 3/8" solid core.
40. Exterior Fireplace: Provide fire place screens on all open face manufactured or custom fire place units. Fire place screens can be expanded wire or approved class units.
41. Provide metal container with metal lid secured in the closed position adjacent to fireplace and 10-feet from all combustible materials.

42. All burned wood or charcoal embers are to be placed in metal container, and then filled with water, and covered with tight fitting lid secured in place until such time they are properly disposed of.
43. Attics and Elevated Foundations: Attic and foundation ventilation in vertical exterior walls and vent through roofs shall comply with CBC, 7A; CSFM Standard 12-7A. The vents shall be covered with noncombustible corrosion resistant mesh openings a minimum of 1/8-inch not to exceed 1/4-inch openings. Attic ventilation openings shall NOT be located in soffits, in eave overhangs, between rafters at eaves or in other overhang areas. Gable end and dormer vents shall be located at least 10 feet from property lines. Under floor ventilation openings shall be located as close to grade as possible. Alternate Method of Protection is acceptable provided it complies with CSFM – SFM 12-7A-1, 7A-3 Listed Opening Protection.
44. Fuel Modification Plans: Provide a landscape plan that clearly indicates:
- All planting adjacent to the structure(s) and on all slopes is to be a low fuel volume species. This includes trees, shrubs and ground cover.
 - A complete irrigation system for the maintenance of these plants. This plan shall be approved by the Fire & Environmental Control Departments prior to or concurrent with the approval of the plans for a building permit.
 - Specify on a landscape plan the extent of clearing existing brush for the new construction and/or future landscaping. This plan shall be approved by the Fire & Environmental Control Departments prior to or concurrent with the approval of the plans for the building permit.
45. Provide defensible space with low fuel volume (fire retardant) landscaping in compliance with CBC Chapter 7A.

Department of Transportation

46. Hillside Driveways: Driveway location and design shall be per the Department of Public Works Standard Plan S-403.
47. Access: Emergency site access shall be reviewed and approved by the Fire Department and Department of Public Works.
48. Driveway Entry: Any parking entry gate/rollup door should be set back a minimum 20' from the property line. The dimensions to the gate/rollup door 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).
49. Overnight Parking: The project shall satisfy all parking requirements per the Zoning Code. No permanent overnight parking permits will be issued to future residents of this project.
50. Construction Staging & Traffic Management: Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging & Traffic Management Plan to the Department of Public Works for review and approval. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, parking space relocation agreements, closures, detours, staging areas, and routes of

construction vehicles entering and exiting the construction site. Permitted hours for construction may be limited due to construction activities bordering the project site.

51. Traffic Impact Fee: The Traffic Reduction and Transportation Improvement Fee (Ordinance No. 7076) applies to all net new residential developments. The fee corresponds to TR-TIF fees in the current Fiscal Year at the time of Building Permit issuance.

Public Works Department

52. The applicant shall dedicate to the City a two-foot strip of land along the frontage of the subject property for street 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.
53. Woodcliffe Road is currently unimproved along the frontage of the property. The applicant shall construct all public improvements, including roadway pavement per City Standards, concrete drive approach per Standard Plan S-403; concrete curb and gutter per Standard Plan S-406. All public improvements shall be completed prior to the issuance of Certificate of Occupancy.
54. The California Plumbing Code 713.0 requires for any building or an exterior drainage facility, on a lot or premises, within 200 feet of a public sewer, shall be connected to the public sewer facility. If it is determined that the proposed building or an exterior drainage facility is within 200 feet of the City's public sewer facility, the applicant shall extend the City's sewer main to serve the subject property/development.
55. The applicant shall be responsible for the cost of preparation of sewer improvement plans, by a registered Civil Engineer, and all review and permit fees. The gravity sewer main shall be eight-inch diameter vitrified clay pipe, and shall include a minimum of three (3) sewer manholes.
56. The proposed development shall connect to the public sewer with a new six-inch diameter house sewer 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 sewer 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.
57. 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.

58. All sewer mainline and lateral sewer connections shall meet City Standards as determined by the Department of Public Works. All design, plan check, construction, and permit costs are the responsibilities of the applicant.
59. 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.
60. If drainage patterns are altered, the applicant shall provide an approved method of controlling storm water runoff. Approval shall be obtained from the Planning Department and the Department of Public Works prior to issuance of a grading or building permit for this site.
61. 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 \$5,000 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 and for City personnel to review traffic control plans and maintain traffic control. A processing fee will be charged against the deposit.
62. 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.

Construction vehicles should only maneuver/turn-around within the project site private property. Construction vehicles shall not be driven over any private street or private driveways. Parking of construction vehicles and construction worker vehicles shall be within the project site private property.

63. 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/>.

64. 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.

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.
- Residential Impact Fee Ordinance - Chapter 4.17 of the PMC
The ordinance was established to provide funds to mitigate the impact of new residential development on City parks and park and recreational facilities. A copy of the Residential

Impact Fee Information Packet is available at the city webpage at: <https://ww5.cityofpasadena.net/public-works/engineering-and-construction/engineering/information-and-reports/>

The Residential Impact Fee is based on the current Taxes, Fees and Charges Schedule (<https://ww5.cityofpasadena.net/finance/fees-tax-schedules/>) and will be calculated and collected at the time of Building Permit Issuance.

