



CURRENT PLANNING:

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Date: August 6, 2020

Project Description:

The project site consists of two separate parcels commonly addressed 442 and 452 North Los Robles Avenue (5731-021-042) and 470 North Los Robles Avenue (5731-021-034). Both parcels are currently zoned CL (Limited Commercial Zoning District). The aggregate site area per the plan is 114,378 square feet (2.6 acres). The plans identify a two-foot dedication from the northern property line along East Villa Street) resulting in an 113,727 square foot site. These figures differ slightly from the Assessor’s available figures. As part of future submittals a site survey and complete legal information (e.g. chain of title, grant deeds, legal descriptions, etc.) referencing all active parcel numbers shall be provided to verify project site area.

The purposes of the CL zoning districts are to implement neighborhood commercial development. In particular, the CL zoning districts are to provide sites for businesses serving the daily needs of nearby residential areas while establishing development standards that prevent significant adverse effects on residential uses within and adjoining a CL district and to provide opportunities for certain limited manufacturing and service uses that have impacts comparable to those of permitted retail uses to occupy space not in demand for retailing. Refer to Community Planning comments for more information.

The proposed project is subject to, including but not limited to, the following Zoning Code Sections and/or Chapters:

- Title 17 – Zoning Code
- Section 17.26.020.C – Planned Development
- Chapter 17.40 – General Property Development and Use Standards
- Chapter 17.42 – Inclusionary Housing Requirements
- Chapter 17.43 – Density Bonus, Waivers and Incentives
- Chapter 17.44 – Landscaping
- Chapter 17.46 – Parking and Loading
- Chapter 17.50 – Standards for Specific Land Uses
- Chapter 8.52 – City Trees and Tree Protection Ordinance
- Title 16 – Subdivisions

452 North Los Robles Avenue
Zoning Designation:
CL (Limited Commercial Zoning District) zoning district.
General Plan Designation:
Medium Mixed Use (0.0-2.25 FAR, 0-87 DU/acre) which allows for PD Development
Lot Size



aggregate size of 114,378-square-foot (2.6 acres)	
Building Size	
255,946 square feet of total FAR including 4,464 square feet of commercial space	
CL Development Standards for Non Residential Development	
Setbacks / Building Separation:	
Required	Proposed
Front and Corner Setback Requirement: five feet	<p><i>According to the site plan, the property is a double frontage lot and would be subject to double frontage lot setback standards:</i></p> <p><i>North Los Robles Avenue (Frontage #1): According to the site plan, a minimum 8'-6" setback is proposed.</i></p> <p><i>North Oakland Avenue (Frontage #2): According to the site plan, a minimum nine-foot setback is proposed.</i></p> <p><i>East Villa Street (Frontage #3): According to the site plan, a minimum six-foot setback is proposed.</i></p> <p><i>All interior lot lines (side and rear) provide a minimum 15-foot setback, demonstrating compliance.</i></p>
Interior Setbacks - Side and Rear Setback Requirement: 15 feet	<i>Please label all dedication easements on the site plan and indicate where setbacks are taken from the easements.</i>
Encroachment Plane Requirements: Shall not project within the encroachment plane (17.40.160.D.2) when adjacent to an RS or RM-12 zone or the encroachment plane (17.40.160.D.3) when adjacent to an RM-16, RM-32, or RM-48 zone unless the adjacent lot is a PK overlay which is used for parking	<i>The provided encroachment plane is shown as commencing from 32 feet above the property line. Plans shall be revised to demonstrate compliance with the encroachment plane commencing 20 feet above the existing grade at the property line of the abutting residential zoning district pursuant to Section 17.40.160.D.3. Plans shall indicate the required encroachment plane from each designated side lot line.</i>
Building Height:	
Maximum Permitted	Proposed
Maximum Height: Building height limit for a PD is prescribed by the PD plan. Although a PD Plan allows an applicant to prescribe its own development standards, it is recommended that the PD Plan height standards be similar to the existing development standards of the zoning	<i>According to the plan, the project consists of multiple buildings proposing heights of up to 65 feet with a maximum of four to five stories. There is not enough information to determine whether heights referenced are measured</i>



<p>district. The maximum 36-foot and two to three story height requirement for the CL zoning district, is generally reflective of the existing character of the surrounding area. The northeastern portion of the property is adjacent to an RM-12 district.</p>	<p><i>from the lowest elevation of existing grade at an exterior wall of the structure.</i></p>
<p>Commercial Frontage and Facade Standards (17.24.050):</p>	
<p>Required</p>	<p>Proposed</p>
<p>The provisions of this Section are intended to provide for pedestrian orientation and traditional building form in the commercial areas of the City. A principal design objective of this Zoning Code is for the street frontages in these areas to have continuous building facades with as few interruptions as possible in the progression of stores and other buildings, creating highly attractive, pedestrian-oriented streetscapes.</p> <p>Applicability. The requirements of this Section apply to proposed development within the CL, CG, and IG zoning districts. The review authority may approve minor variations to these standards as deemed appropriate, provided that the review authority also first finds that the minor variation will still produce a building that complies with the purpose of this Section.</p> <p>Elevation of first floor. At least 75 percent of the street-fronting length of the first habitable floor of a nonresidential structure shall be located no more than two vertical feet above or below the sidewalk elevation at any point along the street property line.</p> <p>Building placement. Each building shall be designed so that its front facade occupies 100 percent of its front property line. The review authority may grant exceptions for:</p> <p>1.A driveway that is necessary because no side street, alley, or easement can provide access to required parking on the rear of the lot or site;</p>	<p><i>A higher level of detail must be provided to demonstrate compliance with all applicable commercial frontage and facade standards.</i></p>



2.The initial phases of a multiphase building project that will occupy the entire frontage upon completion;

3.A project proposed with a pedestrians-only plaza occupying a portion of the street frontage;

4.A pedestrian corridor; or

5. Double frontage or double-frontage corner lots or sites. The Review Authority shall determine which frontage is the primary frontage and which is the secondary frontage based on the character of the street frontages. A parking lot can face the street on the secondary frontage.

