

## MEMORANDUM



**PASADENA**  
DEPARTMENT OF TRANSPORTATION

MOVING PEOPLE TO PLACES,  
**CONNECTIVITY**



**DATE:** February 14, 2019

**TO:** Talyn Mirzakhania, Zoning Administrator  
Planning and Development Department

**FROM:** Mike Bagheri *MB*  
Complete Streets Division Manager

**RE:** Transportation Analysis – Conditions of Approval

**CASE:** 810-818 North Marengo Avenue

The City of Pasadena Department of Transportation conducted a transportation analysis to review potential transportation impacts related to the construction of a 27-unit residential development at 810-818 North Marengo Avenue.

Pursuant to the City's transportation study guidelines, DOT recommends the following conditions for the project:

1. The project is subject to the Traffic Reduction-Transportation Improvement Fee (TR-TIF) based on the General Fee Schedule at the time of permit issuance. Payment shall be made prior to receipt of the first permit for construction.
2. Pursuant to the adopted Street Design Guide, the applicant shall maintain the existing 12' foot wide sidewalk with a 5' min clear walk zone free of any obstructions along the project's frontage on Marengo Avenue.
3. 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.
4. No permanent, on-street, overnight parking permits will be issued to future residents of this project. Future tenants shall be advised of the unavailability of permanent, on-street, overnight parking permits.

**Talyn Mirzakhania, Zoning Administrator**  
**810-818 North Marengo Avenue**  
**February 14, 2019**  
**Page 2**

5. If proposed, any parking entry gate shall be setback a minimum of 20' from the property line. The gate 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).
6. As shown, the ramp width has a minimum width of 18' along the entire length of the ramp to accommodate 2-way traffic on the ramp. The driveway apron width shall match the ramp width. The design plans also indicate a minimum 20' flat area beyond the property line, and an acceptable 10%-20%-10% ramp slope configuration. This configuration shall be included in the final plan set for approval.
7. The alignment of the driveway with Painter Street may lead to confusion by eastbound travelling motorists. Therefore, appropriate warning signage shall be installed to inform motorists that they will be entering private property.

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

If you have any questions, please feel free to contact me at extension 7208.

Enclosed: Transportation Analyses –Outside of CEQA, dated February 14, 2019

CC: Frederick C. Dock, Director of Transportation  
Amanda Landry, Senior Planner, Planning Department  
Jon Hamblen, Parking Manager, DOT  
Valerie Gibson, Transit Manager, DOT  
Yannie Wu, Principal Engineer, Public Works  
Bob Sulistio, Associate Engineer, Public Works

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