



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: APRIL 26, 2022

TO: DESIGN COMMISSION

FROM: DAVID M. REYES, DIRECTOR OF PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: APPLICATION FOR CONCEPT DESIGN REVIEW
NEW CONSTRUCTION OF A FIVE-STORY, 111-UNIT AFFORDABLE SENIOR HOUSING PROJECT
280 RAMONA STREET

RECOMMENDATION:

It is recommended that the Design Commission:

Environmental Determination

1. Find that the proposed project is consistent with the General Plan designation, with the General Plan goals and policies for the site, and with the applicable zoning designation and regulations; and that the project site has no value as habitat for endangered or threatened species, and can be served by utilities and public services.
2. Find that approval of the project will not result in any significant effects relating to traffic, noise, air quality, water quality or cultural resources.
3. Conclude, therefore, that the project is categorically exempt from the California Environmental Quality Act under §15332, (Class 32) "in-fill development projects" and that there are no features that distinguish this project from others in the exempt class and, therefore, there are no unusual circumstances.

Findings for Compliance with the Tree Protection Ordinance

Acknowledge that there are no private protected trees on the project site.

Findings for Concept Design Approval

1. Find that the project, upon implementation of the conditions of approval, will comply with the purposes of design review, the design-related goals and policies of the Land Use Element of

the General Plan, the Design Guidelines in the Central District Specific Plan and the Secretary of the Interior's Standards for Rehabilitation; and

2. Based on these findings, approve the application for Concept Design Review subject to the conditions in Attachment A, which shall be further reviewed during Final Design Review.

BACKGROUND:

Project Overview

- General Plan Designation: Medium Mixed Use (0 – 2.25 FAR)
- Zoning: CD-2 (Central District Specific Plan, Civic Center/Midtown Subdistrict)
- Design Guidelines: The applicable design guidelines are the design-related goals and policies in the Land Use Element of the General Plan, the Design Guidelines in the Central District Specific Plan and the Secretary of the Interior's Standards for Rehabilitation.

The project is intended to be in keeping with the surrounding Civic Center buildings and the 1925 Civic Center Plan designed by Bennett, Parsons & Frost (commonly referred to as the "Bennett Plan").

After many years of efforts to rehabilitate and develop the YWCA property to the south of this project, on April 8, 2019, the City Council directed staff to develop a Request for Proposals (RFP) process for the development of the YWCA property, including the areas east of the YWCA and YMCA buildings. The intent of this direction was to redevelop and preserve the building as a historic resource, allowing for additional development for the property located east of the YMCA building (and north of YWCA site), utilizing a setback of 45 feet on the east side of both properties, a height limit of 60 feet, and, angled facades with entrances facing Centennial Plaza showing deference to City Hall. This action was the outcome of a presentation to the Council of a plan for development of the Civic Center that was developed by OLIN Partnership. This plan (Attachment E), was referenced in the Request for Proposals (RFP) that was issued for development of both this site and the YWCA site to the south and is based on the principles of the Bennett Plan, with consideration of the existing conditions of the Civic Center and the need to balance completion of the Civic Center plan with retention of open space. Staff believes that it was the City Council's intent for this plan to be a guide for the siting and massing of the buildings on these sites.

- Site: The site is comprised of a single lot approximately one acre in size on the west side of N. Garfield Avenue, the entire block between Ramona Street and Holly Street. It is irregular in shape and is currently developed with an undeveloped dirt lot at the west end, an open-air, walled-in storage and trash enclosure at the center, and landscaping at the east and south ends. Within the easterly landscaped area is a weather station surrounded by shrubbery. The site includes a narrow strip of land that extends along the entire frontage of Holly Street to N. Marengo Avenue. A tree inventory provided with the application identifies 47 trees on the site and along its frontage, all of which are protected public trees due to the fact that the property is owned by the City. The property is in a highly prominent location within one of the most historically sensitive areas in the City.

- Surroundings: Located immediately to the west of the property, is the existing YMCA building and to the north of the property, is the former Southern California Gas Company Building, which is now the Pasadena Permit Center/George Ellery Hale Building. South of the property is the existing YWCA building and adjacent surface parking lot and landscaped area west of it. East of the property, across Garfield Avenue, is City Hall.
- Project Description: The project involves construction of a five-story, 111-unit affordable senior housing project. A total of 26 protected public trees are proposed to be removed to accommodate the project. Parking would be provided in one subterranean level.
- Site Design: The proposed project is designed as a generally U-shaped building surrounding a central open-air courtyard and with a chamfered southeast corner façade facing Centennial Plaza. The north side of the building is proposed to align with the north property line and the east and chamfered facades of the building are set back 45 feet from the property line. The south façade is shown set back 36' ½" from the south property line. A 10' setback is maintained from the adjacent walls of the existing YMCA building.
- Architectural Style: Beaux Arts
- Developer: National Community Renaissance
- Architect & Landscape Architect: ONYX Architects

ANALYSIS:

Design Commission Comments from Preliminary Consultation

On December 14, 2021, the Design Commission reviewed an application for Preliminary Consultation for this project. The Commission’s comments from that meeting, with the design team’s responses, and staff’s comments, are detailed in the chart below. The design team’s full responses, which include graphic diagrams, are in Attachment B.

Commissioner Comments, December 14, 2021	Design Team Response	Staff Comments
1. The massing presentation of the building is very similar to the adjacent YMCA building, which does not incorporate substantial articulation in its mass. Other buildings in the surrounding context within the Civic Center provide more substantial massing articulation. Although the proposed building is immediately adjacent to the YMCA	“Articulation of the walls is achieved at multiple floor levels. This is achieved by including a consistent upper-floor step back is provided at the 5th floor unit wall. On levels 1 and 2, the exterior walls are framed with double walls creating +16” thick profile. The walls at 3rd and 4th floor step back again with +13” thick profile. Additionally, the windows are further stepped back from the primary wall plane.	<i>Comment satisfactorily addressed.</i> In addition to the items noted in the applicant’s response, the stairwell at the western end of the Holly Street elevation has been repositioned so that it is stepped back 5’ 9½” from the façade, creating an additional and significant articulation in the massing that, in combination with the 10’ gap between the buildings, will avoid a monolithic appearance.