Building treatment. Building design shall comply with the following requirements.

Windows. Clear, untinted glass windows shall occupy a minimum of 50 percent of the width of the building facade parallel to the public sidewalk, with a minimum height of eight feet, to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, reflective glass or tinted glass shall not be allowed. After installation, clear glass windows shall not later be treated so as to become opaque or to be blocked so as to prevent visibility of the ground floor interior from the sidewalk.

Railings and decorative grilles. Any decorative railing or grille work that is placed in front of or behind street-level windows shall be at least 75 percent open to perpendicular view and no more than six feet in height above grade. No security gate or grille shall be installed on the exterior of any structure.

Pedestrian access to buildings. The primary entrance of each ground-floor use shall be located within the primary building frontage, and shall be recessed a minimum of three feet when accessed from the public right-of-way.



<p>Walk-up facilities and entries shall be recessed and provide adequate queuing space to avoid interruption of pedestrian flow.</p>	
<p>Floor Area Ratio (FAR)</p>	
<p>Maximum Permitted</p>	<p>Proposed</p>
<p>The FAR of a PD shall not exceed the FAR allowed on the Land Use Diagram for the project site unless approved by City Council, but only as high as 3.0, and only when it can be shown the architectural design of the PD is contextual and of a high-quality.</p>	<p><i>The project proposes an FAR of 2.24 which complies with the maximum allowed FAR of 3.0 for a PD.</i></p>
<p>Mixed – Use Projects Additional Development Standards (17.50.160):</p>	
<p>Required</p>	<p>Proposed</p>
<p>The purpose of this Section is to ensure compatibility between the different land uses (e.g., residential and commercial) operating within a mixed-use project.</p> <p>Zoning district standards. The density, floor area ratio (FAR), height, and street setbacks for a mixed-use development project shall be determined by the underlying zoning district.</p> <p>Commercial structure required. When the residential units are located above the commercial uses, the structure shall be treated as a commercial type of structure for front and corner setbacks and no interior side setbacks shall be required. No rear yard setback is required unless specified for commercial uses.</p> <p>Hours of operation. Outside the Central District the commercial portion of projects shall comply with the Limited Hours of Operation requirements (Section 17.40.070), if applicable.</p> <p>Commercial uses along street frontages. Commercial uses shall be located along street frontages and have a minimum depth of 50 feet. The Zoning Administrator may reduce the commercial uses for a secondary street. On corner lots, the commercial space shall turn (wrap around) the corner for a minimum depth of 50 feet. The Zoning Administrator shall determine the primary frontage for purposes of compliance with this</p>	<p><i>Some of these standards seem to be addressed through narrative. However, higher level of detail is needed on the plans to demonstrate compliance with all applicable mixed-use project development standards. Plans shall demonstrate compliance where applicable.</i></p> <p><i>Please include measurements for commercial use façade standards.</i></p>



Subsection. On double-frontage lots, commercial uses shall be located along both street frontages.

Community Space. Community space shall include both indoor/interior space and outdoor open space. Community space can be in the form of private open space (e.g., balconies) or common open space (e.g., pool or side or rear setback areas.) An indoor recreational room of up to 600 square feet may be credited toward fulfilling this community space requirement. A utility easement may be credited toward fulfilling this community space requirement if it is properly landscaped in compliance with Chapter 17.44 (Landscaping). Each development project shall provide a minimum of 150 square feet of community space for each dwelling unit.

- i. *Front and/or corner side setbacks do not count.* Required front and/or corner side setbacks shall not be credited toward fulfilling this community space requirement.
 - ii. *Private open space.* The private open space shall not exceed 30 percent of the total requirement for community space. Each private open space shall have a minimum six-foot dimension. This maximum 30 percent requirement may be modified by not more than five percent if determined to be necessary during Design Review.
 - ii. *Community open space.* Each community open space shall have at least one minimum dimension of 15 feet and the other dimensions shall be at least six feet, except for private open space (e.g., balconies or patios).
- b. Balconies.** Balconies may project no closer than six feet to an interior or rear property line and four feet into a front or corner side setback. Balconies shall have a minimum dimension of six feet in order to count as required open space. Balconies that are designed to project over the public right-of-way shall have

Please include a breakdown of community space and include a higher level of detail to demonstrate compliance.



prior approval from the Department of Public Works.

c. Inclusionary housing requirements. Mixed-use projects shall be subject to the inclusionary housing requirements of Section 17.42.040 (Inclusionary Unit Requirements).

d. Parking. The mixed-use project may have parking located at grade level behind the ground floor commercial/residential uses on the street frontage. For new development projects, parking shall be provided in compliance with Table 4-6 for both the residential component and the commercial component. A minimum of one off-street parking space shall be located on-site for each residential unit in a new project. Guest parking shall be provided for the residential units in compliance with Table 4-6 (Off-Street Parking Space Requirements — multi-family dwelling units). All other parking spaces designed to serve the residential units may be located off-site with a long-term parking lease agreement in compliance with Subparagraph 17.46.020. (Location and ownership). Off-site parking for residential units shall meet the distance requirements for commercial customer/visitor spaces. City Permits for overnight parking on City streets shall not be issued for residential development projects built in compliance with these regulations. Residential tenants shall be advised of the unavailability of on-street overnight parking permits.

