



Section 8. PUBLIC REALM DESIGN GUIDELINES

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- CC 2. Focus Activity on Public Places
- CC 3. Increase Physical Connectivity
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- CC 5. Recycle Existing Buildings and Landscapes
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- SE 5. Provide Ample Street Furniture
- SE 6. Include Pedestrian-Scaled Lights
- SE 7. Assist Visitor Orientation

District-wide Guidelines: Community Character**Guideline CC 1 Promote Compact Development Patterns**

Intent The commercial and social interaction required of a vital, energetic city core is facilitated by placing people in proximity to one another. This suggests a concentration of people, buildings, and activity. It follows that Downtown should be the most compact and densely developed area of the City. Compact development patterns contribute to a distinct urban image, define public space, support a diverse mixture of uses, and promote transit usage and pedestrian activity.



Downtown Precedent: strong building-street relationships distinguish the city core

Recommendations CC 1.1 Reinforce the spatial definition and social vitality of streets and important public space through compact development patterns.

CC 1.2 Provide sufficient building height and mass to spatially define public streets and civic spaces; establish a strong relationship between buildings and streets.

CC 1.3 Encourage infill development and the retention of buildings that define the street and contribute to an urban identity.



Downtown Precedent: building height and massing establish an urban identity

Citywide Design Criteria

- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.
- Spatial Definition: A street should read as well-defined space.



District-wide Guidelines: Community Character**Guideline CC 2 Focus Activity on Public Places**

Intent Public streets, plazas, parks and other important civic spaces support public life, and are a key component of successful urban places. These are not left-over spaces to be “dressed up,” but lively public places. Development should focus activity and attention upon and along these spaces. Because active public places tend to be defined spaces, buildings should contain and orient to these spaces.

Recommendations CC 2.1 *Locate and mass buildings to consistently frame and define public space.*

CC 2.2 *Orient building entrances toward public space, and encourage adjacent ground floor uses that animate and enliven the space.*

CC 2.3 *Site service and parking facilities to face away from public spaces and activities.*

CC 2.4 *Use landscape to further define and contain public space; for instance, use street trees to delineate a public street.*

CC 2.5 *Create strong physical connections between public space and neighboring development.*

Citywide Design Criteria

- **Physical Connection:** A community should connect through a network of public spaces and paths.

- **Public Character:** A street should readily communicate that it is public space.



Downtown Precedent:
buildings and uses support a high level of street activity



Downtown Precedent:
defined urban spaces reinforce public life



District-wide Guidelines: Community Character

Guideline CC 3 Increase Physical Connectivity

Intent Downtown is generally amenable to walking, due in part to a fine-grained building and block pattern that offers the visual and physical connections advantageous to pedestrian movement. Plazas, courtyards, sidewalks, alley walkways, pedestrian paseos, and mid-block passages create a network of spaces that integrates the community, and an intricate network allows an interesting variety of alternative routes between places. Private and public sector investment should extend and enhance this network, providing safe and accessible paths throughout the area.



Downtown Precedent: outdoor paseos link sidewalks with on-site plazas and courtyards

Recommendations CC 3.1 Regard sidewalks and paths as unifying elements throughout Downtown; design and locate pathways and walks to promote physical continuity and connection.

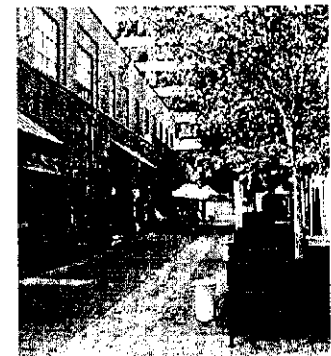
CC 3.2 Promote new development that extends existing circulation patterns and connects important centers of activity.

CC 3.3 Extend the circulation pattern through publicly accessible walks, that are generally open to the sky; provide access to light and air.

CC 3.4 Provide ample width and design for universal access along pathways and walks.

CC 3.5 Incorporate human-scaled fixtures that emit a warm light along pedestrian sidewalks and paths to increase safety and comfort.

CC 3.6 Introduce shading elements and outdoor furniture such as benches to improve pedestrian access and comfort.



Downtown Precedent: alley walkways extend the pedestrian circulation system.

Citywide Design Criteria

- Physical Connections: A community should connect through a network of public spaces and paths.
- Visual Relationships: A community should take advantage of important views and vistas, and provide numerous opportunities for access to light and air.



Downtown Precedent: wide, continuous and protected sidewalks serve pedestrians



District-wide Guidelines: Community Character

Guideline CC 4 Protect View Corridors

Intent Downtown offers a number of high-quality views and vistas, in particular, prominent views of the San Gabriel Mountains and City Hall. These views distinguish Pasadena from other cities in the region, and orient residents and visitors alike to their location in the City. A strong Downtown identity depends upon the preservation and enhancement of these special views and view corridors.



Downtown Precedent: north-south streets offer scenic framed views of local mountains

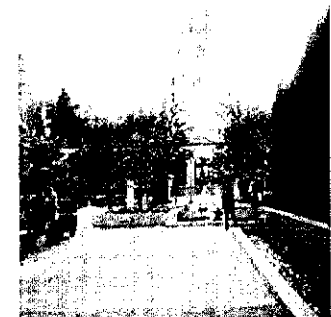
Recommendations CC 4.1 Frame important views of natural and man-made landmarks, and look for opportunities to open new views of landmark buildings and features.

CC 4.2 Discourage developments that obscure existing views along the public right-of-way.

CC 4.3 Prohibit buildings from locating over or across a public street, including buildings constructed as part of a bridge or overpass that crosses a public street.

CC 4.4 Restrict the construction of pedestrian bridges across north-south streets, and discourage their construction along all other streets in the Central District.

CC 4.5 Limit pedestrian bridges to those that are least obtrusive; where provided, they should be of narrow width, open to the sky, and accessible to the public at all times.



Downtown Precedent: prominent axial views focus attention on civic landmarks

Citywide Design Criteria

- **Community Identity:** A community should portray a strong identity, including the presence of recognizable districts and landmarks.
- **Visual Relationships:** A community should take advantage of important views and vistas, and provide numerous opportunities for access to light and air.



District-wide Guidelines: Community Character

Guideline CC 5 Recycle Existing Buildings and Landscapes

Intent There is a wealth of value in Pasadena's built resources that collectively make a positive contribution and add significant value to the Downtown community. Existing buildings and landscape elements provide a sense of historical and physical continuity, strengthen the urban fabric, and reinforce the unique qualities of the Central District.

Recommendations CC 5.1 Encourage the recycling of Downtown buildings and landscapes; in particular, retain historically and architecturally significant buildings through adaptive use.

CC 5.2 Maintain the distinguishing qualities and features of a historic or architecturally significant building, structure, or site.

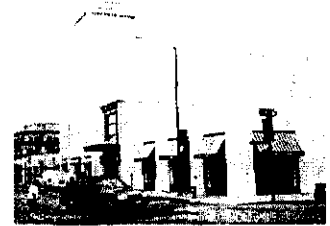
CC 5.3 Repair and retain, rather than replace, original building materials, as far as feasible.

CC 5.4 Allow contemporary alterations and additions to historic or architecturally significant buildings, structures, and sites, provided they do not substantially alter or harm the distinguishing qualities and features, and are compatible in terms of scale and character.

CC 5.5 Support rehabilitation and restoration of historically significant buildings according to the Secretary of Interior's Standards.

CC 5.6 Retain the following landscape elements unless removal or replacement supports long-term planning objectives: street trees; tree lawns; granite curbs; ornamental tree grates; historic street lights; and similar historic landscape elements.

- Citywide Design Criteria*
- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.
 - Cultural Expression: A community should express local history and culture.



Downtown Precedent: adaptive use ensures that the value of existing structures is not lost



Downtown Precedent: reuse of historic structures maintains a distinct urban character



Downtown Precedent: historic streetscape elements add interest and identity



District-wide Guidelines: Community Character

Guideline CC 6 **Promote Sensitive Infill Projects**

Intent New development should positively contribute to the public realm. Urban infill development offers an excellent opportunity to strengthen historic development patterns and restore the urban fabric. Vacant and underdeveloped lands interrupt the street wall and prevent suitable definition of the street, a condition commonly referred to as “missing teeth.” Infill projects can visually unify the street through the development of these properties. Nonetheless, sensitivity to the surrounding character and design context is crucial to their success.



Downtown Precedent: infill projects create a consistent street wall and unify the street

Recommendations CC 6.1 *Emphasize infill development of vacant or underdeveloped land, especially projects that will promote a distinctive urban character.*

CC 6.2 *Support infill development that visually unifies the street; respect the street-oriented development patterns of existing buildings.*

CC 6.3 *Harmonize infill development with adjacent buildings through compatible scale, massing, rhythms (i.e., vertical and horizontal patterns expressed by architectural features such as cornice and belt lines, doors and windows), solid-to-void relationships, and/or materials.*

CC 6.4 *Avoid awkward and incompatible design solutions, and significant interruptions to the predominant scale of the street.*



Downtown Precedent: infill developments reinforce the compact urban character

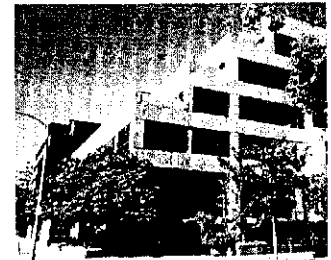
- Citywide Design Criteria**
- **Community Identity:** A community should portray a strong identity, including the presence of recognizable districts and landmarks.
 - **Contextual Fit:** A building should fit with its surroundings.



District-wide Guidelines: Community Character

Guideline CC 7 Transition to Residential Neighborhoods

Intent “In-town” and surrounding residential neighborhoods add immeasurably to the health and strength of the Central District. They are part of the essential mix that achieves full-time civic vitality, and as far as feasible, these areas should be protected from intrusive design and use. In particular, adjacent commercial development may compromise the character and livability of these neighborhoods through unresponsive scale and massing, and localized traffic and parking impacts. On the other hand, sensitive transitions will protect their intrinsic value.



Downtown Precedent: building height steps down toward residential neighborhood

Recommendations

CC 7.1 *Protect in-town and surrounding residential neighborhoods from erosion of character; consider surrounding residential character in the planning and design of adjacent non-residential uses.*

CC 7.2 *Respond to adjacent residential uses with a sensitive transition in scale and massing; for instance, step-back building height and/or break up building mass.*

CC 7.3 *Design transitions between uses so as to maintain residential privacy, and site parking, service and storage facilities to minimize impacts on adjacent residences.*

CC 7.4 *Use available alleys for parking and service access to minimize traffic impacts on adjacent residential streets.*



Discouraged: incompatible transitions degrade residential properties

Citywide Design Criteria

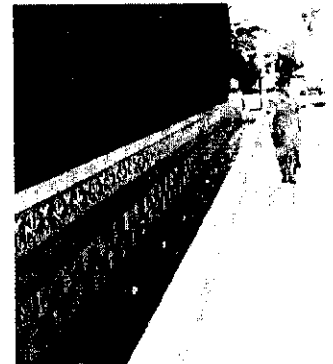
- **Community Identity:** A community should portray a strong identity, including the presence of recognizable districts and landmarks.
- **Contextual Fit:** A building should fit with its surroundings.



District-wide Guidelines: Community Character

Guideline CC 8 Incorporate Civic Art

Intent Civic art provides multiple and layered expressions of local history and culture. It contributes to local identity and the unique qualities of place; it is a form of cultural enrichment. Civic art forms range from sculptural art pieces created for public plazas to artisan crafted architectural details. These forms might serve as a local landmark, delineate public space, or simply add richness to a building or landscape. Public spaces, private development projects, and infrastructure improvements are all encouraged to include a civic art component.



Downtown Precedent: artisan crafted details enrich buildings and sites

Recommendations CC 8.1 Use civic art to identify areas with a unique identity or celebrate the entrance to a public place; for example, mark gateways and other important public places and buildings with public art.

CC 8.2 Integrate works of public art into new development projects; encourage the participation of artists as a part of the design team from the project's inception.

CC 8.3 Incorporate civic art into public infrastructure projects.

CC 8.4 Make works of civic art accessible to the public; site civic art to draw people through public spaces, but do not impede pedestrian flows.

CC 8.5 Support the use of diverse media and art forms.

CC 8.6 Encourage works of civic art that celebrate local history and culture, and reflect the City's tradition of excellence and innovation in the arts and sciences.



Downtown Precedent: sculptural forms enliven plazas and engage the public

Citywide Design Criteria

- **Community Identity:** A community should portray a strong identity, including the presence of recognizable districts and landmarks.
- **Cultural Expression:** A community should express local history and culture.



Downtown Precedent: public art celebrates local history



District-wide Guidelines: Street Environment**Guideline SE 1 Make Streets Multi-Purpose**

Intent Downtown streets should not be limited to the singular purpose of moving automotive traffic; these are highly public places where a diversity of people need to be accommodated. Vehicular traffic, public transit, pedestrians, and cyclists all need to be considered in the design of streets. Most importantly, streets must be amenable to walking, strolling, lingering, meeting, and conversing. Traffic flows should not inhibit the public life of the community.

Recommendations SE 1.1 *Maintain a hierarchical distinction in the design of Downtown streets; nonetheless, all streets should accommodate a diversity of users, multiple purposes and modes of transportation.*

SE 1.2 *Design all Downtown streets for safe and comfortable movement on foot; incorporate a high level of streetscape amenity such as street trees, street furniture, and street lights.*

SE 1.3 *Use public landscape and streetscape improvements to communicate the public character and quality of Downtown's streets.*

SE 1.4 *Detail streets and streetscape amenities to high standards; show evidence of quality that is appealing to pedestrians.*

SE 1.5 *Treat transit stops as important public places; focus improvements on bus stops at or near important pedestrian crossings.*

SE 1.6 *Provide enhanced bus stops with seats and shelter to increase safety and comfort; consider additional amenities such as waste receptacles, water fountains, and directional maps.*

SE 1.7 *Provide adequate bicycle parking facilities along planned bicycle lanes and within major activity centers; encourage new developments to incorporate bicycle amenities.*

Citywide Design Criteria

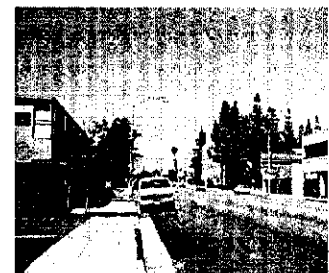
- **Public Character:** A street should readily communicate that it is public space.
- **Protected Sidewalks:** A street should contribute to the physical safety and comfort of pedestrians.



Downtown Precedent: sidewalks accommodate the public in a variety of ways



Downtown Precedent: special paving at crosswalks helps pedestrians feel safe



Discouraged: some streets communicate that they are only for automobiles



District-wide Guidelines: Street Environment**Guideline SE 2 Minimize Pedestrian Conflicts**

Intent Every time a car crosses a sidewalk there is potential danger and inconvenience to the pedestrian. Minimizing the number of curb-cuts along Downtown streets reduces potential conflicts in favor of the pedestrian. Utility equipment placed within the public right-of-way also creates impediments to persons on foot and especially those who are mobility impaired. Equipment placed on the sidewalk at or near the intersection is especially problematic, as this is a zone that needs to accommodate considerable pedestrian activity. Public utilities and streetscape amenities should be located to support safe, convenient and unimpeded pedestrian flows.

Recommendations SE 2.1 Minimize the number of drive approaches along a block to reduce conflicts between pedestrians and automobiles.

SE 2.2 Consolidate and place drive approaches near mid-block, when necessary; alley access should be provided for service and parking, if feasible.

SE 2.3 Public sidewalks should be of sufficient width to accommodate, street trees and street amenities, as well as a zone devoted to clear pedestrian passage.

SE 2.4 Maintain a minimum 5-foot clear pedestrian passage along public sidewalks (or as determined by the Director of Public Works & Transportation), without conflicts from utility equipment, street trees, street amenities, or other potential interferences.

SE 2.5 Design public sidewalks and connecting paths to meet at grade; sidewalks extending across private property should also continue at grade, where feasible.

Citywide Design Criteria

- **Public Character:** A street should readily communicate that it is public space.
- **Protected Sidewalks:** A street should contribute to the physical safety and comfort of pedestrians.



Downtown Precedent: wide sidewalks support streetscape amenities and a clear path



Downtown Precedent: drive approaches are consolidated for continuous building frontages



District-wide Guidelines: Street Environment**Guideline SE 3 Protect and Shade Pedestrians**

Intent The physical safety and comfort of pedestrians is critical to the success of Downtown. Pedestrians must feel that they are in a safe situation, and that they are a welcome presence in the community. Streetscape design and amenities should emphasize pedestrian safety and comfort. For instance, the proper placement of street furniture introduces distance and a perceived protection from vehicular traffic. On the other hand, the overhead cover provided by street trees offers shade and reasonable protection from the sun and rain.



Downtown Precedent:
attractive street furniture separates pedestrians and autos

Recommendations SE 3.1 *Locate street amenities in a zone along or near the curb as a barrier to automobile traffic; this is especially applicable to street lights, parking meters, street trees, trash receptacles, news racks, and heavy planters.*

SE 3.2 *Emphasize the planting of street trees to provide overhead cover; species choices should consider access to both shade and sun along sidewalks.*

SE 3.3 *Plant street trees in the zone adjacent to the curb that is also devoted to other streetscape amenities; exceptions may apply for unique conditions, such as a double row of trees.*

SE 3.4 *Encourage buildings adjacent the sidewalk to provide overhead cover in the form of canopies, awnings, and overhangs, especially where there is an insufficient or immature street tree canopy, or along a southern exposure.*



Downtown Precedent:
street trees and awnings provide protection from sun and rain

Citywide Design Criteria

- **Spatial Definition:** A street should read as a well defined space.
- **Protected Sidewalks:** A street should contribute to the physical safety and comfort of pedestrians.