Commissioner Comments, December 14, 2021	Design Team Response	Staff Comments
<p>building, consideration should be given to providing simple massing articulation gestures to ensure consistency with the overall Civic Center and avoid a monolithic appearance of the new building, in conjunction with the relatively monolithic YMCA building... Although a 60' height limit is allowed, the building should incorporate articulation in the massing that would ensure that it appears subordinate to the historical buildings within the Civic Center...</p>	<p>Additional modulation is provided at the lower level. The primary southeast entry corner includes an arched opening. A similar condition is seen at the southwest corner to the community room, providing a secondary connection to the building.”</p>	
<p>2. Consider a greater setback, possibly a usable paseo to the central courtyard, on the west side of the building to create greater separation between the existing YWCA building and the proposed new building. If this is not feasible for the entire length of the rear façade, consider a localized setback increase at the Holly Street side only.</p>	<p>Providing a greater setback back over 10 ft is not feasible and will result in a loss of units, as well as further reduction of the area and width of the interior courtyard. The alignment of the south wall can be addressed at the corner with a step back at the stair landing, which will provide a wider view into the courtyard from Holly Street. A localized step back at the corner southwest stair #1 to align with the YMCA, creates a notch in the building footprint. A view corridor into the interior courtyard is enhanced, providing total distance of +14 ft separation between buildings.”</p>	<p><i>Comment satisfactorily addressed.</i></p> <p>As noted above, the stepped-back stair at the west end of the Holly Street façade will serve to create a stronger visual break between the existing YMCA building and the new project.</p>

Commissioner Comments, December 14, 2021	Design Team Response	Staff Comments
<p>3. The entry stairs and accessibility ramp at the southeast corner of the building should be carefully designed and integrated into the building as much as possible. In addition, the south wall of the building should align more closely with the south wall of the YMCA building.</p>	<p>“The Plinth, stairs, and sloped walk will be further developed and refined with the intent of integrating the design into both the building and the landscape and hardscape design of the open space. Use of precast tread and riser pavers including wall caps at the planter top of walls, similar to the building detailing.</p> <p>Further consideration is made to reduce height of Stair 1, to lower roof height, so the massing of the stair element now aligns with the top of parapet height of the main building. The secondary arched entry of the community room is further emphasized, book ending the interior view connection at the southwest corner.”</p>	<p><i>Comment satisfactorily addressed.</i></p> <p>As designed, the communicating stairs with flanking wing-walls provide a formal, graceful entrance to the building that accentuates the symmetry of the chamfered corner elevation and utilizes high-quality precast concrete materials consistent with the surrounding context. The landscape surrounding the building will be subject to future design efforts by the City and existing trees and other public amenity features within the remaining area are proposed to remain, with the exception of the addition of pedestrian pathways to the building entrances. See further discussion in the landscape design section of this report.</p> <p>The south wall of the proposed building remains approximately four feet proud of the south wall of the YMCA building; however, it should be noted that there are a series of planter/patio walls and stairs along the YMCA building frontage that are approximately one foot proud of the proposed building’s south wall. Although not exactly aligned with the YMCA building, the projection to a location slightly behind the YMCA’s planter/patio wall line is responsive to an established regulating line within the context of the block.</p>
<p>4. To ensure differentiation of the building from the historical buildings in the Civic Center, the architectural detailing of the building should be simple in character. The use of high-quality and durable exterior materials on the entire building should be favored over the use of custom detailing and</p>	<p>“Consideration of a Precast Concrete composite product will be further explored for various locations such as the wall base panels, cornice, lintels, window sills, surrounds, corbels, and horizontal frieze detailing.”</p>	<p><i>Comment satisfactorily addressed.</i></p> <p>As shown in the drawings, staff remains concerned that the detailing of the building may be overly ornate, particularly the upper-level horizontal friezes, and that the base material of the building, which remains proposed as smooth plaster with two-inch horizontal reveals, is not of sufficiently high quality for the setting. As such, staff recommends a condition of approval requiring simplification of the upper-level</p>

Commissioner Comments, December 14, 2021	Design Team Response	Staff Comments
<p>ornamentation that attempts to mimic detailing of the historic buildings in the surrounding context. Consider a stone base to the building rather than a plaster base with reveals.</p>		<p>detailing and enhancement of the base material up to the second floor frieze line to a higher quality material other than stucco.</p>
<p>5. The landscape design of the setback areas along Garfield Avenue and Holly Street will be crucially important to the success of the project. As the development of these spaces will likely involve a partnership with the City, the team should work collaboratively to ensure that these spaces are designed to be consistent with the concepts shown in the 1920's civic center plans by Bennett, Parsons & Frost.</p>	<p>"The development team expects to coordinate and collaborate with the City's future plans for the open space areas with a master plan landscape architecture for the project. See Preliminary Landscape Concept Plan A-L.0 and Tree Map."</p>	<p><i>Comment satisfactorily addressed.</i></p> <p>As noted above, the landscape surrounding the building will be subject to future design efforts by the City and most existing elements of the surrounding landscape will remain in place, with the exception of new pathways for pedestrian access to the building.</p>
<p>6. Given the relative lack of signage in the immediate area surrounding the Civic Center, and the lack of commercial development in the project, it is expected that no signage would be proposed for this project; however, if there is a need to identify the building with signage, it should be designed in a manner that is consistent with the civic buildings in the vicinity...</p>	<p>"Signage will be limited to the southeast corner entrance area to include the building address numbers and project name. Locations and examples will be presented for Concept design review and propose the use of metal lettering for the address numbers and a plaque or carved sign for project name."</p>	<p><i>Comment satisfactorily addressed.</i></p> <p>The signage concepts presented are appropriate to the context and the specific details and locations will be further reviewed during Final Design Review as a matter of course.</p>

Commissioner Comments, December 14, 2021	Design Team Response	Staff Comments
<p>7. Consider ways to further enhance the residential character of the building, to better reflect its program, including within the surrounding public open space, while continuing to relate to the historic character of the Civic Center. One possible way to address this would be to differentiate the angled corner façade with a more civic presentation and the other facades with a more residential presentation.</p>	<p>“Articulation of pedestrian level scaled details at the ground floor level will include entry canopies, light fixtures, signage and residential level material detailing at the base of the walls and surrounds at the openings of main doors and windows, as well as paving at the entry plinth landing and steps up to the interior courtyard. Windows with divided lights will further define the residential scale with both operable and fixed panels. Compared with the ground floor windows providing higher transoms based on a higher floor to floor level.”</p>	<p><i>Comment to be addressed with a condition of approval.</i></p> <p>The applicant has focused the further development of residential character to the building at the base by providing enriching materials at openings and Juliet balcony structures in that location. Overall, staff finds that these features are similar to what was previously presented and that the building continues to have an institutional character that should be further enhanced with features that provide cues to its residential use within an institutional setting. Potential solutions include the addition of strategically located balconettes or Juliet railings at the upper floors, such as those seen at the Maryland Apartments, a residential building also within the Civic Center, breaking the rigid fenestration patterning in strategic locations, while retaining the symmetrical character of the Beaux Arts style, or eliminating the vertical recessed bands at the fifth floor windows and/or parapet. In addition, all windows should have projecting sills and deep recesses and should be casement or double-hung operation with dimensional, exterior muntins. Staff recommends conditions of approval to this effect.</p>
<p>8. For future reviews, provide context elevations including adjacent buildings, particularly the YMCA, City Hall and the Permit Center, as well as pedestrian-level views.</p>	<p>“Contextual elevation diagrams with the YMCA, City Hall, and Permit Center with additional pedestrian level 3D vignettes + sketches help illustrate the human scaled experience at the street level, created with the proposed project completing the corner.”</p>	<p><i>Comment satisfactorily addressed.</i></p> <p>Context elevations and perspective renderings have been provided in Attachments B and C.</p>