e. Lighting. Lighting for commercial uses shall be appropriately shielded to not negatively impact the residential units.

f. Noise notification. Residents of a mixed-use development project shall be notified that they are living in an urban



<p>area and that the noise levels may be higher than in a typical residential area. The signature of the residents shall confirm receipt and understanding of this information.</p> <p>g. Off-street loading. Off-street loading areas shall be located as far as possible from the residential units and shall be completely screened from view from the residential portion of the project.</p> <p>h. Loading and unloading of household goods. If the loading of furniture and household goods for the residential units is to occur on the street, it shall be limited to the hours of 9:00 a.m. to 2:00 p.m. and 7:00 p.m. to 10:00 p.m. on weekdays and 9:00 a.m. to 10:00 p.m. on weekends.</p> <p>i. Refuse and recycling areas. Areas for the collection and storage of refuse and recyclable materials shall be located on the site in locations that are convenient for both the residential and nonresidential uses.</p>	
<p>Residential Density and Density Bonus (17.26.020.C.3.c.[2], 17.43):</p>	
<p>Required</p>	<p>Proposed</p>
<p>The residential density of a PD shall not exceed the residential density allowed on the Land Use Diagram for the project site unless approved by the City Council, but only as high as 87 dwelling units per acre, and only when it can be shown the architectural design of the PD is contextual and of a high-quality. The residential density may also exceed that of the Land Use Diagram if the project is complying with the Density Bonus provisions in Zoning Code Chapter 17.43 (Density Bonus, Waivers and Incentives). Should the PD, propose to exceed the density on the General Plan Land Use Diagram, utilizing the Density Bonus provisions, it shall be reviewed by the Design Commission prior to consideration by the Planning Commission and</p>	<p><i>The applicable density for the site, pursuant to PMC 17.24.040, Table 2-6, (Commercial and Industrial District General Development Standards), is 32 dwelling units per acre. For this 114,378 square-foot site, up to 84 dwelling units would be allowed under the established density.</i></p> <p><i>The General Plan Land Use Diagram establishes a maximum density of 87 dwelling units per acre for both parcels. According to the plan 87 dwelling units per acre is proposed across the PD site. At this time, no density bonus increase has been requested.</i></p>



<p>City Council. The Design Commission shall advise as to whether the architectural design of the proposed PD is contextual and of a high-quality. Be advised, workforce units are not eligible for any concessions, incentives, waivers or modifications of development standards pursuant to the Density Bonus provisions of State law or Chapter 17.43 of the Zoning Code.</p>	
<p>Inclusionary Housing Requirements (17.42):</p>	
<p>Required</p>	<p>Proposed</p>
<p>The project is subject to inclusionary housing requirements because more than 10 new dwelling units are proposed. The purpose of this Chapter is to encourage the development and availability of affordable housing by ensuring that the addition of affordable housing units to the City's housing stock is in proportion with the overall increase in new housing units.</p> <p>Zoning Code Section 17.42.040 (Inclusionary Unit Requirements) currently requires a minimum of 20 percent of the total number of dwelling units in a residential project be developed, offered to, and sold or rented to households of very low, low, and moderate-income, at an affordable housing cost as follows:</p> <p><i>Units for sale:</i> If the project consists of units for sale, a minimum of 20 percent of the total number of units in the project shall be sold to very low, low, or moderate-income households.</p> <p><i>Rental units:</i> If the residential project consists of rental units, a minimum of five percent of the units shall be rented to very low-income households, five percent of the units shall be rented to very low or low-income households, and 10 percent of the units shall be rented to very low, low, or moderate-income households.</p> <p>In calculating the required number of inclusionary units, fractional units of 0.75 or above shall be rounded-up to a whole unit if the residential project consists of 10 to 20 units;</p>	<p><i>The applicant shall clarify the product type (for-sale or rental) on future submittals. While rental is noted, plans reference condominiums suggesting for-sale units. Refer to comments from the Department of Housing and Career Services for additional information regarding inclusionary housing requirements.</i></p>



and fractional units of 0.50 or above shall be rounded-up to a whole unit if the project consists of 21 or more units. Notwithstanding the foregoing, the minimum requirement for any project shall not be less than one unit for very low, low or moderate-income households and one unit for very low or low-income households.

The Zoning Code Section referenced also includes alternatives to developing required inclusionary units. A housing plan and housing agreement may be required pursuant to Section 17.42.060 (Housing Plan and Housing Agreement Required). According to the application, the project consists entirely of rental units. With a proposed 227 unit count, the project would require 45 units as an aggregate of very low, low, and moderate-income, at an affordable housing cost. The application references that no affordable units will be provided on site but the inclusionary housing requirement will be compliant through either units provided off-site or an in-lieu fee.

	Base	Required
Very Low (5%)	11	The supplemental application states that the inclusionary units will be provided either off-site or through in-lieu fees.
Low (5%)	11	
Moderate (10%)	23	
Total		45

Accessory Uses and Structures (17.50.250):

Accessory structures shall be limited to uses which are accessory to the main use, including but not limited to, cabanas, gazebos, pergolas, pools, or hot tubs and related equipment. Pools, hot tubs, and related equipment, and all mechanical equipment shall not be closer than five feet from a property line.

Plans shall demonstrate compliance where applicable.