District-wide Guidelines: Street Environment**Guideline SE 4 Plant and Maintain Street Trees**

Intent Street trees provide numerous benefits and are an indispensable part of the Downtown environment. Most obviously, they enhance the visual quality of the area. Street trees also provide cooling effects and contribute to the spatial definition of the street to create a human-scaled space with a comfortable sense of enclosure. In general, street trees add a gracious quality to Downtown.

Recommendations SE 4.1 Plant street trees so as to define the street and sidewalk; emphasize the consistent use of tree species, size and spacing along a street to create a pleasant rhythm and reinforce the space of the street.

SE 4.2 Choose street trees that hold up to urban conditions and provide shady canopies at maturity; reference the City's Master Plan of Street Trees and applicable streetscape plans.

SE 4.3 Allow sufficient room for tree canopies to grow without conflict with other building elements, as far as this is feasible.

SE 4.4 Use tree grates in areas with considerable commercial and pedestrian activity; tree grates increase sidewalk width, reduce safety hazards, and prevent compaction of the root-ball.

SE 4.5 Maintain existing tree lawns, especially within the Civic Center and areas that are predominantly residential; new tree lawns are appropriate where residential use prevails.

SE 4.6 Utilize street trees to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center, Pasadena Playhouse and Lake Avenue Sub-Districts.

SE 4.7 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street trees and other street amenities within those areas.

Citywide Design Criteria

- Spatial Definition: A street should read as a well defined space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.



Downtown Precedent: consistent street tree plantings create a comfortable enclosure



Downtown Precedent: street trees shade the pedestrian and delineate the sidewalk



Downtown Precedent: trees lend a special identity to a street



District-wide Guidelines: Street Environment

Guideline SE 5 **Provide Ample Street Furniture**

Intent Walking Downtown should be a pleasant and comfortable experience. Long walks without places to pause and rest may become daunting for some pedestrians. Street furniture, when combined with street trees and proper lighting, humanize and communicate the true public nature of Downtown streets. Most importantly, furnishings should include benches and trash receptacles.



Downtown Precedent: benches and decorative planters invite the public

Recommendations SE 5.1 Place street furniture, especially benches and trash receptacles at frequent intervals along sidewalks for pedestrian comfort and use; sidewalks accommodating street furniture of this kind should be at least 10 feet wide.

SE 5.2 Consider the provision of other street furnishings, especially along wide sidewalks (at least 15 feet wide) with the heaviest foot traffic; these may include drinking fountains, public restrooms, public telephones, newsstands, bicycle racks, planters, and kiosks.

SE 5.3 Coordinate the design and appearance of street furnishings and other street amenities to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center / Midtown, Pasadena Playhouse and Lake Avenue Sub-Districts.

SE 5.4 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street furniture and other street amenities within those areas.

SE 5.5 Encourage sidewalk dining, provided clear passage is maintained for pedestrians; reference detailed guidelines for sidewalk dining found in the Citywide Design Principles & Criteria.



Downtown Precedent: alley walkways provide evidence of the value of outdoor furniture

Citywide Design Criteria

- Public Character: A street should readily communicate that it is public space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.



District-wide Guidelines: Street Environment**Guideline SE 6 Include Pedestrian-Scaled Lights**

Intent Light affects the quality of place; harsh light feels uncomfortable and too little seems unsafe. The size and scale of light standards also affects the character of a street. Large, cobra head fixtures communicate that the street is the car's domain, whereas smaller, human-scaled fixtures suggest that the street is safe to walk. Street lighting should assure that Downtown sidewalks are the pedestrian's realm.

Recommendations SE 6.1 Incorporate pedestrian scaled fixtures that emit a warm light along streets and sidewalks; sidewalks should be well-lit.

SE 6.2 Direct lighting along sidewalks and pedestrian walks to produce minimal glare.

SE 6.3 Choose pole fixtures of a consistent type and size along a single block.

SE 6.4 Coordinate fixture design with other street amenities to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center / Midtown, Pasadena Playhouse, and Lake Avenue Sub-Districts.

SE 6.5 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street fixtures and other street amenities within those areas.

Citywide Design Criteria

- **Public Character:** A street should readily communicate that it is public space.
- **Protected Sidewalks:** A street should contribute to the physical safety and comfort of pedestrians.



Downtown Precedent:
decorative street lamps increase pedestrian safety and comfort



Downtown Precedent:
distinctive light fixtures promote local identity



District-wide Guidelines: Street Environment

Guideline SE 7 Assist Visitor Orientation

Intent People seek to readily understand and remember the physical layout of the places they inhabit. Landmarks and views help residents and visitors alike orient themselves and find their destinations. However, the presence of signs, maps, and other way-finding tools in the public realm is also important. Environmental graphics orient vehicles and pedestrians; point out places of interest; add visual interest to the street; contribute to a sense of place; and encourage further exploration of the area.

Recommendations SE 7.1 Consider the use of special paving and landscape treatment to give distinctive accents to areas with a unique identity; also consider special treatment to mark important intersections and identify notable historical and cultural landmarks.

SE 7.2 Utilize signs and environmental graphic systems to aid pedestrian and vehicular orientation and way-finding; identify special districts, historical and cultural landmarks, and local attractions.

SE 7.3 Provide a coordinated system of signs and maps that direct visitors to important public services and facilities; the public should be easily directed to government buildings, parks and plazas, transit stops, and public restrooms.

SE 7.4 Coordinate environmental graphic systems with other street amenities to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center / Midtown, Pasadena Playhouse, and Lake Avenue Sub-Districts.

SE 7.5 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of environmental graphics, streetscape paving, and other street amenities within those areas.

Citywide Design Criteria

- Public Character: A street should readily communicate that it is public space.
- Street Activity: A street should be an active and engaging place.



Downtown Precedent: signs identify entry into a special place



Downtown Precedent: distinctive graphics promote identity and enliven the street



Downtown Precedent: directory signs orient pedestrians to local attractions





Section 9. **PRIVATE REALM DESIGN GUIDELINES**

- **District-wide Guidelines: Site Planning**

- SP 1. Encourage Integrated Site Planning
- SP 2. Define Public Space
- SP 3. Site Plazas and Courtyards Appropriately
- SP 4. Create Comfortable Outdoor Rooms
- SP 5. Maintain Landscape Traditions
- SP 6. Control Vehicular Access and Parking
- SP 7. Make Service Facilities Unobtrusive

- **District-wide Guidelines: Building Design**

- BD 1. Respect Surrounding Character
- BD 2. Mitigate Massing and Bulk
- BD 3. Unify and Articulate Building Facades
- BD 4. Activate the Street Edge
- BD 5. Demarcate Building Entrances
- BD 6. Encourage High-Quality Construction
- BD 7. Emphasize Human-Scale Design
- BD 8. Design Roof Silhouettes
- BD 9. Require Compatible Parking Structures

- **District-wide Guidelines: Urban Residential**

- UR 1. Respect Urban Development Patterns
- UR 2. Create Appealing Street Scenes
- UR 3. Incorporate Functional Communal Spaces
- UR 4. Minimize Service and Parking Impacts
- UR 5. Compose Attractive Residential Facades

District-wide Guidelines: Site Planning

Guideline SP 1 **Encourage Integrated Site Planning**

Intent New development in the Central District should contribute to a coherent sense of the whole. This idea stresses: reinforcing the architectural context, placing a strong visual emphasis on the street, and supporting active public space. Likewise, developments that turn inward, result in left-over space or fail to address public life are inappropriate. Fulfillment of these wider design objectives requires an integrated approach to site planning. Buildings, parking, service access, plazas, and courtyards must each recognize the important relationship between public and private space.



Downtown Precedent: outdoor rooms are well-integrated to extend public space

Recommendations SP 1.1 *Provide for the functional and visual integration of building, services, vehicular access and parking, and "outdoor rooms" such as plazas, fore-courts, interior courtyards, and passages.*

SP 1.2 *Site parking and services so as to allow desired uses and activities; for instance, locate parking behind buildings or interior to a block to support pedestrian-oriented streets.*

SP 1.3 *Discourage developments that are internally focused at the expense of an active street environment, or developments that result in "left-over" space.*

SP 1.4 *Establish clear pedestrian connections on-site that are well-marked and gracious; direct pedestrians from surface or structured parking to buildings, streets, and public spaces.*

SP 1.5 *Buffer adjacent sensitive land uses from undesirable impacts that may originate from a site; buffers may be landscape and/or architectural in character.*



Downtown Precedent: gracious paths connect building, outdoor space and rear parking

Citywide Design Criteria

- **Integrated Planning:** A site should support the functional and visual integration of on-site facilities and uses.
- **Comfortable Access:** A site should establish an easy transition between exterior and interior space.



District-wide Guidelines: Site Planning**Guideline SP 2 Define Public Space**

Intent The life of Downtown is closely tied to the character of its public space. Collectively, new and old buildings through their location and orientation configure outdoor space; they determine its intimacy, spaciousness, continuity and enclosure. It is especially important to acknowledge the importance of streets as public space. Where the building meets the sidewalk should be a place of intense interaction; a consistent building line at or near the front property line contains activity, unifies the street, and establishes visual continuity along the street.

Recommendations SP 2.1 Locate and orient buildings to positively define public streets and civic spaces, such as public plazas; maintain a continuous building street wall and in general limit spatial gaps to those necessary to accommodate vehicular and pedestrian access.

SP 2.2 Build to a sufficient height at or near the property line to define the street edge and create a sense of enclosure.

SP 2.3 Encourage recessed main building or shop entrances consistent with a traditional "main street" design that is inviting and does not interrupt street and/or retail continuity.

SP 2.4 Permit "eroded" building corners at street intersections sufficient to promote visibility and to allow for the comfortable collection of people.

SP 2.5 Allow large developments to pull back from the street edge for plazas or gracious entry fore-courts, provided street continuity is not unduly interrupted along the majority of the block.

SP 2.6 Allow the integration of an arcade or colonnade along the sidewalk edge, provided street and/or retail continuity is not unduly interrupted.

Citywide Design Criteria

- Spatial Definition: A street should read as well-defined space.
- Functional Integration: A site should support the functional and visual integration of on-site facilities and uses.



Downtown Precedent: a consistent building frontage defines the space of the street



Downtown Precedent: street facades are built at or near the edge of the sidewalk



Downtown Precedent: recessed entries welcome without interrupting retail continuity



District-wide Guidelines: Site Planning

Guideline SP 3 Site Plazas and Courtyards Appropriately

Intent Plazas and courtyards are an integral part of the social life of Downtown. They promote civic gathering and can provide a quiet refuge from the urban environment. The more intimate-style courtyard is traditional in Pasadena. Nonetheless, the location, size, and design of a plaza, courtyard or garden must be carefully considered in relation to its surroundings. Outdoor space that is excessively large or incorrectly sited may lack spatial definition, weaken the continuity of the street, or detract from the existing network of open space.



Downtown Precedent: buildings and landscape shape functional outdoor rooms

Recommendations SP 3.1 Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces and gardens; these are especially encouraged in association with major developments.

SP 3.2 Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses; for instance, on-site plazas should not unduly interrupt the retail continuity of a street.

SP 3.3 Site outdoor spaces to establish a comfortable transition between the exterior and interior of a building.

SP 3.4 Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street.

SP 3.5 Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.

SP 3.6 Dimension outdoor spaces to human occupation; they should be proportioned to their surroundings and envisioned use.

SP 3.7 Link adjoining outdoor spaces with comfortable paths and walks to create a network of spaces.



Downtown Precedent: outdoor spaces typically maintain a visual connection to the street

Citywide Design Criteria

- Outdoor Rooms: A site should have places amenable to outdoor activity and use.
- Comfortable Access: A site should establish a easy transition between exterior and interior space.



Downtown Precedent: spaces provide a transition between indoors and outdoors



District-wide Guidelines: Site Planning

Guideline SP 4 Create Comfortable Outdoor Rooms

Intent Gathering places such as plazas and courtyards should be useful, as well as attractive; consider them as “outdoor rooms.” They should be comfortable places, amenable to social activity, with plenty of sunlight, shade trees and seating. Lush plants, warm and inviting materials, pleasing details, and quality construction suggest human occupation, physical comfort, and use.

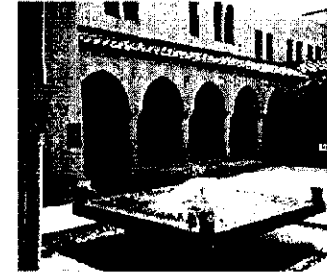
- Recommendations**
- SP 4.1 *Make plazas and courtyards comfortable for human activity and social interaction – standing, sitting, talking, eating.*
 - SP 4.2 *Create a pleasant microclimate, including shade from summer sun and access to winter sunlight; locate seating with consideration to noontime sun and shade.*
 - SP 4.3 *Plant deciduous trees; shade and sunlight are most effectively regulated through the planting of deciduous trees that are sizeable at maturity, although this does not prohibit evergreens and palms.*
 - SP 4.4 *Use plants, furniture and lighting to shape, embellish, enliven and give purpose to outdoor space; lush plants, warm materials and pleasing details are encouraged.*
 - SP 4.5 *Include integrated landscape planters and/or freestanding pots of varying size.*
 - SP 4.6 *Encourage the presence of uses that will activate outdoor space and complement street activity; consider locating retail businesses, outdoor cafes, and vendors within a plaza or around its perimeter.*
 - SP 4.7 *Design outdoor space with safety in mind; on-site public plazas should promote visibility from the street, and provide architecturally compatible lighting to enhance nighttime security.*
 - SP 4.8 *Consider adding a focal element, for instance, a sculpture, fountain, or art piece to outdoor space; civic art in outdoor plazas and courtyards is encouraged.*



Downtown Precedent: outdoor furniture and plants invite social activity



Downtown Precedent: shade trees provide filtered sunlight



Downtown Precedent: fountains often provide an attractive focal element

Citywide Design Criteria

- **Outdoor Rooms:** A site should have places amenable to outdoor activity and use.
- **Human Occupation:** A site should include amenities for comfortable social interaction.



District-wide Guidelines: Site Planning

Guideline SP 5 Maintain Landscape Traditions

Intent Pasadena, including Downtown, has an outstanding tradition of Mediterranean landscape design. Plazas, intimate courtyards, terraces and gardens contribute to an exceptional outdoor setting, abundant with trees and floral displays. New development should continue to build upon these traditions and qualities found within the local landscape.

Recommendations SP 5.1 Utilize a landscape palette that reflects the history, culture, and climate of the Central District; in general, use a rich, yet coordinated palette of landscape materials to provide scale, texture, and color.

SP 5.2 Encourage the use of on-site planting, furniture, lighting and site details that respect the landscape character of the immediate area and support the design intentions of the building architecture.

SP 5.3 Provide year-round greenery; automatic watering systems and drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns.

SP 5.4 Make prudent use of water as a defining element in the landscape; for instance, a fountain may provide the focal point of a courtyard or plaza.

SP 5.5 Provide opportunities for installation of civic art in the landscape; designer/artist collaborations are encouraged.

SP 5.6 Extend the landscape character of the site to surface parking lots; in particular, introduce mature shade trees.

SP 5.7 Restrict ground-level landscaping that conflicts with retail entrances and window displays.

Citywide Design Criteria

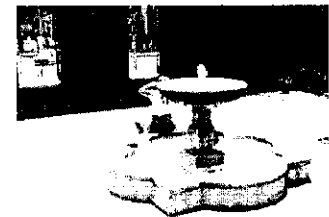
- Cultural Expression: A community should express local history and culture.
- Human Occupation: A site should include amenities for comfortable social interaction.



Downtown Precedent: year-round greenery recognizes the area's favorable climate



Downtown Precedent: intimate courtyards with lush plants enhance the urban setting



Downtown Precedent: landscape traditions include the soothing presence of water



District-wide Guidelines: Site Planning**Guideline SP 6 Control Vehicular Access and Parking**

Intent Parking is an integral component of the Downtown, requiring careful planning. However, it is important that the overwhelming visual presence of parked cars be minimal and that parking entrances not interrupt pedestrian and retail continuity. For example, curb cuts should be managed to reduce potential conflicts with pedestrians and to avoid interruptions in street tree and building rhythms. Parking should encourage and not prohibit an active pedestrian environment.

Recommendations SP 6.1 Encourage subterranean and structured parking; parking garages should be located to the interior of a block, where feasible.

SP 6.2 Incorporate space for retail and pedestrian-oriented uses along the street level facade of a parking garage, especially where pedestrian activity is most desired; parking garages should provide visual interest along the street;

SP 6.3 Site surface parking lots behind buildings or interior to a block, not to the front and preferably not to the side of a building in relation to the street; most importantly, surface parking is not to be located at a street corner.

SP 6.4 Minimize the number of curb cuts and access points to parking from the street; curb cuts should be consolidated and placed at mid-block, or provide alley access to service and parking, where feasible.

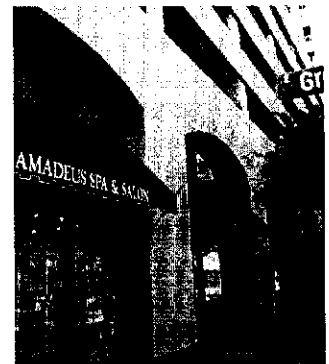
SP 6.5 Screen views of automobiles from public view and adjacent sensitive land uses, including adequate screening for parking garages; dense planting is often an effective screen for surface parking.

