



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: January 20, 2021

TO: Hearing Officer

SUBJECT: Tentative Tract Map #74256

LOCATION: 2488 Mohawk Street

APPLICANT: Herald Investment, LLC

ZONING DESIGNATION: RM-32 (Multi-Family Residential, 0-32 dwelling units per acre)

GENERAL PLAN DESIGNATION: Medium-High Density Residential

CASE PLANNER: Jennifer Driver

STAFF RECOMMENDATION: Adopt the Environmental Determination and Specific Findings in Attachment A to **approve** Tentative Tract Map #74256 with the conditions in Attachment B

PROJECT PROPOSAL: Tentative Tract Map: To create 21 air parcels for residential condominium purposes on a single lot.

ENVIRONMENTAL DETERMINATION: In conjunction with the Concept Design Review approval on December 19, 2014, it was determined that the project is Categorically Exempt from CEQA (Section 15332, Class 32, Infill Development). It has further been determined that there are no changed circumstances or new information as part of the proposed Tentative Tract Map application that necessitate further environmental review and there are no features that distinguish this project from others in the exempt class; therefore, there are no unusual circumstances.

BACKGROUND:

Site Characteristics: The subject property is located on the southwest corner of Mohawk Street and South Altadena Drive between Colorado Boulevard and Oswego Street. The 21,510 square-foot lot is an “L-shaped” lot and relatively flat in topography. The property was improved with four dwelling units that have been demolished and the proposed 21-unit multi-family project (as apartments) is under construction.

Adjacent Uses: North – Personal Improvement Services (gym)
South – Single-Family Residential
East – Multi-Family Residential
West – Multi-Family Residential

Adjacent Zoning: North – RM-32-PK (Multi-Family Residential, 0-32 dwelling units per acre, Parking Overlay District)
South – RM-32 (Multi-Family Residential, 0-32 dwelling units per acre)
East – RM-32-HL-1 (Multi-Family Residential, 0-32 dwelling units per acre, Height Overlay District 1)
West – RM-32 (Multi-Family Residential, 0-32 dwelling units per acre)

Previous Zoning Cases: None.

PROJECT DESCRIPTION:

The applicant, Herald Investment, LLC, has submitted a Tentative Tract Map application to allow the creation of 21 air parcels on a single lot for residential condominium purposes. The 21-unit multi-family project received approvals of Concept Design Review on December 19, 2014, Final Design Review on December 27, 2016, and for Major Changes to an Approved Final Design Review on November 4, 2017. The building permit was issued on June 20, 2018 and the building is currently under construction. This application only concerns the creation of air parcels that will allow the sale of each dwelling unit. This application does not address the design or construction of the 21-unit project and does not include any proposed changes to the previous approvals.

ANALYSIS:

Zoning

The subject property is located in the RM-32 (Multi-Family Residential, 0-32 dwelling units per acre) zoning district. Multi-family residential development within this zoning district is subject to the development standards of the Zoning Code. In this case, based on a lot size of 21,510 square feet, a maximum number of 16 units are permitted on the site. In addition, the density bonus provisions in Zoning Code Chapter 17.43, permits an increase in the number units allowed on the site provided a specified percentage are designated as affordable. Per the Zoning Code, the percentage of density bonus increase afforded to the project is dependent on the number of units that are dedicated as affordable. In this case, as one very low-income unit is provided, a density of 21 units is permitted.

Tentative Maps are subject to seven findings contained in the City's Subdivision Ordinance, Municipal Code Chapter 16.20 (Tentative Maps). Generally, the purpose of these findings is to address the design of subdivision, the suitability of the site, among other potential impacts, damage, or conflict with the environment, wildlife habitat, public health, water quality, and access.

The site is relatively flat and was previously improved with four dwelling units; residential uses have occupied the site since 1923. The new multi-family project under construction was designed to comply with development standards applicable to projects in the RM-32 zoning district. The 21-unit project completed the Preliminary Plan Check process, received Final Design Review approval, received a building permit on June 20, 2018 and is currently under construction as a for-rent (apartment) building. Staff determined that the 21-unit project satisfied applicable Zoning Code requirements, Citywide Design Principles, and architectural standards for multi-family housing. This included a review of garden requirements that regulate the size, location, and configuration of landscaped areas. No deviations, concessions, or waivers were requested as part of these reviews.

The proposal to create 21 air parcels will comply with applicable standards of Title 16. The Tentative Tract Map was prepared by a registered engineer, obtained a map number assigned by the County, references the locations of adjacent streets and other public properties, labels and identifies easements, and references means of vehicular access.

Tenant Protection Ordinance

The property was developed with four dwelling units that have been demolished as part of the proposed project. In compliance with the City's Tenant Protection Ordinance, Municipal Code Chapter 9.75 ("TPO"), an Owner's Affidavit of Vacant Multi-family Units was received by the Housing Department on December 12, 2018 and no tenants were displaced.