Chapter 17.40 – General Property Development and Use Standards

Outdoor Lighting (17.40.080)

Required

Proposed



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<p>Any exterior lighting proposed on private property shall comply with the requirements of this Section. Plans shall demonstrate compliance where applicable.</p>	<p><i>A lighting plan in compliance with the outdoor lighting requirements shall be submitted in conjunction with the project plans to verify compliance with the below requirements.</i></p>
<p>Performance Standards (17.40.090)</p>	
<p>Required</p>	<p>Proposed</p>
<p>All land uses including those a part of a PD shall comply with the performance standards of this Section.</p>	<p><i>Plans shall demonstrate compliance where applicable.</i></p>
<p>Public Art Requirement (17.40.100):</p>	
<p>Required</p>	<p>Proposed</p>
<p>This Section implements the policies of the Pasadena General Plan that call for provisions for the arts and other cultural resources in new development. This Section will further this program goal by establishing a requirement that the design of certain projects incorporate a public art component</p>	<p><i>Refer to comments from the Cultural Affairs Division and Section referenced for additional information.</i></p>
<p>Reflective Surfaces (17.40.110):</p>	
<p>Required</p>	<p>Proposed</p>
<p>For new structures, mirror or highly reflective glass shall not cover more than 20 percent of a structure's surface visible from a street. Where the project proposes the use of mirror or highly reflective glass refer to the Section. Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</p>	<p><i>Include a call out to within materials list to demonstrate compliance where applicable.</i></p>
<p>Refuse Storage Facilities (17.40.120)</p>	
<p>Required</p>	<p>Proposed</p>
<p>A refuse storage area for the collection of trash and recycled goods shall be provided at the time any structure is constructed. An area for the storage of trash shall be provided with minimum clear dimensions of five feet by seven feet for all multi-family residential uses of four to 19 dwelling units. Multi-family residential uses with 20 or more dwelling units shall provide trash storage areas with the minimum size determined by the Director of Public Works based on the type of use, the size of the refuse area proposed, and the frequency of refuse collection. Refer to Section 17.40.120. B_ for design standards.</p>	<p><i>The plans do not provide detail of the proposed refuse storage area to verify compliance with all refuse storage requirements provided below. The plan shall provide additional details regarding the refuse storage facility's dimensions, elevations, materials, etc. compliance with all requirements.</i></p>
<p>Screening (17.40.150):</p>	
<p>Required</p>	<p>Proposed</p>



<p>All new exterior mechanical equipment, except solar collectors, shall be screened or located out of view from public rights-of-way. At a minimum, screening materials shall have evenly distributed openings or perforations not exceeding 50 percent of surface area and shall effectively screen mechanical equipment. In addition, aboveground utility meters shall not be located between the front property line and the front foot of building occupancy or the corner side property line and the front foot of building occupancy.</p>	<p><i>Plans shall demonstrate compliance where applicable.</i></p>
<p>Walls and Fences (17.40.180)</p>	
<p>Required</p>	<p>Proposed</p>
<p>The height of all walls and fences shall be measured from the existing grade to the top of the wall or fence in order to prevent the artificial raising of the grade in order to allow for a higher wall or fence. Where the existing grade changes (i.e., for a driveway) the fence height shall change with the grade. The height shall be measured in a continuum at each point along the wall or fence.</p>	<p>Plans shall provide a level of detail that demonstrates compliance with these standards where applicable. <i>For any proposed walls and fences, compliance with the requirements below shall be demonstrated on the landscape plan, including a higher level of detail, such as location, height, and materials.</i></p>
<p>Underground Utilities (17.40.190)</p>	
<p>Required</p>	<p>Proposed</p>
<p>The project shall provide for the undergrounding of all utility facilities (e.g., cable television, data network, electrical, telephone, and similar distribution lines providing direct service to the site) within the property lines of the site in compliance with the Section.</p>	<p><i>The above requirement will be a part of the conditions of approval for the proposed project entitlements.</i></p>
<p>Chapter 17.44 – Landscaping</p>	
<p>Required</p>	<p>Proposed</p>
<p>A preliminary landscape plan shall be submitted as part of an application for a land use entitlement. The preliminary landscape plan shall meet the purpose of this Chapter by exhibiting a design layout that demonstrates the desired landscaping program in terms of function, location, size/scale, theme, and similar attributes. The preliminary landscape plan shall provide the Zoning Administrator with a clear understanding of the landscaping program before preparation of the detailed final landscape and irrigation plan. Landscape plans shall be prepared by a California-registered</p>	<p><i>Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>



<p>landscape architect, or the architect that designed the on-site structures and improvements. Refer to Chapter for required landscape and irrigation plan contents and other pertinent information.</p>	
<p>Preliminary Landscape Plan (17.44.030) & Water Efficient Landscape: Incorporation of Model Water Efficient Landscape Ordinance (17.44.050)</p>	
<p>Required</p>	<p>Proposed</p>
<p>The preliminary landscape plan shall exhibit a design layout that demonstrates the desired landscaping program in terms of function, location, size/scale, theme, and similar attributes.</p> <p>The preliminary landscape plan shall provide the Zoning Administrator with a clear understanding of the landscaping program before preparation of the detailed final landscape and irrigation plan.</p> <p>The preliminary landscape plan shall meet the intent of Chapter 8.52 (City Trees and Tree Protection Ordinance) of the Municipal Code.</p> <p>Landscape architect required. Preliminary landscape and irrigation plans shall be prepared by a California-registered landscape architect, or the architect that designed the on-site structures and improvements.</p> <p>A final landscape plans is required as a part of the building plan check process for review and approval prior to the issuance of building permits. The final landscape plan shall be submitted in compliance with Section 17.44.040, and demonstrate compliance with all applicable requirements provided in Chapter 17.44.</p>	<p><i>Preliminary landscape plans will be required to be submitted for MWELO Model Water Efficient Landscape Ordinance review in conjunction with a Landscape Documentation Package and shall be approved by the Zoning Administrator for review for compliance with the requirements of this Chapter.</i></p>
<p>Tree Retention, Removal and Protection (17.44.090, 17.44.100, 8.52):</p>	
<p>Required</p>	<p>Proposed</p>
<p>If healthy trees exist on site, maximum effort shall be given for their retention. All existing trees shall be protected during construction in compliance with the City Tree Protection Ordinance, Municipal Code Chapter 8.52 (City Trees and Tree Protection Ordinance). This</p>	<p><i>Plans shall provide a level of detail that demonstrates compliance with these standards where applicable (e.g. tree protection plan). Be advised, any necessary tree protection may necessitate project changes.</i></p>



includes public/street trees located in the public right-of-way. The City's Tree Protection Ordinance includes a list of protected native and specimen species. Removal of protected species and/or mature trees are subject to the approval or a tree removal permit. Mature trees are an otherwise non-protected tree with a diameter-at-breast-height (DBH) of 19 inches or greater (≥ 19). A tree removal permit is a discretionary application required of each protected tree planned for removal. Tree removal permits would be reviewed concurrent with any zoning entitlements (e.g. PD), or where none were proposed, concurrent with the design review process. Refer to sections referenced for additional information.

Street trees shall not be removed without first obtaining permission from the Department of Public Works and/or Urban Forestry. The City's Tree Protection Ordinance prohibits the applicant from pruning, injuring or removing a public tree located anywhere in the city unless expressly exempted. When removal is absolutely necessary, trees shall be replaced in a manner consistent with the prevailing pattern on the street, as determined by the Department of Public Works. Refer to Public Works comments regarding street trees, new tree planting, and protection requirements.

All off-site trees that are in proximity to the site or extend onto the site shall be identified on the inventory and corresponding plan to determine whether protected by the City. For all protected trees, on and off-site (in public right-of-way and on private property) that are to remain, the applicant is required to demonstrate that the proposed project will not result in injury or removal through a tree protection plan. For private property trees, the root protection zone generally defines the area of protection. The root protection zone is defined as the area within a circle with a radius equal to the greatest distance from the trunk to any overhanging foliage in the canopy.

Chapter 17.46 – Parking and Loading



Required	Proposed								
<p>Parking shall comply with all applicable standards of the Chapter. Parking shall be permanently available, marked, and properly maintained for the use they are intended to serve. Parking shall be provided in compliance with Table 4-6 (Off Street Parking Space Requirements), Zoning Code Section 17.46.040 (Number of Off-Street Parking Spaces Required) as follows:</p> <table border="1" data-bbox="204 657 812 846"> <thead> <tr> <th>Unit Size</th> <th>Requirement</th> </tr> </thead> <tbody> <tr> <td>≥ 650 sf</td> <td>2 covered spaces per unit</td> </tr> <tr> <td>< 650 sf</td> <td>1 covered space per unit</td> </tr> <tr> <td>Guest</td> <td>1 guest parking space for each 10 units</td> </tr> </tbody> </table> <p>The guest parking requirement applies to development with 10 units or more. Where a fractional number is obtained, one space shall be required for a fractional unit of 0.50 or above, and no space shall be required for a fractional unit of less than 0.50. Disabled accessible parking spaces required shall count toward fulfilling off-street parking requirements.</p>	Unit Size	Requirement	≥ 650 sf	2 covered spaces per unit	< 650 sf	1 covered space per unit	Guest	1 guest parking space for each 10 units	<p><i>Based on the location of the project site, there are two potential alternative parking standards that may instead be used.</i></p>
Unit Size	Requirement								
≥ 650 sf	2 covered spaces per unit								
< 650 sf	1 covered space per unit								
Guest	1 guest parking space for each 10 units								
Transit Oriented Development (TOD) (17.50.340): Alternative Parking Standard									
Requirements if Proposed	Proposed								
<p>The project site is located with one-half mile of the Lake Gold Line Station. Projects located between 1,320 feet (quarter-mile) and 2,640 feet (half-mile) of a light-rail station platform may voluntarily make use of applicable TOD standards provided in this Section. These standards establish minimum and maximum parking requirements. For a multi-family residential project proposing at least 48 dwelling units per acre, the following requirements may be used instead of those referenced in Chapter 17.46:</p>	<p><i>Plans appear to use the TOD reduction. Plans shall provide parking calculations with unit square footages to demonstrate compliance where applicable.</i></p>								



Unit Size	Requirement
≥ 650 sf	Minimum of 1.5 spaces per unit, to a maximum of 1.75 spaces per unit
< 650 sf	Limit of 1 space for each unit (no more or less)
Guest	1 guest parking space for each 10 units

Be advised, where applying these standards, the number of guest parking spaces provided shall not exceed the minimum number of guest parking spaces required.

Residential Parking:

According to the breakdown of the 227 proposed residential units, the project proposes a variety of junior one bedroom units, one bedroom units, and two bedroom units but does not indicate residential unit size. A higher level of detail is needed to assess whether the provided parking is sufficient for the mix of units. For future submittals, the parking inventory shall be broken down according to parking requirement per unit size.

Guest Parking:

Based on the guest parking space requirement of 1 space for 10 units, the parking analysis states 23 guest parking spaces will be provided based on the 227 unit count.