SP 6.6 Direct parking lot lighting away from adjacent properties, and use pedestrian-scaled fixtures that emit a warm light.

SP 6.7 Use landscaping to minimize the expansiveness of surface parking lots; shade surface parking and reduce heat build-up with rows of mature canopy trees.

Citywide Design Criteria

- **Public Character:** A street should readily communicate that it is public space.
- **Integrated Planning:** A site should support the functional and visual integration of on-site facilities and uses.



Downtown Precedent: ground floor retail with a garage maintains sidewalk interest



Downtown Precedent: canopy trees shade parking lots and reduce their visual impact



District-wide Guidelines: Site Planning

Guideline SP 7 **Make Service Facilities Unobtrusive**

Intent The siting of necessary building elements such as service access and mechanical equipment should be given careful consideration. Often, poor planning and siting of these elements creates unsightly conditions that interrupt satisfactory public views. Planning in the early stages of development should consider the placement of service facilities and their effects on the public environment.

- Recommendations**
- SP 7.1 Consider service facilities as an integral part of the site plan; avoid siting service areas and mechanical equipment as an afterthought.
 - SP 7.2 Locate service, loading, and storage areas away from public streets and public spaces, as far as feasible.
 - SP 7.3 Restrict service, loading, and storage areas from directly facing public streets, residential neighborhoods, or other important civic spaces; where possible, take service access along an alley.
 - SP 7.4 Buffer adjacent sensitive land uses from the undesirable impacts of service facilities; use landscape or cohesive architectural treatment to screen service access and facilities.
 - SP 7.5 Screen roof-mounted mechanical equipment from public view and locate it away from the street edge; reference the *Citywide Design Guidelines for Screening of Rooftop Equipment*.

Citywide Design Criteria

- **Public Character:** A street should readily communicate that it is public space.
- **Integrated Planning:** A site should support the functional and visual integration of on-site facilities and uses.



Downtown Precedent: the rear of the building provides access to a screened service area



Discouraged: visible trash, service and parking areas detract from the street



District-wide Guidelines: Building Design**Guideline BD 1 Respect Surrounding Character**

Intent Contemporary ways of building can potentially create visual conflicts with older buildings due to differences in scale, massing, and degrees of articulation. On the other hand, new buildings are occasionally clothed in exteriors that mimic past architectural styles. This nostalgic misrepresentation confuses the relationship between buildings over time, devaluing and questioning the authenticity of true historic structures. Pasadena emphasizes the notion of historical continuity – the relationship of built structures over time. This relationship expresses diversity within a coherent whole, reinforcing the unique and evolving historical and cultural character of the City.



Downtown Precedent: scale and massing of new buildings relate to historic structures

Recommendations BD 1.1 Design visually attractive buildings that add richness and variety to the Downtown environment, including creative contemporary architectural solutions.

BD 1.2 Integrate new development with its surroundings, emphasizing functional and visual continuity while admitting individual expression.

BD 1.3 Establish a harmonious transition between newer and older buildings; compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

BD 1.4 Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged.

BD 1.5 Avoid mimicry of historical architectural styles; new buildings should not appear to have been constructed during a past era, and references to period architecture should be interpreted in a contemporary manner.

BD 1.6 Discourage excessive and overly gratuitous ornamentation that detracts from the visual clarity of Downtown's historic architecture.

BD 1.7 Employ design strategies and incorporate architectural elements that reinforce Downtown's unique qualities; in particular, Downtown's best buildings tend to support an active street life.



Downtown Precedent: design elements and materials respect historic surroundings

**Citywide
Design Criteria**

- Contextual Fit: A building should fit with its surroundings.
- Three-Dimensional Quality: A building should add interest and variety to its surroundings.



District-wide Guidelines: Building Design

Guideline BD 2 Mitigate Massing and Bulk

Intent Large, monolithic buildings negate the qualities particular to the Central District. At their worst, these buildings make Downtown a less humane place. The proper consideration of the scale, massing and detail of individual buildings will contribute to a coherent streetscape and satisfying public environment.

Recommendations BD 2.1 Design building volumes to maintain a compatible scale with their surroundings; in general, break down the scale and massing of larger buildings.

BD 2.2 Rely on building massing and orientation to place strong visual emphasis on the street and other important civic spaces.

BD 2.3 Employ strong building forms such as towers to demarcate important gateways, intersections, and street corners; strong corner massing can function as the visual anchor for a block.

BD 2.4 Employ simple, yet varied masses, and emphasize deep openings that create shadow lines and provide visual relief; discourage monolithic vertical extrusions of a maximum building footprint.

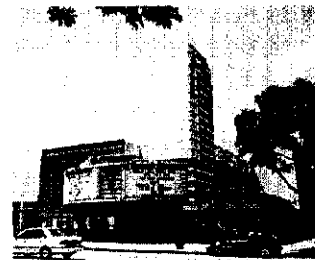
BD 2.5 Use articulated sub-volumes as a transition in size to adjacent historic or residential structures that are smaller in scale.

BD 2.6 Vary three dimensional character as a building rises skyward; in general, differentiate between the base, middle and top levels of a building.

BD 2.7 Emphasize the horizontal dimension to make a tall building appear less overwhelming.

Citywide Design Criteria

- Contextual Fit: A building should fit with its surroundings.
- Three-Dimensional Quality: A building should add interest and variety to its surroundings.



Downtown Precedent: simple, varied massing orients to the street and provides visual relief



Downtown Precedent: buildings traditionally express a base, middle, and top



Discouraged: unarticulated, monolithic buildings negate the street and a rich design history



District-wide Guidelines: Building Design

Guideline BD 3 Unify and Articulate Building Facades

Intent Ultimately, all buildings need to make a positive contribution to the architectural heritage of Pasadena. A set of responsive, regulating proportions will contribute to a coherent building design and promote architectural unity within the Downtown. Proper articulation of a building's facade will add to the richness and variety of Downtown architecture.

Recommendations BD 3.1 Establish a building's overall appearance on a clear and pleasing set of proportions; a building should exhibit a sense of order.

BD 3.2 Utilize a hierarchy of vertical and horizontal expression; facade articulation should reflect changes in building form.

BD 3.3 Respond to the regulating lines and rhythms of adjacent buildings that also support a street-oriented environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, and windows.

BD 3.4 Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.

BD 3.5 Provide a clear pattern of building openings; fenestration should unify a building's street wall and add considerably to a facade's three-dimensional quality.

BD 3.6 Avoid uninterrupted blank wall surfaces along all building facades; the use of opaque and highly reflective glass is also discouraged.

BD 3.7 Encourage the use of recessed windows that create shadow lines and suggest solidity.

Citywide Design Criteria

- **Three-Dimensional Quality:** A building should add interest and variety to its surroundings.
- **Human Scale:** A building should contribute to a more pleasant and humane living environment.



Downtown Precedent: facade rhythms and patterns create visual harmony



Downtown Precedent: facades exhibit pleasing proportions and three-dimensional quality



Downtown Precedent: clear expressions of design intent offer visual appeal



District-wide Guidelines: Building Design**Guideline BD 4 Activate the Street Edge**

Intent Accommodating public use at the ground floor is critical to a socially and visually stimulating Downtown, and street level facades offer the greatest opportunity to support pedestrian activity. Multiple storefronts, shop entrances, and activities enliven the street, sustain attention, and provide a safe pedestrian environment. Generous windows placed at the ground floor give people inside a knowledge of those on the street, and the people on the street gain an awareness of the activity inside. This phenomenon is commonly referred to as “eyes on the street,” and supports an active day and night street environment.

Recommendations BD 4.1 Promote active, pedestrian-oriented uses with a high degree of transparency along the street; uses should be readily discernable to the passer-by.

BD 4.2 Design buildings to encourage multi-tenant occupancy and walk-in traffic at the street level; as far as feasible, uses which have little need for walk-in traffic should be discouraged from street-front locations.

BD 4.3 Encourage a frequent cadence of storefront entrances along streets where a pedestrian-oriented environment is especially desired.

BD 4.4 Discourage grade separations between sidewalks and ground floor commercial uses.

BD 4.5 Rely on shop windows and entrances to animate the street and sustain attention; provide generous street-level windows and encourage storefronts that are predominantly transparent glass.

BD 4.6 Restrict the use of reflective, opaque, and highly tinted glass, especially at street level; storefront doors also tend to be more inviting when they are transparent glass.

Citywide Design Criteria

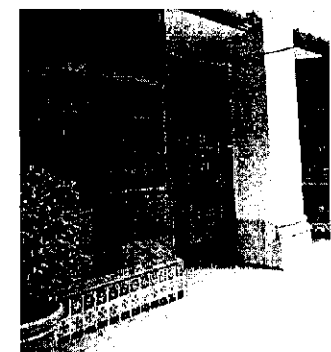
- Sidewalk Activity: A street should be an active and engaging place.
- Visual Transparency: A building should offer helpful cues about its access and use.



Downtown Precedent: shop entrances and large storefront windows animate the street



Downtown Precedent: transparent glass windows dominate storefront facades



Downtown Precedent: retail entrances meet the sidewalk at grade



District-wide Guidelines: Building Design

Guideline BD 5 Demarcate Building Entrances

Intent Buildings should offer helpful cues to their access and use. A main lobby entrance to a building serves a different purpose than a storefront entrance to a street level shop. The differences in use should be accentuated in their design. Main entrances that are easily distinguishable provide comfort and ease for the pedestrian searching for their destination. Prominent entrances also add character, identity, and interest along the street.

Recommendations **BD 5.1** Provide well-marked, articulated building entrances oriented to streets and public space.

BD 5.2 Orient main building entrances to directly face the street; buildings that front multiple streets should provide a main entrance along each street.

BD 5.3 Relate the size and scale of a main building entrance to the overall width and height of the building and its ground floor "base."

BD 5.4 Accentuate the entrance(s) to a building's main lobby or interior office space; these main building entrances should be prominent in terms of size, articulation, and use of materials.

BD 5.5 Consider placing the main building entrance at a street corner, where feasible.

BD 5.6 Differentiate a main building entrance from storefront entrances into street level businesses.

BD 5.7 Encourage the use of highly crafted materials or civic art pieces to accentuate the appearance of entrances.

Citywide Design Criteria

- **Public Character:** A street should readily communicate that it is public space.
- **Visual Transparency:** A building should offer helpful cues about its access and use.



Downtown Precedent: a main building entrance accentuates the street elevation



Downtown Precedent: main building entrances differ in appearance from shop entries



District-wide Guidelines: Building Design**Guideline BD 6 Encourage High-Quality Construction**

Intent Pasadena's architectural heritage is extraordinary among local communities and new buildings should continue this tradition. Therefore, it is imperative that all buildings are constructed as a long-term addition to the urban fabric. A well-built structure adds value to the Central District. It contributes to the stock of well-crafted buildings, and communicates the significance and enduring quality of the place.

Recommendations BD 6.1 Consider each building as a high-quality, long-term addition to Downtown; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting.

BD 6.2 Use materials, colors, and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.

BD 6.3 Design architectural features that are an integral part of the building, and discourage ornamentation and features that appear "tacked-on" or artificially thin; this applies to balconies, canopies and awnings, as well as exposed rafters and beams, moldings, downspouts, scuppers, etc.

BD 6.4 Employ especially durable and high-quality materials at the street level, encouraging those materials that show permanence and quality, minimize maintenance concerns, and extend the life of the building; examples of appropriate building materials for use at the street level include: stone, terra-cotta or tile, metal, brick and transparent glass.

BD 6.5 Avoid the use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) on exposed, ground level locations; in addition, through-the-wall vents should not be placed on primary elevations.

BD 6.6 Limit the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony; intense color should be used only as an accent or as part of a carefully executed and balanced color scheme.

Citywide Design Criteria

- Contextual Fit: A building should fit with its surroundings.
- Human-scale: A building should contribute to a more pleasant and humane living environment.



Downtown Precedent: quality materials express that buildings are a long term civic investment



Downtown Precedent: awnings fit with the architecture

Examples of high quality material and detailing for general application include:

- Plaster cement walls with extruded channel reveals and smooth-troweled surfaces.
- Extruded metal framing for storefronts.
- Concealed downspouts threaded through interior walls; if exposed, downspouts that are an appropriate size and gauge for the scale of the building.
- Heavy-gauge metal or tile cuppers on balconies.



Section 9 **PRIVATE REALM DESIGN GUIDELINES**
District-wide Guidelines: Building Design

Guideline BD 7 Emphasize Human-Scale Design

Intent The individual interacts with the street level of a building in an intimate fashion, and this is likely to influence our perception of the entire place. If emphasis is placed on the human-scale, buildings will communicate that Downtown is an inviting and pleasant living environment. Rich visual details at the street level add interest and character to the facade, setting the stage for an active street environment and reinforcing pedestrian comfort.

- Recommendations**
- BD 7.1 Distinguish the ground level of a building from the upper levels of a building, especially where a building orients to the street and/or defines public space.
 - BD 7.2 Establish a rhythm of vertical elements along the street-level facade; for instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.
 - BD 7.3 Use design elements such as separate storefronts, display windows, shop entrances, exterior light fixtures, awnings and overhangs to add interest and give a human dimension to street-level building facades.
 - BD 7.4 Give greater attention to detail at the street level of a building to satisfy the pedestrian; emphasize details that modulate the light and provide evidence of artistry and craft.
 - BD 7.5 Show creativity and individual expression in the design of storefronts, and encourage shop windows that reveal multi-layered displays and shifting patterns of activity.
 - BD 7.6 Provide overhead cover along the sidewalk for pedestrian comfort, especially where there are few mature street trees; canopies and awnings are encouraged.
 - BD 7.7 Size exterior light fixtures, canopies and awnings to the scale of the building and sidewalk.

Citywide Design Criteria

- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
- Human-scale: A building should contribute to a more pleasant and humane living environment.



Downtown Precedent: street-level shops read differently from upper stories



Downtown Precedent: frequent shop windows rhythmically spaced create visual interest



Downtown Precedent: visual details add richness to the street level facade



District-wide Guidelines: Building Design**Guideline BD 8 Design Roof Silhouettes**

Intent A building's silhouette can provide a memorable image. As an important feature of the building, the rooftop should be interesting in form, complement the building, and favorably add to Downtown's skyline. Often, however, rooftop equipment and other important components are not considered in the design, and have a negative visual impact on the building. This equipment can be so large as to draw attention to itself, or the screening devices can be so extensive that they alter the mass of the building.

Recommendations BD 8.1 Express roofs in a visually interesting manner that complements the composition of the building and the surrounding area; sculpted roof forms are encouraged.

BD 8.2 Employ high quality roofing material for roofs that are visible from the street and other public spaces.

BD 8.3 Use a strong, attractively detailed cornice or parapet in conjunction with a flat roof.

BD 8.4 Design roof silhouettes that are orderly and attractive; mechanical penthouses and stair towers should appear as integrated forms, and should be clad with materials complementing the main body of the building.

BD 8.5 Locate and/or screen rooftop equipment so that it is not visible from streets and other public spaces, including alleys; use methods of rooftop screening that are integral to the building's form.

BD 8.6 Give consideration to potential views of the rooftop from adjacent buildings.

Citywide Design Criteria

- Contextual Fit: A building should fit with its surroundings.
- Three-Dimensional Quality: A building should add interest and variety to its surroundings.



Downtown Precedent: historic buildings often display a distinctive cornice



Downtown Precedent: roof forms complement the building composition



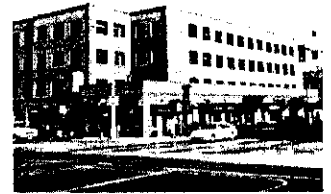
District-wide Guidelines: Building Design**Guideline BD 9 Require Compatible Parking Structures**

Intent Parking structures tend to be large and monolithic, detracting from the appearance of the street and deadening the sidewalk. Ideally, parking structures will be located to the interior of a block with minimal visual impact, but this may not always prove possible. Parking structures that front on the street must take special care to fit with the urban fabric; massing, scale, and facade articulation should respond to surrounding buildings and provide three-dimensional interest.

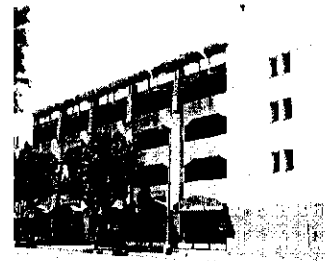
- Recommendations**
- BD 9.1 *Design parking structures that are compatible with, but not necessarily indistinguishable from, adjacent buildings and their surroundings in terms of scale, massing, and materials; in particular, the height of a parking structure should not exceed the height of the principal building it serves.*
- BD 9.2 *Minimize the presence of large, blank walls; achieve a balance of solids (wall) and voids (openings) arranged to complement neighboring structures.*
- BD 9.3 *Provide architectural screens and/or a rhythm of window-like punched openings arranged so as to articulate the facade, hide parked vehicles, and shield lighting.*
- BD 9.4 *Ensure that ground floor parking is entirely screened from public view, and preferably, that the ground floor integrates active uses along the sidewalk.*
- BD 9.5 *Locate vehicular ramps within the structure so that they are not readily visible from the street.*
- BD 9.6 *Make sure that pedestrian entries to the parking structure are clearly articulated, and that stairwells and elevators may be identified.*

Citywide Design Criteria

- Contextual Fit: A building should fit with its surroundings.
- Three-Dimensional Quality: A building should add interest and variety to its surroundings.



Downtown Precedent: garage design responds to the area's scale and articulation



Downtown Precedent: Facade treatment screens vehicles and provides visual interest



District-wide Guidelines: Urban Residential

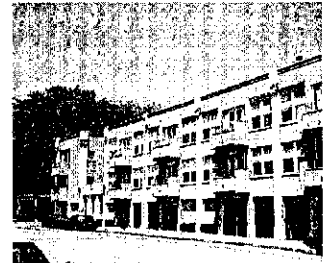
Guideline UR 1 Respect Urban Development Patterns

Intent Residential buildings should add to the character and quality of the Downtown community. This begins with a strong relationship between the building and the street; street-oriented development will support compatibility among an active mixture of Downtown uses. Nonetheless, urban housing must provide for minimum levels of privacy required of any living environment. A layered transition from public to private space is critical.

- Recommendations**
- UR 1.1 Discourage internally focused residential developments; residential buildings should create a consistent urban street wall that defines the street edge, including street elevations that are especially visible and attractive.
 - UR 1.2 Limit breaks in the building street wall to those necessary to accommodate vehicular and pedestrian access, or to establish a visual connection with communal open space areas.
 - UR 1.3 Employ simple and strong, yet varied massing, that places strong visual emphasis on the street; articulated sub-volumes and horizontal regulating lines should provide a visual transition to adjacent structures that are smaller in scale.
 - UR 1.4 Alter roof form and height to complement a residential building's mass and articulation.
 - UR 1.5 Minimize setbacks from the sidewalk while maintaining privacy for residential uses.
 - UR 1.6 Provide a shallow setback and a minor grade separation between the first floor and sidewalk where residential uses occupy the ground floor; this will promote privacy and also accommodate entry porches and stoops.
 - UR 1.7 Build at or near the edge of the sidewalk and restrict grade separations where commercial uses occupy the ground floor of an otherwise residential building.

Citywide Design Criteria

- Spatial Definition: A street should read as well-defined space.
- Contextual Fit: A building should fit with its surroundings.



Downtown Precedent: urban housing places strong visual emphasis on the street



Downtown Precedent: urban housing may occupy the floors above street-oriented retail



Downtown Precedent: minor grade separations protect residential privacy



District-wide Guidelines: Urban Residential

Guideline UR 2 Create Appealing Street Scenes

Intent Streets throughout Downtown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to the life of the street. Porches and stoops will communicate a sense of arrival and allow opportunities for informal social interaction; balconies and windows animate the street and create a self-policing environment.

Recommendations UR 2.1 *Vary residential building plans and facades to avoid monotony and create identity from building to building, as well as add interest to the street.*

UR 2.2 *Provide multiple residential building entrances that activate and are oriented to the street.*

UR 2.3 *Provide entry porches and stoops as a transitional space between the public sidewalk and residential building and/or dwelling entrances; porches and stoops should not encroach upon a public sidewalk.*

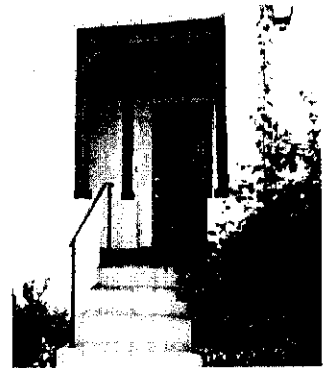
UR 2.4 *Incorporate upper floor balconies, bays, and windows that overlook the street, enliven the street elevation, and communicate the residential function of the building.*

UR 2.5 *Make ground floor commercial uses visually distinct from the residential space above; residential entrances should read differently from entrances to ground floor commercial uses.*

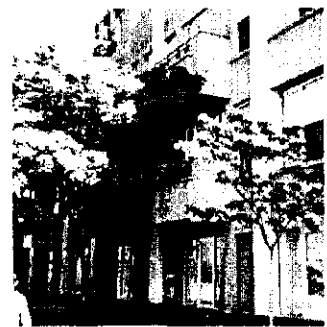
UR 2.6 *Encourage the use of generous windows that are predominantly transparent glass for ground floor commercial uses within otherwise residential buildings.*

Citywide Design Criteria

- **Public Character:** A street should readily communicate that it is public space.
- **Three-Dimensional Quality:** A building should add interest and variety to its surroundings.



Downtown Precedent: entry stoops provide a transition from sidewalk to dwelling



Downtown Precedent: residential balconies overlook the street



Downtown Precedent: ground floor commercial uses read distinctly from residences



District-wide Guidelines: Urban Residential**Guideline UR 3 Incorporate Functional Communal Spaces**

Intent Communal open spaces areas should be a part of all urban residential projects, but these spaces need to be functional and therefore, integrated with the overall design. Communal open spaces are intended as spaces where residents may interact; they may also provide recreational opportunities that are not otherwise conveniently found Downtown. Outdoor furnishings, recreational facilities, and other site amenities, coupled with attractive planting and landscape design will make communal space domestic, inviting, and useable.



Downtown Precedent:
communal spaces include abundant greenery

- Recommendations**
- UR 3.1 Incorporate communal outdoor spaces with residential projects; locate and size these spaces so that they are functional and support human occupation and use.
- UR 3.2 Site communal open space so that it is centrally located; moreover, large contiguous open space areas are generally preferable to a series of small, isolated spaces.
- UR 3.3 Design communal open space areas so as to lend them the character of outdoor rooms; building walls, plants and other landscape features should contribute to the containment of outdoor space.
- UR 3.4 Incorporate outdoor furnishings, recreational facilities and other community amenities; distinguish the design of communal spaces from private outdoor spaces.
- UR 3.5 Include mature canopy trees throughout a site and within communal outdoor spaces to regulate access to sun and shade.
- UR 3.6 Provide a convenient system of outdoor passages that connect residential outdoor spaces and ties these spaces to the network of public sidewalks.
- UR 3.7 Encourage ground level pedestrian passages and common spaces with a strong visual connection to the street.



Downtown Precedent:
centrally located recreational facilities serve residents

Citywide Design Criteria

- **Integrated Planning:** A site should support the functional and visual integration of on-site facilities and uses.
- **Useable Open Space:** A residential lot should provide useable outdoors space.



District-wide Guidelines: Urban Residential

Guideline UR 4 Minimize Service & Parking Impacts

Intent The visual presence of unattractive project elements, such as trash areas, mechanical and electrical equipment can have a negative impact on the livability of a residential environment. In general, these elements should not be visible from the street, on-site communal gathering areas, or residential dwelling units. Foresight and proper planning will accommodate these necessities without compromising the desirability of urban living.



Downtown Precedent: parking garages front on a drive rather than the street

Recommendations UR 4.1 Locate parking to reduce its visibility from streets and other public and communal spaces; for instance, place parking below or interior to the block of a residential development.

UR 4.2 Minimize the amount of street frontage devoted to vehicular access, and locate points of access so as to not dominate street elevations; take access off of an alley, where feasible.

UR 4.3 Locate and screen service areas and mechanical /electrical equipment to reduce their visibility from public and communal gathering areas; use methods of screening that are compatible with the residential architecture.

UR 4.4 Provide sturdy trash enclosures constructed of opaque material to screen trash receptacles; design trash enclosures for compatibility with the residential architecture.



Downtown Precedent: subterranean parking minimizes visual impacts

Citywide Design Criteria

- Public Character: A street should readily communicate that it is public space.
- Integrated Planning: A site should support the functional and visual integration of on-site facilities and uses.



Section 9 **PRIVATE REALM DESIGN GUIDELINES**

District-wide Guidelines: Urban Residential

Guideline UR 5 Compose Attractive Residential Facades

Intent Downtown housing should be visually attractive. A residential building should also clearly communicate its domestic function. Well-composed building facades and intimately-scaled architectural elements such as balconies, bay windows, and trim details add residential character and make urban housing appealing and comfortable for its inhabitants.

Recommendations UR 5.1 Articulate residential building facades to unify a building's appearance, and add interest, scale, and three-dimensional quality; articulation may be provided through periodic changes in wall plane, building material and/or color, the introduction of building fenestration, or other approaches that create visual interest and/or shadow lines.

UR 5.2 Create a simple, pleasing composition that uses a common vocabulary of forms, architectural elements, and materials; continue design elements, detailing, and materials around the entire structure.

UR 5.3 Utilize windows and doors to establish scale and give expression to residential buildings; details that contribute to a more intimate and domestic appearance are encouraged.

UR 5.4 Incorporate three-dimensional design features, such as balconies and bays; windows other than bays should be recessed behind the plane of the building to create shadow lines.

UR 5.5 Use clear or lightly tinted window glazing, and discourage the use of simulated muntins in favor of structural muntins (i.e. true-divided lights); exceptions may be considered provided they are architecturally integrated and support a high-quality design. Reference the Design Guidelines for Windows in Multi-unit Residential Projects found in the Citywide Design Principles & Criteria.

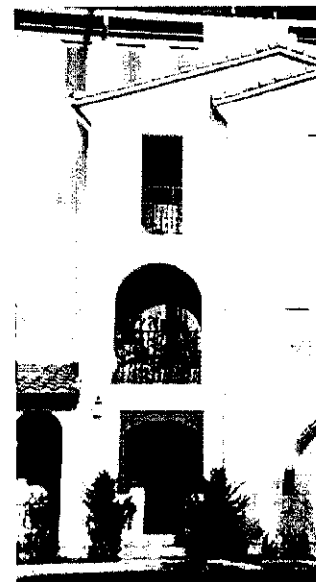
UR 5.6 Employ high-quality, durable materials that exhibit a permanence and quality appropriate to an urban setting; masonry, tile, stucco and wood are especially suitable materials.

Citywide Design Criteria

- Visual Appeal: A residential dwelling should be visually appealing.
- Domestic Scale: A residential dwelling should be intimately scaled for the use and enjoyment of its inhabitants



Downtown Precedent: highly articulated facades signify residential function



Downtown Precedent: recessed windows and balconies add three-dimensional quality





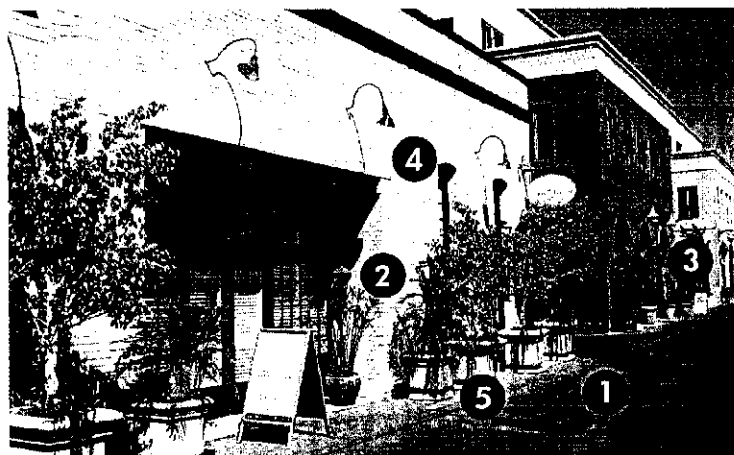
Section 10. **SUB-DISTRICT DESIGN GUIDELINES**

- Old Pasadena Design Precedent
- Old Pasadena Design Guidelines
- Civic Center / Midtown Design Precedent
- Civic Center / Midtown Design Guidelines
- Pasadena Playhouse Design Precedent
- Pasadena Playhouse Design Guidelines
- Lake Avenue Design Precedent
- Lake Avenue Design Guidelines

Old Pasadena Design Precedent



- 1. *Street orientation*
- 2. *Retail continuity (i.e. storefronts)*
- 3. *Compatible scale, massing & rhythms*
- 4. *Articulated facades*
- 5. *Mid-block passage*



- 1. *Alley walkway*
- 2. *Public entrance*
- 3. *Shop windows*
- 4. *Facade details (ex.: architectural lighting)*
- 5. *Streetscape elements (ex.: potted plants)*



- 1. *Building at sidewalk edge*
- 2. *Frequent openings*
- 3. *Transparent shop windows*
- 4. *Rectilinear forms*
- 5. *Human-scale elements (ex.: awnings)*



Old Pasadena Design Guidelines**Sub-District
Character****Guideline 1: Reinforce Urban Character**

The core of Old Pasadena exhibits an urban quality that is extraordinary in the region. New development should extend this special street-oriented character throughout the area.

Guideline 2: Enhance Historic Settings

An abundance of historic buildings lends a distinct and exceptional character to Old Pasadena. New construction should regard these buildings as an asset, and respond sensitively to their presence.

Guideline 3: Build Multiple Connections

Centers of activity should be linked, including convenient paths between parking, buildings, and outdoor spaces. A continuous system of sidewalks, alley walkways, and mid-block passages will provide interesting options for pedestrians to explore the area.

Recommendations:

1. Require new construction to maintain the existing urban, street-oriented development pattern; in addition, buildings that contribute to the area's historic character should be protected and restored.
2. Emulate existing character in terms of the scale and massing; maintain a human-scale that defines and activates the street.
3. Respond to the articulation and rhythms of historic buildings; provide highly articulated facades.
4. Emphasize reuse and rehabilitation of existing structures; comply with the Secretary of Interior's Standards.
5. Provide pedestrian passages that connect centers of activity; these should be safe, comfortable, and interesting for the public to use, including secondary entrances and public amenities.

**Street
Environment****Guideline 1: Promote Active Streets**

Streets and alleys in Old Pasadena serve as much more than thoroughfares; they are highly social places where people participate in the life of the community. Retail continuity and buildings that engage the street are critical to the area's success.

Guideline 2: Give Pedestrians Priority

Pedestrians are key to an active, vital place, and their presence, safety, and comfort is especially important to Old Pasadena. Streetscape and alleyway amenities and improvements will beautify the area and create a more pleasant pedestrian environment.

Guideline 3: Contribute to Local Identity

Streets and alleys should communicate that Old Pasadena is a unique and identifiable place. Moreover, these improvements should identify the area as an outstanding place to participate in the life of the community.

Recommendations:

1. Encourage design that accommodates the presence of storefronts and walk-in commercial uses along streets, especially in Old Pasadena's core.
2. Improve streets and alleys with street trees, pedestrian-scale lighting, street furniture, public signage, public art, etc.; coordinate design to create a consistent image.
3. Install a coordinated system of environmental graphics such as district identification signs, directional signs, pedestrian-oriented directories, etc.
4. Require streetscape elements that are compatible with the historic character of the area; retain and preserve historic streetscape elements.
5. Reference the Old Pasadena Streetscapes and Alley Walkways Refined Concept Plan, describing a comprehensive approach to implementing improvements throughout the core of Old Pasadena.



Old Pasadena Design Guidelines*Site Planning***Guideline 1: Hold to Sidewalk Edge**

Buildings should be constructed along the sidewalk's edge throughout most of the area, consistent with existing development. Undefined open space, and frequent and wide vehicular drives must not interrupt the continuity of the street wall.

Guideline 2: Provide Mid-block Passages

Occasional pedestrian passcos and passages are encouraged to break down the scale of block, and to connect streets, alleys and interior courts. This is especially important in conjunction with larger developments.

Guideline 3: Encourage Outdoor Uses

Sites should support the enjoyment of outdoor space. Well-placed furniture and kiosks will activate plazas and courts, and outdoor dining has proven popular throughout the area.

Recommendations:

1. Build at or near the edge of the sidewalk to maintain a consistent street wall throughout the area; this should not preclude recessed entries or minor facade modulations.
2. Minimize interruptions in the street wall, especially along Colorado Boulevard, where breaks should be limited to those accommodating pedestrian circulation.
3. Provide outdoor spaces interior to a block so as not to disrupt the street wall; exceptions may be considered where street interest and continuity is maintained.
4. Plan for mid-block passages, thru-ways, and interior spaces that connect streets and alleys.
5. Make provisions for site elements that contribute to street life, such as outdoor dining, seating, etc.

*Building Design***Guideline 1: Continue Building Rhythms and Forms**

Although Old Pasadena exhibits a wide variety of architectural styles, consistency is evident in architectural forms and building rhythms. These patterns establish a cohesive image throughout the area.

Guideline 2: Generate Street-level Interest

Old Pasadena's buildings should engage the public. The presence of window displays and human-scale design elements, such as awnings and architectural lighting will add interest to street-level facades.

Guideline 3: Improve Alley Facades

Explore opportunities to create "second storefronts" along alley walkways. The alley walkways are an especially unusual feature of Old Pasadena, and visual and functional improvements to alley facades will extend their use.

Recommendations:

1. Require buildings that are generally rectilinear in form; limit diagonal and curvilinear forms to minor elements that fit within a rectilinear framework.
2. Accentuate the ground floor of buildings; facade rhythms should include regular openings with transparent glass, and street-level facades should incorporate rich visual detail.
3. Design storefronts in a manner that is sensitive to the building's overall appearance; contemporary alterations should be compatible with the distinguishing features of a building.
4. Treat alley facades in a manner that supports pedestrian use of alleyways and is consistent with building design and composition; consider including public entrances, shop windows, architectural lighting, awnings, etc.