Inclusionary Housing

Zoning Code Chapter 17.42 applies to projects with 10 or more new dwelling units. These standards and procedures are intended 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 to the overall increase in new housing units. The Inclusionary Housing Plan (IHP) for this project was approved by the City on November 9, 2015. The IHP specifies, among other things, that the proposed 21-unit housing development will provide one (1) studio rental housing unit restricted at the Very Low Income level. On September 28, 2017, the Inclusionary Housing Plan was recorded by Owner.

GENERAL PLAN CONSISTENCY:

The subject property is designated Medium-High Density Residential (0-32 dwelling units per acre) on the Land Use Diagram of the General Plan Land Use Element. The proposed density of the Tentative Tract Map is above the maximum density allowed under the General Plan. However because the project is providing one very-low income unit, the project is entitled to a density bonus. The Tentative Tract Map is consistent with General Plan Policy 21.4 (New Residential Development) and Goal 23 (Multi-Family Neighborhoods). Specifically, Policies 23.1 (Character and Design), and 23.2 (Parking Areas and Garages). The project supports these policies by expanding the type, and increasing the inventory of housing units available for Pasadena residents. The project will enhance the neighborhood character and quality through implementation of the "City of Gardens" multi-family development standards that emphasize the

coherence, embellishment, and visibility of courts and gardens. The proposal includes a subterranean garage in compliance with off-street parking requirements.

TREE PROTECTION ORDINANCE:

Municipal Code Chapter 8.52 (City Trees and Tree Protection Ordinance) establishes standards for the protection and removal of protected trees on private property. Through the Design Review process, the applicant requested, and was granted approval to remove seven protected Mexican Fan Palm trees (*Washingtonia robusta*). To satisfy the City's replacement requirement, the applicant proposed replacement trees as required as part of the Final Design Review. This included the installation of 15 36-inch box trees as part of the plans approved with the building permit. All 15 replacement trees were from the City's protected tree list.

ENVIRONMENTAL REVIEW:

In conjunction with the Concept Design Review approval on December 19, 2014, it was determined that the project is Categorically Exempt from CEQA (Section 15332, Class 32, Infill Development), and there are no features that distinguish this project from others in the exempt class; therefore, there are no unusual circumstances. It has further been determined that there are no changed circumstances or new information as part of the proposed Tentative Tract Map application that necessitate further environmental review.

REVIEW BY OTHER DEPARTMENTS:

The City's Department of Transportation, Public Works Department, Housing and Career Services Department, Fire Department, Design and Historic Preservation Section, and Department of Water and Power (Water and Power Divisions) have reviewed the proposal. AT&T California, Southern California Edison, and the Pasadena Unified School District have also reviewed the current application. The Public Works Department, Department of Transportation, Housing and Career Services Department, and the Department of Water and Power (Water and Power Divisions), provided comments and recommended conditions of approval that have been included in Attachment B of this staff report. No other comments or concerns were provided.

CONCLUSION:

The Tentative Tract Map would create 21 air parcels on a single lot for residential condominium purposes. It is staff's assessment that the proposal is consistent with land use policies of the General Plan, development standards applicable to multi-family projects, and applicable sections of the City's Subdivision Ordinance. Therefore, staff recommends approval of the application based on the findings in Attachment A and the conditions in Attachment B.

Attachments:

Attachment A: Findings

Attachment B: Conditions of Approval

ATTACHMENT A
SPECIFIC FINDINGS FOR TENTATIVE TRACT MAP #74256

1. *The proposed map is consistent with applicable general and specific plans as specified in Section 65450.* The subject property is designated Medium-High Density Residential (0-32 dwelling units per acre) in the General Plan Land Use Element and is not located with a specific plan area. The proposed density of the Tentative Tract Map is above the maximum density allowed under the General Plan. However because the project is providing one very-low income unit, the project is entitled to a density bonus. The proposed 21-unit project complies with the applicable design standards and allowed density. The Tentative Tract Map for 21 air parcels is consistent with General Plan Policy 21.4 (New Residential Development) and Goal 23 (Multi-Family Neighborhoods). Specifically, Policies 23.1 (Character and Design), and 23.2 (Parking Areas and Garages). The project supports these policies by expanding the type, and increasing the inventory of housing units available for Pasadena families. The project will enhance the neighborhood character and quality through implementation of the "City of Gardens" development standards that emphasize the coherence, embellishment, and visibility of courts and gardens, and includes a subterranean garage.
2. *The site is physically suitable for the type of development.* The site is located in an urban area and is relatively flat in topography. The proposed multi-family development will be located on a site that allows for multi-family development, consistent with lots on the block and in the vicinity that are similar in size and topography and developed with similar uses.
3. *The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.* The property is located in an urbanized area and not near any sensitive habitat. Properties on the block and in the vicinity are developed with multi-family dwellings consistent with the use proposed. The proposed map will not cause substantial environmental damage as the area is developed with a mix of residential and nonresidential uses. The proposal for 21 air parcels will not cause environmental damage as the subdivision is for a mapping action and does not include any physical changes to the site. Further, it was determined as part of the Consolidated Design Review approval that the project is Categorically Exempt from CEQA (Section 15332, Class 32, In-Fill Development Projects). There are no changed circumstances or new information as part of the proposed Tentative Tract Map application that necessitate further environmental review and there are no features that distinguish this project from others in the exempt class and will not cause substantial damage to the environment.
4. *The design of the subdivision or the proposed improvements is not likely to cause serious health problems in that the subdivision is compatible with existing residential land uses in the vicinity.* The design of the subdivision and proposed improvements will be consistent with uses on the block and in the vicinity. The multi-family dwelling will be designed in compliance with applicable Zoning Code standards, and Citywide Design Principles and architectural standards. The design of the project provides appropriate ventilation, light, and circulation within the development and adjacent developments, consistent with requirements of the Zoning Code. Therefore, proposed improvements are not likely to cause serious health problems.
5. *The proposed map meets the requirements of Title 16 as applicable.* The proposal to create five air parcels will comply with applicable standards of Title 16. The Tentative Tract Map was prepared by a registered engineer, obtained a map number assigned by the County, references the locations of adjacent streets and other public properties, labels and identifies

easements, and references means of vehicular access. Copies of the Tentative Tract Map were provided to the applicable parties, including, but not limited to the City engineer, water department, power department, fire department, transportation department, housing department, telephone company, and unified school district as required by Title 16.

6. *The discharge of waste from the proposed subdivision into existing sewer system would not add to or result in violation of existing water quality control standards.* The residential development standards of the Pasadena Municipal Code provide standards that will require the applicant to connect to public sewer. Compliance with this requirement has been verified during the plan check process.
7. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.* The design of the subdivision and type of improvements proposed will not conflict with easements acquired by the public, because no public easements traverse the site.

ATTACHMENT B
RECOMMENDED CONDITIONS OF APPROVAL FOR TENTATIVE TRACT MAP #74256

The applicant or the successor in interest shall comply with the following conditions:

General

1. The final map to be recorded with the Los Angeles County Recorder shall substantially conform to the Tentative Tract Map submitted with this application and stamped "Approved at Hearing, January 20, 2021," except as modified herein.
2. The plans submitted for building permits shall be in general conformance to site plan submitted and stamped "Approved at Hearing, January 20, 2021," except as modified herein.
3. This approval allows Tentative Tract Map #74256 to create 21 residential air parcels for residential condominiums on a single lot. The creation of the 21 residential air parcels shall occur substantially as shown on the submitted plans, except as modified herein and shall comply with the applicable land use regulations and development standards of the Pasadena Municipal Code subject to the approval of the Zoning Administrator.
4. The applicant or successor in interest shall comply with the attached conditions of approval from other City Departments.
5. The applicant shall receive written final approval of the addresses that will be assigned to each proposed parcel/unit prior to recordation of map. Final approval of the addresses shall come from the Addressing Coordinator. For additional information please contact the Addressing Coordinator at (626) 744-4622.

Planning

6. The common area portion of the site shall be maintained and kept in good condition at all times.
7. The applicant shall satisfy the requirements of Pasadena Municipal Code Chapter 17.46 (Parking and Loading).
8. The applicant or successor in interest shall comply with the conditions of the Design Review approval.
9. All exterior mechanical equipment shall be architecturally screened from view of the public right-of-way in a manner subject to review and approval by the Zoning Administrator and Design and Historic Preservation staff.
10. All landscape and walkway lighting shall be directed downward to minimize glare.
11. All proposed fencing and/or walls shall comply with Section 17.40.180 (Walls and Fences) of the Zoning Code.
12. The project shall comply with Pasadena Municipal Code Chapter 8.52 (City Trees and Tree Protection Ordinance).

Department of Public Works

13. The property lines of the subject properties on the construction drawings shall be consistent with parcel number 5747-002-049 and 5747-002-050 as designated by the Los Angeles County Assessor.
14. No private improvements may be placed within the public right-of-way, including, but not limited to, soldier beams, tie-backs, utility conduits, backflow preventers, transformers, fire sprinkler valve, decorative sidewalk and applicable parade post holes on Colorado Boulevard per Standard Drawing S-419. Private improvements may only be placed in the public right-of-way by submitting a license agreement, which must be approved by the City. The license agreement application for any private improvement within the public right-of-way shall be submitted to the Department of Public Works for review and shall be approved by the City before any permits are granted.