Commercial Parking:

The project proposes 4,496 square feet of gross floor area for “commercial use”. The plans indicate a proposed parking rate of 3 parking spaces per 1,000 square feet of floor area. The plans indicate a maximum of 13 parking spaces dedicated to the future commercial use. Because commercial parking rates are based off specific land uses, it is unclear what the parking requirement will be.

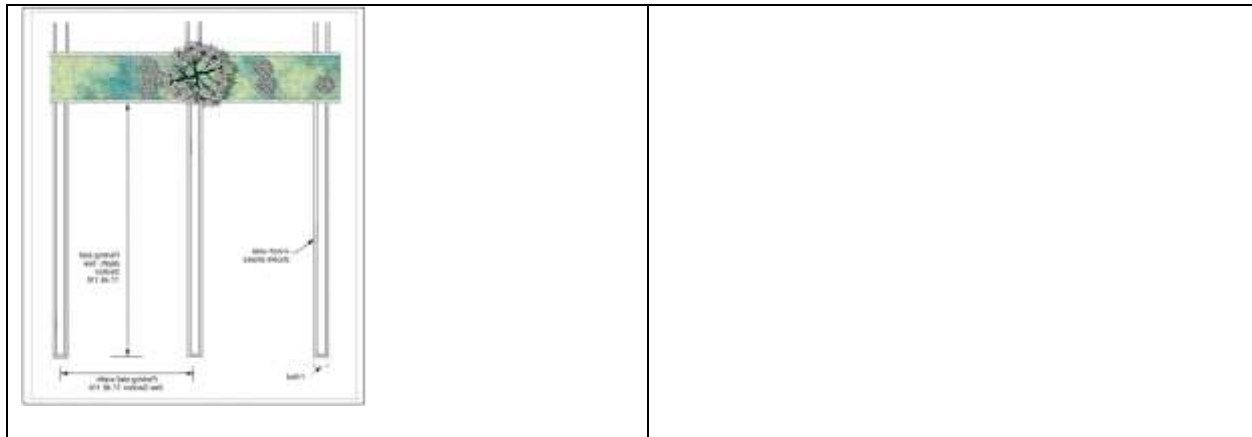
Per Section 17.50.340.D.1.b.2, aside from office uses, for all other nonresidential uses, the



<p>minimum amount of required off-street parking shall be reduced by 10 percent, with an optional reduction up to 20 percent. The 10 percent reduction shall be the maximum allowed number of parking spaces. Per Section 17.46.040, the commercial parking requirement shall be provided in compliance with Table 4-6 and will be based on the specific land use.</p>									
<p>Alternative Parking Standards (17.43.090):</p>									
<p>Requirements if Proposed</p>	<p>Proposed</p>								
<p>If applicable: where the project includes a request for a density bonus in compliance with Municipal Code Chapter 17.43, the applicant may utilize alternative parking requirements as follows:</p> <table border="1" data-bbox="203 877 815 1066"> <thead> <tr> <th>Number of Bedrooms</th> <th>On-Site Parking Spaces</th> </tr> </thead> <tbody> <tr> <td>0-1</td> <td>1</td> </tr> <tr> <td>2-3</td> <td>2</td> </tr> <tr> <td>4 or more</td> <td>2.5</td> </tr> </tbody> </table>	Number of Bedrooms	On-Site Parking Spaces	0-1	1	2-3	2	4 or more	2.5	<p><i>According to the plans, a density bonus increase was not requested, therefore no alternative parking standards are available at this time. If a density bonus increase is requested as a part of a future submittal, and if alternative parking spaces are utilized, plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>
Number of Bedrooms	On-Site Parking Spaces								
0-1	1								
2-3	2								
4 or more	2.5								
<p>Tandem Parking (17.46.080):</p>									
<p>Requirements if Proposed</p>	<p>Proposed</p>								
<p>Tandem parking may be allowed for multi-family projects. <i>Additional conditions for multi-family and mixed-use projects:</i> For multi-family projects and the residential component of mixed-use projects, the following conditions shall be met for tandem spaces:</p> <p><i>Assigned to same unit:</i> Both tandem spaces shall be assigned to the same dwelling unit.</p> <p><i>Up to 30 percent:</i> Up to 30 percent of the total off-street parking spaces provided may incorporate tandem parking.</p> <p><i>Minimum tandem space dimensions:</i> Two parking spaces in tandem shall have a combined minimum dimension of nine feet in width by 34 feet in length.</p>	<p><i>Some tandem parking spaces are proposed: The plans will be required to provide a higher level of detail to demonstrate compliance with all requirements for tandem parking spaces.</i></p>								
<p>Parking Space Dimensions (17.46.090, 17.46.110, and 17.46.120)</p>									



Required	Proposed
<p>All nonparallel parking spaces shall measure a minimum of eight and one-half feet wide by 18 feet deep (8.5' x 18'). Compact parking spaces are not permitted. The plan references all nonparallel spaces via a typical parking diagram. The vertical clearance for all parking spaces, including entrances, shall be a minimum of seven feet in height. Vertical clearance for access to and including handicapped spaces, shall be a minimum of eight feet, two inches in height. All parking spaces shall be double-striped. Parking plans do not include dimensions.</p>	<p><i>The proposed parking plan demonstrates compliance with the minimum requirements for number of required spaces and minimum universal stall dimension.</i></p>
<p>Application of Dimensional Requirements (17.46.120)</p> <p>Relation to aisles. If contiguous to an obstruction. An additional width of one foot shall be provided for each parking space the length of which is contiguous to a fence, structure, wall, or other obstruction. Except if columns are set back away from the aisles, the one-foot additional width required by this Subsection may be lessened three inches for each foot the columns are set back from the aisles.</p> <p>If located at end of aisle. At the end of an aisle providing access to a parking space perpendicular to the aisle, the aisle shall extend two feet beyond the side of the last parking space in the aisle.</p> <p>Striping. Parking spaces shall be double-striped in accordance with the figure below.</p>	<p><i>It is unclear whether all parking spaces are compliant with the dimensional requirements. Plans shall provide a level of detail indicating that all stall dimensions within in the parking plan demonstrate compliance with all applicable standards.</i></p> <p><i>Please note that at Building Permit plan check, a higher level of detail will be required for parking space striping dimensions, bumper overhang dimensions, Outdoor Parking Area Lighting, Driveway Visibility, etc.</i></p>