Commissioner Comments, December 14, 2021	Design Team Response	Staff Comments
<p>9. Explore the further use of the arch as a motif to build a stronger relationship of the building with the Civic Center.</p>	<p>“A photo survey of adjacent historic resources illustrate the use of the arch motif located at the ground level openings, signifying primary entrances and street facing promenades. The proposed project further articulates and defines the use of the arch form using a segmental composite arch in the following: 1 - Corner view of Holly and Garfield signifying a monumental entrance and visual connection into the project, connecting the public to the interior courtyard of the project. 2 - Holly facing doors of the community room oriented along Holly. 3 - Arched transom windows openings at the ground floor common spaces continue the pattern of secondary arches along Holly.</p>	<p><i>Comment satisfactorily addressed.</i></p> <p>The project incorporates a ground-level arch motif to the openings; however, the use of the arch does not appear to have been expanded or modified from what was previously presented during Preliminary Consultation. However, staff is comfortable with the extent of arches employed on the building, as the design team has demonstrated that it is used in a manner that is generally consistent with other buildings in the Civic Center. In addition, given the similarities in the design of the proposed building to the YMCA building, which incorporates a series of arched openings at the top floor, staff finds the minimal use of arched openings at the base will ensure differentiation of the new building from the adjacent YMCA building, as required by the Secretary’s Standards.</p>

Programming and Circulation

The ground floor of the building is programmed with amenity and support office space along the south side and residential units, including a manager’s unit, on the north and east sides, accessed by double-loaded interior corridors. A ramp to the subterranean parking garage is located at the west end of this floor, accessed from Ramona Street. Vertical circulation is shown in four locations: a stair near the northwest corner and an elevator south of it, an additional stair at the southwest corner and an elevator at the southeast corner, all of which extend from the subterranean parking structure to the top of the building. Within the chamfered corner façade is an open, gated ground-floor passageway to the central courtyard with communicating exterior stairs and an accessibility ramp within the 45’ setback area providing pedestrian access to this passage.

The second floor largely consists of residential units accessed by double- and single-loaded corridors with a lounge seating area at the southeast corner and a roof deck and laundry space centrally located along the west end of the building. A second, smaller roof deck is shown near the southeast corner, projecting into the central courtyard. The third through fifth floors all consist of residential units with a communal seating area at the southeast corner. A mechanical well is shown at the south side of the fourth floor. The roof includes large areas identified for solar access.

Overall, the programming of the building and site is consistent with the applicable design guidelines. The plans provide for sufficient amenity spaces within the project to serve the residents and places service and parking uses out of public views, with vehicular access appropriately located along Ramona Street, away from the primary views within the Civic Center. The building footprint respects the 45' setback from Garfield Avenue and the chamfered corner facing Centennial Plaza, as established by the City Council and incorporates physical and visual connections to important features and access points to the building.

Orientation

The proposed new building has windows, balconettes and architectural details arranged in a clear pattern on all sides and presents a formality that is appropriate to its location within the Civic Center. In particular, the chamfered southeast corner incorporates a double-height pass-through opening to the central courtyard amenity space that is reflective of similar features in the vicinity such as at City Hall and the Central Library. Although this is a double-height space, there is a bridge passage proposed at the second floor through this opening, the design of which should be carefully considered to ensure it is as light and transparent as possible in order to avoid the opening appearing truncated from the public realm. In addition, gates are proposed to secure the opening, which should also be high quality, such as true wrought iron, and carefully designed to be consistent with the architectural style and context. While these are typically features that would be reviewed during Final Design Review, staff recommends conditions of approval be incorporated to ensure that these features are called out as important design elements to consider as the project moves forward in the review process.

Height, Massing and Modulation

The height limit at this location is 60', measured from the lowest point of existing grade. The drawings submitted show the maximum height to be 59'9 1/2" measured from the lowest point of existing grade, which is in compliance with the height limit. The proposed height is roughly equivalent to the adjacent YMCA building and consistent with the City Council's direction for the site from its 2019 review of the OLIN Partnership Plan outlined above. The building incorporates minimal height articulation, which is consistent with some of the buildings within the Civic Center, the YMCA in particular. The massing of the building is formal and articulated by vertically recessed fenestration bands; reductions in exterior wall thickness rising from the base to the middle to the top portions of the building; slightly projecting second-floor balconettes, projecting surrounds at important openings including the southeast corner courtyard access opening and the community room entrance along Holly Street, and horizontal friezes at the second, fourth and fifth floor ceiling lines. On the east and south elevations, vertical recesses of differing widths, which also break the roofline cornice, articulate the chamfered corner massing from the rest of the building. An additional, deeper recess is provided at the north end of the east elevation and another is provided at the west end of the north elevation. The height, massing and building articulation are compatible with the Civic Center and consistent with the applicable design guidelines.

Architectural Style and Detailing

The proposed new building is intended to reflect the Beaux Arts style, which is characterized by formality, symmetry and simplicity, with enhanced detailing at important locations, such as entries. The building has a monumental five-story massing, a flat roof, fenestration organized

into repeating vertical bands of windows, with most at the ground floor being shallowly arched and those at the third through fifth floors being set within continuous vertical recesses, articulated friezes between the second and third and fourth and fifth floors as well as at the base of the parapet, articulated surrounds at building entries, and projecting balconettes. In general, the height, massing and presentation of the building is similar in character to the existing adjacent YMCA building to the west. Proposed materials include smooth plaster walls; with 2-inch reveals creating horizontal banding at the two-story base; precast concrete at ground-level openings, balconette structures, friezes, roofline, wall caps and exterior stairs; and wrought iron balconette railings and gates. Window materials are not specified at this time, although the color is noted as dark bronze. Exterior leader-heads and downspouts are proposed on the north elevation.