The applicant shall submit the application, plan and processing fee/deposit, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of any building or demolition permits. An approved license agreement will allow the applicant to install and maintain the private improvements within the public right-of-way with conditions.

A license agreement for shoring requires an indemnity bond in order to guarantee that shoring and tie-backs are free from defect due to faulty material, workmanship and failure. Upon review of the license agreement exhibits, an indemnity bond estimate will be prepared and forwarded to the applicant. The estimated amount is equivalent to the cost of reconstructing the public right of way, including all affected utilities, public facilities, and infrastructures, based on the plane of failure at a 45-degree angle from the lowest point of excavation. The indemnity bond shall be submitted to the City prior to the execution of the agreement and the issuance of any building or demolition permits.

All steel rods in every tie-back unit shall be relieved of all tension and stresses, and any portion of soldier beams and any portion of the tie-backs located be removed entirely from the public right-of-way. A monthly monitoring report stamped and certified by a licensed surveyor shall be submitted to indicate that the deflection from any piles or soldier beams does not exceed one inch. Upon completion of construction, the developer or his contractor shall remove all tie-back rods within the public right-of-way. The removal shall be documented by a report certified by a licensed deputy inspector. The report shall be submitted to the City for review and approval. The applicant will be charged a penalty of \$7,000 for each tie-back rod not removed from the public right-of-way. For temporary tie-backs or shoring, the maximum width of the license area fronting the development frontage(s) shall only extend to the centerline of the public right-of-way.

15. In order to provide for an Americans with Disabilities Act (ADA) compliant ramp, the applicant shall reconstruct the northwest and the southwest corners of Mohawk Street and Altadena Drive with ADA compliant 15-foot curb return radius ramps per City Standard Plan No. S-414 or Caltrans Standard A88A.

In accordance with Federal and State ADA laws, all new constructions shall comply with the current accessibility standards. The compliance shall include all paths of travel to provide a continuous unobstructed way of pedestrian passage. The curb ramp on the opposite side of the development is within this parameter and shall either be upgraded or proven to be in compliance with a certified report by licensed engineer.

Additional striping, signal work, and/or poles/utility relocations might be necessary. The curb ramps construction shall be completed prior to the issuance of Certificate of Occupancy. A separate permit from the Department of Public Works is required for all construction in the public right-of-way. Please contact 626-744-4195 for the general process.

The applicant may submit to the City for review any proposed designs that will comply with the ADA requirements. The applicant is responsible for the design, preparation of plans and specifications, and construction of the new curb ramp. Plans for the curb ramp improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to place a deposit with the Department of Public Works to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. Note that the building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit the curb ramp improvement plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.

Upon review of the curb ramp improvement plans, the applicant may need to dedicate to the City for street purposes the land necessary at the property line corner rounding (per Standard Plan No. S-423) to provide for the minimum clearance required by the Americans with Disabilities Act standards. If so, the applicant shall remove and reconstruct the sidewalk for the dedicated area, per Standard Plan No. S-421. The applicant shall be responsible for all the cost required to complete the dedication, if it is required. The dedication document and processing fee shall be submitted to this office prior to issuance of any permits. The dedication document shall be executed and recorded prior to the issuance of a Certificate of Occupancy.

16. Altadena Drive has a substandard 9.5-foot wide parkway. In order to provide for a standard 10-foot wide parkway, the applicant shall dedicate to the City a 0.5-foot wide strip of land along the Altadena Drive frontage of the subject property for street purposes.

The applicant shall construct new PCC sidewalk for all the abovementioned dedicated areas in accordance with Standard Plans S-421.

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

17. Street Restoration

- a. Altadena Drive is a concrete street. Altadena Drive restoration, fronting the subject development, shall be full width (gutter to gutter) concrete street pavement per Standard Plan S-417 and to the satisfaction of the City Engineer. Traffic channelization shall be restored per the Department of Transportation requirements and approval.
- b. Mohawk Street restoration, fronting the subject development, shall be a full width (from gutter to gutter) cold milling and resurfacing of 1.5 inches depth asphalt concrete roadway.

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

- c. In addition to multiple utilities connections, this development (21 units with a valuation of \$3.7 million) has more than 6,000 C.Y. of excavation and grading for a subterranean construction. There are accesses to the site from both Mohawk and from Altadena. Heavy trucks will be using Mohawk on both sides of the street. Instead of full width cold mill and resurfacing, the City will accept a less costly Type II slurry treatment to mitigate the impact of the development. The specifications are attached.

18. The applicant shall demolish existing and construct all new public improvements along the subject development frontage of Altadena Drive and Mohawk Street, including concrete sidewalk per Standard Plan S-421; concrete curb and gutter per Standard Plan S-406. All public improvements shall be completed prior to the issuance of Certificate of Occupancy.