Aisle Dimensions (17.46.130)

The minimum aisle dimension is based on the size and angle of a parking space pursuant to Table 4-8 (Aisle Dimensions), of Zoning Code Section 17.46.130 (Aisle Dimensions). The minimum aisle width adjoining a stall is 24 feet. Parking plans demonstrate a 24 foot aisle width.

The plans appear to comply. Please provide at every applicable location.

Parking Access from Street and Driveways (17.46.140):

Access to parking spaces shall not require backing across a property line abutting a street. An alley may be used as maneuvering space for access to off-street parking. All spaces in a parking facility shall be accessible without reentering a public right-of-way. Driveway approaches for all developments shall be required as determined by the Department of Public Works. All driveway access to a public street or alley is subject to the approval of the Director of Public Works and the Director of Transportation.

Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.

Driveway Design, Widths, and Clearances (17.46.150)

Required

The width of each driveway shall comply with the minimum requirements of this Section and also provide a minimum of one foot of additional clearance on each side of the driveway to a vertical obstruction exceeding one-half foot in height. The minimum width of a driveway serving a residential use with 26 or more parking spaces is as follows:

Number of Spaces	Minimum Driveway Width
------------------	------------------------

Proposed

Aisle widths shall be demonstrated on the plans for all drive aisles and as required in the table.

Based on the plans provided, it appears that the proposed driveway widths comply with the requirements. All new driveways shall be labeled as such with appropriate dimensions for one-way vs. two-way driveways.

Parking plans include a general parking space dimension diagram. Plans shall



<p>≥ 26</p>	<p>10' (one way drive) 18' (two way drive)</p>	<p><i>provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>
<p>Loading (17.46.260.A): Loading spaces shall be provided in compliance with Table 4-15 (Loading Space Requirements). The loading requirements are based on floor area and proposed land use type. At this time, land use type is not provided and therefore compliance cannot be determined.</p> <p>Loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street and any loading spaces or areas visible from a street shall be screened on three sides by a fence, hedge, or wall a minimum of six feet in height.</p> <p>The first required loading space shall be a minimum of 12 feet by 30 feet, with 14 feet of vertical clearance. All additional loading spaces shall be a minimum of 10 feet by 20 feet, with 12 feet of vertical clearance.</p> <p>The minimum turning radius shall be 25 feet for a loading space of 10 feet or less in width, and 45 feet for a loading space of over 10 feet in width.</p>		<p><i>At this time, land use type (s) for the commercial spaces is not provided and therefore compliance cannot be determined. In future submittals please provide this information. Keep in mind that if more than one land use is proposed, then the number of loading spaces are calculated cumulatively for each type of land use separately.</i></p>
<p>Ramps (17.46.270): All parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions, and overhead and adjacent wall clearances. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end of the ramp. For ramps 65 feet or less in length, the ramp grade shall not exceed 16 percent, with the first and last 10 feet of the ramp not exceeding eight percent. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent, with the first and last eight feet of the ramp not exceeding six percent. The slope of all parking areas shall not exceed five percent, excluding ramps.</p>		<p><i>Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>
<p>Paving (17.46.300) Required</p>		<p>Proposed</p>



<p>Paving required. All parking areas, circulation aisles, and access ways shall be paved with Portland cement concrete.</p> <p>Optional paving materials. Other paving materials, including brick, decomposed granite, or gravel may be substituted with the approval of the Zoning Administrator, and in compliance with the City's adopted standards for privately owned and maintained parking areas.</p>	<p><i>Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>						
<p>Electric Recharge Stations (17.46.310): Projects required to provide at least 250 parking spaces shall install at least one conductive and one inductive charger shall be provided in each project required to provide between 250 and 500 parking spaces.</p>	<p><i>The plans reference two provided electric-vehicle ready parking spaces. Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>						
<p>Bicycle Parking Standards (17.46.320)</p>							
<p>Required</p>	<p>Proposed</p>						
<p>Bicycle parking facilities shall be provided in compliance with Table 4-16 (Minimum Number of Bicycle Spaces Required), Zoning Code Section 17.46.320 (Bicycle Parking Standards) as follows:</p>	<p><i>Based on the ratios referenced, the 227 residential units would require 38 bicycle parking spaces and the 4,496 square-foot commercial structure would require four bicycle parking spaces. The submitted Parking Analysis references 100 Class 1 spaces and four Class 2 spaces. Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>						
<table border="1"> <thead> <tr> <th data-bbox="203 1092 511 1165">Use</th> <th data-bbox="511 1092 812 1165">Minimum Number Required</th> </tr> </thead> <tbody> <tr> <td data-bbox="203 1165 511 1270">All nonresidential structures less than 15,000 square feet</td> <td data-bbox="511 1165 812 1270">Four parking spaces (all Class 2)</td> </tr> <tr> <td data-bbox="203 1270 511 1333">Multi-family residential</td> <td data-bbox="511 1270 812 1333">1 space for every six dwelling units</td> </tr> </tbody> </table>	Use	Minimum Number Required	All nonresidential structures less than 15,000 square feet	Four parking spaces (all Class 2)	Multi-family residential	1 space for every six dwelling units	
Use	Minimum Number Required						
All nonresidential structures less than 15,000 square feet	Four parking spaces (all Class 2)						
Multi-family residential	1 space for every six dwelling units						
<p>Fractional requirements for bicycle parking over 0.5 are to be rounded up. Each bicycle parking space shall be no less than six feet long by two feet wide. All bicycle parking facilities (100%) for multi-family residential structures shall be Class 1. A Class 1 bicycle facility includes any of the following: a) a fully enclosed lockable space accessible only to the owner/operator of the bicycle; b) attendant parking with a check-in system in which bicycles are accessible only to the attendant; or c) a locked room or office inside a structure designated for the sole purpose of securing the bicycles. Refer to the Zoning Code Section referenced for location</p>							



<p>and design requirements applicable to bicycle facilities.</p>	
<p>Chapter 17.48 - Signs</p>	
<p>Proposed</p>	<p>Required</p>
<p>Any signs proposed are subject to this Chapter, where applicable. Depending on the number of signs proposed, a Master Sign Plan and Design Review may be required.</p>	<p><i>Proposed signage will be reviewed under a separate plan and permit. Refer to the Zoning Code chapter referenced above for sign size and location requirements, and discuss proposed sign design with Design and Historic Preservation for additional review requirements. Plans do not provide any information regarding signs. Plans shall provide a level of detail that demonstrates compliance with these standards where applicable.</i></p>
<p>Subdivision (PMC §Title 16):</p>	
<p>Required</p>	<p>Proposed</p>
<p>A Tentative Tract Map application is required where the applicant proposes ownership units. The map shall be filed in accordance with Title 16 of the Municipal Code.</p>	<p><i>The provided supplemental application states the proposed residential units are for rental only.</i></p> <p><i>The project site consists of two separate parcels. A consolidation of parcels would require a covenant to tie the two lots or a Certificate of Exception (lot line adjustment) application in accordance with Title 16.</i></p>
<p>Entitlements and Review Process:</p>	
<p>The applicant has indicated the intent to pursue entitlement of a Planned Development (PD) The scope of the proposed project would require the following review process:</p> <p>a. Planned Development – Architectural determination of contextual and of high quality: The Design Commission shall advise the Planning Commission and the Council as to whether the architectural design of the proposed PD is contextual and of high quality. This review is required if the project exceeds the FAR and/or density on the Land Use Diagram.</p> <p>b. Planned Development – Planning Commission: The Planning</p>	



Commission shall consider the application for reclassification to a PD zoning district and shall, at the same time, consider the proposed PD plan accompanying the application. The Commission shall make a written recommendation to the City Council whether to approve, approve in modified form, or disapprove the proposed amendment.

c. Planned Development – City Council:

Planned Developments are heard by the City Council. Upon receipt of the Commission's recommendation, the Council shall, approve, approve in modified form, or disapprove the proposed PD plan and corresponding zone change.

d. Preliminary Consultation-Design Review:

This project must be reviewed by the Design Commission through the Preliminary Consultation process for preliminary advisory comments. Refer to comments provided by the Design & Historic Preservation section for additional information on this process.

e. Concept & Final-Design Review:

This project must be reviewed by the Design Commission through the Concept and Final Design Review process. Refer to comments provided by the Design & Historic Preservation section for additional information on this process.

Additional Comments Within the Plan Check

Environmental Review (17.60.070): This project will be subject to the California Environmental Quality Act (CEQA). An environmental review will occur after acceptance of a complete application. Depending on the final design, size, location, nature of the construction of the project, an Initial Study may be required to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report (EIR) would be required for the project. Otherwise, the project may qualify for a categorical exemption under CEQA if found not to have a significant effect on the environment. The environmental analysis may require the



preparation of technical studies (e.g. air quality, noise, cultural resources, biological, greenhouse gas, etc.). A traffic study will also be required by the Department of Transportation.

Climate Action Plan (CAP):

The City of Pasadena has an adopted Climate Action Plan (CAP). The overall purpose of the CAP is to present measures that will reduce local greenhouse gas emissions and align the City's reduction goals with statewide targets. In 2006, with the passage of the Global Warming Solutions Act, Assembly Bill (AB) 32, California became the first state in the U.S. to mandate state-wide reductions in GHG emissions as an effort to combat climate change. AB 32 sets a state-wide target to reduce GHG emissions to 1990 levels by 2020. In 2016, the enactment of Senate Bill (SB) 32 extended this commitment by raising the state-wide emissions target to 40 percent below 1990 levels by 2030. Overall, California's state-wide target is to reduce emissions 80 percent below 1990 levels by 2050. Discretionary projects requiring an EIR, MND, ND, SCEA, Addendums, or qualifying under the Class 32 exemption are subject to the CAP.

The City has made available a CAP Consistency Checklist that is intended to be a tool for new development projects to demonstrate consistency with Pasadena's CAP. The applicant may be required to complete/apply one of three options (A, B, or C) to the project.

Health Risk Assessment (HRA): A construction-related health risk assessment is a required component due to the site's proximity to the Interstate 210 freeway. This will be required as part of any land use entitlement.

Mitigation/Condition Monitoring: Upon completion of the project's CEQA compliance documentation, some form of mitigation monitoring may be required. Condition monitoring may also be required for the discretionary permits. Fees are associated with both mitigation and condition monitoring for the project.