In general, the architectural style proposed is appropriate for the highly sensitive Civic Center location of the site and will provide a sense of completion to the district, particularly in conjunction with a future potential project of similar size and character on the site to the south. As noted in conjunction with the review of the Design Commission's Preliminary Consultation commentary above, staff recommends conditions of approval requiring further development of a residential character to the building, simplification of frieze detailing while enhancing base-level materiality, and use of true wrought iron for the southeast corner gate opening. To further enhance the material quality of the building and ensure compatibility with the proposed gate, consideration should also be given to the balconette railings being true wrought iron. To ensure a high-quality exterior finish, staff also recommends a condition requiring roof drainage to be routed within the building wall rather than in exposed downspouts. Upon completion, during Final Design Review, of the studies required in the recommended conditions, the building will be a high-quality addition to the Civic Center.

Compatibility

As noted above, the proposed new building is compatible with its immediate surroundings in terms of height, massing, setbacks and architectural design and its residential character, design quality and materiality will be further enhanced with the studies recommended by staff to be conducted as conditions of approval.

Conceptual Landscape Design

With respect to the open spaces outside the building envelope, the landscape plans provided are intended to be placeholders for a future effort to be led by the City for these important open space areas. Existing trees outside of the building footprint area will be retained, as will the existing weather station and shrubbery surrounding it. No changes are proposed to the landscape along Holly Street. Conceptual locations of new pathways are shown extending perpendicularly from Holly Street and Garfield Avenue to a paved area at the base of the proposed steps and ramp at the southwest corner. A new pathway is also proposed to extend perpendicularly from Holly Street to a paved area at the community room entrance near the west end of the south elevation. In general, staff finds these paved areas to be appropriate; however, a condition of approval is recommended to ensure they are carefully considered to ensure that the minimum amount of paving is provided to service the building and ensure that the areas outside the building are landscaped to the greatest extent possible.

The landscape plans for the interior courtyard depict it largely consisting of articulated paving with four small movable planters, three of which would be planted with trees, and a trellis over a circular focal element surrounded by cast-in-place seating benches. Staff recommends a condition of approval requiring further development of this plan to ensure it is programmed and designed as a usable space for the project residents, in combination with other outdoor open space areas included in the project scope.

Protected Tree Removals

As the property is owned by the City, all trees on the site are public trees and, as such, the proposed removal of 26 trees requires review by the Urban Forestry Advisory Committee and approval by the City Manager. This review has not yet occurred for this project; therefore, staff recommends a condition of approval requiring it to be conducted prior to Final Design Review.

COMMENTS FROM OTHER DEPARTMENTS:

Staff routed the project for review and comment to several City departments, as well as other divisions of the Planning & Community Development Department, including the Public Works, Transportation, Fire and Housing Departments and the Building, Current Planning and Cultural Affairs Divisions of the Planning & Community Development Department. Recommended conditions are included in Attachment A.

ENVIRONMENTAL ANALYSIS:

The project will be constructed on a previously undeveloped site in a historically sensitive location within the designated Pasadena Civic Center Historic District. It is consistent with the General Plan, Central District Specific Plan and Zoning designations that apply to the property. Staff engaged Michael Baker International, an environmental consulting firm, to evaluate the potential environmental impacts of the project and determine whether it would meet the required findings for a Categorical Exemption under class 32, "infill development projects." Based on the documentation prepared, which is included in Attachment D, the project would not have the potential to result in significant impacts related to air quality, traffic, noise, water quality or cultural resources and, based on this analysis, staff recommends that the Commission determine that the project is Categorically Exempt from CEQA.

In addition, the application materials submitted demonstrate the project's compliance with Pasadena's Climate Action Plan, which is also extensively evaluated in the CEQA documentation in Attachment D. Finally, the applicant has provided a Vibration Management Plan to ensure that the project will not cause damage to the adjacent YMCA building. This plan is included in the CEQA documentation; however, staff recommends a condition requiring it to also be incorporated into the plans submitted for building plan check.

CONCLUSION:

Upon implantation of conditions of approval, the project design will satisfactorily address the comments provided during Preliminary Consultation and will be consistent with the design guidelines in the Central District Specific Plan and the Secretary of the Interior's Standards for Rehabilitation. Staff recommends approval of the application for Concept Design Review for the project with the conditions in Attachment A, which shall be reviewed by the Design Commission during Final Design Review.

Respectfully Submitted,



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Director of Planning and
Community Development

Prepared by:



Kevin Johnson
Principal Planner

Reviewed by:



Luis Rocha
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Attachments:

- A. Recommended conditions of approval
- B. Response to Preliminary Consultation comments & design exhibit
- C. Current technical plans & elevations
- D. Environmental documentation
- E. OLIN Partnership plan

**ATTACHMENT A:
RECOMMENDED CONDITIONS OF APPROVAL
280 RAMONA STREET
CONCEPT DESIGN REVIEW**

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

Planning Division

1. The proposal to remove public trees is subject to separate review by the Urban Forestry Advisory Committee and approval by the City Manager prior to Final Design Review.
2. Further study the incorporation of design features that enhance the residential character of the building and give cues to its use as a residential building within an institutional setting, such as strategically placed and simply designed balconettes or Juliet railings, breaking of the rigid fenestration in strategic locations, or eliminating recessed bands at the upper floor and/or parapet.
3. All windows shall have projecting sills, unless engaged with a projecting frieze, and shall be deeply recessed. In addition, all windows shall be casement or double-hung operation and shall have exterior, dimensional muntins.
4. Simplify the design of the upper-level horizontal friezes and provide a higher quality, durable base material other than stucco from the ground to the second floor frieze line.
5. The second-floor bridge within the upper portion of the double-height southeast corner opening shall be carefully designed to be as light and transparent as possible to ensure the opening does not appear truncated from the public realm.
6. The gates proposed within the southeast corner opening, and the balconette railings, shall be high quality and consistent with the architectural style and surrounding context. Consider use of true wrought iron for these features.
7. Roof drainage shall be routed within the building walls rather than in exposed downspouts.
8. Further study the paved areas proposed to ensure that new paving is limited to the minimum amount needed to service the building and that the areas outside the building footprint can be landscaped to the greatest extent possible.
9. The project shall comply with all Zoning Code requirements.
10. The Vibration Management Plan included in the project's CEQA documentation shall be included in the plans submitted for building plan check.
11. A prominent building entry shall be included on the north elevation facing Ramona Street.
12. The central courtyard shall be programmed and designed as a usable space for the future residents of the project, in combination with other open space areas provided.

Department of Transportation

13. The project shall pay the corresponding Traffic Reduction and Transportation Improvement Fee (TR-TIF) for the project at the time of Certificate of Occupancy issuance. The TR-TIF is subject to change based on the current General Fee Schedule. Total payment would be based on the final scope at the time of project approval.

Affordable housing may receive fee credits with appropriate documentation from the Housing Department.

14. In accordance with City Ordinance No. 7157, the project is subject to the City's Trip Reduction Ordinance (TRO) requirements.

To understand the TDM Plan requirements and associated review fees* for the report submittal, contact the Mobility, Planning, Engineering, and Operations Division at (626) 744-7526 to arrange a meeting.

* Based on the Current General Fee Schedule. Fees are subject to change.

15. Pursuant to the adopted Street Design Guide, the applicant shall comply with the following:

- a. Maintain a 5' min clear walk zone free of any obstructions along the project's frontages along Ramona Street, Garfield Avenue, and Holly Street.
- b. The existing curb ramps at the Marengo Avenue at Ramona Street intersection shall be upgraded to ADA compliant ramps per Caltrans Standard A88A or City of Pasadena Standard Plan No. S-414.
- c. Install continental crosswalk striping per City of Pasadena Standard Plan S-709 along the east leg of the Marengo Avenue at Ramona Street intersection

16. Pursuant to the Street Design Guide transit facility improvements have been identified to support this project:

- a. In order to ensure accessibility for the project, a loading zone that can accommodate a 25' paratransit vehicle shall be located along Ramona Street at the southwest corner of the Garfield Avenue at Ramona Street intersection.
- b. The development shall fund the purchase and installation of bus stop amenities that facilitate comfort and accessibility while waiting at a bus stop along the northwest side of Marengo Avenue and Holly Street within the existing bus zone at the Marengo Avenue and Holly Street intersection. (\$5,500)

With the funds collected, the City will be responsible for the purchase and installation of the transit amenities. For more information, please contact the Transit Division at (626) 744-4055.

17. Driveways shall be located a minimum distance of 50' from any intersection and approved by the Department of Transportation prior to the issuance of the first permit for construction

(demolition, grading, or building).

18. Any parking entry gate shall be setback a minimum 20' from the property line. The gate must be included on the site plan and approved by the Department of Transportation prior to the issuance of the first permit for construction (demolition, grading, or building).
 19. Views adjoining both sides of the driveway to the parking area shall not be obstructed with landscaping, block wall, or non-porous fencing greater than 2.5' in height.
 20. The development shall be responsible for painting each end of the proposed driveway with 10' of red curb prior to the issuance of the Certificate of Occupancy to the satisfaction of the Departments of Public Works and Transportation.
 21. To improve the safety of pedestrians crossing the driveway, the design plans shall show a 20' flat area beyond the property line to improve vehicular sight distance.
 22. The interior ramp to the subterranean parking area may have grade breaks at 9%–18%–9% as an exception to the City's Zoning Code requirement of 8%–16%–8% for ramps less than 65' with the following conditions:
 - a. Maintain a grade break maximum of 10% to avoid bottoming of low profile vehicles. For example the slope prior to or after the 9% grade should not exceed -1% grade to yield a NET grade break maximum of 10%
- This condition does not relieve the project of any other requirements under Accessibility Guidelines and the California Building Code Chapter 11b that covers accessibility, in compliance with the requirements of Americans with Disability Act (ADA).
23. Existing on-street parking conditions and restrictions adjacent to this project shall be maintained. Aside from the Transit Division condition regarding the loading zone at the southwest corner of Garfield Avenue and Ramona Street, DOT will not install additional loading zones along the project frontage for exclusive project use.
 24. To minimize on-street parking impacts, the City will not issue permanent, on-street, overnight parking permits to the future residents of this project. Future tenants shall be advised of this condition by the property management staff.
 25. Prior to the start of construction or the issuance of any permits, the applicant shall submit a Construction Staging & Traffic Management Plan to the Department of Public Works for review and approval. This plan shall show the impact of the various construction stages on the public right-of-way including street occupations, closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. Permitted hours for construction vehicles (delivery, haul) may be limited to the hours between 9:00 AM – 3:00 PM.

Department of Public Works

26. 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.
27. The applicant shall submit the application, plan and processing fee, associated with processing the license agreement, at least three to four (3-4) months prior to the issuance of any permits. An approved license agreement will allow the applicant to install and maintain the private improvements within the public right-of-way with conditions.
28. 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.
29. 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.
30. The applicant shall comply with any Department of Transportation conditions in regards to sidewalk widths. The applicant shall construct new concrete sidewalk for all the conditioned dedicated areas in accordance with Standard Plans S-421. The applicant shall be responsible for all the costs required to complete the dedication. The dedication document and processing fee 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 the Certificate of Occupancy.
31. The applicant shall demolish existing and construct all new public improvements along the subject development frontage of Ramona Street, including concrete drive approach per Standard Plan S-403; 12-ft wide 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. The proposed bulb-out as loading zone/vehicle gate on Ramona Street shall be reviewed and approved by the City.

32. 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.
33. A closed circuit television (CCTV) inspection, including heavy cleaning to remove debris, of the three (3) catch basins and connector pipes on the Ramona Street, Garfield Avenue, and Holly Street development frontages, shall be performed and a CCTV inspection video submitted to the Department of Public Works for review. At the time of the video submittal, a non-refundable flat fee, per the current General Fee Schedule, shall be placed by the applicant to cover the staff cost of video review. The address, date of inspection, and a continuous read-out of the camera distance from the starting point shall be constantly displayed on the video. The applicant shall correct any defects revealed by the inspection as determined by the City Engineer. The method of correction of the defects shall be subject to the approval of the City Engineer, and may include partial or total replacement of the drainage system. The applicant shall be responsible for all costs required to obtain the CCTV inspection of the existing drainage system connection, and if required, to correct the defects.
34. The existing street lighting along the three development frontages on Ramona, Garfield, and Holly is substandard. In order to improve pedestrian and traffic safety, the applicant shall replace/renovate all existing street lighting, on all frontages of the subject property per the City requirements and current standards. The renovation shall include but not limited to new LED light(s), conductors, lamp socket, fuse, globe/lantern, globe holder, photo cell, and miscellaneous related parts.
35. In the event where the existing street light pole determined, by the City, to be deteriorated and/or damaged, the applicant shall replace the existing street light pole with a new street light pole in kind. The replacement shall include but not limited to new pole, new footing, new LED light(s), conduit, conductors, lamp socket, fuse, globe/lantern, globe holder, photo cell, and other miscellaneous related parts. The applicant shall schedule a street lighting pre-inspection with the Public Works inspector to determine the details/scope of the replacement/renovation of the existing street lighting. Please email: pw-permits@cityofpasadena.net to schedule a street lighting pre-inspection, prior to the issuance of any permits.
36. The applicant is responsible for the design, preparation of plans and specifications, and construction of all required public improvements. Plans for the above improvements shall be prepared by a civil engineer, registered in the State of California. Upon submittal of improvement plans to the Departments of Public Works for review, the applicant will be