Reconstruction of all concrete improvements is standard condition of approval on all big new developments. They have been included in the approval report and are deemed acknowledged and accepted by the applicant. This office will waive the reconstruction of curb and gutter on Altadena as they are in good condition and the concrete pavement reconstruction is no longer required to be reconstructed per request by the applicant. The curb and gutter on Mohawk shall be reconstructed if sidewalk and pavement are new.

19. Each building of the proposed development shall connect to the public sewer with one or more new six-inch diameter house sewers laid at a minimum slope of two percent. In accordance with PMC Chapter 13.24.010, house sewer "means that part of the horizontal piping beginning 24 inches from the exterior wall of the building or structure and extending to its connection with the public sewer." The section of house sewers within the public right-of-way - from the property line to the public sewer, or within easement, shall be vitrified clay or cast iron pipe. The house sewer shall meet City Standards as determined by the Department of Public Works, and a permit issued by the Department of Public Works is required for work within the public right-of-way. The construction of all new house sewers shall be completed prior to the issuance of Certificate of Occupancy.
20. The existing substandard carriage walk, on the Mohawk Street frontage, shall be removed and replaced with landscaping in the parkway.
21. The proposed drive approach on Altadena Drive frontage is in conflict with the existing utility vault/pull box. The vault/pull box shall be relocated outside the limits of the drive approach prior to, or in conjunction with, the drive approach construction. The applicant is responsible for coordinating this work with the utility agency.
22. The proposed drive approach shall be constructed in accordance with Standard Drawing No. S-403. The existing gutter shall be cut per the requirements of Public Works inspector and the paving shall not be disturbed. All drive approaches shall be at least seven (7) feet clear of existing trees. If the proposed drive approach is in conflict with an existing City tree, the City tree removals are subject to the approval of the Urban Forestry Advisory Committee (UFAC).

It is the applicant's or their engineer's responsibility to propose a feasible design to the City for review and approval. Please include this in your submittal of the civil drawings as part of the conditions of approval.

23. In order to provide sufficient sight distance for pedestrians along Altadena Drive frontage, the proposed driveway ramp to the subterranean garage, from the property line to the first 20 feet west, shall be sloped at 2% or less, unless otherwise reviewed and approved by the Department of Transportation.

It is the applicant's or their engineer's responsibility to propose a feasible design to the City for review and approval. Please include this in your submittal of the civil drawings as part of the conditions of approval.

24. The applicant shall provide storm water drainage plans and obtain approval from the Planning Department and the Department of Public Works prior to issuance of a grading or building permit for this site.
25. On-site drainage, such as roof drain, area drain and subterranean garage discharge, shall be contained on-site per LA County Regional Water Quality Control Board's current permit.

LID is under the purview of Planning Department. Further information is available at: <https://ww5.cityofpasadena.net/planning/building-and-safety/low-impact-development/> This office is awaiting confirmation from Planning Department on the LID status, and will advise further once a response is received.

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

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

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

27. Prior to the issuance of any permit, the applicant shall submit a Preliminary Tree Protection Plan, prepared by a Landscape Architect or certified Arborist, showing the TPZ and all structures, footings, and grading that may impact City trees shall be submitted to the Department of Public Works, for review and approval. Given that each construction project poses unique conditions, it is the responsibility of the applicant to develop a Tree Protection Plan based off the TPZ standards to the extent feasible. The Plan shall conform to the Tree Protection Standards which specifically require showing the locations of all existing trees, their diameters, canopies, whether the tree is a public tree or private tree, as well as any trees to be planted with their canopy at mature size. The final conditions of the Tree Protection Plan shall be approved by the Forestry Superintendent. A sundry deposit may be required for staff time to review the preliminary plans.
28. Prior to any construction, tree protections including the installation of fencing to protect public trees must be in place. The fencing material shall be chain-link attached to posts inserted into

the ground at the edge of the dripline and shall be a minimum of 6' in height. See Standard Plan S-642 – Tree Protection Chain Link Fencing. Fencing shall maintain visual lines of sight in order to avoid vehicle and pedestrian hazards. Fencing shall include a minimum 8.5" x 11" warning sign with the following information: 'Tree Protection Zone'; name and contact information of project owner or authorized representative; 'Please contact the City of Pasadena Citizen Service Center to report any concerns (626) 744-7311'. All protective fencing must be inspected and approved by Public Works prior to the commencement of any construction.