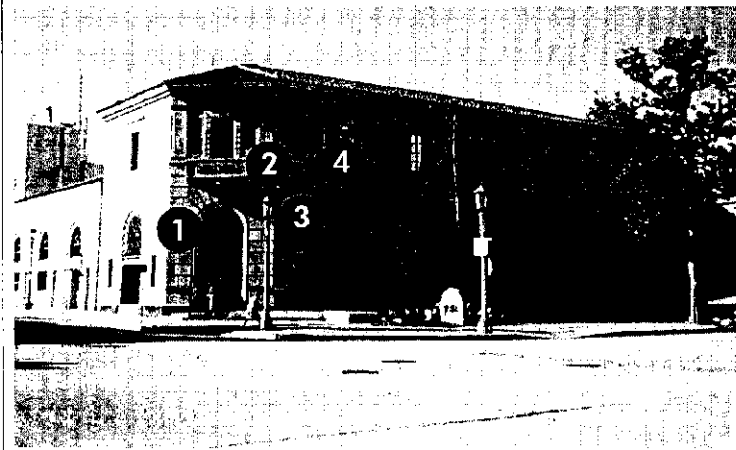
Civic Center / Midtown Design Precedent



- 1. Axial view to civic landmark
- 2. Responsive scale & massing
- 3. Articulated sub-volumes
- 4. Major public outdoor space



- 1. Spatially contained courtyard
- 2. Indoor-outdoor connection
- 3. Shade trees & lush plantings
- 4. Fountain as a focal element



- 1. Civic building w/ prominent entry
- 2. Classical model w/ clear proportions
- 3. High-quality, durable materials (ex.: masonry, terra cotta, ironwork)
- 4. Decorative elements



Civic Center / Midtown Design Guidelines**Sub-District
Character****Guideline 1: Respect Civic Landmarks**

Maintain a balance between monumental and “background” buildings. In general, new development should provide a context that highlights landmark civic buildings.

Guideline 2: Protect Views of Monumental Civic Buildings

Monumental civic buildings should be viewed from long approaches as befits their importance. The cross-axis that visually connects the principal civic buildings is of critical importance.

Guideline 3: Create Dignified Public Spaces

Distinguish this area by the presence of major public plazas and outdoor spaces suitable for public gatherings. These should include dignified spaces associated with public buildings and institutions.

Recommendations

1. Respect the dominance of the principal civic landmarks; buildings and landscape should define streets and contain public space, creating a consistent and unified context for these landmark buildings.
2. Protect and enhance views and view corridors focused on monumental civic buildings, especially City Hall, the Central Library, and the Civic Auditorium; City Hall’s dome should be the dominant element of the skyline.
3. Establish Centennial Square fronting City Hall as a symbolically special place that accommodates important civic events and gatherings.
4. Preserve and restore historic buildings and landmarks; retain the historic character of the property.

**Street
Environment****Guideline 1: Promote High Standards of Street Design**

Detail streets to high standards that reflect the civic importance of the area. Well-designed streets speak of the value of Pasadena’s citizens as they move about its public institutions.

Guideline 2: Reinforce the Bennett Plan

The Bennett Plan identified grand, public streets in keeping with the monumentality of its building layout. Streetscape improvements should uphold this vision.

Guideline 3: Maintain and Extend Historic Streetscape Elements

Wide sidewalks with decorative paving and broad tree lawns provide an appropriately dignified setting for City Hall. These and other historic elements such as historic light poles should be maintained and influence further streetscape improvements.

Recommendations

1. Use streetscape elements, including street trees, paving and lighting to identify and accentuate landmark structures.
2. Plant street trees along all of the area’s streets; use scale, form, and planting pattern to establish a clear hierarchy of streets.
3. Create grand promenades that visually strengthen the axes of Holly Street and Garfield Avenue; emphasize a formal planting of trees that does not disrupt views.
4. Maintain historic landscape elements such as ornamental street lights, paving, and tree lawns; streetscape improvements should reflect the quality and character of these historic elements.
5. Reference the Civic Center / Midtown Streetscapes Refined Concept Plan; streetscape improvements should be consistent with this plan.



Civic Center / Midtown Design Guidelines*Site Planning***Guideline 1: Provide a Gracious Landscape Setting**

The presence of gracious landscape spaces is one of the defining qualities of the Civic Center / Midtown area. Significantly, these spaces exhibit a strong relationship and comfortable flow between interior and exterior space.

Guideline 2: Embellish Outdoor Spaces

Courtyards, gardens and other landscape areas should be embellished with year-round greenery and floral abundance. These elements present a gracious quality and are evocative of the Tournament of Roses Parade.

Guideline 3: Penetrate Blocks for Visual Connections

Building massing should allow visual access to civic buildings and public spaces. Periodic penetrations of the street wall will build physical and visual connections.

Recommendations:

1. *Emphasize an elegant, simple landscape design vocabulary.*
2. *Establish strong physical and visual connections between indoor and outdoor space, and between adjacent outdoor spaces.*
3. *Encourage the presence of shade trees, lush plantings, warm materials, and fountains in outdoor spaces; fountains are an especially identifiable element within the Civic Center / Midtown area.*
4. *Use open-air passages and block penetrations to breakdown building mass and establish visual connections; openings should not compromise the containment of streets and outdoor space.*

*Building Design***Guideline 1: Achieve Design Coherence**

There should be a strong visual relationship between structures in the area, an expression of unity appropriate to a civic center. Clear proportions and materials that relate to adjacent buildings will help achieve this goal.

Guideline 2: Communicate Building Function

Buildings in the area accommodate commercial, residential or institutional uses, and these should be distinguished through their built form. In particular, public institutions should be readily identifiable.

Guideline 3: Build to the Highest Standards

The highest level of craftsmanship is expected of all buildings in the Civic Center / Midtown area. High quality design and construction acknowledges both the architectural heritage and civic importance of the area.

Recommendations:

1. *Match the permanence and quality of civic buildings in the area; buildings should be designed and built as long-term additions to the area.*
2. *Respect the architectural design of historic buildings and protect the monumentality of landmark civic buildings; limit the scale and massing of larger buildings by employing articulated sub-volumes.*
3. *Use the palette of materials and colors currently found in the area; masonry (non-brick), stucco, colored concrete, and tile decorative elements are prominent materials, and the use of intense colors should be severely limited.*
4. *Maintain stylistic unity for civic buildings, drawing inspiration from classical Italian and Spanish models; this should not prevent contemporary interpretations responsive to the Southern California environment.*



Pasadena Playhouse Design Precedent



- 1. *Intimate scale along Green Street (ex: 1-2 stories)*
- 2. *Walk-in commercial*
- 3. *Visual detail (ex.: window display)*
- 4. *Mature street trees w/ shady canopy*



- 1. *Off-street paseo*
- 2. *Adjacent commercial activity*
- 3. *Indoor-outdoor transition*
- 4. *Parking to rear*



- 1. *Building orients to Colorado Blvd.*
- 2. *Street-level activity (ex.: newstand)*
- 3. *Contemporary design*
- 4. *Multiple facade openings*



Pasadena Playhouse Design Guidelines**Sub-District
Character****Guideline 1: Reinforce the Arts
Identity**

Support the arts inclusive programming concept for the Pasadena Playhouse area. The area should function as an attractive and animated center for arts and culture, both day and night.

**Guideline 2: Infill Underutilized
Parcels**

There are a number of underutilized parcels and surface parking lots that detract from the appearance of the area. Rely on infill development to create a street-oriented environment that encourages sidewalk activity.

Guideline 3: Emphasize Public Art

A multi-disciplinary arts community offers an exceptional opportunity to pursue a widespread public arts program. Public art should permeate the area, enriching and complementing arts activities in the area.

Recommendations:

1. Support designs that provide for arts, arts-related, entertainment and retailing activities, especially at the street-level.
2. Encourage infill developments that close gaps in the street wall, and provide for pedestrian-oriented uses along streets and public spaces.
3. Promote artist / designer collaborations; public art installations should animate the area as a part of all public and private developments.
4. Ensure public access to artworks and encourage a variety of media, including murals, banners, mosaics, sculpture, kinetic or electronic art, or other art-forms.
5. Locate public art to draw visitors through the area and/or create points of interest.

**Street
Environment****Guideline 1: Enhance Streets and
Alleys**

Streetscape enhancements should unify the area, build identity and improve the pedestrian experience. Comfortable street furniture, lighting, and other amenities encourage walking, strolling and lingering.

**Guideline 2: Establish a Public
Signage Program**

A unified program of public signage will add identity and direct visitors throughout the area. Public signage may include pedestrian- and vehicular-oriented identification and directional signs and banners.

**Guideline 3: Maintain Green
Street's Intimacy**

Green Street features a special pedestrian-oriented scale and character, and a concentration of historic structures that should be preserved. The existing street trees add immeasurably to its charm.

Recommendations:

1. Improve streets and alleys in accordance with the Pasadena Playhouse District Concept Plan for Streetscapes, Walkways & Alleys.
2. Introduce streetscape elements that distinguish the area; artist-designed streetscape elements are encouraged, for instance street banners, site markers, bus stops, sidewalk paving patterns, etc.
3. Protect the intimate scale along Green Street; build a continuous frontage oriented to the street with frequent entries.
4. Maintain the street trees along Green Street; a scheduled pruning program to thin out the canopy is recommended.



Pasadena Playhouse Design Guidelines*Site Planning***Guideline 1: Build Intensity Along Colorado Boulevard**

Develop more intensely along Colorado Boulevard to generate activity and establish its preeminence. The scale of development should not overwhelm the street, but it will clearly be denser than Green and Union Streets.

Guideline 2: Reduce Parking's Visual Presence

A pedestrian-oriented streetscape demands that parking's visual presence is minimized. This is especially important along Colorado Boulevard and Green Street.

Guideline 3: Introduce Courtyards and Passages

Construct a network of creative and inviting outdoor spaces that includes intimate courts and passages. Penetrate blocks to provide enclosed places that are memorable and pleasing to occupy.

Recommendations:

1. Concentrate development along Colorado Boulevard to sufficiently establish the street as the focus of the area; orient buildings and entrances to this street.
2. Redevelop parking lots with activity generating uses along the street edge; encourage structured and/or subterranean parking and mitigate parking's visibility along public streets.
3. Situate building volumes to clearly define, connect, and activate outdoor courts and passages; in general, outdoor spaces should be intimate, contained spaces, and function as an extension of interior space.
4. Establish visual and physical connections between streets, alleys, courts, and outdoor spaces; provide mid-block and off-street paseos and walks.

*Building Design***Guideline 1: Support Progressive Design**

Sophisticated, progressive designs will communicate the arts and cultural identity of the area. These will also build upon the Sub-district's unique design eclecticism.

Guideline 2: Reference Historic Structures

Although contemporary design solutions are encouraged, significant and noteworthy buildings in the area have qualities worthy of emulation. The scale, massing, and degree of facade articulation of new structures should be respectful of historical buildings.

Guideline 3: Add Rich Visual Detail

An amiable pedestrian character requires buildings with human-scale design elements and decorative detail that modulate the light and invite attention. Nonetheless, details must provide evidence of artistry and craftsmanship.

Recommendations:

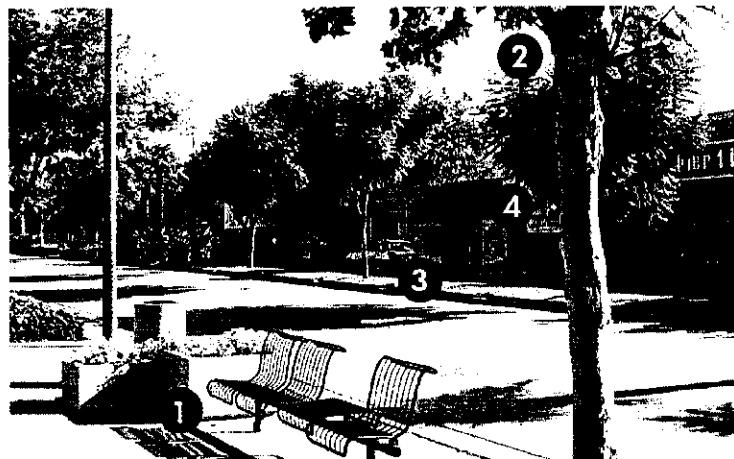
1. Demand a high level of design excellence that is appropriate to an arts-oriented district; variety within the context of a street-oriented development pattern is encouraged.
2. Provide for contemporary, progressive and innovative design throughout the area; designs should respect their context, but not mimic historic styles.
3. Respect the scale, massing, and articulation of adjacent historic buildings; massing should not overwhelm or diminish historic structures.
4. Avoid large, featureless building surfaces, especially along the street and outdoor passages; expansive ground floor windows with interesting displays and special detail at entrances are recommended.



Lake Avenue Design Precedent



1. Ground floor walk-in commercial use (ex.: coffee shop)
2. Upper floor office
3. Outdoor dining
4. Street wall w/window openings



1. Street trees along Lake Avenue
2. Coordinated sidewalk furniture
3. Attractive landscape median
4. Continuous retail frontage



1. Individual expression of storefront
2. Simple, rectangular massing
3. Uncluttered facade
4. Expansive storefront windows



Lake Avenue Design Guidelines**Sub-District
Character****Guideline 1: Unify the Area**

Lake Avenue should present a distinct identity as one of Downtown's main commercial corridors. In particular, continuous ground floor retail will unify its image as a healthy and active pedestrian-oriented commercial street.

Guideline 2: Highlight Colorado at Lake

The intersection of Colorado Boulevard and Lake Avenue is one of the most significant Downtown. Design strategies should highlight this as a special and especially vibrant place.

Guideline 3: Protect Adjacent Neighborhoods

Extensive residential areas border the Sub-district along Hudson and Mentor Avenues. New development should be sensitive to the presence of these neighborhoods, respecting their low to mid-rise character.

Recommendations:

1. Encourage retail continuity to improve the pedestrian experience along Lake Avenue; provide for walk-in commercial uses along the sidewalk, including the ground floor frontage of office buildings.
2. Mark the intersection at Colorado Boulevard and Lake Avenue with identifiable building forms; strong corner massing with ground floor retail is recommended, as well as special treatment of the intersection.
3. Reduce scale and massing adjacent residential areas along Hudson and Mentor Avenues, and direct commercial activity and service functions away from these streets.
4. Screen residential uses from parking facilities and their impacts; emphasize the use of landscape buffers adjacent parking structures and lots.

**Street
Environment****Guideline 1: Maintain Existing Enhancements**

A considerable investment in streetscape amenities greatly adds to the pleasure of walking and shopping along South Lake Avenue. Maintain and as appropriate augment these improvements.

Guideline 2: Extend Streetscape Improvements

A high level of streetscape amenity should be provided along the entire length of Lake Avenue. There is a particular need to extend improvements north of Green Street although the design expression may differ from that south of Green Street.

Guideline 3: Identify Key Intersections

Mark key intersections along Lake Avenue to orient visitors and celebrate the place. Special paving, landscape, signage, and public art at important nodes will add to the quality and identity of the street.

Recommendations:

1. Provide streetscape amenities along Lake Avenue north of Green Street; a consistent street tree planting is especially important.
2. Differ the streetscape design vocabulary along Lake Avenue north of Green Street, where office buildings dominate; for instance, street tree planting should be of a stature and formality appropriate to the scale and function of this stretch of the corridor.
3. Make a strong, monumental entry statement at the northern limit of the District.
4. Consider opportunities for more intense pedestrian use of the traffic islands at the intersection of Lake Avenue and Del Mar Boulevard; nonetheless, the treatment should be highly identifiable with public art as a major component.
5. Delineate crosswalks with special paving to communicate that pedestrians are important.



Lake Avenue Design Guidelines

Site Planning

Guideline 1: Focus Development Along Main Corridors

Because Lake Avenue and Colorado Boulevard are Downtown's most important commercial corridors, development along these streets should reflect their importance. Orient buildings along Lake and Colorado, and away from nearby residential areas.

Guideline 2: Build Street Continuity

An active commercial street relies on a consistent street-oriented frontage that draws pedestrians down the sidewalk. Therefore, minimize breaks in the building street wall.

Guideline 3: Include Outdoor Rooms

Outdoor rooms should become a more distinctive component of the Sub-district. In particular, provide spaces that further serve pedestrian comfort and mobility, for instance, gracious pathways that connect street, buildings and parking facilities.

Recommendations:

1. Build at or near the sidewalk along the length of Lake Avenue, as well as Colorado Boulevard, to establish a consistent street wall.
2. Orient main entrances toward Lake Avenue and Colorado Boulevard, with corner entries permissible at street intersections.
3. Restrict parking and service facilities from fronting on Lake Avenue and Colorado Boulevard.
4. Incorporate well-defined outdoor space with larger development projects; these may function as a comfortable transition between the building and the street, or serve as a connection to rear parking.
5. Allow entry forecourts in conjunction with larger office buildings; their size and dimension should create only a minor incident in the street wall.

Building Design

Guideline 1: Promote Visual Harmony

Visual harmony and a sense of place may be achieved by emphasizing the simplicity and clarity that is characteristic of many buildings along Lake Avenue (including late Moderne and International Style precedents). New construction should focus on these qualities.

Guideline 2: Express Individual Storefronts

A variety of storefronts adds richness and vitality to the street, and therefore, individual shops should be expressed. Transparent windows simply and effectively add three-dimensional interest; awnings and signage may also differentiate storefronts.

Guideline 3: Emphasize Quality Detailing

Many regard Lake Avenue as a high-end commercial street, suggesting quality detailing compatible with an uncluttered design motif. Use attractive and durable materials.

Recommendations:

1. Encourage contemporary design solutions; building facades should have a simple, uncluttered and harmonious appearance.
2. Employ simple, bold massing and emphasize rectangular forms.
3. Use horizontal regulating lines to establish a visual relationship between adjacent buildings, including buildings that differ in scale.
4. Incorporate high-quality materials and detailing; excessive ornamentation is discouraged and the number of materials should be limited.
5. Articulate individual storefronts, compatible with the overall building design; expansive storefront windows with engaging displays are encouraged.