The building plans shall include, preferably on the title sheet, a summary of all living units to capture the number of different units; number of bedrooms in each unit; and types of units (Regular, Workforce housing, Skilled nursing unit, Student housing, Residential care facility for the elderly, Affordable Housing). The definitions on the different types of units are available in the abovementioned Residential Impact Fee Information Packet as well as in the Pasadena Municipal Code.

The estimated Residential Impact Fee based on the current tax schedule and the submitted information in the application. This amount is a rough estimate and for informational purposes only. The exact amount will be calculated at the time of Building Permit issuance.

- 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-recycling/> 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.

Water & Power Department – Power Division

65. PWP to extend two (2) spans of 4KV Primary wire from pole 17110MP at 337 Woodcliffe Rd. Owner/Developer to contact PWP Power Utility Planning for the exact placement/location of panel.

Water & Power Department – Water Division

66. PWP records reflect no water services at this project. 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.

67. 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.

68. 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.

69. 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.

70. 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.

71. 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. Fire hydrant number 015-8 is located on the west curb of Woodcliffe Road, approximately 14 feet south of the south property line of 343 Woodcliffe Road.

**ATTACHMENT C
NEIGHBORHOOD COMPATIBILITY ANALYSIS**

#	PARCEL NO.	SITE ADDRESS	ZONE	OVERLAY	LOT SIZE	BLDG. SIZE	FAR
1	5708-014-010	345 PATRICIAN WAY	RS2	HD	15,168	1,865	0.12
2	5707-023-017	317 WOODCLIFFE RD	RS2	HD	26,938	1,994	0.07
3	5707-023-019	337 WOODCLIFFE RD	RS2	HD	17,422	2,177	0.12
4	5708-014-007	319 PATRICIAN WAY	RS2	HD	18,133	2,220	0.12
5	5707-023-016	303 PATRICIAN WAY	RS2	HD	28,024	2,226	0.08
6	5707-023-018	325 WOODCLIFFE RD	RS2	HD	13,999	2,380	0.17
7	5708-014-006	309 PATRICIAN WAY	RS2	HD	15,964	2,506	0.16
8	5708-014-008	329 PATRICIAN WAY	RS2	HD	25,787	2,631	0.10
9	5708-014-019	312 PATRICIAN WAY	RS2	HD	100,027	2,898	0.03
10	5708-014-002	332 PATRICIAN WAY	RS2	HD	21,078	3,015	0.14
11	5708-014-009	339 PATRICIAN WAY	RS2	HD	15,540	3,035	0.20
12	5708-014-003	324 PATRICIAN WAY	RS2	HD	23,120	3,216	0.14
13	5708-015-004	370 PATRICIAN WAY	RS2	HD	60,827	3,232	0.05
14	5708-014-012	353 PATRICIAN WAY	RS2	HD	14,993	3,293	0.22
15	5708-015-008	363 PATRICIAN WAY	RS2	HD	14,636	3,378	0.23
16	5708-015-006	360 PATRICIAN WAY	RS2	HD	11,512	3,572	0.31
17	5708-015-022	371 PATRICIAN WAY	RS2	HD	28,853	3,846	0.13
18	5708-015-007	357 PATRICIAN WAY	RS2	HD	12,156	4,212	0.35
19	5708-014-001	348 PATRICIAN WAY	RS2	HD	15,540	4,405	0.28
20	5708-014-016	320 PATRICIAN WAY	RS2	HD	48,278	5,850	0.12
21	5707-017-800	1400 WIERFIELD DR	RS2	HD	79,740	VACANT	-
22	5707-017-026	1400 WIERFIELD DR 36	RS2	HD	63,880	VACANT	-
23	5707-023-020	343 WOODCLIFFE RD	RS2	HD	22,480	VACANT	-
24	5707-023-021	351 WOODCLIFFE RD	RS2	HD	27,600	VACANT	-
25	5707-023-022	357 WOODCLIFFE RD	RS2	HD	43,560	VACANT	-
26	5707-023-023	361 WOODCLIFFE RD	RS2	HD	33,541	VACANT	-
27	5707-023-024	369 WOODCLIFFE RD	RS2	HD	22,724	VACANT	-
28	5708-014-011	349 PATRICIAN WAY	RS2	HD	10,971	VACANT	-
29	5708-015-005	360 PATRICIAN WAY	RS2	HD	850	VACANT	-
30	5708-015-009	367 PATRICIAN WAY	RS2	HD	17,708	VACANT	-
31	5708-015-012	378 WOODCLIFFE RD	RS2	HD	17,699	VACANT	-
32	5708-015-021	370 PATRICIAN WAY	RS2	HD	15,554	VACANT	-
33	5708-013-001	1201 W COLORADO BLVD	OS		1,517,736	NONRES	-
MEDIAN						3,025	
+35%						4,084	