29. Prior to issuance of any permit, the applicant shall submit a valuation assessment report of the existing public tree(s) along the boundary of their project. The report shall be prepared by a registered Arborist and submitted to PNR for review and approval. If it is determined that the applicant has failed to care for any City tree within their Tree Protection Plan, and the health of the tree(s) was critically compromised requiring its removal, the applicant shall be liable for the following costs: assessed value of tree determined by a PNR Arborist using a current ISA assessment methodology; the removal cost determined by PNR; and any applicable infraction or administrative fines determined by Code Compliance.
30. Prior to issuance of any permit, a sundry deposit in the amount of the applicant's total liabilities based on the aforementioned approved report shall be submitted to the City. The sundry deposit is fully refundable, less administrative fees, upon the satisfaction of Public Works prior to the issuance of a Certificate of Occupancy.
31. The existing street lighting system on Mohawk Street consists of utilitarian lights (mounted on wood power poles) and, therefore, does not meet present design standards. In order to improve pedestrian and traffic safety, the applicant shall install one new street light fronting the property, including LED lights, conduits, conductors, electrical service (if necessary), pull boxes, and miscellaneous appurtenant work. The type and hardware shall conform to current policies approved by the City Council, and the location shall be as approved by the Department of Public Works.
32. The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be required to place a deposit with the department to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. Note that building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit public improvements plans and the plan check deposit at least five (5) months in advance of the anticipated issuance of Certificates of Occupancy or the final processing of the tract map, whichever happens earlier.
33. Prior to submission of the final tract map to the City for approval, the applicant shall pay a deposit (based on the current General Fee Schedule) to cover the cost of processing the final map. The applicant shall complete all required conditions before City's approval, or provide a Letter of Credit or cash deposit to cover all unfinished public improvements as quantified in an approved cost estimate. Currently, the County of Los Angeles Department of Public Works is utilizing the computer to update and digitize the countywide landbase. It is required that the applicant's engineer submit a map in digital format with the final Mylar map to the County of

Los Angeles Department of Public Works for recordation and to the City of Pasadena Department of Public Works for incorporation into its GIS landbase map. A digital copy of the Map in the City of Pasadena GIS Coordinate System must be used for the file. The applicant's engineer shall provide the digital files such as geo-referenced Auto CAD dwg, geo-referenced tiff, or a Esri file geodatabase.

The applicant's engineer shall be required to set boundary monuments on the proposed subdivision per Pasadena Municipal Code, Section 16.24.060, and furnish to the City a set of original field notes.

34. Past experience has indicated that projects such as this tend to damage the abutting street improvements with the heavy equipment and truck traffic that is necessary during construction. Additionally, the City has had difficulty in requiring developers to maintain a clean and safe site during the construction phase of development. Accordingly, the applicant shall place a \$20,000 deposit with the Department of Public Works prior to the issuance of a building or grading permit. This deposit is subject to refund or additional billing, and is a guarantee that the applicant will keep the site clean and safe, and will make permanent repairs to the abutting street improvements that are damaged, including striping, slurry seal/resurfacing, curb, gutter, and sidewalk, either directly or indirectly, by the construction on this site. The deposit may be used for any charges resulting from damage to street trees. A processing fee will be charged against the deposit.
35. 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 deposit, based on the 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 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 staging, material storage, or trailer in the public right-of-way.

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

36. In preparation for the New Year Rose Parade and Rose Bowl Game, the Department of Public Works will suspend all works within the public right-of-way during the holiday season in accordance to PMC 12.24.100 and City Policy.

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

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

37. In addition to the above conditions, the requirements of the following ordinances may apply to the proposed project:

a. 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.

b. Sidewalk Ordinance - Chapter 12.04 of the Pasadena Municipal Code (PMC)

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

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

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

d. 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 for this project is subject to Housing Department evaluation. The exact amount will be calculated at the time of Building Permit issuance.

- e. Construction and Demolition Waste Ordinance, Chapter 8.62 of the PMC
 The applicant shall submit the following plan and form which can be obtained from the Permit Center’s webpage at: <https://ww5.cityofpasadena.net/public-works/street-maintenance-waste-management/recycling-resources/construction-and-demolition-debris-recyclers/> and the Recycling Coordinator, (626) 744-7175, for approval prior to the request for a permit:
 - i. 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.
 - ii. 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.

38. Type II Slurry Seal. The slurry seal shall be a mixture consisting of cationic quick-set emulsified asphalt, mineral aggregate and water, mixed and spread evenly on pavement surfaces to be slurry sealed. Slurry seal shall comply with Section P-203-5 of the Pasadena Supplements and Modifications except as modified below:

- a. Emulsified asphalt to be used in the slurry shall be a quick setting cationic emulsion conforming to Subsection 203-5.2 of the Standard Specifications except for the following modifications:

	Minimum	Maximum
Furol viscosity at 77°F, sec.	15	50
Sieve Test (Retained on No. 20), %		0.10
Residue from distillation, %	60	80
Penetration of Residue at 77°F	40	75
Particle charge test		Positive

- b. The aggregate shall not have moisture content greater than 4% by weight. Use of slag shall not be permitted.