Section 11. **IMPLEMENTATION STRATEGIES**

- Implementation Strategy Components
- Land Use Implementation Strategies
- Mobility Implementation Strategies
- Urban Design Implementation Strategies
- Zoning Recommendations
- Summary of Impacts

Implementation Strategy Components

Implementation strategies establish a necessary link between the community vision for Downtown, and the resources available to achieve that vision. Implementation requires a coordinated program of public and private action. It relies upon specific action by the City of Pasadena through additional policy initiatives, regulatory control, administrative programs, and capital investment. Public improvements are especially critical, as they add value to the area, and lay a foundation for future private sector investment on the part of property owners, business enterprise, and other area stakeholders. The following components describe the basic approach that the City should take to achieve the vision and fulfill the objectives for the Central District.

- ***Land-Use Implementation Strategies:*** This component identifies strategies for achieving the desired distribution and mix of land uses as presented in the District-wide Land Use Concept.
- ***Mobility Implementation Strategies:*** This component identifies strategies for achieving a more balanced system of movement as described in the District-wide Mobility Concept.
- ***Urban Design Implementation Strategies:*** This component identifies strategies for achieving the desired physical design character for the community, including streetscape and open space network improvements as described in the District-wide Urban Design Concept.
- ***Zoning Recommendations:*** Zoning is critical to implementing the goals and policies of the Specific Plan, working hand-in-hand with the design guidelines to regulate development. This component presents a few key zoning recommendations, as well as land use classification tables identifying permissible land uses by Sub-district and Precinct. Please note that this is not intended as a comprehensive presentation of zoning controls for the Downtown; reference *Title 17 of the Pasadena Municipal Code (The Zoning Code)*.
- ***Summary of Impacts:*** A brief summary of the impacts resulting from the implementation of key policies is included. In particular, the mobility concept is studied for its impact on traffic movement Downtown and city-wide. The proposed land use and urban design concepts are examined for their effects on the economic feasibility of development projects.



Land Use Implementation Strategies

**Policy
Initiatives**

Specific Plan Review: Conduct a review of the Central District Specific Plan every 5 years to assess progress toward implementation of the Plan. This review shall be presented to the Planning Commission to assess the effectiveness of Central District development standards and guidelines, including height and intensity standards, in achieving the desired community vision.

Economic Development Strategy: Beyond the context of the built environment, implementation of the Specific Plan will have long-term economic and social impacts on the entire City. Similar to other communities, Pasadena's Downtown represents the center of its civic, cultural, and business activity. For this reason, any economic development strategy for the central area must be coordinated with city-wide economic goals. The Economic Development Element of the General Plan is the document that sets the tone for these activities and establishes priorities.

Concurrent or subsequent to an update of Pasadena's Economic Development Element, an updated strategy for the central area should be established. Such a strategy should include the following goals:

- Encourage businesses offering meaningful job opportunities to locate within the Central District.
- Consider the need to allow successful businesses to grow within the Central District.
- Support quality goods and services for residents, visitors and employers.
- Direct development and investment toward key opportunity sites.
- Strengthen revenue resources that support municipal services.
- Build on local academic, research, and cultural assets.



Land Use Implementation Strategies**Regulatory
Controls**

CD Zone District Boundaries: Amend the CD Zone and CD Zone Sub-district boundaries in accordance with the zoning recommendations contained herein.

CD Zone Land Use Regulations: Adopt land use regulations that are consistent with the goals and policies of this Specific Plan and the revised CD Zone Sub-district boundaries to achieve the desired land use mix within the Downtown.

Urban Residential Standards: Establish standards for higher density urban housing (to a maximum of 87 dwelling units per acre) within the Central District that uphold and reinforce the Urban Residential design guidelines. These shall provide for mid-rise, medium- to high-density residential development that is in keeping with the urban character of the area. In addition, standards shall address requirements for communal and private open space, including provisions for visual access between the street and on-site communal open space.

Non-traditional Housing Standards: Establish standards for non-traditional housing types within the Central District, including urban mixed-use and work-live accommodations. Standards for urban mixed-use projects shall provide for compatible residential and non-residential uses on a single parcel or within a single building.

In-town Residential Standards: Amend the RM Zone boundaries to encompass the In-town Housing Sub-district, except that the Pasadena Unified School District property should be assigned PS (Public and Semi-Public District) Zoning. Properties shall comply with the applicable land use regulations and development standards and guidelines.

Master Development Plans: Support large Downtown institutions (such as Fuller Seminary and Mayfield Junior School) in the development and update of Master Development Plans.



Land Use Implementation Strategies**Administrative Programs****Opportunity Sites Inventory / Site Location Assistance:**

Maintain a current inventory of vacant building space and development opportunity sites, and market these sites to prospective occupants and developers consistent with this Specific Plan and the Economic Development Strategy.

Marketing & Incentives Programs: Pursue various programs as identified in the proposed economic development strategy that support the vision of the Central District. An effective program should address the following:

- Assemble and coordinate marketing plans to promote Pasadena as a place to live, work and visit.
- Outreach to existing businesses so that growth needs are anticipated and planned for.
- Recruit targeted businesses and institutions, and direct them toward the most appropriate locations.
- Continue to strengthen linkages between City staff, business, improvement districts, local institutions, investors and real estate professionals.
- Track real estate availability and conduct survey work to gauge local issues.
- Utilize preservation tax credits, redevelopment funds, grants, and other public resources to leverage private investment.
- Support efforts to grow unique retailers within Pasadena by facilitating small business training.
- Explore ideas for special events and strengthen ties between Downtown merchants and events in the Rose Bowl.
- Support a fair and predictable plan check process.

Business Assistance Programs: Provide organizational and informational support for Downtown business associations and Business Improvement Districts.



Section 11 IMPLEMENTATION STRATEGIES

Table 1: Land Use Implementation Strategies & Schedule

| DOWNTOWN ACTION PLAN: Land Use Implementation Strategies | | |
|---|--------------------------|--|
| STRATEGY | TIMING | |
| POLICY INITIATIVES: | ADOPTION | IMPLEMENTATION |
| Specific Plan Review | <i>n/a</i> | <i>review every 5 years</i> |
| Economic Development Strategy | <i>short to mid-term</i> | <i>on-going / review every 5 years</i> |
| REGULATORY CONTROLS: | ADOPTION | ENFORCEMENT |
| CD Zone District Boundaries | <i>concurrent</i> | <i>on-going</i> |
| CD Zone Land Use Regulations | <i>concurrent</i> | <i>on-going</i> |
| Urban Residential Standards | <i>concurrent</i> | <i>on-going</i> |
| Non-Traditional Housing Standards | <i>concurrent</i> | <i>on-going</i> |
| In-Town Residential Standards | <i>concurrent</i> | <i>on-going</i> |
| Master Development Plans | <i>mid- to long-term</i> | <i>on-going</i> |
| ADMINISTRATIVE PROGRAMS: | INITIATION | OPERATION |
| Opportunity Site Inventory / Site Location Assistance | <i>short to mid-term</i> | <i>on-going</i> |
| Marketing & Incentive Programs | <i>short to mid-term</i> | <i>on-going</i> |
| Business Assistance Programs | <i>short to mid-term</i> | <i>on-going</i> |



Mobility Implementation Strategies***Policy Initiatives***

CD Mobility Improvement Alternatives: Examine alternatives to improve mobility in the Central District and to keep traffic on multi-modal corridors. Proposed transportation improvements should support the objective of achieving a balanced transportation system, and should be consistent with the updated City-wide Mobility Element and this Specific Plan's Mobility Concept.

Transit / ARTS Bus Planning: Continue to operate and enhance transit routes, including those of the ARTS bus operation. Emphasize improving connections between Downtown's sub-districts, and to light rail stations.

Arroyo Linkage Study: Investigate alternatives for improving the pedestrian and bicycle connections between Downtown and the Arroyo Seco. The study may include an examination of streetscape, sidewalk and crossing improvements, as well as the provision of bicycle lanes and facilities that support this linkage. To the extent feasible, alternatives should be coordinated with Downtown streetscape and parks planning.

Regulatory Controls

CD Parking Standards: Adopt parking standards that meet the intent and are consistent with this Specific Plan's policies and recommendations. In general, standards should reduce long-term parking requirements within the CD Zone.

Transit-Oriented Development (TOD) Standards: Adopt standards applicable to development within the TOD district. Standards should promote non-automotive travel, including pedestrian and bicycle use, and reduce parking requirements. Amend the Zoning Map to reflect the new TOD boundaries.

Administrative Programs

Coordination with Regional Transit Agencies: Maintain on-going communication with regional transit agencies to ensure proper consideration of local transit needs in the assignment of regional bus routes and level of service. Consider opportunities to fill gaps in the regional service with local transit service.



Mobility Implementation Strategies

Capital Investment

CD Mobility Improvements: Undertake improvements consistent with the policies and recommendations of the City-wide Mobility Element, and the review of CD Mobility Improvement Alternatives.

ARTS Bus Expansion: Fund expansion of the ARTS bus operations in accordance with the policies and recommendations of the City-wide Mobility Element and on-going Transit / ARTS bus planning.

Arroyo Linkage Improvements: Undertake pedestrian and bicycle mobility improvements in accordance with the most suitable alternative(s) for improving connections between Downtown and Arroyo Seco.



Section 11 **IMPLEMENTATION STRATEGIES**

Table 2: Mobility Implementation Strategies & Schedule

| DOWNTOWN ACTION PLAN: Mobility Implementation Strategies | | |
|---|--------------------|-----------------------|
| STRATEGY | TIMING | |
| POLICY INITIATIVES: | ADOPTION | IMPLEMENTATION |
| CD Mobility Improvement Study | short- to mid-term | phased over long-term |
| Transit / ARTS Bus Planning | short- to mid-term | phased over long-term |
| Arroyo Linkage Study | short- to mid-term | phased over long-term |
| REGULATORY CONTROLS: | ADOPTION | ENFORCEMENT |
| CD Parking Standards | concurrent | on-going |
| TOD Standards | concurrent | on-going |
| ADMINISTRATIVE PROGRAMS: | INITIATION | OPERATION |
| Coordination w/ Regional Transit Agencies | short-term | on-going |
| CAPITAL INVESTMENT: | INITIATION | DEVELOPMENT |
| CD Mobility Improvements | mid- to long-term | phased over long-term |
| ARTS Bus Expansion | mid- to long-term | phased over long-term |
| Arroyo Linkage Improvements | mid- to long-term | phased over long-term |



Urban Design Implementation Strategies**Policy
Initiatives**

Downtown Parks Planning: As part of the update of the City-wide Open (Green) Space Element, develop a coordinated system of new and existing Downtown parks, civic space, and recreational facilities. Focus on implementation of the Public Open Space Concept presented in this Specific Plan. The study may include the following:

- Identify the potential location and design of pocket parks, major civic spaces, and other recreational facilities in cooperation with immediately affected business, residents, and other interested parties.
- Recommend funding priorities for Downtown parks and recreational facilities; this may involve preparatory strategic planning efforts that include cost analysis and identification of specific funding sources.
- Coordinate and/or provide oversight for related efforts; for instance, streetscape planning and design, existing parks master plan updates, as well as events and shared facilities programming.

Central Park & Memorial Park Master Plans Update: Concurrent with preparation of the updated City-wide Open (Green) Space Element, review and update the Central Parks and Memorial Park Master Plans as necessary to ensure optimal use of park resources, consistent with the land use and urban design concepts of this Specific Plan. Nonetheless, use demands should be balanced with the historic character of these parks, as well as preservation and rehabilitation of their historic resources.

Sub-district Streetscape Plans: Prepare and adopt a comprehensive streetscape plan for the Arroyo Corridor / Fair Oaks Sub-district; plans for other Sub-districts should also be prepared as need and opportunity arise. Streetscape plans shall be prepared with substantial community input, and shall be consistent with the objectives, and guidelines of this Specific Plan. At a minimum, they should address the following:

- Provide detailed recommendations for the public treatment of streetscapes, and where applicable, alleys and alley walkways; recommendations should address streets trees, street lighting, street furniture, and other pertinent issues, consistent with the Public Realm Design Guidelines.



Urban Design Implementation Strategies

- Provide detailed recommendations for the public treatment of gateways and focal features.
- Include detailed recommendations for public signage, way-finding and environmental graphics, as well as proposals for the integration of public art.
- Include a cost analysis, and identify specific funding sources and funding priorities.

Existing Streetscape Plans Review & Update: Review the existing streetscape plans as need and opportunity arise. An assessment of these plans should recognize the prior effort invested in these documents and only pursue those changes as necessary to address changing conditions, and reinforce consistency with this Specific Plan, particularly the boundaries established by the Sub-district Concept. Inconsistencies between existing streetscape plans and the City's Master Plan of Street Trees should also be resolved.

Regulatory Controls

CD Zone Development Standards: Adopt revised CD Zone development standards that meet the intent and are consistent with this Specific Plan's goals, policies and recommendations for development. Development standards shall include restrictions on building mass and placement, including floor area limits, height limits, and setback requirements consistent with the concepts identified in this Plan.

Public Realm Design Guidelines: Ensure that public development projects and improvements meet the intent and requirements of the Public Realm Design Guidelines and applicable Sub-district Design Guidelines.

Private Realm Design Guidelines: Review all private sector development projects for adherence to applicable Private Realm Design Guidelines and Sub-district Design Guidelines.

City of Gardens Requirements: Apply the "City of Gardens" requirements to all properties located within the In-town Residential Sub-district, excepting the "School District Property" which should be subject to PS Zoning.



Urban Design Implementation Strategies**Administrative Programs**

Old Pasadena Historic District Evaluation: Update and reevaluate Old Pasadena's 1983 registration form for the National Register of Historic Places. Consider possible expansion of the boundaries of the historic district as proposed in the updated historic resources inventory for the Central District.

Historic Resource Inventory: Maintain a current inventory of Downtown's historic and cultural resources with an assessment of their relative significance. Include significant building and landscape resources, and provide for periodic review and update. Use this data to properly direct available resources, and facilitate restoration and rehabilitation of historic resources.

Design Assistance: Work through the Preliminary Plan Review Process (PPR) and with business district associations to assist business and property owners in preparing appropriate designs for their rehabilitation projects.

Events Programming: Work with local merchants, community stakeholders, and other interested parties to program local events and activate Downtown's public places. Efforts should coincide with broader marketing strategies.

Shared Facilities Programming: Negotiate with the Pasadena Unified School District for expanded use of their land and facilities within and near the Central District, emphasizing increased recreational opportunities for the Downtown community.

Streetscape Repair / Infill Support: Promote infill development and implementation of streetscape projects to "repair" areas of Downtown that do not support pedestrian activity, especially where that activity is most desired. This effort may be coordinated with the marketing of key opportunity sites, as well as the planning and improvement of streetscapes. For instance, important opportunities include the large surface parking lots on Fair Oaks Avenue between Walnut and Union Streets, and both sides of Colorado Boulevard, between Arroyo Parkway and Marengo Avenue.



Urban Design Implementation Strategies**Capital
Investment**

Pocket Parks Acquisition & Development: Provide pocket parks to serve areas of Downtown that are currently without convenient parks, particularly near the urban housing area in the northeast quadrant of the Central District. Work with private developers and property owners to provide and maintain publicly accessible open spaces as a part of new development projects.

Streetscape Improvements: Improve public streets and alleys in accordance with adopted Streetscape Plans. Streetscape improvement projects should reinforce pedestrian activity, and to the extent feasible, they should be coordinated with infill development projects that “repair” the street edge. In general, priority should be given to upgrading those streets identified as primary pedestrian connections, although the process of community input and planning may choose to modify priorities.

Central and Memorial Parks Improvements: Implement recommendations for the improvement of Central and Memorial Parks based on the suggested updates to their respective Master Plans.

Major Civic Space Design & Provision: Provide major public outdoor spaces that support community gatherings and public celebrations; potential locations are associated with Downtown’s major civic institutions. The *Pasadena Civic Center / Midtown District Design Project: Refined Concept Plan* (adopted April 9, 2001) includes proposals for Centennial Square, the Central Library forecourt, the Civic Auditorium Forecourt, as well as Garfield Avenue and Holly Street Promenade.

Undergrounding of Utilities: Pursue the undergrounding of utilities to improve the visual character of Downtown’s streets. To the extent feasible, the placement of utilities underground should be coordinated with streetscape and public improvements projects, as well as key infill development projects.



Section 11 IMPLEMENTATION STRATEGIES

Table 3: Urban Design Implementation Strategies & Schedule

| DOWNTOWN ACTION PLAN: Urban Design Implementation Strategies | | |
|---|----------------------------|------------------------------|
| STRATEGY | TIMING | |
| POLICY INITIATIVES: | ADOPTION | IMPLEMENTATION |
| Downtown Parks Planning | <i>short- to mid-term</i> | <i>phased over long-term</i> |
| Central Park & Memorial Park Master Plans Update | <i>short - to mid-term</i> | <i>phased over long-term</i> |
| Sub-District Streetscape Plans | <i>short- to mid-term</i> | <i>phased over long-term</i> |
| Existing Streetscape Plans Review & Update | <i>mid- to long-term</i> | <i>phased over long-term</i> |
| REGULATORY CONTROLS: | ADOPTION | ENFORCEMENT |
| CD Zone Development Standards | <i>concurrent</i> | <i>on-going</i> |
| Public Realm Design Guidelines | <i>concurrent</i> | <i>on-going</i> |
| Private Realm Design Guidelines | <i>concurrent</i> | <i>on-going</i> |
| City of Gardens Requirements | <i>concurrent</i> | <i>on-going</i> |
| ADMINISTRATIVE PROGRAMS: | INITIATION | OPERATION |
| Old Pasadena Historic District Evaluation | <i>short-term</i> | <i>short-to-mid-term</i> |
| Historic Resource Inventory | <i>short-term</i> | <i>on-going</i> |
| Design Assistance | <i>short-term</i> | <i>on-going</i> |
| Events Programming | <i>short-term</i> | <i>on-going</i> |
| Shared Facilities Programming | <i>short- to mid-term</i> | <i>on-going</i> |
| Streetscape Repair / Infill Support | <i>short- to long term</i> | <i>on-going</i> |
| CAPITAL INVESTMENT: | INITIATION | DEVELOPMENT |
| Pocket Parks Acquisition & Development | <i>short- to mid-term</i> | <i>phased over long-term</i> |
| Streetscape Improvements | <i>mid- to long-term</i> | <i>phased over long-term</i> |
| Central & Memorial Parks Improvements | <i>mid- to long-term</i> | <i>phased over long-term</i> |
| Major Civic Space Design & Provision | <i>mid- to long-term</i> | <i>phased over long-term</i> |
| Undergrounding of Utilities | <i>mid- to long-term</i> | <i>phased over long-term</i> |



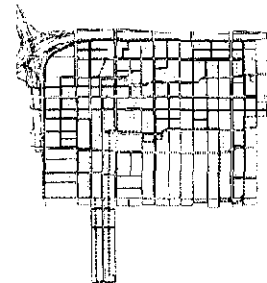
Zoning Recommendations

Zoning Concept The proposed Zoning Map for the Central District divides the Central District into four main zoning districts as follows: 1) the CD Central District Zone encompasses the majority of Downtown; 2) the area identified as the In-town Housing Sub-District is largely classified under the RM Multifamily (City of Gardens) Residential District; 3) the remaining "School District Property" is assigned to the PS Public and Semi-Public District; and 4) Central and Memorial Parks are assigned to the OS Open Space District. Reference *District-wide Map 27: Recommended Zoning Districts*.

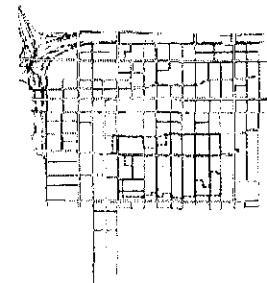
CD Zone *CD Zone Primary Purpose:* The primary purpose of the CD Zone is to implement the objectives and policies of the Central District Specific Plan, with an emphasis on permitting a diverse mixture of land uses. This includes provisions for higher density, mixed-use environments that support transit- and pedestrian-oriented mobility strategies.

CD Zone Specific Purposes: More specific purposes of the CD Zone regulations and standards are as follows:

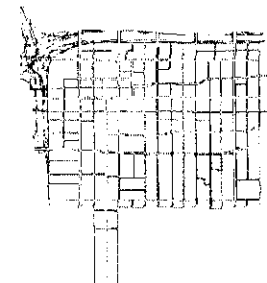
- a) Support a broad mixture of complementary uses throughout the CD Zone and each of its designated Zoning Sub-Districts, including both residential and commercial development that creates opportunities to work, shop, live and play Downtown.
- b) Protect and reinforce the distinctive character and architectural heritage found within the CD Zone, by requiring that new development respond sensitively to the existing character.
- c) Encourage land uses and design strategies that support an active street life, including restrictions on the location and design of off-street parking, as well as requirements for pedestrian-oriented uses along principal shopping streets.
- d) Provide opportunities for medium- to high-density (48 - 87 dwelling units per acre) residential development throughout the CD Zone, with the highest residential densities directed toward areas surrounding light rail stations.
- e) Promote mixed-use projects that include a combination of residential and non-residential uses.



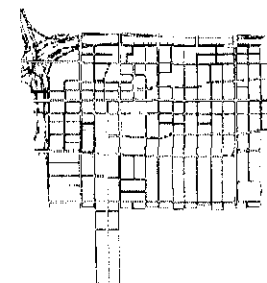
CD Zone



RM Zone



PS Zone



OS Zone



Zoning Recommendations

- f) Make provisions for a range of housing opportunities, including non-traditional forms such as work-live accommodations.
- g) Encourage compact transit-oriented development near light rail stations.
- h) Balance requirements for adequate parking with shared parking and traffic demand management strategies that support transit usage and pedestrian activity, and reduce reliance on the automobile.

CD Zone Sub-districts: To achieve the land use and urban design concepts for the Downtown, the CD Zone is separated into six Zoning Sub-districts as follows:

- CD-1 Old Pasadena
- CD-2 Civic Center / Midtown
- CD-3 Walnut Housing
- CD-4 Pasadena Playhouse
- CD-5 Lake Avenue
- CD-6 Arroyo Corridor / Fair Oaks

The above Zoning Sub-districts correspond to and support the Sub-District Concept.

RM Zone The In-town Housing Sub-district includes both RM-48 and RM-32 Zones. The RM-48 Zone allows higher residential densities in proximity to the Pasadena Playhouse and Lake Avenue Sub-districts. The lower density RM-32 Zone recognizes the existing scale of development and the transition toward single family residential neighborhoods south of California.

PS Zone The "Pasadena Unified School District Property" also located within the In-town Housing Sub-district is assigned to the PS Zone, supporting its on-going educational and recreational use.



Zoning Recommendations**Land Use
Classification
(CD Zone)**

The following tables recommend permissible land uses for each CD Zone Sub-district, and as necessary, provide supplemental land use recommendations for particular Precincts:

- *Table 4: Recommended Land Use Classifications A (Residential Uses and Recreation, Education & Public Assembly Uses).*
- *Table 5: Recommended Land Use Classifications B (Office, Professional & Business Support Uses and Retail Sales).*
- *Table 6: Recommended Land Use Classifications C (Services)*
- *Table 7: Recommended Land Use Classifications D (Industry, Manufacturing & Processing Uses and Transportation, Communications & Utilities Uses)*

These tables are a principal means of implementing the Land Use Concept for the Central District; *reference Title 17 of the Pasadena Municipal Code (The Zoning Code) for all applicable land use regulations* which shall be in substantial compliance with the recommendations contained herein. Key provisions include:

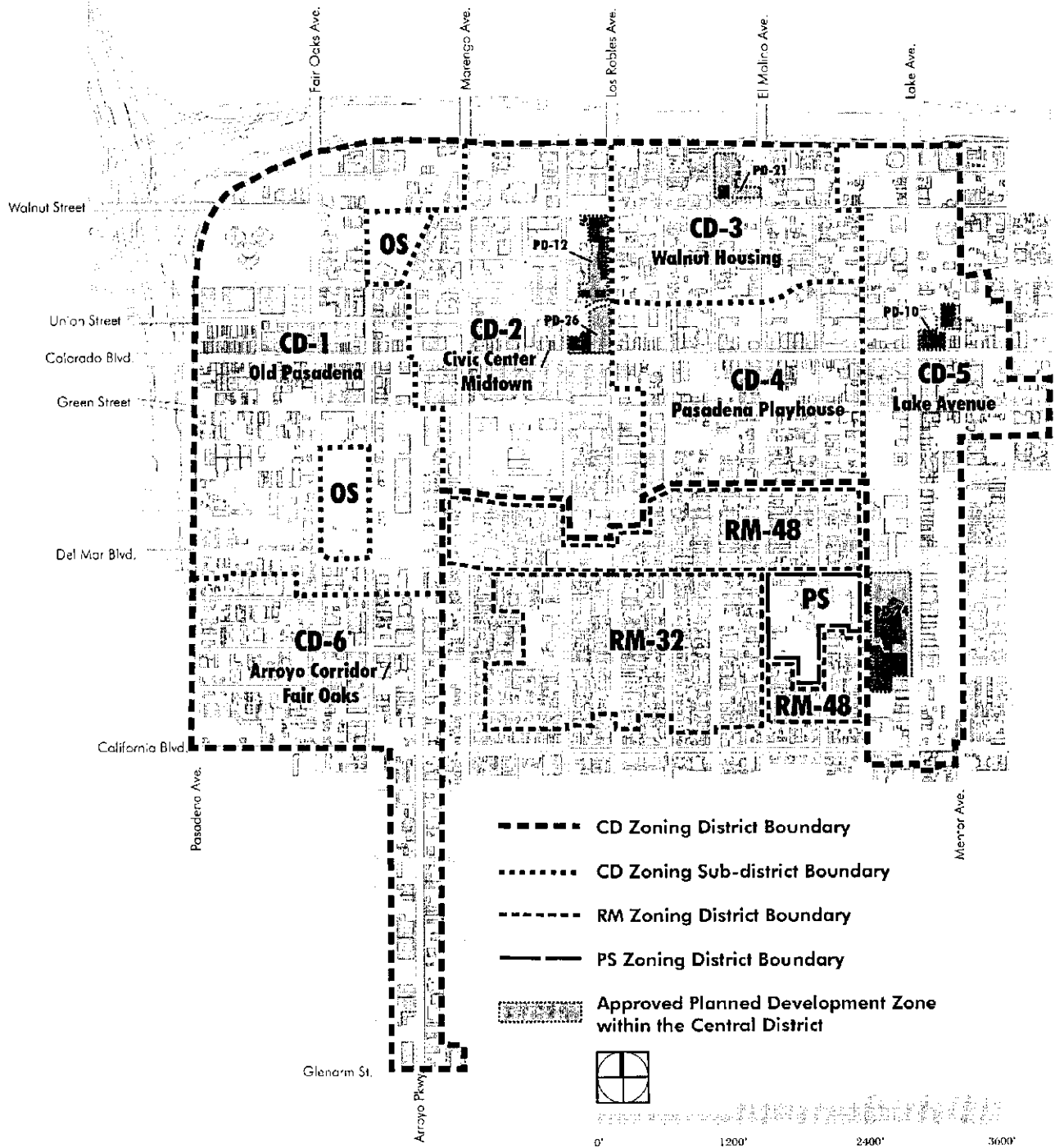
- Provide for a broad mixture of land uses within each CD Zone Sub-district, generally limiting those uses that are incompatible with the role of Downtown, and the intended character of a Sub-district and/or Precinct.
- Provide for urban mixed-use and urban scale housing throughout most of the CD Zone; include provisions for other non-traditional housing types, such as work-live accommodations.
- Limit auto-oriented uses, such as: drive-thru establishments; service stations, automotive repair and similar uses; mini-malls; and other uses that are incompatible with a pedestrian and transit-oriented, mixed-use environment.

It is important to note that subsequent modifications to the Zoning Code addressing Land Use Classifications shall supercede the Land Use Tables contained herein. No amendments to the Specific Plan shall be needed for such changes, provided the modifications are consistent with the overall intent and objectives of this plan.



Section 11 **IMPLEMENTATION STRATEGIES**

District-wide Map 27: Recommended Zoning Districts



Section 11 IMPLEMENTATION STRATEGIES

Table 4: Recommended Land Use Classifications A
(Residential Uses and Recreation, Education & Public Assembly Uses)

- P Permitted Use
- C Conditionally Permitted Use
- MC Conditionally Permitted Use (Minor CUP)
- NP Non-Permitted Use
- EC Expressive Use Permit Required
- TUP Temporary Use Permit Required

Note: Reference District-wide Map 12: Housing Concept for additional locational restrictions on residential use.

| LAND USE | CD-1 (Old Pasadena) | CD-2 (Civic Center) | CD-3 (Urban Housing) | CD-4 (Pasadena Playhouse) | CD-5 (Lake Avenue) | CD-6 (Arroyo Corridor / Fair Oaks) |
|---|---------------------|---------------------|----------------------|---------------------------|--------------------|------------------------------------|
| Residential Uses | | | | | | |
| Boarding houses | P | P | P | P | P | P |
| Caretaker's quarters | P | P | P | P | P | P |
| Dormitories | C | C | C (1) | C | C | C |
| Fraternities / sororities | C | C | C (1) | C | C | C |
| Home occupations | P | P | P | P | P | P |
| Mixed-use projects | P | P | P | P | P (9) | NP (3) |
| Multi-family housing / urban housing | P | P | P | P | P (9) | NP (3) |
| Residential accessory uses and structures | P | P | P | P | P (9) | NP (3) |
| Residential care, general | C | C | C | C | C | C |
| Residential care, limited | NP (5) | NP | P | NP (2) | NP | NP |
| Single-family housing | NP (5) | NP | P | NP (2) | NP | NP |
| Single room occupancy | C | C | C (7) | C | C | C |
| Transition housing | P | P | P | P | P | P |
| Recreation, Education & Public Assembly Uses | | | | | | |
| Adult businesses | NP | NP | NP | NP | NP | NP |
| Clubs, lodges, private meeting halls | C | C | C (7) | C | C | C |
| Colleges - traditional campus setting | C | C | C (7) | C | C | C |
| Colleges - non-traditional campus setting | P | P | C (7) | P | P | P |
| Commercial entertainment * | E | E | NP | E | E | E |
| Commercial recreation, indoor * | C | C | C (7) | C | C | C |
| Commercial recreation, outdoor | C | C | NP | C | C | C |
| Conference centers | C | C | NP | C | C | C |
| Cultural institutions * | P | P | C | P | C | P |
| Electronic game centers | C | C | NP | C | C | C |
| Internet access studios | C | C | NP | C | C | C |
| Park and recreation facilities | C | C | C | C | C | C |
| Religious facilities | P | P | MC | MC | MC | MC |
| Religious facilities w/ columbarium | P | P | MC | MC | MC | MC |
| Religious facilities w/ temporary homeless shelter | P | P | MC | MC | MC | MC |
| Schools, public and private | C | C | C | C | C | C |
| Schools - specialized education and training | P | P | C (7) | P | P | P |
| Street fairs | P | P | P | P | P | P |
| Tents | P | P | P | P | P | P |

* qualifies as a pedestrian-oriented use

- (1) Permitted within the Ford Place / Fuller Seminary Precinct
- (2) Permitted within the Playhouse South / Green Street Precinct
- (3) Permitted within the Arroyo Corridor Transition Area
- (4) Conditionally Permitted within 350 feet of the 210 Freeway
- (5) Conditionally Permitted within the West Downtown Transit Village Precinct

- (6) Conditionally Permitted within the Civic Center Core Precinct
- (7) Not Permitted 140 feet north of Walnut Street
- (8) Not Permitted within the Arroyo Entrance Corridor Precinct
- (9) Reference District-wide Map 12: Housing Concept for additional restrictions on residential use



Section 11 IMPLEMENTATION STRATEGIES

Table 5: Recommended Land Use Classifications B (Office, Professional & Business Support Uses and Retail Sales)

P Permitted Use
 C Conditionally Permitted Use
 MC Conditionally Permitted Use (Minor CUP)
 NP Non-Permitted Use
 EC Expressive Use Permit Required
 TUP Temporary Use Permit Required

| LAND USE | CD-1 (Old Pasadena) | CD-2 (Civic Center) | CD-3 (Urban Housing) | CD-4 (Pasadena Playhouse) | CD-5 (Lake Avenue) | CD-6 (Arroyo Corridor / Fair Oaks) |
|---|---------------------|---------------------|----------------------|---------------------------|--------------------|------------------------------------|
| Office, Professional & Business Support Uses | | | | | | |
| Automated teller machines (ATM) * | P | P | P (7) | P | P | P |
| Banks, financial services * | P | P | P (7) | P | P | P |
| Banks, financial services w/ walk up services * | P | P | P | P | P | P |
| Business support services | P | P | P | P | P | P |
| Offices, accessory | P | P | P | P | P | P |
| Offices, administrative business professional | P | P | P | P | P | P |
| Offices, government | P | P | P (7) | P | P | P |
| Offices, medical | P | P | P (7) | P | P | P |
| Offices, temporary | P | P | P | P | P | P |
| Offices, temporary real estate | P | P | P | P | P | P |
| Research and development - offices | P | P | C | P | P | P |
| Work-live units | P | P | MC (7) | P | MC | P (8) |
| Retail Sales | | | | | | |
| Alcohol sales - beer and wine | C | C | C (7) | C | C | C |
| Alcohol sales - full alcohol sales | C | C | C (7) | C | C | C |
| Bars or taverns * | C | C | C (7) | C | C | C |
| Bars w/ live entertainment * | C | C | C (7) | C | C | C |
| Building material sales | NP | NP | NP | NP | NP | NP |
| Convenience stores * | C | C | C (7) | C | C | C |
| Drive-thru and drive-up sales | NP | NP | NP | NP | NP | NP |
| Firearm sales | NP | NP | NP | NP | NP | NP |
| Food sales | P | P | P | P | P | P |
| Gas stations | NP | NP | NP | NP | NP | NP |
| Internet vehicle sales | P | P | P | P | P | P |
| Liquor stores * | C | C | C (7) | C | C | C |
| Mini-malls | NP | NP | NP | NP | NP | NP |
| Nurseries, commercial | NP | NP | NP | NP | NP | P |
| Pawnshops * | C | C | NP | C | C | C |
| Restaurants* | P | P | P (7) | P | P | P |
| Restaurants w/ live entertainment * | P | P | P (7) | P | P | P |
| Restaurants, fast food * | P | P | P (7) | P | P | P |
| Restaurants, formula fast food* | P | P | P (7) | P | P | P |
| Retail sales * | P | P | P (7) | P | P | P |
| Seasonal merchandise sales | P | P | P (7) | P | P | P |
| Swap meets | NP | NP | NP | NP | NP | C |
| Temporary uses | TUP | TUP | TUP | TUP | TUP | TUP |
| Tobacco retailers, significant * | C | C | C (7) | C | C | C |
| Vehicle services - automobile rental | C | C | NP | C | C | C |
| Vehicle services - sales and leasing, general | NP | NP | NP | NP | NP | NP |
| Vehicle services - sales and leasing, limited * | MC | MC | NP | MC | MC | MC |

* qualifies as a pedestrian-oriented use

- (1) Permitted within the Ford Place / Fuller Seminary Precinct
- (2) Permitted within the Playhouse South / Green Street Precinct
- (3) Permitted within the Arroyo Corridor Transition Area
- (4) Conditionally Permitted within 350 feet of the 210 Freeway
- (5) Conditionally Permitted within the West Downtown Transit Village Precinct

- (6) Conditionally Permitted within the Civic Center Core Precinct
- (7) Not Permitted 140 feet north of Walnut Street
- (8) Not Permitted within the Arroyo Entrance Corridor Precinct
- (9) Reference District-wide Map 12: Housing Concept for additional restrictions on residential use



Section 11 IMPLEMENTATION STRATEGIES

Table 6: Recommended Land Use Classifications C (Services)

P Permitted Use
 C Conditionally Permitted Use
 MC Conditionally Permitted Use (Minor CUP)
 NP Non-Permitted Use
 EC Expressive Use Permit Required
 TUP Temporary Use Permit Required

| LAND USE | CD-1 (Old Pasadena) | CD-2 (Civic Center) | CD-3 (Urban Housing) | CD-4 (Pasadena Playhouse) | CD-5 (Lake Avenue) | CD-6 (Arroyo Corridor / Fair Oaks) |
|---|---------------------|---------------------|----------------------|---------------------------|--------------------|------------------------------------|
| Services | | | | | | |
| Adult day care, general | C | C | C | C | C | C |
| Adult day care, limited | P | P | P | P | P | P |
| Ambulance services | C | C | NP | C | C | P |
| Animal services - boarding | NP | NP | NP | NP | NP | C |
| Animal services - grooming | P | P | P | P | P | P |
| Animal services - hospitals | NP | NP | NP | NP | NP | C |
| Animal services - retail sales * | P | P | P (7) | P | P | P |
| Catering services | P | P | P (7) | P | P | P |
| Charitable institutions | C | C | C (7) | C | C | C |
| Child day care centers | P | P | C (1) | P | P | P |
| Child day care - large care homes, 9 to 14 persons | P | P | P | P | P | P |
| Child day care - small care homes, 1 to 8 persons | P | P | P | P | P | P |
| Detention facilities | NP | NP (6) | NP | NP | NP | C |
| Drive-thru and drive-up services | NP | NP | NP | NP | NP | NP |
| Emergency shelters | MC | MC | MC (7) | MC | MC | MC |
| Equipment rental services | NP | NP | NP | NP | NP | NP |
| Filming, long term | C | C | C | C | C | C |
| Filming, short term | P | P | P | P | P | P |
| Laboratories | P | P | P (7) | P | P | P |
| Life / care facilities | C | C | C | C | C | C |
| Lodging - bed and breakfast inns | P | C | C | P | C | P |
| Lodging - hotels and motels | C | C | C (7) | C | C | C |
| Maintenance or repair services | P | P | P | P | P | P |
| Medical services - hospitals | NP | NP | NP | NP | NP | C |
| Mortuaries, funeral homes | NP | NP | NP | NP | NP | C |
| Personal improvement services * | P | P | P | P | P | P |
| Personal services * | P | P | P | P | P | P |
| Personal services, restricted | C | NP | NP | C | NP | C |
| Printing and publishing | C | C | NP | C | NP | P |
| Printing and publishing, limited * | P | P | P (7) | P | P | P |
| Public maintenance and service facilities | NP | NP | NP | NP | NP | NP |
| Public safety facilities | C | C | C | C | C | C |
| Vehicle services - repair | NP | NP | NP | NP | NP | NP |
| Vehicle services - temporary car wash | P | P | P (7) | P | P | P |
| Vehicle services - washing / detailing | NP | NP | NP | NP | NP | NP |
| Vehicle services - washing / detailing, small scale | P | P | P (7) | P | P | P |

* qualifies as a pedestrian-oriented use

- (1) Permitted within the Ford Place / Fuller Seminary Precinct
- (2) Permitted within the Playhouse South / Green Street Precinct
- (3) Permitted within the Arroyo Corridor Transition Area
- (4) Conditionally Permitted within 350 feet of the 210 Freeway
- (5) Conditionally Permitted within the West Downtown Transit Village Precinct

- (6) Conditionally Permitted within the Civic Center Core Precinct
- (7) Not Permitted 140 feet north of Walnut Street
- (8) Not Permitted within the Arroyo Entrance Corridor Precinct
- (9) Reference District-wide Map 12: Housing Concept for additional restrictions on residential use



Section 11 IMPLEMENTATION STRATEGIES

Table 7: Recommended Land Use Classifications D

(Industry, Manufacturing & Processing Uses and Transportation, Communications & Utilities Uses)

- P Permitted Use
- C Conditionally Permitted Use
- MC Conditionally Permitted Use (Minor CUP)
- NP Non-Permitted Use

- EC Expressive Use Permit Required
- TUP Temporary Use Permit Required

| | CD-1 (Old Pasadena) | CD-2 (Civic Center) | CD-3 (Urban Housing) | CD-4 (Pasadena Playhouse) | CD-5 (Lake Avenue) | CD-6 (Arroyo Corridor / Fair Oaks) |
|--|---------------------|---------------------|----------------------|---------------------------|--------------------|------------------------------------|
|--|---------------------|---------------------|----------------------|---------------------------|--------------------|------------------------------------|

| LAND USE | | | | | | |
|--|----|-------|--------|----|-------|----|
| Industry, Manufacturing & Processing Uses | | | | | | |
| Industry, restricted | C | C | NP | C | NP | C |
| Industry, restricted, small scale | P | P | NP | P | NP | P |
| Industry, standard | NP | NP | NP | NP | NP | C |
| Recycling - small collection facilities | MC | MC | MC | MC | MC | MC |
| Recycling - large collection facilities | NP | NP | NP | NP | NP | NP |
| Research and development - non-offices | P | P | C (7) | P | P | P |
| Warehousing and storage | NP | NP | NP | NP | NP | NP |
| Warehousing and storage, small scale | NP | NP | NP | C | NP | P |
| Warehousing and storage - personal self-storage | NP | NP | NP | NP | NP | NP |
| Wholesaling, distribution and storage | NP | NP | NP | NP | NP | NP |
| Wholesaling, distribution and storage, small scale | P | NP | NP | P | NP | P |
| Transportation, Communications & Utility Uses | | | | | | |
| Alternative fuel / recharging facilities | C | C | C (7) | C | C | C |
| Accessory antenna array | P | P | P | P | P | P |
| Communications facility | P | P | C (7) | P | P | P |
| Commercial off-street parking | MC | MC | MC (7) | MC | MC | MC |
| Heliport | NP | C (4) | NP | NP | C (4) | NP |
| Transit terminal | C | C | C | C | C | C |
| Truck parking or storage, accessory | NP | NP | NP | NP | NP | NP |
| Utility, major | C | C | C | C | C | P |
| Utility, minor | P | P | P | P | P | P |
| Vehicle storage | NP | NP | NP | NP | NP | NP |
| Wireless telecommunication facilities, major | NP | NP | NP | NP | NP | NP |
| Wireless telecommunication facilities, minor | MC | MC | MC | MC | MC | MC |

* qualifies as a pedestrian-oriented use

- (1) Permitted within the Ford Place / Fuller Seminary Precinct
- (2) Permitted within the Playhouse South / Green Street Precinct
- (3) Permitted within the Arroyo Corridor Transition Area
- (4) Conditionally Permitted within 350 feet of the 210 Freeway
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- (7) Not Permitted 140 feet north of Walnut Street
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- (9) Reference District-wide Map 12: Housing Concept for additional restrictions on residential use



Summary of Impacts

Discussion Among the major considerations in implementing the Central District Specific Plan, as expressed by members of the community, are its impacts on the following:

- The ability of Downtown's streets to support traffic flows while minimizing impacts on residential neighborhoods, based on implementation of the policies described within the City-wide Mobility Element and this Specific Plan.
- The economic health of the community, in particular, the effect of the proposed regulations (i.e., FAR, density and height proposals) on economic development within the Central District.

The Specific Plan's impacts relative to traffic and economic development within the Central District are summarized below; a wider range of impacts are assessed in greater detail within the environmental impact report (EIR) prepared in conjunction with the plan.

**Traffic
Analysis
Summary**

Traffic analysis for the Central District supports the following conclusions:

- A comparison between a) existing conditions (year 2000), and b) anticipated growth (by the year 2015) based on the policies and recommendations of this Specific Plan and the proposed 2003 City-wide Mobility Element indicates a slight reduction in level of service on Downtown's streets. However, a scenario based on "no growth" in the Central District cannot be sustained and fails to achieve other community objectives, such as economic development.
- A comparison between a) anticipated growth (by the year 2015) based on the current land use policies and requirements for the Central District and the 1994 City-wide Mobility Element, and b) anticipated growth (by the year 2015) based on the policies and recommendations of this Specific Plan and the proposed 2003 City-wide Mobility Element indicates that the proposed changes are favorable to future mobility on Downtown's streets.



Summary of Impacts**CENTRAL DISTRICT TRAFFIC ANALYSIS**
(source: Kaku Associates, 2003)**Existing Conditions (Year 2000)**

| Facility | Lane Miles at Level of Service (LOS) | | | | | |
|--------------|--------------------------------------|--------------|--------------|-------------|-------------|-------------|
| | A | B | C | D | E | F |
| Arterial | 42.96 | 10.63 | 9.31 | 1.76 | 1.28 | 1.32 |
| Collector | 22.77 | 0.20 | 1.20 | 0.00 | 0.00 | 0.00 |
| Local | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 65.87 | 10.83 | 10.51 | 1.76 | 1.28 | 1.32 |

Future Year 2015**Current Central District policies
& 1994 Mobility Element**

| Facility | Lane Miles at Level of Service (LOS) | | | | | |
|--------------|--------------------------------------|--------------|--------------|--------------|-------------|-------------|
| | A | B | C | D | E | F |
| Arterial | 24.23 | 12.55 | 12.57 | 10.21 | 3.56 | 4.14 |
| Collector | 18.29 | 3.03 | 1.49 | 0.88 | 0.48 | 0.00 |
| Local | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 42.66 | 15.58 | 14.06 | 11.09 | 4.04 | 4.14 |

Future Year 2015**Proposed Central District Specific Plan
& 2003 Mobility Element**

| Facility | Lane Miles at Level of Service (LOS) | | | | | |
|--------------|--------------------------------------|--------------|--------------|-------------|-------------|-------------|
| | A | B | C | D | E | F |
| Arterial | 44.04 | 12.02 | 14.54 | 8.06 | 2.93 | 2.12 |
| Collector | 8.42 | 0.15 | 0.15 | 0.00 | 0.00 | 0.00 |
| Local | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 52.60 | 12.17 | 14.69 | 8.06 | 2.93 | 2.12 |

These conclusions assume implementation of the following concepts intended to mitigate traffic impacts within the Downtown:

- Increased coordination of land use and transportation planning, directing development toward multimodal corridors and surrounding rail stations. Likewise, development is directed away from residential neighborhoods.
- Implementation of land use proposals for the Central District (i.e., FAR Concept) that allows greater flexibility in the provision of non-residential and residential use. A higher percentage of residential development is anticipated as a result of this flexibility.
- Improved transit service, including operation of the regional Gold Line and expansion of the local ARTS Bus service.



Summary of Impacts

- Mobility improvement projects as outlined in the City-wide Mobility Element, in particular, those improvements that address the "710 Freeway Cap."
- Demand management measures that assume 20 percent non single-occupant during the peak hour commute, resulting from implementation of land use proposals for the Central District, and additional strategies such as the City's trip reduction ordinance.
- Reduced parking requirements within the Central District and especially near rail stations. The reduction in long-term and employee parking needs is associated with less dependence on automobile commuting.

***Economic
Analysis
Summary***

The 1994 General Plan assigned a limited amount of new development to the Central District Specific Plan area, but did not establish a method to distribute that potential development amongst properties in the Central District. Therefore, the current system operates on a "first-come, first served" basis, whereby early projects have the potential to monopolize on the area's assigned capacity. This results in an inequitable and unpredictable system of distribution that will leave some properties lacking in development potential.

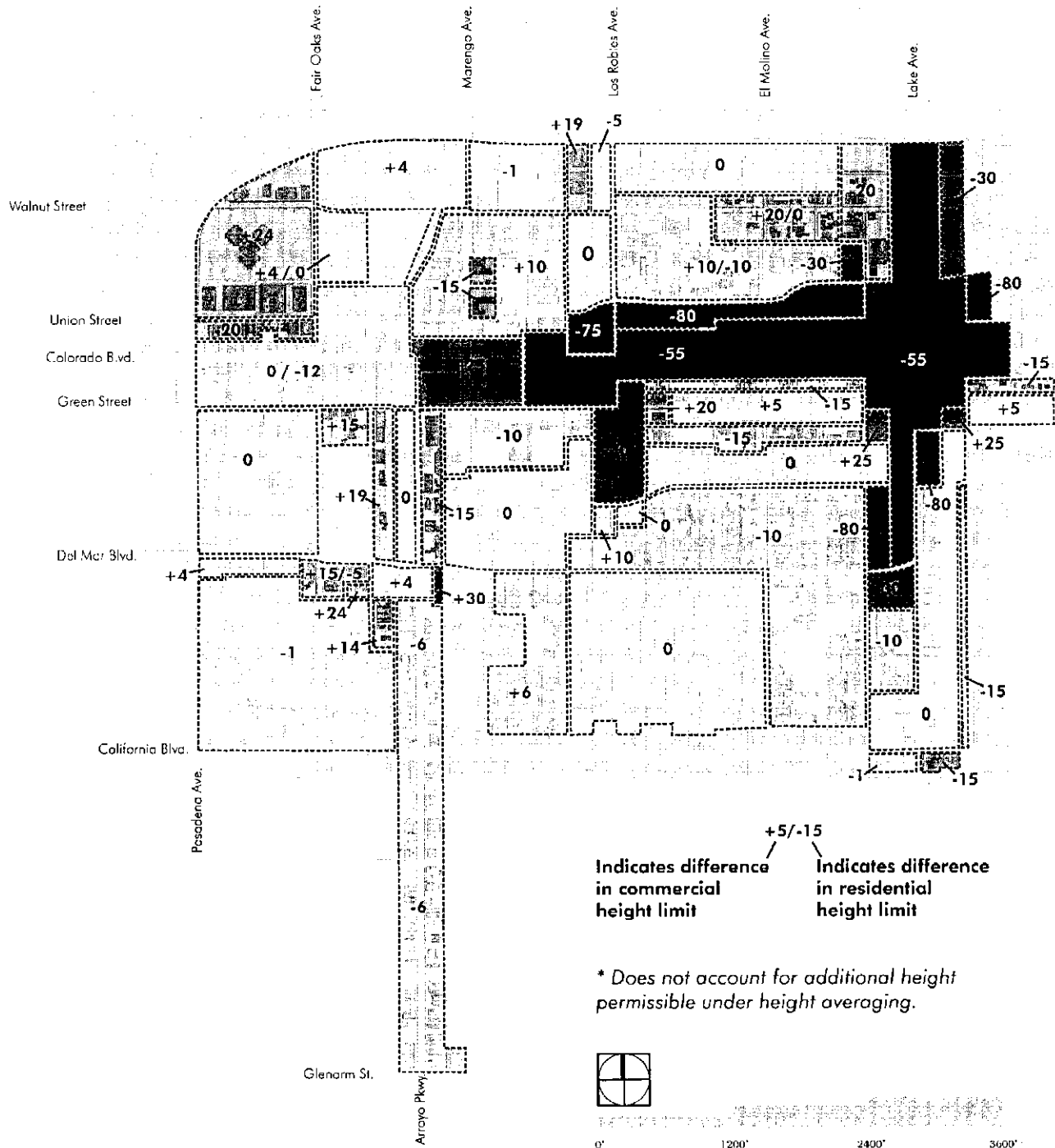
The Central District Specific Plan recommends using Floor Area Ratios (FAR) to provide a more equitable, predictable and flexible approach to the distribution of development potential. All properties are permitted to develop to a maximum FAR (provided other applicable development standards and guidelines are satisfied), notwithstanding the timing of development on adjacent parcels.

The assignment of FARs to individual parcels could have a short-term impact on some projects that assume the use of a disproportionate share of available development rights. A temporary lessening of land value expectations at some locations is likely to be offset by accelerating future values in some other areas. Regardless of the push and pull, the basic feasibility of projects is unlikely to be affected, and in the aggregate substantially improved. Over time, equitable distribution of development opportunity will produce more orderly growth for the Central District.



Section 11 IMPLEMENTATION STRATEGIES

District-wide Map 27: Change in Height Limits



+5/-15
 Indicates difference in commercial height limit Indicates difference in residential height limit

* Does not account for additional height permissible under height averaging.



0' 1200' 2400' 3600'



Section 11 IMPLEMENTATION STRATEGIES

District-wide Map 28: Change in Maximum Residential Density