required to place a deposit with the department to cover the cost of plan checking. The amount of deposit will be based on the current City's General Fee Schedule. Note that building plans approved by the City's Planning (Building) Department do not constitute approvals for work in the public right-of-way. Separate plans shall be submitted to the Department of Public Works – Engineering Division – at 175 North Garfield Avenue Window 6. The applicant shall submit public improvements plans and the plan check deposit at least two (2) months prior to the issuance of any building or demolition permits.

37. The applicant shall plant one (1) London Plane, *Platanus acerifolia*, per the City's approved Master Street Tree Plan fronting the subject property. The tree planted by the applicant must meet the City's tree stock standards, be inspected by the City, and be planted according to the details provided by the Parks and Natural Resources (PNR) Division. The tree shall be planted in a tree well cut out per City standards. Planting shall include the installation of the following per tree: no less than two tree stakes; one arbor guard; and the use of slow-release fertilizer tablets. The applicant shall contact PNR (626-744-3880) for tree planting approval, a minimum of two (2) months, prior to the issuance of a Certificate of Occupancy.
38. Trees planted by the applicant must be irrigated by either an existing or a new irrigation system constructed by the applicant. Plans for the irrigation system shall be prepared by a landscape architect registered in the State of California and submitted to PNR for review and approval. Irrigation facilities (main line, valve, pull box, timer, etc.) must be constructed within private property with the exception of the laterals and bubblers. The lateral shall be a minimum of 18" deep, and no above-ground structures are allowed.
39. Prior to issuance of the Certificate of Occupancy, the applicant shall submit a Tree Guarantee Deposit equal to the cost of all new trees planted to guarantee that newly planted trees are maintained by the applicant for a minimum of three calendar years. Tree maintenance during this period shall include the following: watering no less than once a week; weed removal; reconstruction of tree wells as needed; re-staking as needed; adjustment to grade of any trees that settle; and any other operations needed to assure normal tree growth. The applicant shall replace any newly planted trees which, for any reason, die or whose health is compromised, within the applicant's three-year establishment period. The three-year tree establishment period shall commence on the day that the Certificate of Occupancy is issued. PNR shall inspect all trees planted by the applicant at the end of the three-year establishment period, and if the trees are found to be in good health, the applicant's deposit will be released. If the trees are found to be in poor health, the establishment period may be extended by PNR and the applicant's deposit shall be held accordingly. Said deposit may be included as part of the construction guarantee if applicable, and is subject to partial refund or additional billing.
40. No street trees in the public right-of-way and/or within city-owned properties shall be removed without the support of the Urban Forestry Advisory Committee.
41. To protect existing City trees during construction, the applicant shall fully conformed to the Tree Protection Guidelines signed by the City Manager. The full guidelines is available at the following link: <https://www.cityofpasadena.net/public-works/engineering-and-construction/engineering/>

42. 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.
43. 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.
44. The applicant shall at minimum provide the following within a designated TPZ: mulching, irrigation, and protective fencing.
45. Prior to the issuance of any permit, the applicant shall submit a Preliminary Tree Protection Plan (PMC Ch. 8.52 – City Trees and Tree Protection Ordinance), prepared by a Landscape Architect or certified Arborist, showing the TPZ and all structures, footings, and grading that may impact City trees shall be submitted to the Department of Public Works, for review and approval. Given that each construction project poses unique conditions, it is the responsibility of the applicant to develop a Tree Protection Plan based off the TPZ standards to the extent feasible. The Plan shall conform to the Tree Protection Standards which specifically require showing the locations of all existing trees, their diameters, canopies, whether the tree is a public tree or private tree, as well as any trees to be planted with their canopy at mature size. The final conditions of the Tree Protection Plan shall be approved by the Forestry Superintendent. A non-refundable flat fee, per the current General Fee Schedule, will be required for staff time to review the Tree Protection Ordinance compliance.
46. 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 permitted, inspected and approved by Public Works prior to the commencement of any construction.
47. 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.
48. Prior to issuance of any permit, a deposit in the amount of the applicant's total liabilities based on the aforementioned approved tree assessment report shall be submitted to the City. The deposit is fully refundable, less administrative fees, upon the satisfaction of Public

Works prior to the issuance of a Certificate of Occupancy.

49. The comments below are only for public trees noted with reason for removal provided by consulting arborist dated on 09/29/21.

Tree #	Common Name / Botanical Name	DBH	(Consulting Arborist) Reason for Removal	(PW Forestry) Comments
6	Coast Live oak / <i>Quercus agrifolia</i>	16.4	Project grading and construction	Recommend retention; need additional information to support removal
10	Engelmann oak / <i>Quercus engelmannii</i>	7.7	Garfield / Holly St landscaping design	Recommend retention; removal for landscaping generally not supported
11	Coast Live oak / <i>Quercus agrifolia</i>	13.1	Project grading and construction	Recommend retention; need additional information to support removal
12	Strawberry tree/ <i>Arbutus unedo</i>	9, 5.3	Project grading and construction	Possible condition-based removal; staff to assess further
13	Strawberry tree/ <i>Arbutus unedo</i>	4.6, 6.8	Project grading and construction	Possible condition-based removal; staff to assess further
14	Strawberry tree/ <i>Arbutus unedo</i>	8.8	Project grading and construction	Already removed due to condition
15	Strawberry tree/ <i>Arbutus unedo</i>	10.4, 9	Project grading and construction	Already removed due to condition
16	Strawberry tree/ <i>Arbutus unedo</i>	8.3, 4.5, 6.3	Project grading and construction	Already removed due to condition
17	Strawberry tree/ <i>Arbutus unedo</i>	7.2, 7.5	Project grading and construction	Already removed due to condition
18	Coastal Redwood/ <i>Sequoia sempervirens</i>	18.9	Garfield / Holly St landscaping design	Recommend retention; removal for landscaping generally not supported
19	Coastal Redwood/ <i>Sequoia sempervirens</i>	22.2	Project grading and construction	Present removal application to UFAC
21	Firewheel tree / <i>Stenocarpus sinuatus</i>	12.6	Project grading and construction	Present removal application to UFAC
22	Arborvitae / <i>Thuja occidentalis</i>	8.1, 8.6, 9.1	Project grading and construction	Present removal application to UFAC
23	Arborvitae / <i>Thuja occidentalis</i>	6, 9.7, 10, 10.4	Project grading and construction	Present removal application to UFAC
24	Arborvitae / <i>Thuja occidentalis</i>	7.7, 7.9, 13.1	Project grading and construction	Present removal application to UFAC
25	Victorian box / <i>Pittosporum undulatum</i>	11.7	Project grading and construction	Present removal application to UFAC
26	Victorian box / <i>Pittosporum undulatum</i>	4.6	Project grading and construction	Condition-based removal (volunteer tree; poor form)
27	Victorian box / <i>Pittosporum undulatum</i>	6.9	Project grading and construction	Condition-based removal (volunteer tree; poor form)
28	Holly oak / <i>Quercus ilex</i>	1,1,1,1, 1,1,1,1, 2,2,2,2	Project grading and construction	Shrub (not subject to TPO)
29	Mock orange /	2.2, 3.4	Project grading and construction	Shrub (not subject to TPO)

	<i>Murraya paniculata</i>			
30	Mock orange / <i>Murraya paniculata</i>	2.4, 3.4, 3.7, 4.4, 5.4	Project grading and construction	Shrub (not subject to TPO)
31	Coast Live oak / <i>Quercus agrifolia</i>	14	Project grading and construction	Present removal application to UFAC
32	Mock orange / <i>Murraya paniculata</i>	4.2, 3.5, 3.6, 4.2	Project grading and construction	Shrub (not subject to TPO)
33	Southern Magnolia / <i>Magnolia grandiflora</i>	20.4	Project grading and construction	Possible condition-based removal; staff to assess further (canopy die-back; epicormic foliage)
34	Southern Magnolia / <i>Magnolia grandiflora</i>	18.5	Grading for stormwater storage tank	Present removal application to UFAC
35	Windmill palm / <i>Trachycarpus fortunei</i>	BT 12'	Project grading and construction	Present removal application to UFAC
36	Windmill palm / <i>Trachycarpus fortunei</i>	BT 9'	Project grading and construction	Present removal application to UFAC

50. In order to ensure that the developer maintains a clean and safe site during the construction phase of development, the applicant shall place a \$20,000 refundable deposit with the Department of Public Works prior to the issuance of any permit. This deposit 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, street trees, curb, gutter, and sidewalk, either directly or indirectly, by the construction on this site. This deposit may also be used for charges due to damage to existing street trees and for City personnel to review traffic control plans and maintain traffic control.

51. All construction access shall be limited to the Ramona Street frontage. The existing decorative sidewalk and cross-walk fronting Holly Street and Garfield Avenue shall be protected in place. Any damage incurred shall be replaced in kind by the applicant.

52. 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://www.cityofpasadena.net/public-works/engineering-and-construction/engineering/> . A non-refundable flat fee, based on the current General Fee Schedule, is required for plan review and on-going monitoring during construction. This plan shall show the impact of the various construction stages on the public right-of-way (and the private street) including all street occupations, lane closures, detours, staging areas, and routes of construction vehicles entering and exiting the construction site. An occupancy permit shall be obtained from the department for the occupation of any traffic lane, parking lane, parkway, or any other public right-of-way. All lane closures shall be done in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) and California Supplement. If the public right-of-

way occupation requires a diagram that is not a part of the MUTCD or California Supplement, a separate traffic control plan must be submitted as part of the Construction Staging and Traffic Management Plan to the department for review and approval. No construction truck idling or staging, material storage, or construction trailer are allowed in the public right-of-way.

53. All costs associated with these conditions shall be the applicant's responsibility. Unless otherwise noted in this memo, all costs are based on the General Fee Schedule that is in effect at the time these conditions are met.
54. In addition to the above conditions, the requirements of all applicable Pasadena Municipal Code (PMC) will apply and be implemented during the corresponding plan review and permitting. They may include but not limited to:
 - Sidewalk Ordinance - Chapter 12.04
 - Sewer Facility Charge – Chapter 4.53
 - Residential Impact Fee – Chapter 4.17
 - City Trees and Tree Protection Ordinance - Chapter 8.52
 - Construction and Demolition Waste Ordinance - Chapter 8.62
 - Holiday Moratorium of activities within public right-of-way – Chapter 12.24.100

Fire Department

55. Plans shall comply with the requirements of California codes and Pasadena Municipal Code (PMC).
56. **Mixed Use and Occupancy:** Where a building contains more than one occupancy group, the building or portion thereof shall comply with applicable provision of CBC Section 508.
57. **Courts Yard:** Court Yard shall comply with the requirements of CBC Section 1205.3.
58. **Medical Emergency Service Elevator:** At least one elevator shall be provided for fire department emergency access to all floors. The medical emergency service elevator shall comply with gurney size per CBC Section 3002.4.
59. **Elevator lobby and hoistway opening protection:** Hoistway opening protection is required for group R-2 occupancy per CBC Section 3006.
60. **Accessible means of egress:** Accessible means of egress elevator shall complying with the requirements of CBC section 1009.
61. **Emergency escape or rescue window:** In dwelling units and every sleeping room below the fourth story shall have at least one operable window or door approved for emergency escape or rescue that shall open directly into public street, public alley, yard or exit court. The emergency door or window shall be operable from the inside to provide a full, clear opening without the use of separate tools. (CBC Sec. 1030.1). A minimum of 5 feet clearance on the ground shall be provided for rescue windows and doors located in first and second floor and 10 feet if located on third floor.

62. **Emergency Responder Radio Coverage:** Building shall have approved radio coverage for emergency responders within the building based upon the existing coverage level of the public safety communication system per California Fire Code Section 510.
63. **Minimum Fire Flow/Fire Hydrants:** All structures shall have the minimum fire flow (GPM) required by Appendix B Table B 105.1 and the quantity and spacing of fire hydrants as required by Appendix C Table C105.1 of Title 24, California Fire Code. Plans shall be submitted to the Pasadena Fire Department for review and approval prior the review and approval of the building plans. NOTE: A current fire flow report (not older than 6-months), performed by the Pasadena Water Department, shall be provided to the Fire Department when applying for building permits to construct or add to any structures.
64. **Fire Apparatus Access Road:** Fire Department Access shall be provided to within 150-feet of all exterior portions of any structure. All access roads exceeding 150-feet shall be provided with an approved Fire Department Hammerhead or Turnaround. Fire department access shall be constructed of an all weather surface to support a minimum of 75,000 pounds, with a minimum of 20-feet wide and unobstructed height of 13'-6", with No Parking on Either Side. No roadway way shall exceed 10% slope.

All access gates across roadways or entrances to facilities shall fail unlocked/open in the event of any loss of power. All access gates and main entrance doors shall have a Know Box or Knox Control Key Switch installed. Obtain Knox Box Applications from the Pasadena Fire Department Permit Desk.

65. **Automatic Fire Sprinkler System or Standpipe:** An automatic sprinkler system shall be provided throughout building per CBC Section 903.2.1 and PMC amended CFC section 903. Stand pipe system shall comply with the requirements of CBC Section 905.
66. **Fire Department Fire Sprinkler Connections:** Shall be comprised of:
- a. FDC shall be located a minimum of 25-feet from the building or surface mounted to 2- hours rated wall with no opening within 10 feet and FDC shall be located within 150 feet of a fire hydrant.
 - b. (2) 2-1/2" CLAPPERED internal swivel outlet X 2-1/2" CLAPPERED internal swivel outlet X 4" FDC
 - c. 4" CLAPPERED internal swivel outlet X 4" FDC
 - d. Shall be clearly labeled to indicate FDC for Fire Sprinklers and Standpipes.
 - e. A clear dimension of 3-feet shall be maintained around the perimeter of each fire department appliance.
 - f. All fire appliances except for fire hydrants shall be cleaned, primed, and painted fire engine red enamel or krylon.
67. **Automatic Fire Alarm/Detection System:** All structures 10,000 square feet or any structure required by Title 24, California Building or Fire Codes, shall be provided with a fully automatic and manual fire detection and notification system. Shop drawings to be submitted by contractor for review and approval prior to construction. PMC amended CFC Section 907.

68. **Emergency Vehicle Traffic Signal Preemption Systems:** Traffic signaling systems serving this complex are required to have emergency vehicle signal preemption controls installed. The specific signals requiring this system is to be determined by both Pasadena Fire Department and Pasadena Department of Transportation. The fees for these systems will be determined based on the quantities and types of traffic signals being used and/or being retrofitted for the emergency vehicle controls.

Building Division

69. GOVERNING CODES: Comply with the Current Edition of California Building Code, California Electrical Code, California Plumbing Code, California Mechanical Code, California Energy Code, California Green Building Standard Code and the City of Pasadena Municipal Code. The governing edition is based on the date in which the project is submitted to the City of Pasadena for review.
70. BUILDING CODE ANALYSIS: Provide a Building Code Analysis on the title sheet. Include the code(s) information for each building proposed: Descriptive scope of work, occupancy, assessor's parcel number, number of stories, type of construction, fire sprinklers, floor area, height, and allowable floor area.
71. BEST MANAGEMENT PRACTICES: Photocopy to plans and complete the BEST MANAGEMENT PRACTICE page 1(form must be signed). Photocopy any other applicable pages and cross reference the location at the site plan, i.e. the material storage, the concrete waste management, etc. These forms can be found at <https://www.cityofpasadena.net/planning/building-and-safety/bs-applications-forms/#informational-handouts>.
72. PROPERTY LINE SURVEY REQUIRED. Per City of Pasadena Policy property line survey is required for:
- a. **New construction.**
 - b. Auxiliary buildings and additions where setback is less than 5'-0" to property line.
 - c. All buildings where specific Zoning Division Variance is issued for approved setbacks & whether newly constructed or altered.
73. SOILS REPORT REQUIRED. A soils engineer report is required for:
- a. **All new constructed single and multi-family residential, commercial, and industrial buildings.**
 - b. An addition to a commercial or industrial building.
 - c. Second (2nd) story addition to existing one-story building.
 - d. Hillside construction, i.e. decks, retaining walls, and swimming pools.
74. GRADING:
- a. Show compliance with CBC 2016 Appendix J – Grading with City of Pasadena Amendments.
 - i. Clearly show the cubic yard quantities for excavation (cuts) and fills and label if site grading or foundation excavations.
 - b. Clearly show the cubic yard quantities for excavation (cuts) and fills; and label if site grading or foundation excavations. A grading permit may not be required per

section J103.2 Exemptions.

75. GREEN CODE: Photocopy to plans and complete the 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE WITH CITY OF PASADENA AMENDMENTS FORMS. These forms are being provided attach and can be found at <https://www.cityofpasadena.net/planning/building-and-safety/bs-applications-forms/#informational-handouts>.

76. LOW IMPACT DEVELOPMENT (LID): Low Impact Development (LID) may be required for this project. Refer to the City of Pasadena link for further information on the requirements and submittal process: <https://www.cityofpasadena.net/wp-content/uploads/sites/30/Form-PC.pdf?v=1599178168233>.

77. MEANS OF EGRESS (EXITING):

- a. Clearly label and identify on plans fire-resistive corridors, exit enclosures, exit passageways, horizontal exits, occupancy separation walls and floors, fire resistive shafts, and fire walls, along with their fire-resistive ratings as applicable.
- b. Primary accessible path of travel shall include a primary entrance to the building or facility; toilet and bathing facilities serving the area; drinking fountains serving the area; public telephones serving the area, and signs.
- c. Exits shall discharge directly to the exterior of the building and shall not reenter a building. Once a given level of exit protection is achieved, such level of protection shall not be reduced until arrival at the exit discharge. The exit discharge shall not reenter a building.

78. FIRE AND SMOKE PROTECTION FEATURES: Show materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings.

79. ACCESSIBILITY:

- a. Provide compliance with accessibility per CBC Chapter 11A and 11B accordingly.
- b. Provide an analysis for the minimum required units and parking spaces. Label the accessible units/parking spaces.
- c. Provide the minimum vertical clearance for VAN accessible to basement and garage per 11A and/or 11B accordingly.

80. REQUIRED PLANS AND PERMIT(S):

- a. In addition to architectural plans, provide Structural, Shoring, Plumbing, Mechanical, Electrical plans, PV systems and grading plans as required. No deferred submittal.
- b. Separate permits are required for the following: Mechanical, Electrical, Plumbing, Fire Sprinkler, Demolition, Block walls, others.