- c. Deliveries of aggregate and emulsion shall not be made without the Engineer present. Emulsion is not to be transferred to an on-site storage tanker without the sieve test performed by the City.
- d. Application shall be per Section 302-4.3 of the Standard Specifications and P-302-4 of the Pasadena Supplements and Modifications except as modified and supplemented as follows:
- e. Modify the following Subsection 302-4.3.1, "General," Table 302-4.3.1(A):

<u>Slurry Seal</u>	<u>Min.</u>	<u>Max.</u>
Type II	ELT/1150 Ft ²	ELT/1350 Ft ²
- f. All other portions of Section 302-4 of the Standard Specifications remain in effects.
- g. In placing slurry, the slurry machine shall move no faster than 150 feet per minute.
- h. The maximum length of the street that can be slurry sealed shall be 800 feet at a time to provide easy access for the residents. The Contractor shall make special provisions for streets without sidewalks to allow pedestrian access.
- i. The Contractor shall not begin to slurry seal any street late in the day which will not allow for sufficient curing time to be opened for traffic before 4 p.m. Slurry seal shall not be placed when the atmospheric or pavement temperature is less than 50°F.
- j. The Contractor must have drive-upon scale to determine the net weight of aggregate bin.
- k. The Contractor shall schedule no more than 150 extra long tons of slurry seal per day.
- l. Slurry seal work will be permitted only if a five (5) day clear weather forecast is obtained from the National Weather Service and verified by the Engineer in the field prior to the start of construction.
- m. All vegetation on pavement surfaces to be slurry sealed shall be removed completely including vegetation along the edge of pavement after using "Round Up" or an equivalent approved by the Engineer and an approved soil pre-emergent applied to prevent any future vegetation growth. The soil pre-emergent shall be "Surflan" or an equivalent approved by the Engineer. The soil pre-emergent shall be applied a minimum of ten (10) calendar days in advance of the slurry seal work or as required by the Engineer.
- n. In addition, the Contractor shall use a licensed pesticide applicator when using chemicals.
- o. No spraying shall be done within 100 feet of any person or animal or on excessively windy days.
- p. The Contractor shall sweep clean with mechanical street sweepers, all pavement surfaces to be slurry sealed, including gutters, and all surface oil and grease shall be removed or sealed with material approved by the Engineer prior to the application of the slurry seal.
- q. All manholes, valves, and other utility covers shall first be protected by the Contractor prior to the application of the slurry and then they shall be cleaned to the satisfaction of the

Engineer after the final application of the slurry seal. Existing raised pavement markers within the paving limits of shall be removed and new raised pavement markers installed.

- r. All slurry machines are to carry, at all times, a calibrated emulsion measuring stick. The emulsion measuring stick is to be calibrated in 10-gallon increments to the slurry machine it is used on. Emulsion measuring sticks from other slurry machines will not be allowed to measure the gallons of emulsion on the slurry machines they were not calibrated to. The emulsion measuring stick is to have the slurry machine number or identification permanently marked on the stick. The gallons of emulsion are to be measured with a calibrated emulsion measuring stick and recorded before leaving and after returning to the materials site. Use of a slurry machine will not be allowed if it does not have a calibrated emulsion measuring stick. All slurry machines shall be equipped with a "Fines Feeder" so that cement or aluminum sulfate may be added if directed by the Engineer. Slurry machines shall also be equipped with fog type spray bar to wet the pavement prior to slurry application.
- s. The spreader box shall be equipped with a burlap drag or the equivalent as directed by the Engineer.
- t. The Contractor shall provide a "wide load" warning sign at the back of the spreader box.
- u. The Contractor shall feather the edges to evenly join the existing grade of the outer edge of gutter or utility manholes.
- v. The dip stick for measuring the amount of oil in trucks should be calibrated in 10-gallon increments to measure the level of emulsion stored in the tanker.
- w. Measurements will be taken daily. The Contractor shall provide a scale for weighing trucks.
- x. The overlap dimension of the longitudinal lap joint shall not exceed six (6) inches unless otherwise directed by the Engineer.
- y. The cured slurry shall have a uniform appearance, ride as smooth as the existing pavement, fill all cracks, adhere firmly to the existing pavement, and have a skid resistant surface.
- z. The Contractor shall protect the wet slurry from traffic at all times and if damaged or defaced, the Contractor shall repair said damage using a method approved by the Engineer. No additional payment shall be made for the work.
- aa. Do not slurry into driveways. Slurry to within one (1) inch of curb face if no P.C.C. gutter exists. The Contractor shall remove any slurry seal material overlaid on existing P.C.C. driveways or gutter.
- bb. The slurry shall be applied in such a manner that no ripples or waves exist. Ripples, waves, or ash effect are due to machines placing slurry too fast. If ripples or waves occur in slurry during the application, the work shall cease and the Contractor shall correct the situation. The Contractor may use a drag to knock down the ridges. If the ripples or waves are not corrected to the Engineer's satisfaction, the street shall be reslurried at the Contractor's expense.

- cc. The Contractor shall roll all cul-de-sacs (the last 250' min.), the last 250' of dead-end streets and knuckle curves with a self propelled 10 ton pneumatic roller. Full compensation for rolling the slurry shall be considered as included in the unit cost for slurry seal.
- dd. If there is any tracking of slurry material (as determined by the Engineer) on adjacent streets or driveways (asphalt or concrete streets) or brick paver crosswalks, or at the batch sites, the Engineer will require the Contractor to remove the tracking through the use of high pressure water and/or sand blasting.
- ee. The Contractor shall maintain the existing profile of speed humps.

Department of Transportation

- 39. The project shall pay the corresponding Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project at the time of building permit issuance. The fee for a new residential use per new unit is \$2,889.70/unit. The TR-TIF is subject to change based on the current General Fee Schedule.
- 40. To minimize on-street parking impacts, the City will not issue overnight parking permits to the future residents of this project. The applicant shall disclose this information to future tenants of the unavailability of on-street overnight parking permits.
- 41. The project shall provide the Code required number of vehicle and bicycle parking spaces per the Zoning Code.
- 42. Existing on-street parking conditions fronting this project should be maintained.
- 43. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2 percent or less from the property line to 20-feet beyond the property line to improve vehicular sight distance, or include the installation of an exit arm.

Housing and Career Services Department

- 44. This 21-unit condominium development is required to comply with the City's Inclusionary Housing Requirements at Chapter 17.42 of the Zoning Code. Pursuant to a recorded Inclusionary Housing Agreement, the development will be required to restrict one (1) unit as affordable rental housing at the Very Low income level.

Department of Water and Power: Power Division

- 45. PWP U/G distribution facility are available in Altadena Drive. Exact placement of private property vault must be coordinated with PWP – Electric Service Planning prior to installation.

Department of Water and Power: Water Division

- 46. Water Mains: Pasadena Water and Power (PWP), Water Division can serve water to this project. There are two water mains surrounding this project. There is a 6-inch ductile iron water main in Mohawk Street, installed under Work Order 2534 in 2006. This water main is located approximately 20 feet north of the south property line of Mohawk Street. There is an 8-inch cast iron water main in Altadena Drive, installed under Work Order 1104 in 1923. This water main is located approximately 20 feet east of the west property line of Altadena Drive.

47. Moratoriums: Verify with Public Works Department regarding any street construction moratorium affecting this project.

48. Water Pressure: The approximate water pressure at this site is approximately 90 – 100 psi.

49. Water Service: PWP records reflect two 1-inch water services (23039 and 32877) serving 2490 Mohawk Street. Also, there is a 1-inch water service (21679) serving 105 S Altadena Drive. 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, the owner/developer must pay for the replacement of the water main(s) serving the property if it is determined that it must be replaced.

50. Water Division Requirements:

- a. 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.
- b. The Water Division will install the service tap, lateral, water meter and designate the distribution main and service tap.
- c. All services not in use must be abandoned at the distribution main at the applicable rate.
- d. For subdivided lots with one unit behind the existing, show easement documentation and assessor parcel map showing the subdivision.
- e. 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.

51. Cross Connection Requirements for Domestic Services:

- a. 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.
- b. There shall be no taps between the meter and the backflow assembly.
- c. 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.
- d. 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.

- e. 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.
- f. 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.
- g. All water services shall be protected from cross connections by means of approved backflow prevention techniques and assemblies.
- h. An administrative fee of \$194.00 will be charged for each backflow prevention assembly installed.

52. Cross Connection Requirements for Fire Service:

- a. The fire service requires a detector meter and back-flow prevention assembly.
- b. The assembly shall be located in a readily accessible location for meter reading, test and maintenance.
- c. All fire sprinkler systems require installation of an approved double check valve backflow prevention assembly at the sprinkler lateral off the domestic system.
- d. 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.
- e. 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.
- f. If PWP is to provide DCDA for fire service, PWP will install Wilkins, model 450 DA.
- g. Choose from one of the below listed options and incorporate into the fire sprinkler plans.
 - i. Option 1: Detector meter located on double check detector check assembly (DCDA) outside the structure on private property.
 - 1) 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.
 - 2) 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.
 - ii. 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.

- 1) The Water Division will install the service tap, lateral, detector water meter and designate the distribution main and service tap.
- 2) 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.

53. 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.

54. Fire Flow and Fire Hydrants:

- a. 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.
- b. There is one fire hydrant in close proximity to the project site. Fire hydrant 1017-6 is located on the northwest corner of the three-way intersection of Mohawk Street and Altadena Drive.
- c. There is no current fire flow test information available for this fire hydrant. If you would like to request fire flow test information for this hydrant, please contact Marco Sustaita at (626) 744-4498.

55. Fire Hydrant Details:

