

# 3200 FOOTHILL BLVD PASADENA, CA

OCTOBER 03, 2016



PLANNED  
DEVELOPMENT  
SUBMITTAL

REVISED



VIEW AT THE INTERSECTION OF FOOHILL BOULEVARD AND SANTA PAULA AVENUE

## PROJECT INTRODUCTION

3200 E Foothill is a mixed use project composed of 481 market rate apartments, 23 moderate income apartments and 46 low income apartments, 9,800 square feet of retail space, a 395 space subterranean parking structure, a 402 space above grade parking structure and two acres of combined open space, located at the corner of East Foothill Boulevard and Kinneloa Avenue in East Pasadena. This development will reengage the property with the surrounding neighborhood and integrate with the existing urban fabric.

The project's concept is centered on the creation of a **walkable pedestrian-friendly environment**. To activate the boulevard, retail and live/work components are proposed in keeping with the context of the existing neighborhood retail along the northern side of Foothill Boulevard. In addition, this permeable commercial edge provides ground level access to residential apartments while the extension of the neighborhood street into the site welcomes the community to a new multi-functional public open space.

### APPLICANT:

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sbaker@melendrez.com



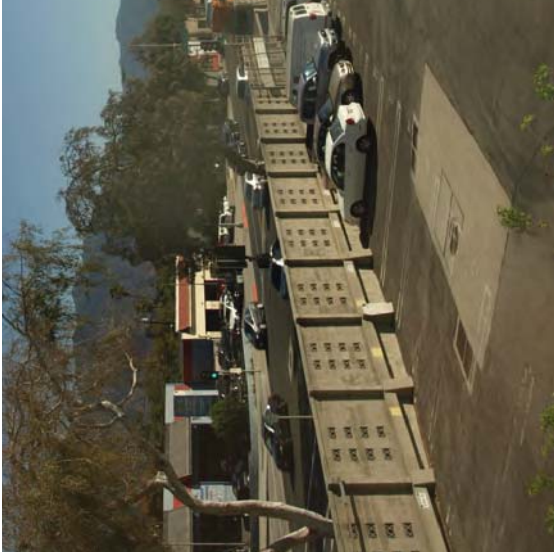
### CIVIL ENGINEER:

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600 Wilshire Blvd, #1470  
Los Angeles, CA 90017  
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awillrodt@fuscoe.com



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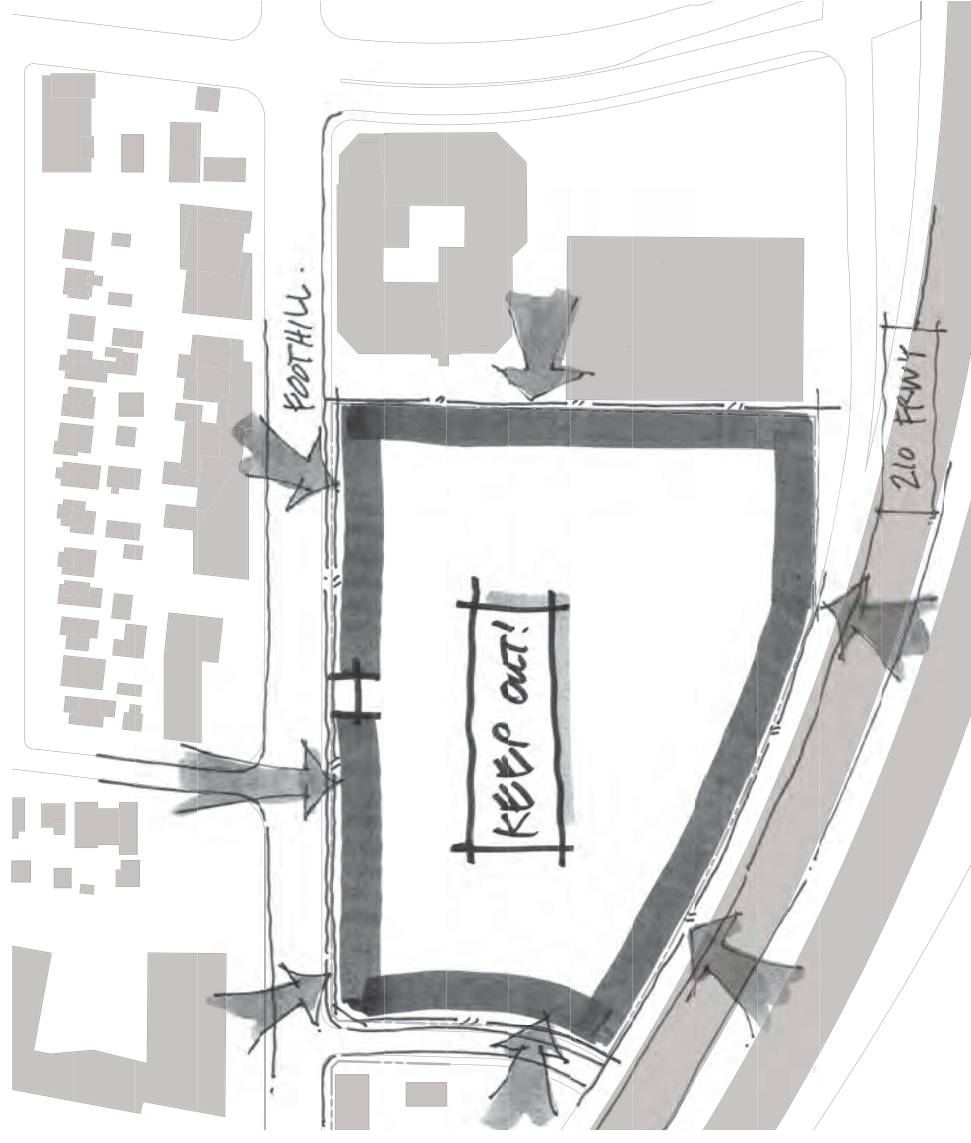
EXISTING SITE TOWARDS FOOTHILL BLVD



EXISTING GATE ALONG FOOTHILL BLVD



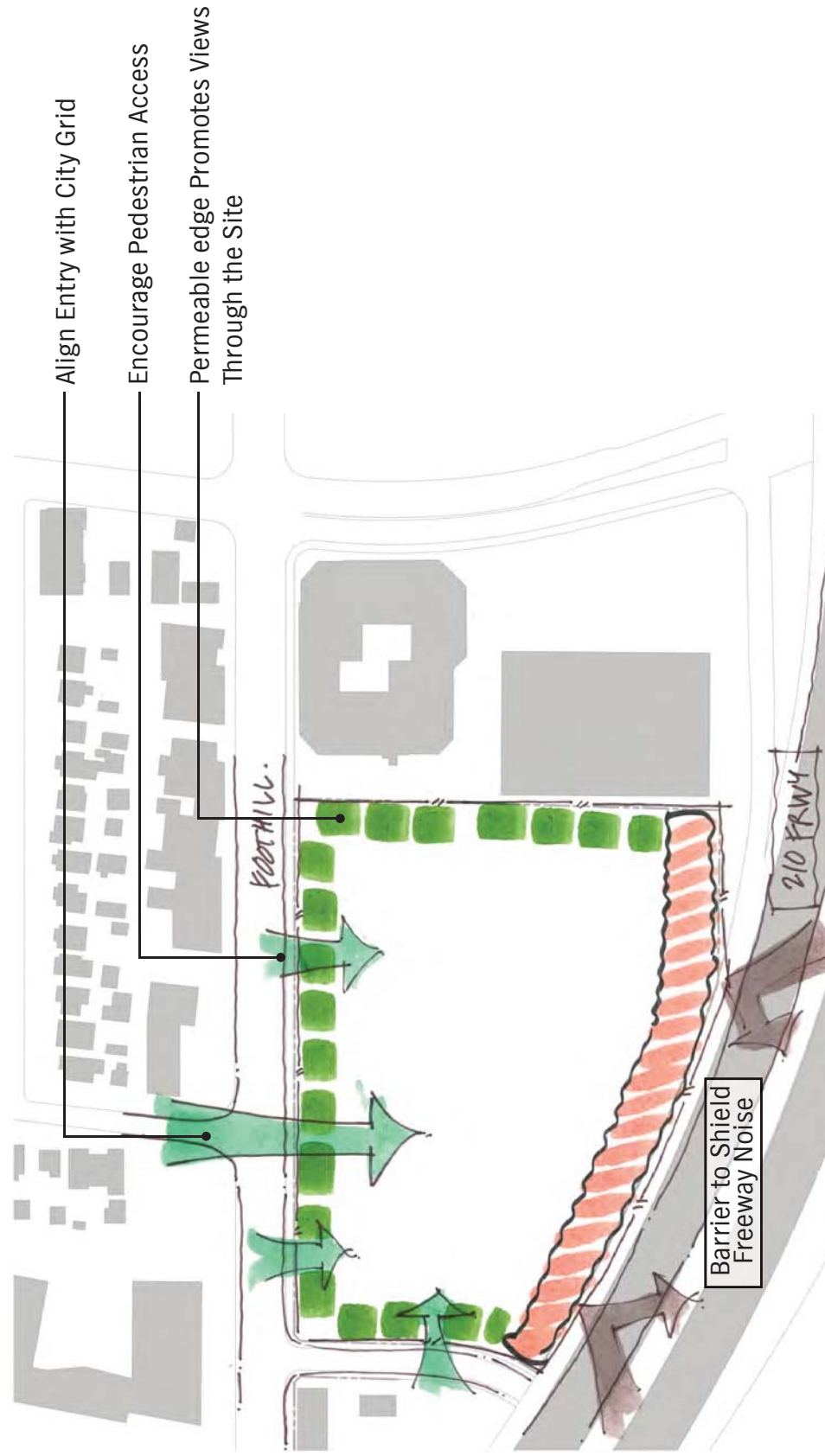
EXISTING FIGURE GROUND PATTERN OF DEVELOPMENT DECREASES IN SCALE FROM THE 210 FREEWAY AT THE SOUTH TO THE SINGLE-FAMILY RESIDENCES TO THE NORTH



EXISTING SITE PERIMETER PREVIOUS USES HAVE CLOSED THIS PROPERTY OFF FROM THE PUBLIC



EXISTING WALL ALONG FOOTHILL BLVD



**PROPOSED PERIMETER** THE SITE IS ORGANIZED TO PROTECT FROM THE 210 FREEWAY AND REMOVE THE BARRIER FROM FOOTHILL BLVD

## EXISTING SITE AND OPPORTUNITIES

Historically the proposed development area has been gated from the general public, walled off physically from the city fabric within which it resides. Serving as a naval research site through the cold war, the site was separated from the surrounding community. Once the naval facility was abandoned, the existing buildings were repurposed as public storage, which maintained the **restricted access** previously in place.

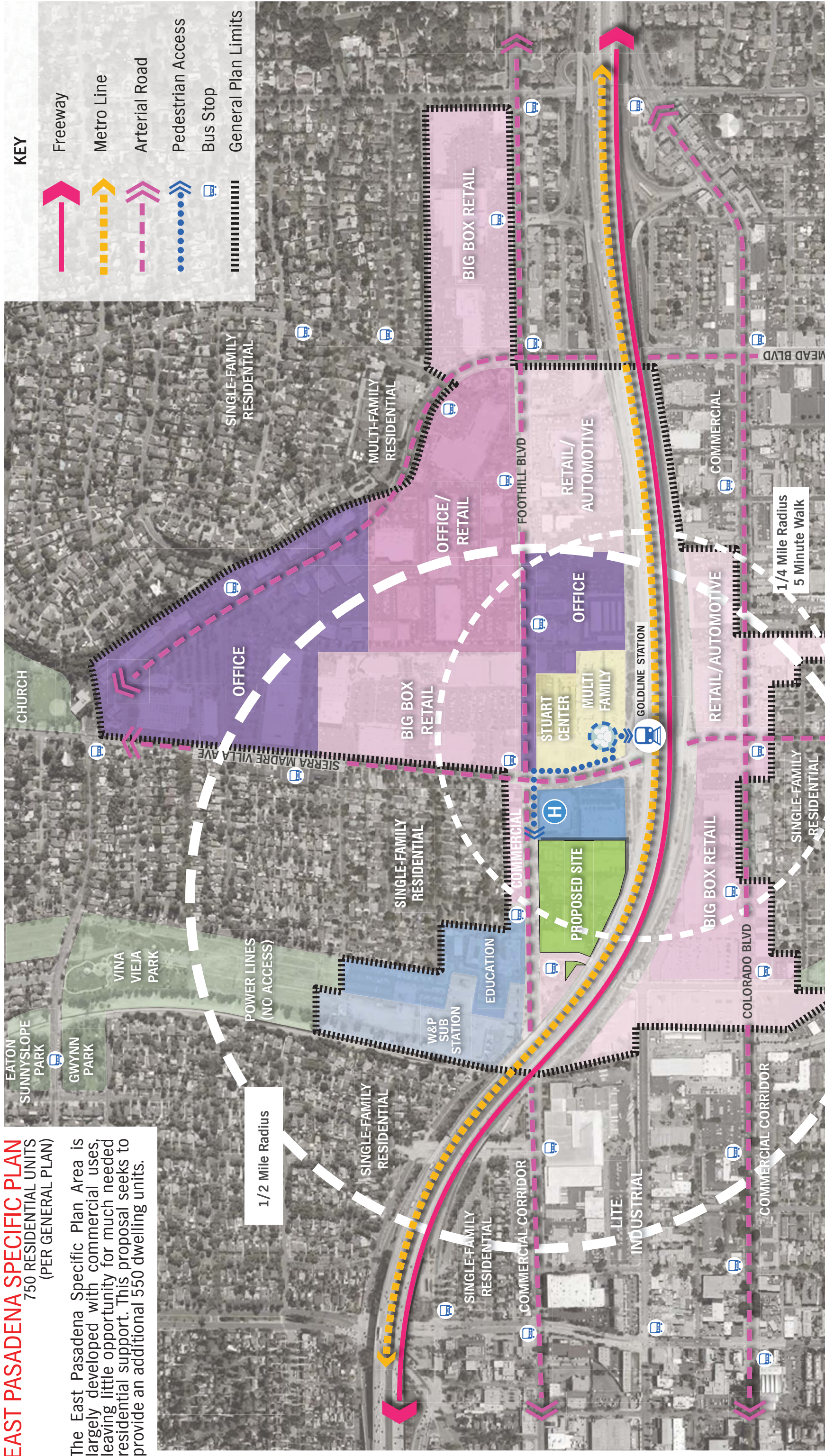
The existing site, the result of unchecked development over time, is an incoherent **labyrinth** of buildings. Currently the site is a mix of repurposed navy buildings and storage containers connected by continuous paving and parking areas, all of which are set behind a wall securing and isolating this facility from the surrounding city.

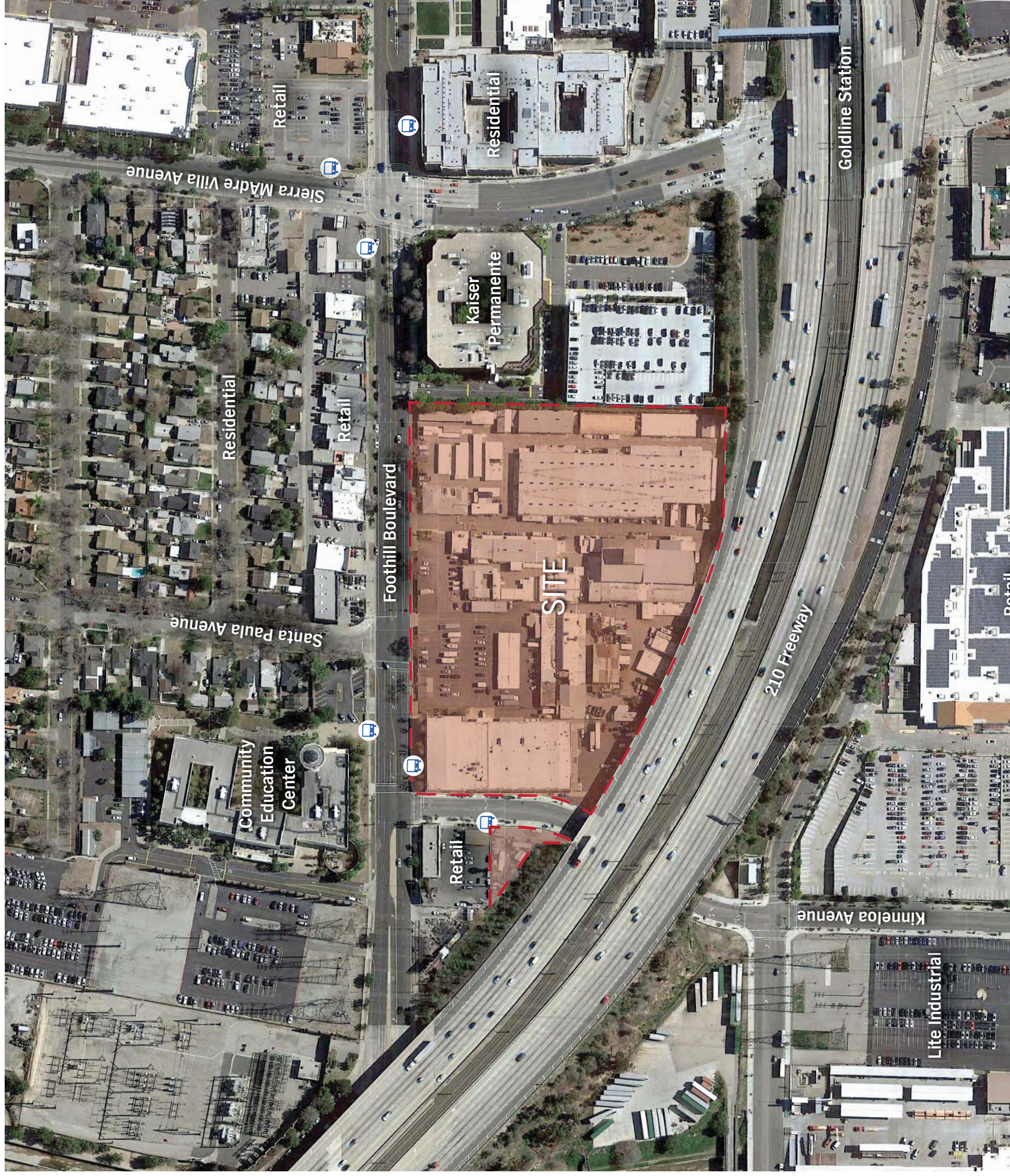
Situated within an established urban context, the planning of this development is viewed as an **opportunity** to reconnect the site to the surrounding neighborhood and engage the urban fabric. The first opportunity is to address the two extreme site edge conditions of the property; along the south, the 210 Freeway and to the north, pedestrian oriented retail with single family residences further north. This is accomplished through massing to the south, providing a protective barrier, while reducing the massing moving north through the property to the Foothill Boulevard edge. To mend the **urban fabric**, the design incorporates the continuation of Santa Paula Avenue into the property with a porous pedestrian scaled retail edge that invites residents and neighbors to filter through the property edges along Foothill Boulevard into the centrally located open space.

# EAST PASADENA SPECIFIC PLAN

750 RESIDENTIAL UNITS  
(PER GENERAL PLAN)

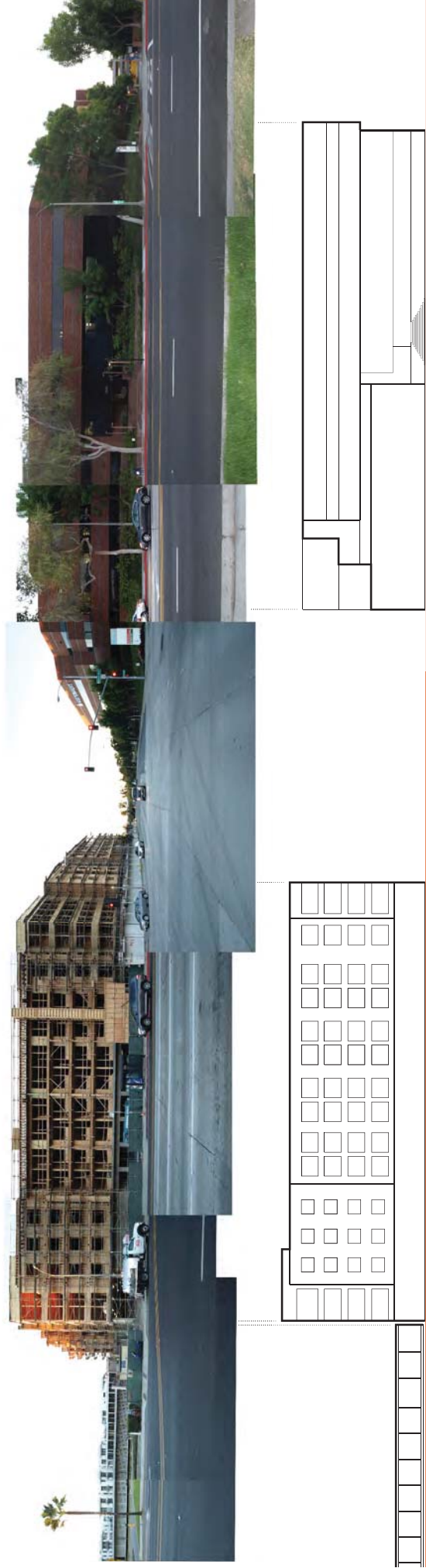
The East Pasadena Specific Plan Area is largely developed with commercial uses, leaving little opportunity for much needed residential support. This proposal seeks to provide an additional 550 dwelling units.



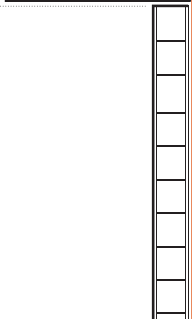


## EAST PASADENA SPECIFIC PLAN

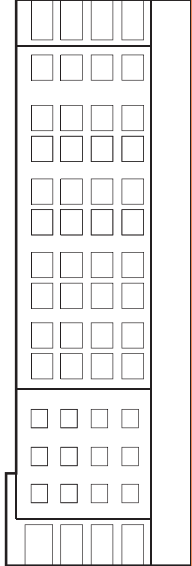
Of the ten communities defined by the City of Pasadena, the East Pasadena Specific Plan area is identified as a place to be intensified by providing regional goods and services for the city of Pasadena. Along with this intensification will be the need for **additional housing allowing residents to live close to jobs and transit**. This proposal provides an additional 550 residential units at a central location within this plan area. This location establishes a **walkable community** connecting to the existing adjacent retail centers and public transportation. This development, at this location, is **precisely the type of intensification identified in the General Plan**.



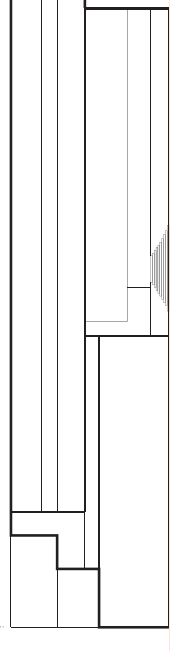
The Stuart  
3352 East Foothill Boulevard



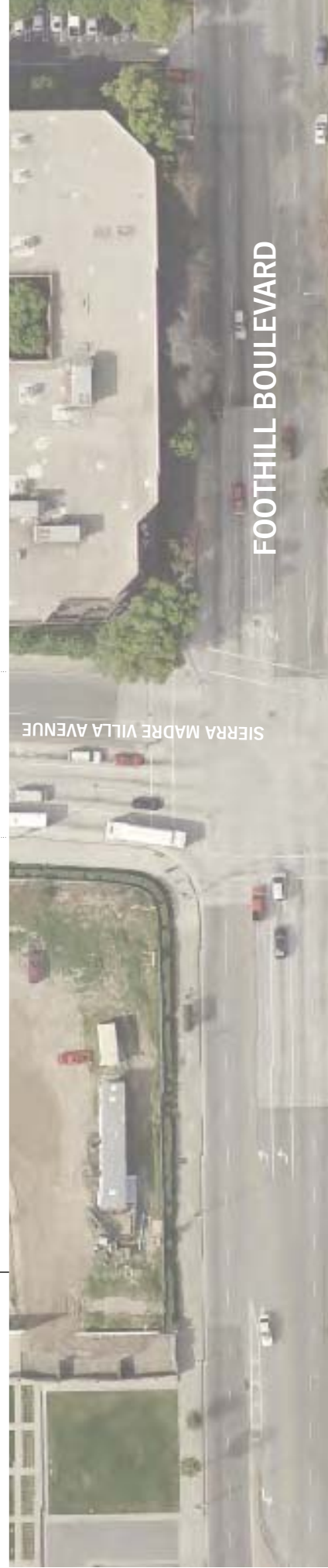
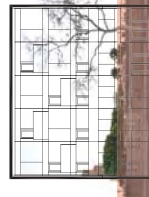
The Ellington  
3300-3328 East Foothill Boulevard



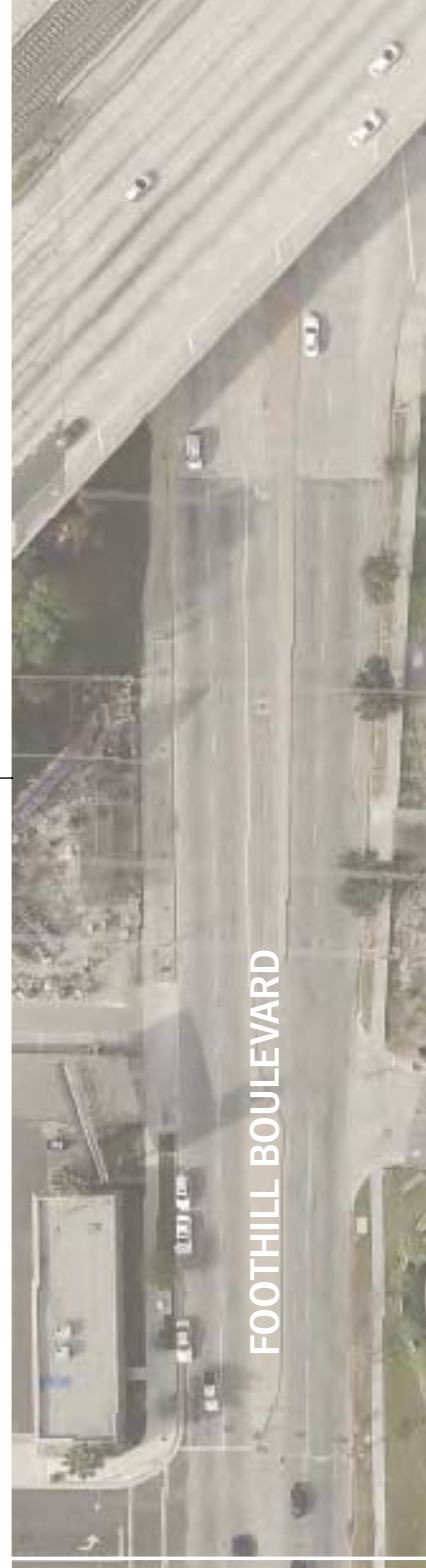
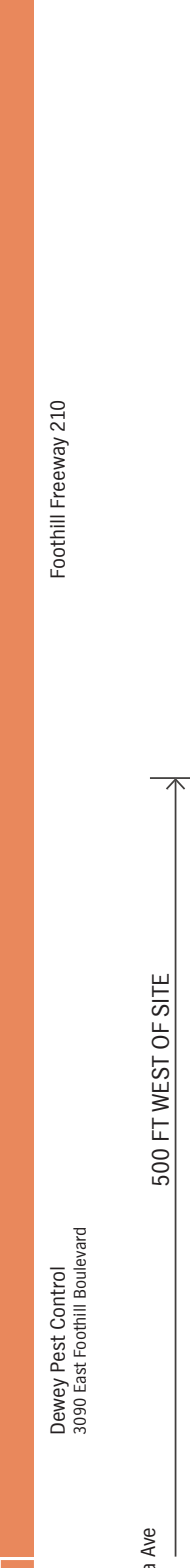
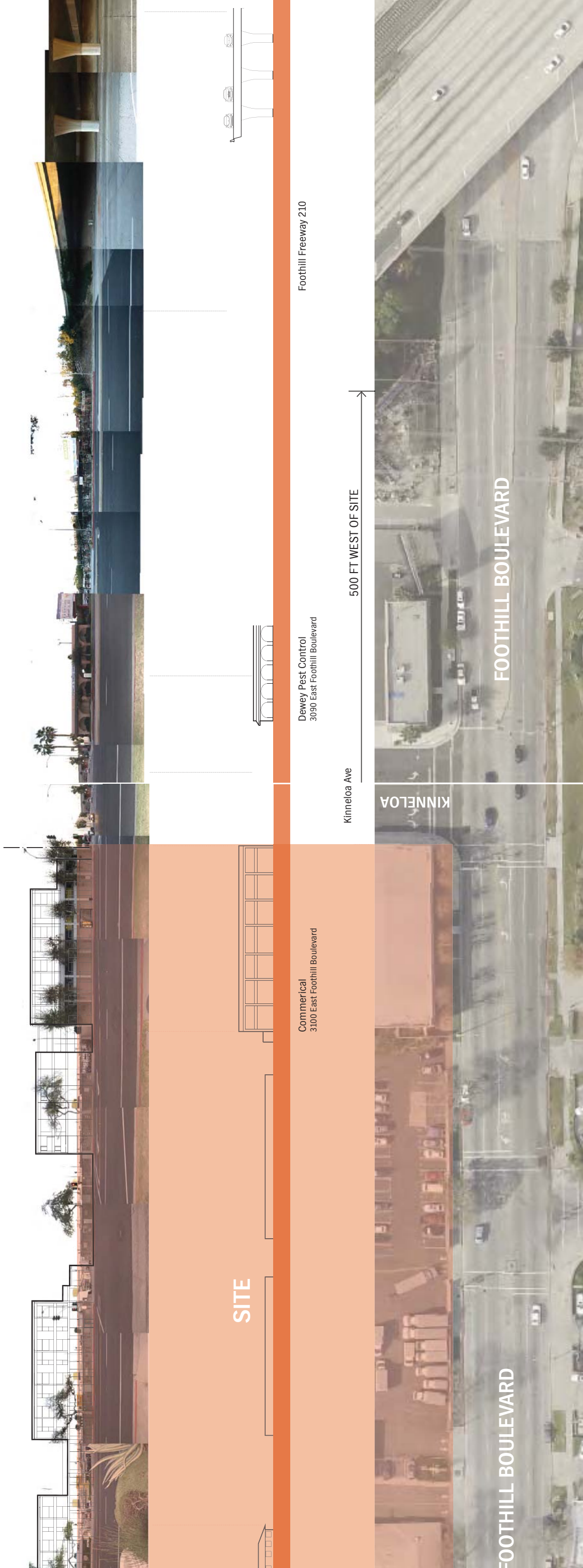
Kaiser Permanente  
3280 East Foothill Boulevard



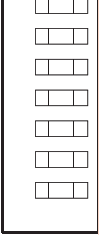
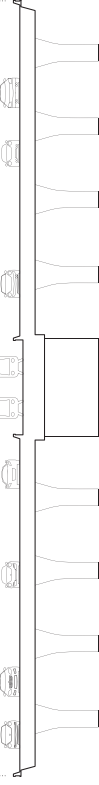
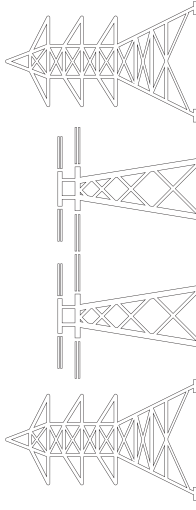
Space Bank  
3250 East Foothill Boulevard







# 3200 EAST FOOTHILL BLVD | EAST FOOTHILL CONTEXT STUDY - NORTH ELEVATION



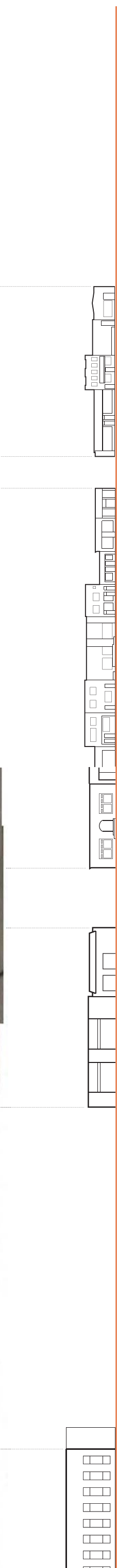
Foothill Freeway 210

Power Lines

PCC Community Education  
3035 East Foothill Boulevard

Maple Street





Center

Auto Service  
3165 East Foothill Boulevard

Commercial  
3035 East Foothill Boulevard

Commercial  
3215-3235 East Foothill Boulevard

Commercial  
3239-3255 East Foothill Boulevard

Santa Paula Avenue

Sierra Madre Villa Avenue



FOOTHILL BOULEVARD

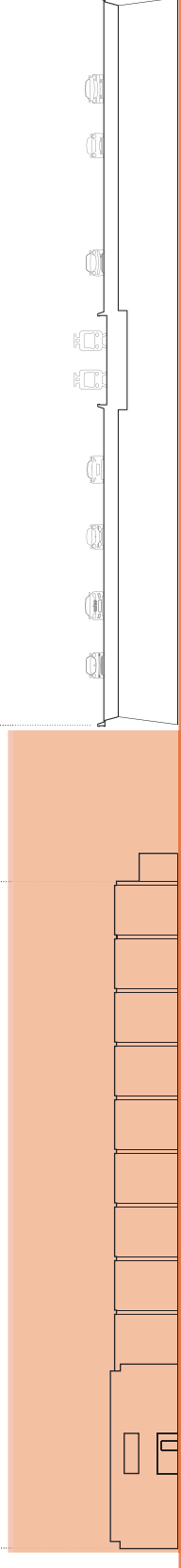
FOOTHILL BOULEVARD

SITE



# 3200 EAST FOOTHILL BLVD | EAST FOOTHILL CONTEXT STUDY - SOUTH ELEVATION





Commercial  
3100 East Foothill Boulevard

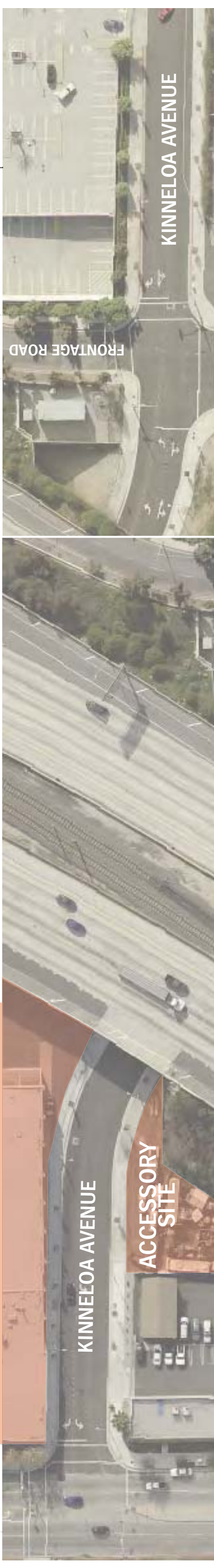
East Foothill Boulevard

Foothill Freeway 210

SITE

Target  
3121 East Colorado Boulevard

Frontage Road  
500 FT SOUTH OF SITE



KINNELOA AVENUE

ACCESSORY SITE

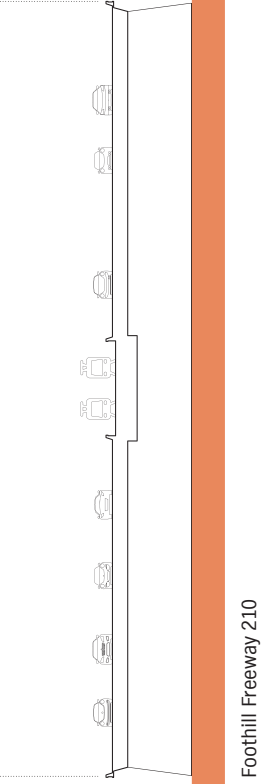
FRONTAGE ROAD

KINNELOA AVENUE





ACCESSORY SITE



Foothill Freeway 210

Dewey Pest Control  
3090 East Foothill Boulevard



WALNUT STREET

FOOTHILL BOULEVARD

KINNELOA AVENUE

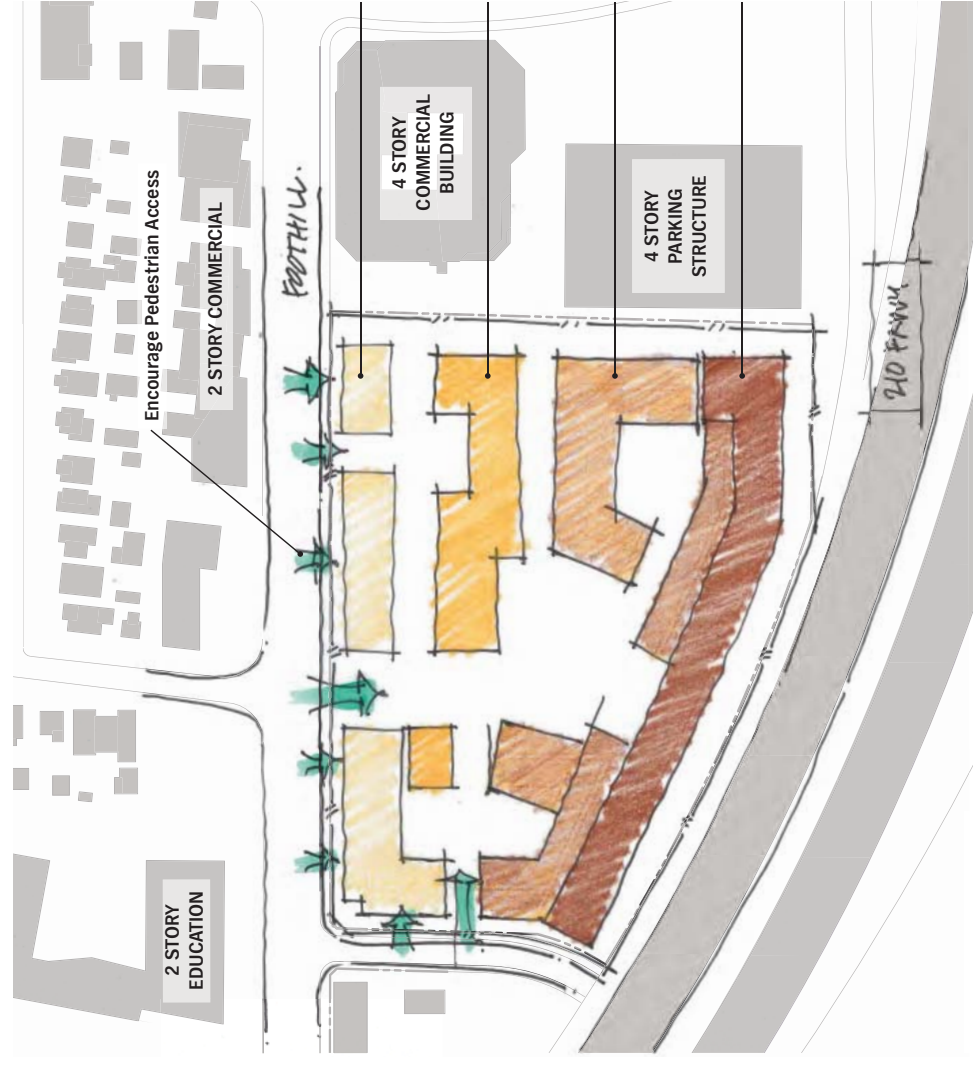
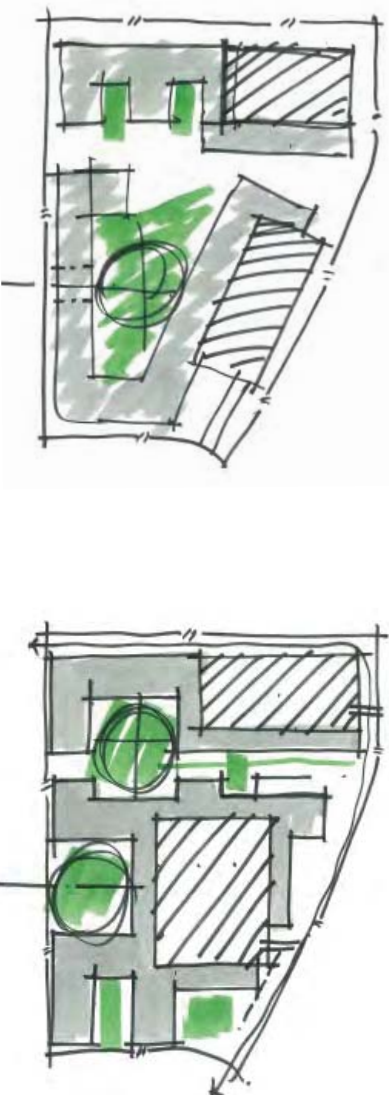
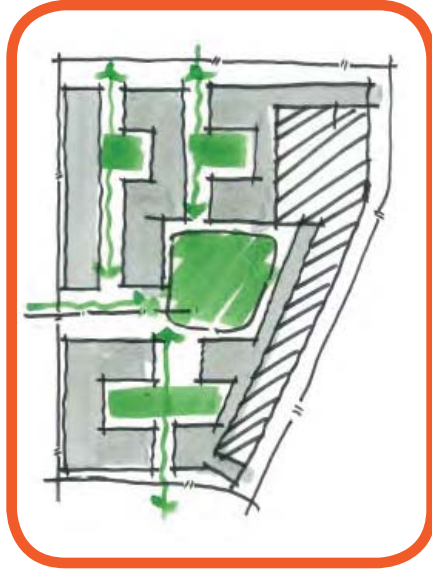
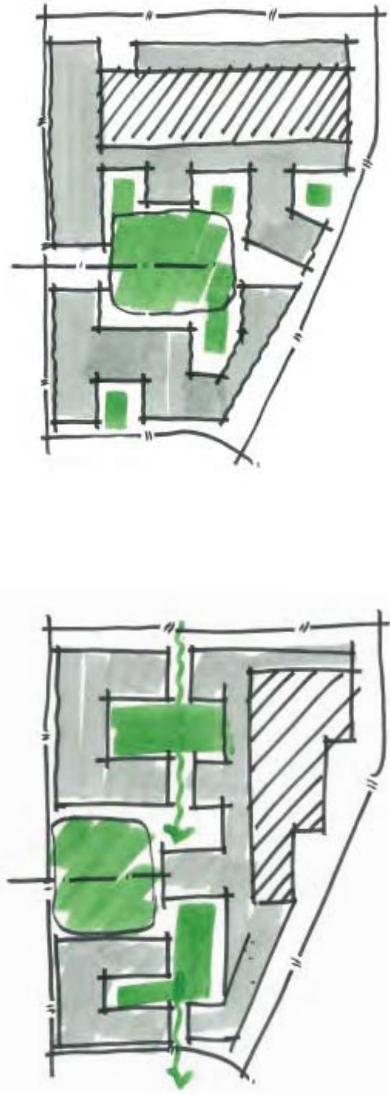
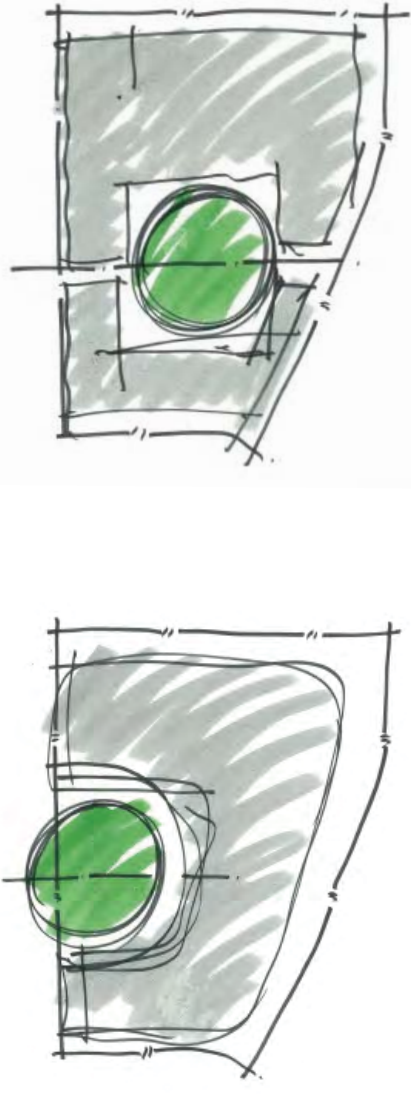
KINNELOA AVENUE

SITE



Site planning efforts centered around the idea of creating a large open space as a central gathering place for the residents. Early concepts looked at various locations for this space to be located. The final scheme placed the space centrally to the community **promoting interaction** among neighbors. Additionally, the purposeful alignment with Santa Paula Avenue pulls in the surrounding neighborhood to this publically accessible destination.

Smaller scaled massing along Foothill Boulevard creates a walkable pedestrian-friendly retail environment which supports and complements the existing retail along the northern edge of Foothill Boulevard. The breaks between buildings along Foothill Boulevard create a **mixing zone** where the residents and the community will interact, activating the street edge with the ebb and flow of chance meetings.

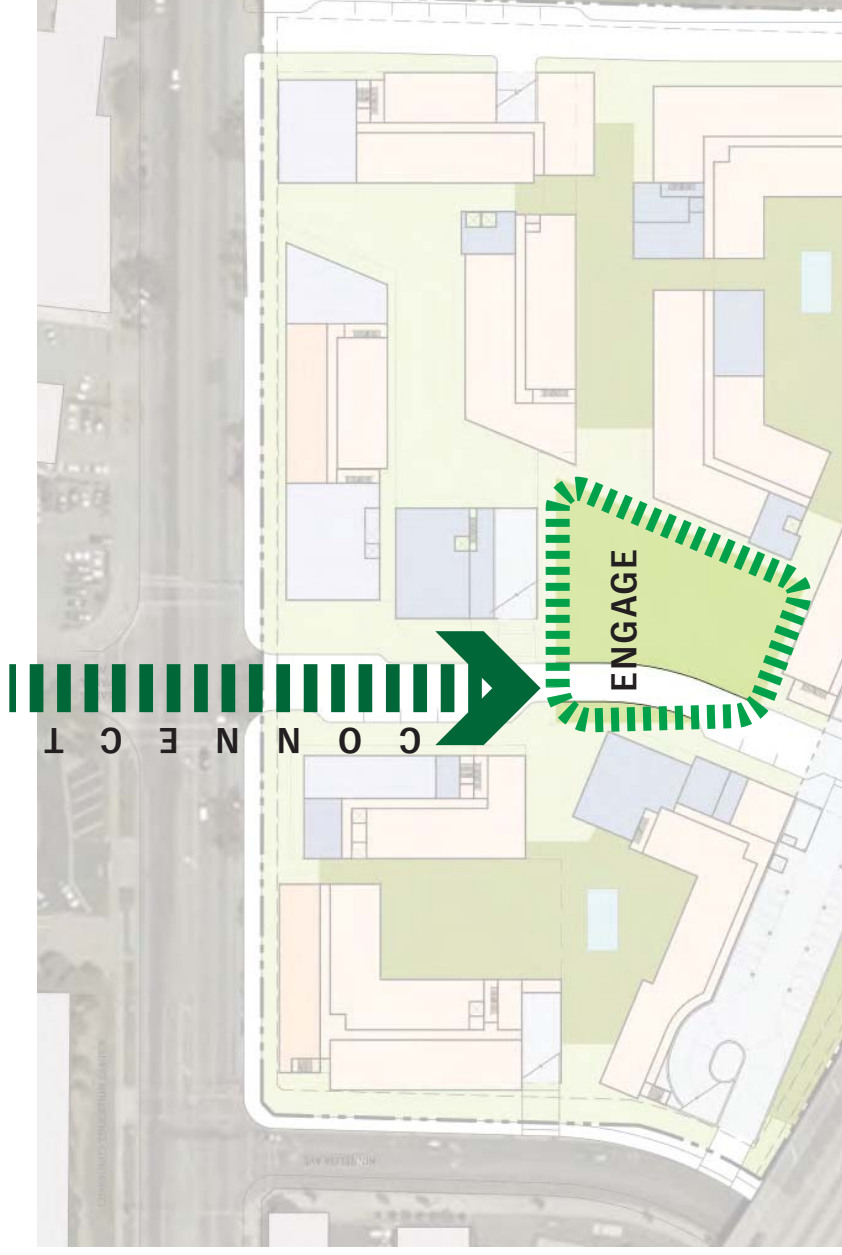


BUILDING PLACEMENT AND ORGANIZATION REINFORCES PEDESTRIAN SCALE ALONG FOOTHILL BOULEVARD

## U R B A N   D E S I G N   A N D   P L A C E M A K I N G

The site planning **connects** to the existing neighborhood and provides the missing piece of the city grid, creating a walkable pedestrian corridor. The intersection of Foothill Boulevard and Santa Paula Avenue is an existing signalized intersection, which will provide a direct link to the residential neighborhood to the north and promote pedestrian traffic to the southern side of Foothill Boulevard.

### EXISTING NEIGHBORHOOD

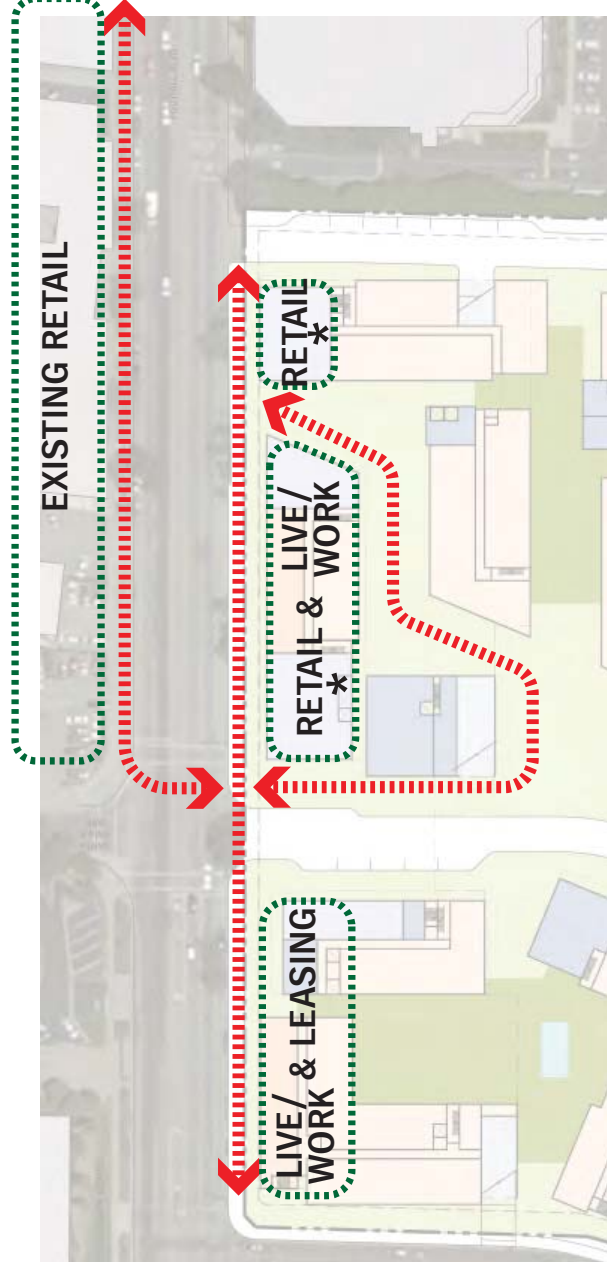


Included as a major component of the site plan is a privately owned publicly accessible park. This element will serve as a daily amenity for the future residents. In addition, this accessible open space will **engage** the surrounding community by providing a walkable destination for the neighborhood.

Serving as the “heart” of the project this open space serves as the central communal space for both residents and visitors with all paths leading to it. Located within a densely developed urban region of Pasadena, this recreational amenity will connect to and become a vital component of the city’s open space network.

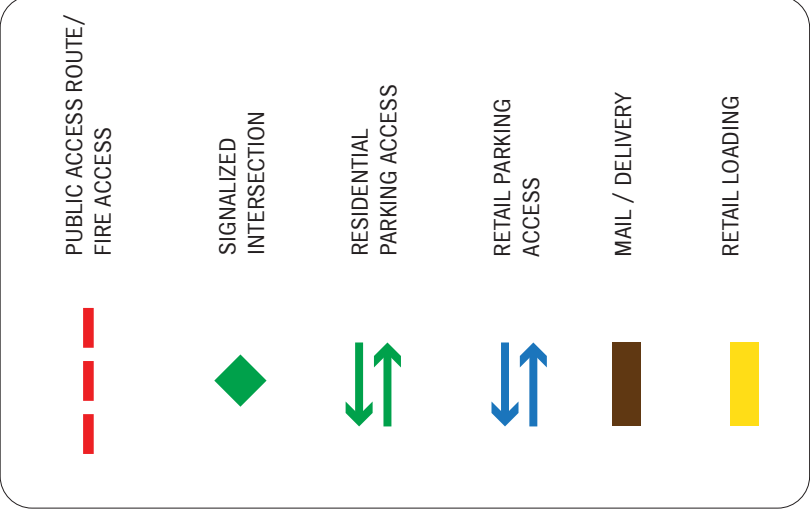
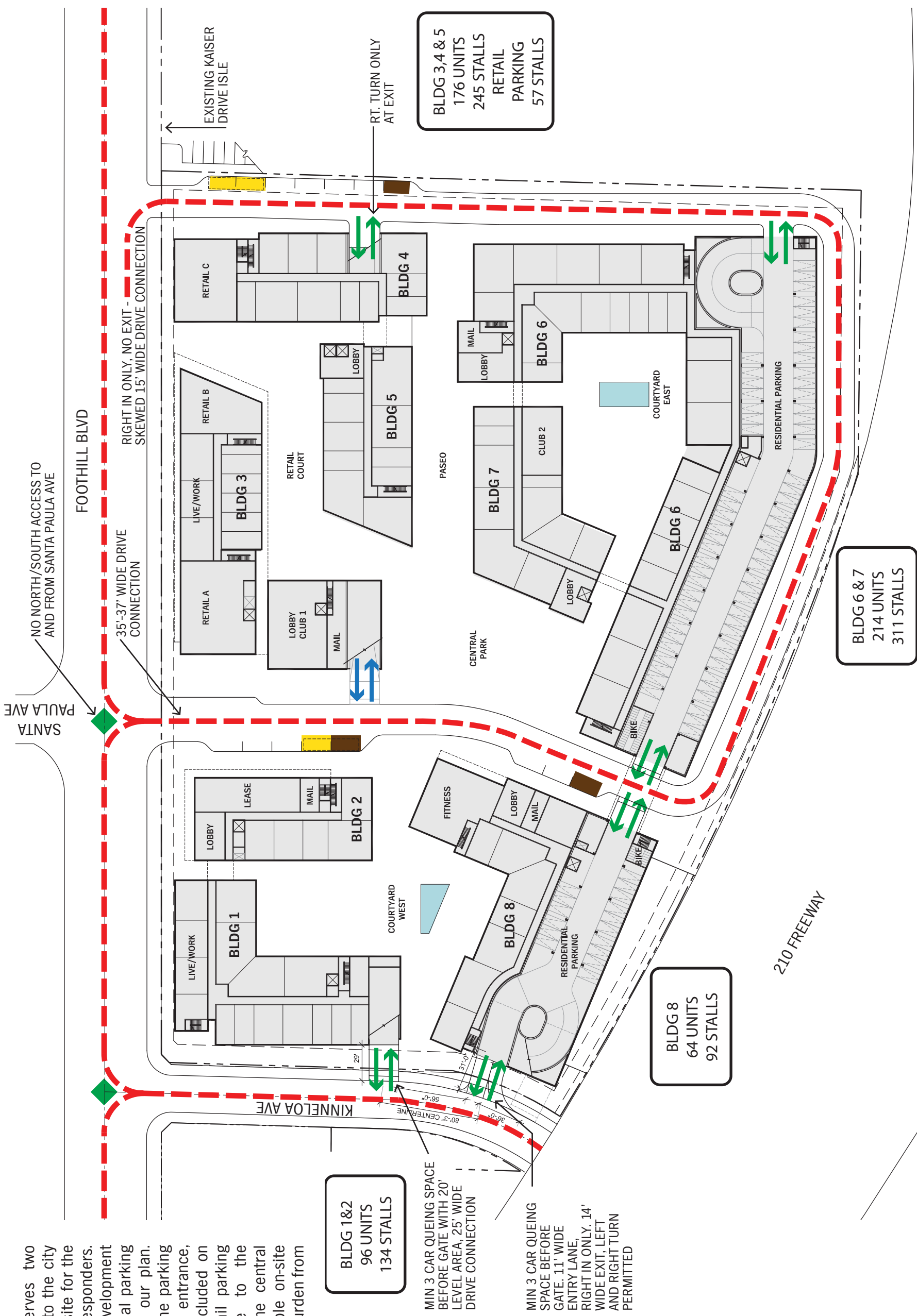
To **enhance** the existing retail corridor along the northern edge of Foothill Boulevard the proposed pedestrian oriented retail edge will provide additional development ensuring the viability of the existing neighborhood retail. Included along the proposed Foothill Boulevard edge will be a combination of retail and live/work spaces designed to enhance the existing pedestrian scale retail across the street and promote this area as a walkable transit oriented village.

In addition to the combination of retail spaces, pedestrian friendly exterior sidewalks and plaza spaces are included to support and allow for a variety of experiences to activate this public corridor. A wide 22’ sidewalk provides ample space for pedestrians and outdoor retail activity to occur. To supplement this, breaks in the buildings along Foothill Boulevard provide access to an internal paseo allowing shoppers a different retail experience in this publicly accessible internal passage.



\* INCLUDES RESTAURANT

The continuation of Santa Paula serves two purposes, it enhances the connection to the city grid as well as provides access to the site for the public, the residents and emergency responders. Based on comments from our Predevelopment Plan Review with the city, two additional parking garage entrances have been added to our plan. To **decentralize** the access to the parking structure from the Santa Paula Avenue entrance, a new garage access point is now included on Kinneloa Avenue. To support the retail parking requirements a dedicated entrance to the subterranean parking is added off the central driveway. By providing easily accessible on-site parking for retail we are removing the burden from the surrounding neighborhood.





Activating the “heart” of the project means ensuring that residents and visitors have paths that will lead them to and from the “central park” space. The Predevelopment Plan Review requested that we study breaking down the massing along Foothill Boulevard. As a result, the new massing breaks provide additional pedestrian circulation paths. The by-product of the massing breaks answered an additional city comment; now included in the design is a clear diagonal pathway leading pedestrians into and out of the north east corner of the property which has the closest connection to the **Metro Gold Line** station from the corner of Foothill Boulevard and Sierra Madre Villa Avenue. By making the new passages and retail courtyard publicly accessible, there is now an opportunity to create outdoor seating for a restaurant or cafe, sheltered from the thoroughfare traffic along Foothill Boulevard, a concern voiced in our city review.

FOOTHILL BLVD

SANTA PAULA AVE

KINNELOA AVE

210 FREEWAY



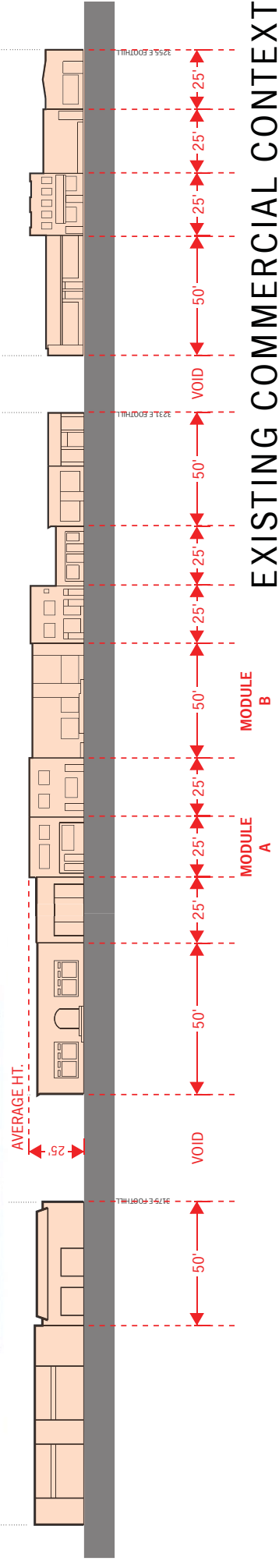
	PUBLIC OPEN SPACE
	SEMI-PRIVATE OPEN SPACE
	RESIDENT AMENITY
	RETAIL INCLUDES RESTAURANT
	RESIDENT LOBBY
	PUBLIC STREET (SIDEWALK)
	PRIMARY PATH PUBLIC
	SECONDARY PATH RESIDENT
	RESTRICTED ACCESS GATE
	BIKE PARKING
	G = GARAGE LEVEL

# 3200 EAST FOOTHILL BLVD | CIRCULATION PLAN - PEDESTRIAN/BIKE ACCESS

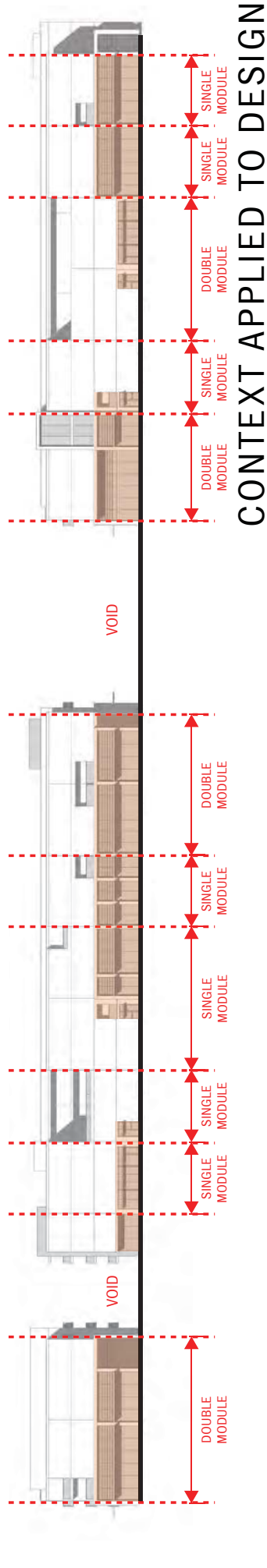
## BUILDING MASSING CONCEPT

Looking to the existing pattern of development along Foothill Boulevard, the existing language of massing articulation provides a framework for the basis of our project's building massing. A two story commercial datum is created, directly responding to the adjacent retail edge along Foothill Boulevard. This articulation ensures that the proposed building massing is **appropriately scaled** to provide a pedestrian oriented retail edge. By respecting the existing pedestrian scale, Foothill Boulevard becomes a walkable link between the existing residential community and retail developments to the east. Above the retail plane, articulated residential balconies and community terraces activate the building edge and provide eyes on the street level below.

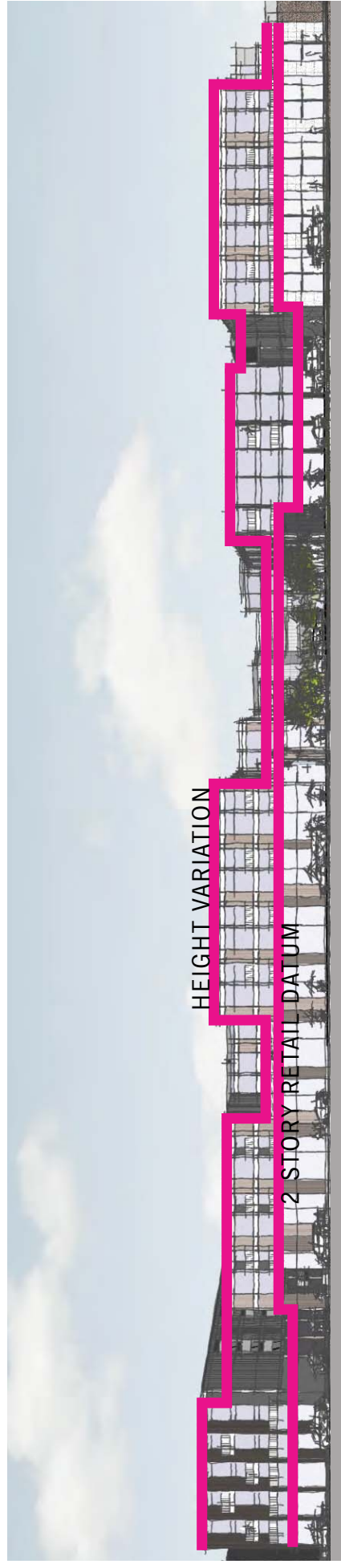
Responding to comments from the Preliminary Consultation Review, additional building massing breaks and increased building height variation along Foothill Boulevard has resulted in further breaking down of the mass and scale along the boulevard. The additional breaks provide a **porosity** at the ground level, allowing pedestrians to flow through the building edge and further activate this public zone.



## EXISTING COMMERCIAL CONTEXT



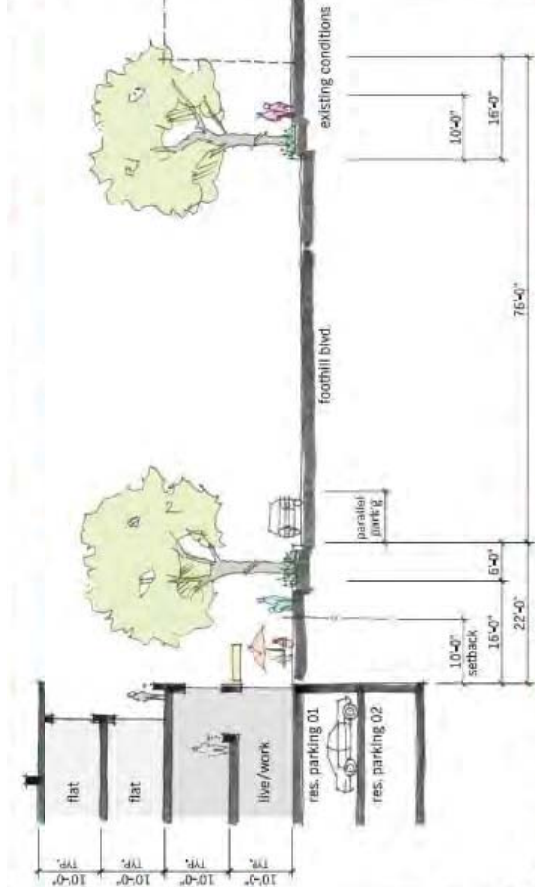
## CONTEXT APPLIED TO DESIGN



## PROPOSED ELEVATIONAL VARIATION

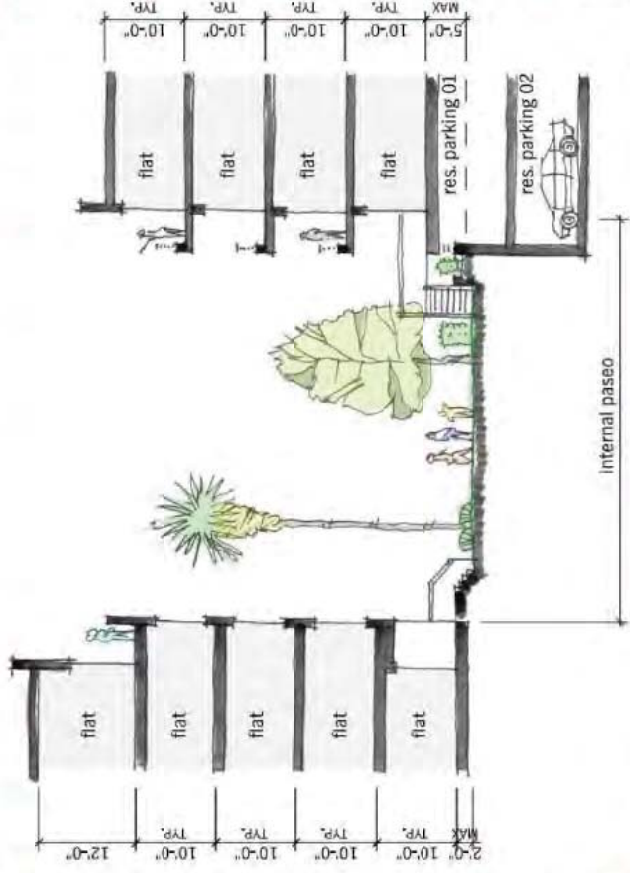
## ARCHITECTURAL ARTICULATION, URBAN EDGE & AESTHETICS

The building edge treatment at grade and lobby locations plays a vital role in the connectivity and activation of the ground level. Through the use of **stoops and patios** a distinctive character is added to external as well as internal streets and paseos. These transitional spaces visually reinforce the human scale by providing private outdoor living spaces while promoting a healthy living and pedestrian oriented environment.



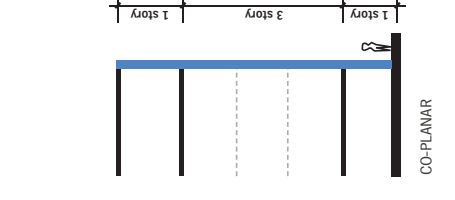
### FOOTHILL BOULEVARD STREETScape

Building lobbies are specifically located to assist with wayfinding as well as to promote pedestrian activity. The lobby located along Foothill Boulevard further activates and connects the residents to the retail functions while internal lobby locations are used as **wayfinding** elements, providing cues and landmarks to further define the open spaces.



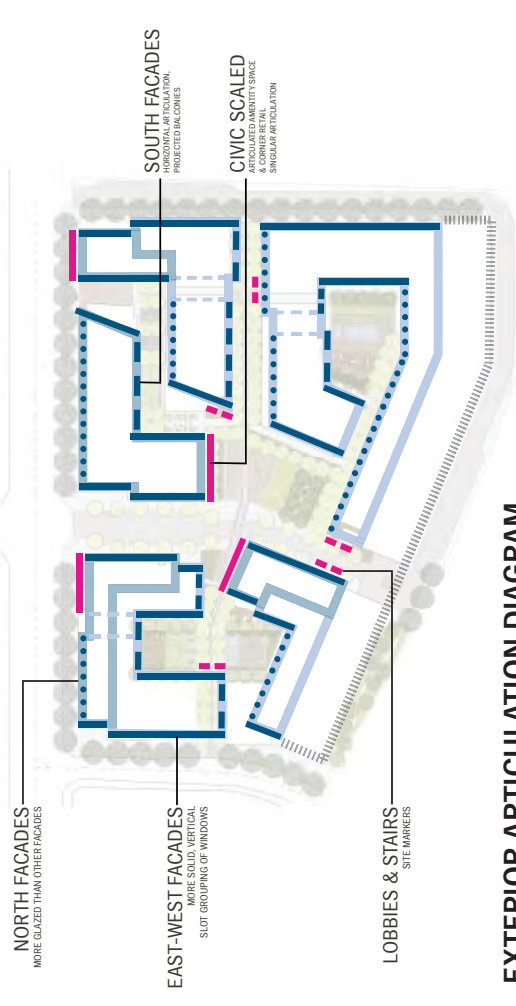
### SECTIONAL RELATIONSHIP AT INTERNAL PASEO

The architectural aesthetic is a refinement of the building massing with the introduction of elevational steps creating arcades, terraces and balconies based on the facade's **solar orientation**. In addition, passive and active architectural scaling denotes the differentiation between public and private zones.



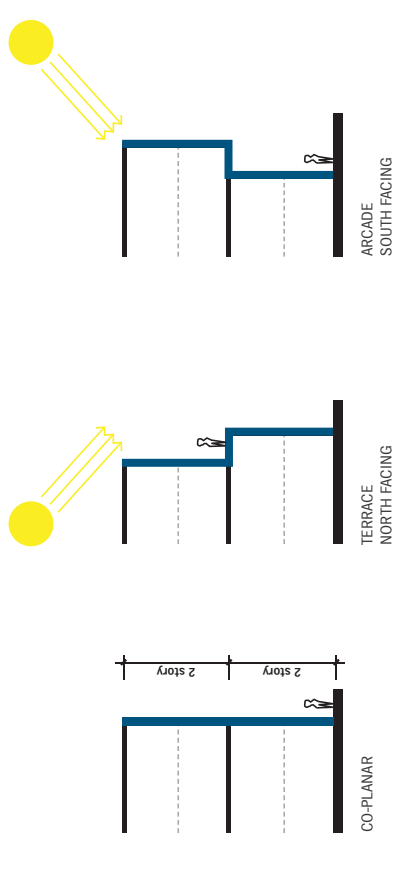
### PASSIVE SCALE ARTICULATION - INTERNAL COURTS, PED. AT HIGHER MASSING

At internal residential open spaces, the elevation is broken in a traditional base-middle-top arrangement. By providing a single story ground level, the building massing is lowered to a **pedestrian scale**; an additional single story break at the top level reduces the appearance of overall building mass in these residential oriented locations.



### EXTERIOR ARTICULATION DIAGRAM

The overall aesthetic is based on a singular consistent architectural language, within which is a kit of parts applied based on solar orientation, and active and passive edge articulations described above. This approach provides **variation** and environmental response throughout the development. Northern facades have larger glazed openings than southern facades, where horizontal articulation and projected balconies provide solar control. The east and west facades are defined by vertical articulation and narrow glazing to reduce solar heat gain.



### ACTIVE SCALE ARTICULATION - RETAIL, STREET, PARKSIDE AT LOWER MASSING

The active scale denotes publicly oriented functions and locations where the ground level spaces are typically two stories tall containing retail and amenity spaces. Included in this family are civic-scaled elements with full height singular articulation signifying a special moment in the overall architectural aesthetic.

SANTA PAULA AVE

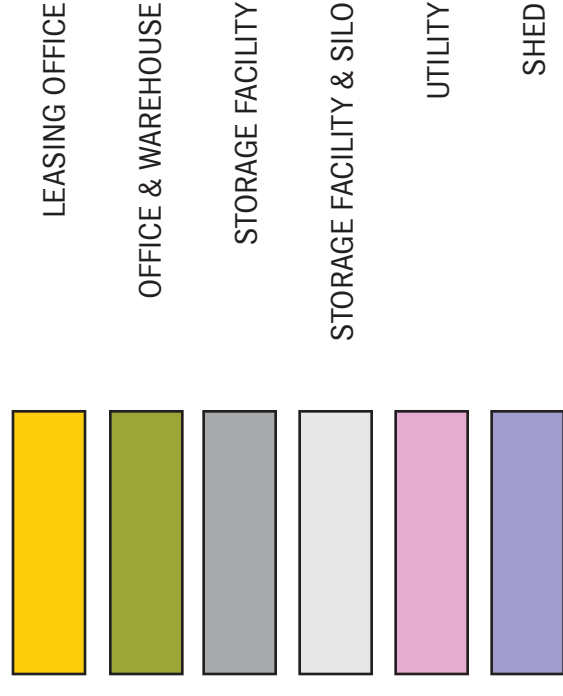
FOOTHILL BLVD

KINNELOA AVE

210 FREEWAY



**BUILDING INVENTORY**



**TOTAL EXISTING STRUCTURES** 29

**TOTAL EXISTING FLOOR AREA** 212,397 SF

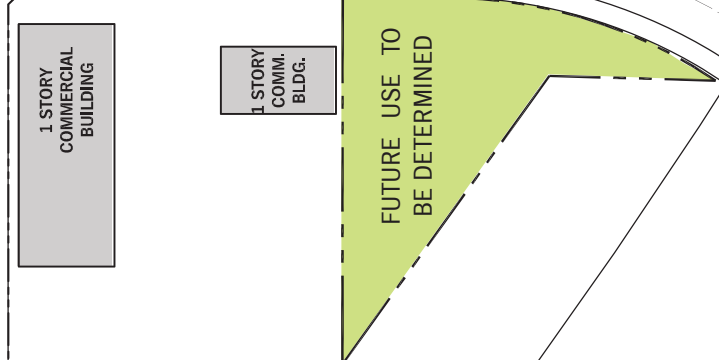
**NOTE:** INDIVIDUAL STRUCTURE FLOOR AREAS AVAILABLE UPON REQUEST

**NOTE:** ALL BUILDINGS, SHEDS, CONTAINERS AND PAVED AREAS TO BE REMOVED OR DEMOLISHED





- RESIDENCE
- LIVE/WORK RESIDENCE
- RESIDENT AMENITY
- RETAIL INCLUDES RESTAURANT
- PUBLIC OPEN SPACE
- SEMI-PRIVATE OPEN SPACE
- PARKING
- SUBTERRANEAN PARKING



**SITE INFORMATION**

<b>SITE AREA</b>		362,498.15 SF
PROJECT SITE	8.32 AC	
KINNELOA SIDEWALK DEDICATION	454.36 SF	
POST DEDICATION	8.31 AC	
ACCESSORY SITE	0.21 AC	
<b>PROJECT DENSITY</b>		550
PROPOSED DENSITY	66.1 DU/AC	

FOOTHILL BLVD

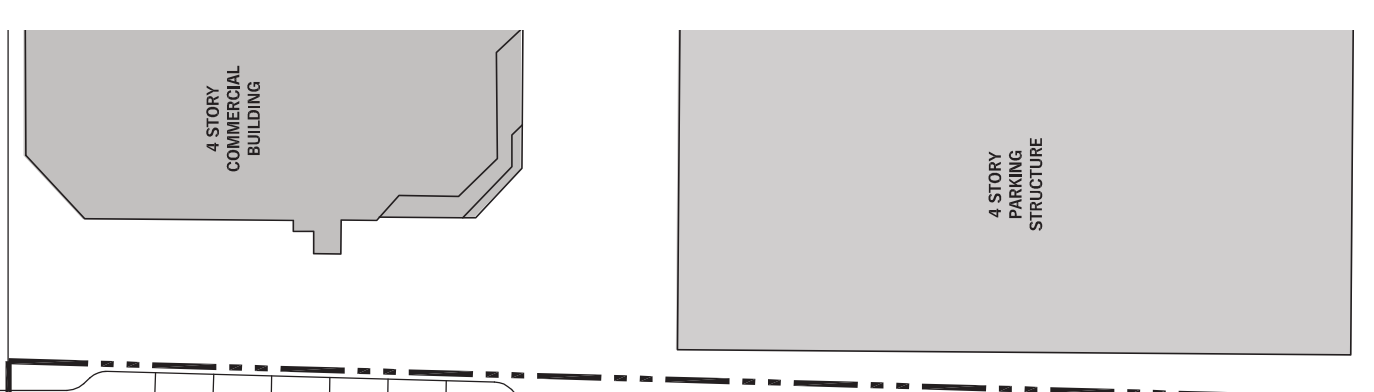
SANTA AVE

KINNELOA AVE

210 FREEWAY

4 STORY COMMERCIAL BUILDING

4 STORY PARKING STRUCTURE



# 3200 EAST FOOTHILL BLVD | LAND USE PLAN & ADJACENT BUILDINGS





VIEW LOOKING WEST ALONG FOOTHILL

**PROJECT DATA**

PROJECT ADDRESS: 3202 E Foothill Boulevard, Pasadena, CA 91107  
 PROJECT NAME: 3200 E Foothill Blvd

LEGAL DESCRIPTION (APN):  
 PROJECT SITE: 5752-023-039  
 ACCESSORY SITE: 5752-023-044

ZONING: EPS-P-D2-HG-B-4  
 GENERAL PLAN DESIGNATION: Medium Mixed Use

SITE AREA  
 PROJECT SITE: 8.32 AC  
 KINNELOA SIDEWALK DEDICATION \*: 362,498.15 SF  
 POST DEDICATION \*: 8.31 AC  
 \* SIDEWALK DEDICATION SUBJECT TO CHANGE: 454.36 SF  
 ACCESSORY SITE: 0.21 AC  
 362,043.79 SF  
 9,028.37 SF

**PROJECT DESCRIPTION**  
 4 STORY TYPE V MIXED USE OVER 2 LEVELS SUBTERRANEAN GARAGE  
 5 STORY TYPE III WRAP APARTMENT WITH 5 STORY PARKING STRUCTURE

ALLOWED DENSITY - GENERAL LAND USE PLAN: 723  
 87 DU/AC

PROPOSED DENSITY: 459  
 55.2 DU/AC

ALLOWED F.A.R. - EAST PASADENA SPECIFIC PLAN: 1.20:1  
 ALLOWED F.A.R. - GENERAL PLAN LAND USE ELEMENT: 2.25:1  
 PROPOSED F.A.R.: 1.53:1

ALLOWED GROSS FLOOR AREA - E.P.S.P. \*: 434,998 SF  
 ALLOWED GROSS FLOOR AREA - GENERAL PLAN \*: 815,621 SF  
 PROPOSED GROSS FLOOR AREA: 554,907 SF  
 PROPOSED LOT COVERAGE: 177,213 SF  
 49% of Site Area

\* F.A.R. CALCULATIONS BASED ON PREDEDICATION SITE AREA

ALLOWED BUILDING HEIGHT PER EPS  
 40' MAX REDUCED BUILDING HT ALONG FOOTHILL, 20' SETBACK  
 60' MAX. MEASURED FROM FOOTHILL

PROPOSED BUILDING HEIGHT: 60'

REQUIRED SETBACKS  
 FRONT: 10'  
 SIDE: 15'  
 REAR: 15'

PROPOSED SETBACKS  
 FRONT: 10'  
 SIDE: 15'  
 REAR: 15'

EXISTING SITE GRADIENT: 1.60%  
 PROPOSED SITE GRADIENT: 0.05%

<b>UNIT SUMMARY</b>	459
BASE UNITS (EPSP)	91
DENSITY BONUS (20%)	550
<b>TOTAL UNITS PROPOSED</b>	<b>550</b>

INCLUSIONARY HOUSING	46
LOW INCOME HOUSING (10% OF 459)	23
MODERATE INCOME HOUSING (5% OF 459)	23
<b>TOTAL INCLUSIONARY HOUSING PROPOSED</b>	<b>69</b>

UNIT MIX SUMMARY	MRKT	LW INC	MD INC	TOTAL	MIX	AVG SF
STUDIO	144	14	7	165	30%	480 SF
1BDRM	144	14	7	165	30%	715 SF
2BDRM	168	16	8	192	35%	1,095 SF
3BDRM	25	2	1	28	5%	1,160 SF
<b>TOTAL</b>	<b>481</b>	<b>46</b>	<b>23</b>	<b>550</b>	<b>100%</b>	

TOTAL UNITS PROPOSED: 550  
 NET RENTABLE SQUARE FOOTAGE: 440,621 SF  
 AVERAGE UNIT SIZE: 801 SF

**BUILDING TOTALS (GSF)**

<b>AMENITIES</b>	2,315 SF
LEASING	3,035 SF
CLUB 1	1,760 SF
CLUB 2	3,000 SF
FITNESS	1,330 SF
BLDG 1&2 LOBBY	1,200 SF
BLDG 3 LOBBY	930 SF
BLDG 4&5 LOBBY	1,680 SF
BLDG 6 LOBBY	1,160 SF
BLDG 7 LOBBY	865 SF
BLDG 8 LOBBY	1,160 SF
<b>TOTAL AMENITY AREA</b>	<b>17,275 SF</b>
<b>RETAIL</b>	4,000 SF
RETAIL A	2,500 SF
RETAIL B	3,300 SF
RETAIL C	3,300 SF
<b>TOTAL RETAIL AREA</b>	<b>9,800 SF</b>

<b>BUILDING FOOTPRINT</b>	16,719 SF
BUILDING 1	11,025 SF
BUILDING 2	23,450 SF
BUILDING 3	14,239 SF
BUILDING 4	10,781 SF
BUILDING 5	29,972 SF
BUILDING 6	13,215 SF
BUILDING 7	14,648 SF
BUILDING 8	14,403 SF
<b>TOTAL FOOTPRINT</b>	<b>134,049 SF</b>

<b>GROSS BUILDING FLOOR AREA</b>	61,697 SF
BUILDING 1	37,312 SF
BUILDING 2	64,570 SF
BUILDING 3	65,626 SF
BUILDING 4	52,417 SF
BUILDING 5	144,403 SF
BUILDING 6	62,060 SF
BUILDING 7	66,822 SF
BUILDING 8	554,907 SF
<b>TOTAL GROSS BUILDING</b>	<b>554,907 SF</b>

<b>GARAGE FLOOR AREA</b>	102,043 SF
SUBTERRANEAN GARAGE	97,898 SF
LEVEL B1	199,941 SF
LEVEL B2	199,941 SF
<b>TOTAL</b>	<b>199,941 SF</b>

<b>PARKING STRUCTURE</b>	43,164 SF
LEVEL 1	43,164 SF
LEVEL 2	44,521 SF
LEVEL 3	44,521 SF
LEVEL 4	44,521 SF
LEVEL 5	44,521 SF
<b>TOTAL</b>	<b>219,891 SF</b>
<b>TOTAL GARAGE FLOOR AREA</b>	<b>419,832 SF</b>

<b>OPEN SPACE</b>	17,595 SF
COURTYARD WEST	16,794 SF
COURTYARD EAST	14,874 SF
RETAIL COURT	11,426 SF
PASEO	20,100 SF
CENTRAL PARK	5,190 SF
DOG PARK	85,979 SF
<b>TOTAL</b>	<b>85,979 SF</b>

<b>COMMUNITY SPACE</b>	72,150 SF
REQUIRED AREA = 150SF/DU	85,979 SF
<b>PROPOSED AREA</b>	<b>85,979 SF</b>

<b>LANDSCAPE AREA</b>	54,307 SF
REQUIRED PLANTING AREA = 15%	54,307 SF
<b>PROPOSED PLANTING AREA = 15%</b>	<b>54,400 SF</b>

**RESIDENTIAL DATA**

<b>BUILDING 1</b>	UNITS	PARKING
STUDIO	19	19
1BDRM	19	24
2BDRM	19	29
LV/WRK	4	6
3BDRM	3	5
GUEST		6
<b>TOTAL</b>	<b>64</b>	<b>89</b>

<b>BUILDING 2</b>	UNITS	PARKING
STUDIO	9	9
1BDRM	9	11
2BDRM	11	17
LV/WRK	0	0
3BDRM	3	5
GUEST		3
<b>TOTAL</b>	<b>32</b>	<b>45</b>

<b>BUILDING 3</b>	UNITS	PARKING
STUDIO	17	17
1BDRM	17	21
2BDRM	17	26
LV/WRK	3	5
3BDRM	3	5
GUEST		6
<b>TOTAL</b>	<b>57</b>	<b>80</b>

<b>BUILDING 4</b>	UNITS	PARKING
STUDIO	20	20
1BDRM	20	25
2BDRM	23	35
LV/WRK	0	0
3BDRM	4	6
GUEST		7
<b>TOTAL</b>	<b>67</b>	<b>93</b>

<b>BUILDING 5</b>	UNITS	PARKING
STUDIO	15	15
1BDRM	15	19
2BDRM	18	27
LV/WRK	0	0
3BDRM	4	6
GUEST		5
<b>TOTAL</b>	<b>52</b>	<b>72</b>

<b>BUILDING 6</b>	UNITS	PARKING
STUDIO	40	40
1BDRM	40	60
2BDRM	45	68
LV/WRK	0	0
3BDRM	6	9
GUEST		13
<b>TOTAL</b>	<b>131</b>	<b>190</b>

<b>BUILDING 7</b>	UNITS	PARKING
STUDIO	25	25
1BDRM	25	38
2BDRM	29	44
LV/WRK	0	0
3BDRM	4	6
GUEST		8
<b>TOTAL</b>	<b>83</b>	<b>121</b>

<b>BUILDING 8</b>	UNITS	PARKING
STUDIO	20	20
1BDRM	20	30
2BDRM	22	33
LV/WRK	0	0
3BDRM	2	3
GUEST		6
<b>TOTAL</b>	<b>64</b>	<b>92</b>

<b>TOTAL</b>	<b>550</b>	<b>782</b>
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**PARKING DATA**

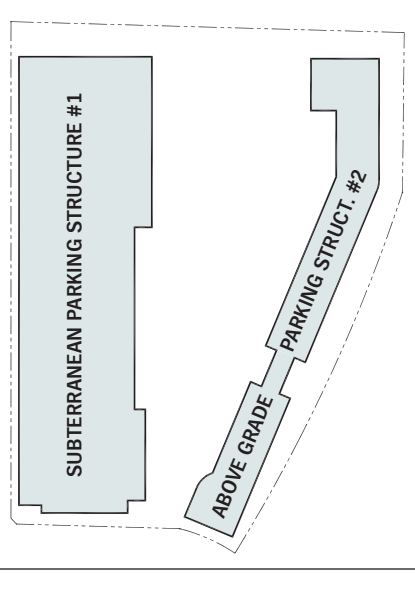
<b>PARKING SUMMARY</b>	REQUIRED PARKING
RESIDENTIAL	DU < 650SF: 1-1.25 SPACE/DU
	DU > 650SF: 1.5-1.75 SPACE/DU
RETAIL	RESTAURANT: 4/1000SF
	RESTAURANT: 10/1000SF

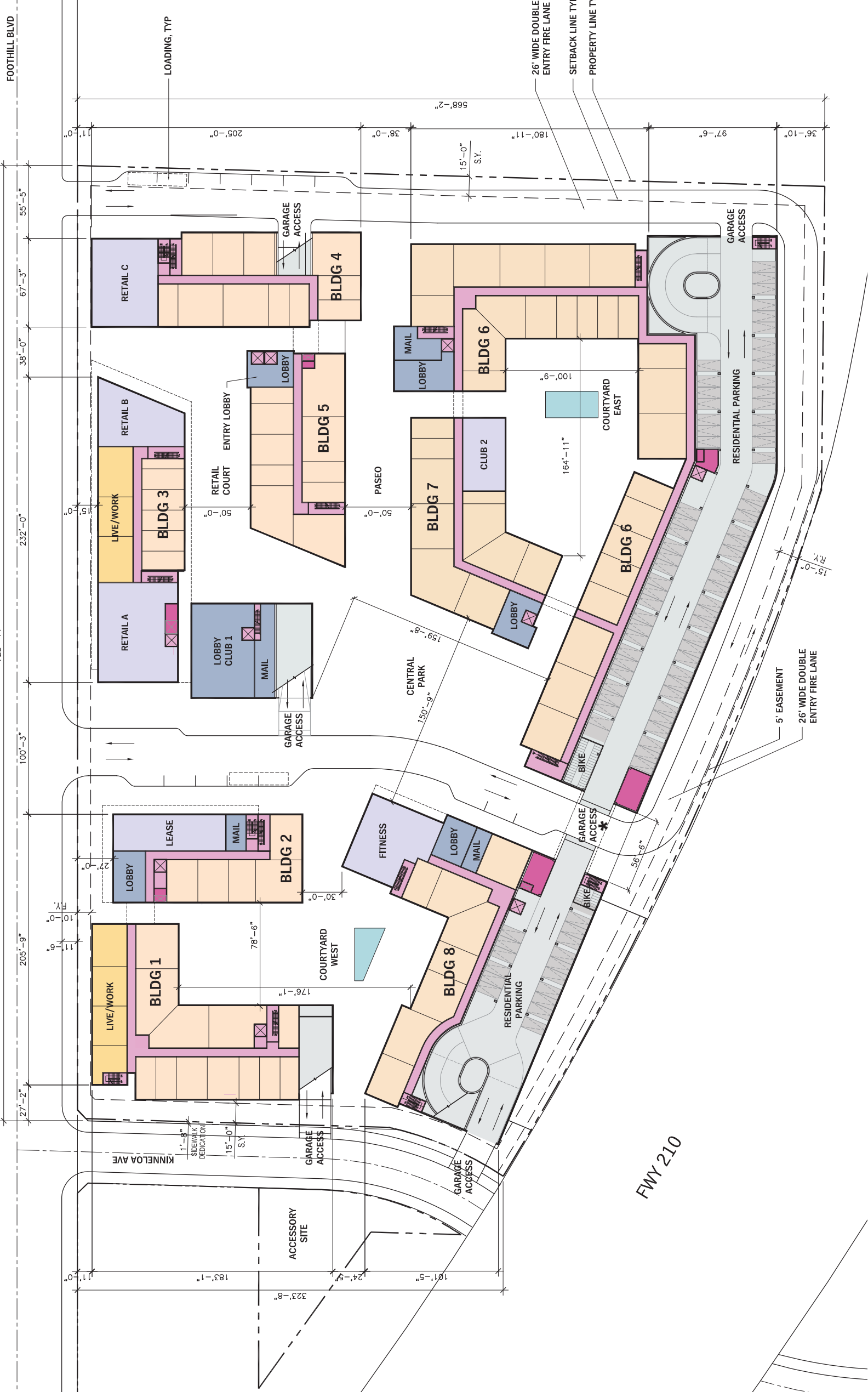
<b>RETAIL PARKING CALCULATION</b>	
RETAIL	5,800 SF
RESTAURANT	4,000 SF
<b>TOTAL</b>	<b>63</b>
T.O.D. 10% REDUCTION	57
<b>TOTAL RETAIL PARKING</b>	<b>57</b>

<b>PARKING STANDARDS</b>	
ALL PARKING STALLS ARE STANDARD SIZE = 8'-6"x18"	
MINIMUM ISLE WIDTH = 24'-0"	

<b>BICYCLE PARKING</b>	
RESIDENTIAL	1/6 DU: 80
RETAIL	<15,000 SF: 4
<b>TOTAL BICYCLE PARKING</b>	<b>84</b>

<b>PROVIDED PARKING &amp; ALLOCATION</b>	RESIDENTIAL BUILDING	RETAIL BUILDING	TOTAL
PARKING STRUCTURE #1	BUILDING 1	89	
	BUILDING 2	45	
	BUILDING 3	80	
	BUILDING 4	93	
	BUILDING 5	72	
<b>TOTAL</b>	<b>379</b>	<b>57</b>	<b>436</b>
PARKING STRUCTURE #2	BUILDING 6	190	
	BUILDING 7	121	
	BUILDING 8	92	
	BUILDING 9	403	
	BUILDING 10	0	
<b>TOTAL</b>	<b>782</b>	<b>57</b>	<b>839</b>





[Orange]	RESIDENCE
[Yellow]	LIVE/WORK RESIDENCE
[Light Blue]	RESIDENT AMENITY
[Light Purple]	RETAIL (INCLUDES RESTAURANT CIRCULATION)
[Pink]	MECHANICAL
[Light Green]	POOL
[Grey]	PARKING
[Star]	NO VEHICULAR CONNECTION AT 2ND LEVEL TO ALLOW FIRE APPARATUS CLEARANCE AT GROUND LEVEL

# 3200 EAST FOOTHILL BLVD | SITE PLAN - GROUND LEVEL FLOOR PLAN







RESIDENCE
LIVE/WORK RESIDENCE
RESIDENT AMENITY
RETAIL INCLUDES RESTAURANT
CIRCULATION
MECHANICAL
POOL
PARKING
* NO VEHICULAR CONNECTION AT 2ND LEVEL TO ALLOW FIRE APPARATUS CLEARANCE AT GROUND LEVEL

# 3200 EAST FOOTHILL BLVD | B2 FLOOR PLAN - SUBTERRANEAN PARKING STRUCTURE

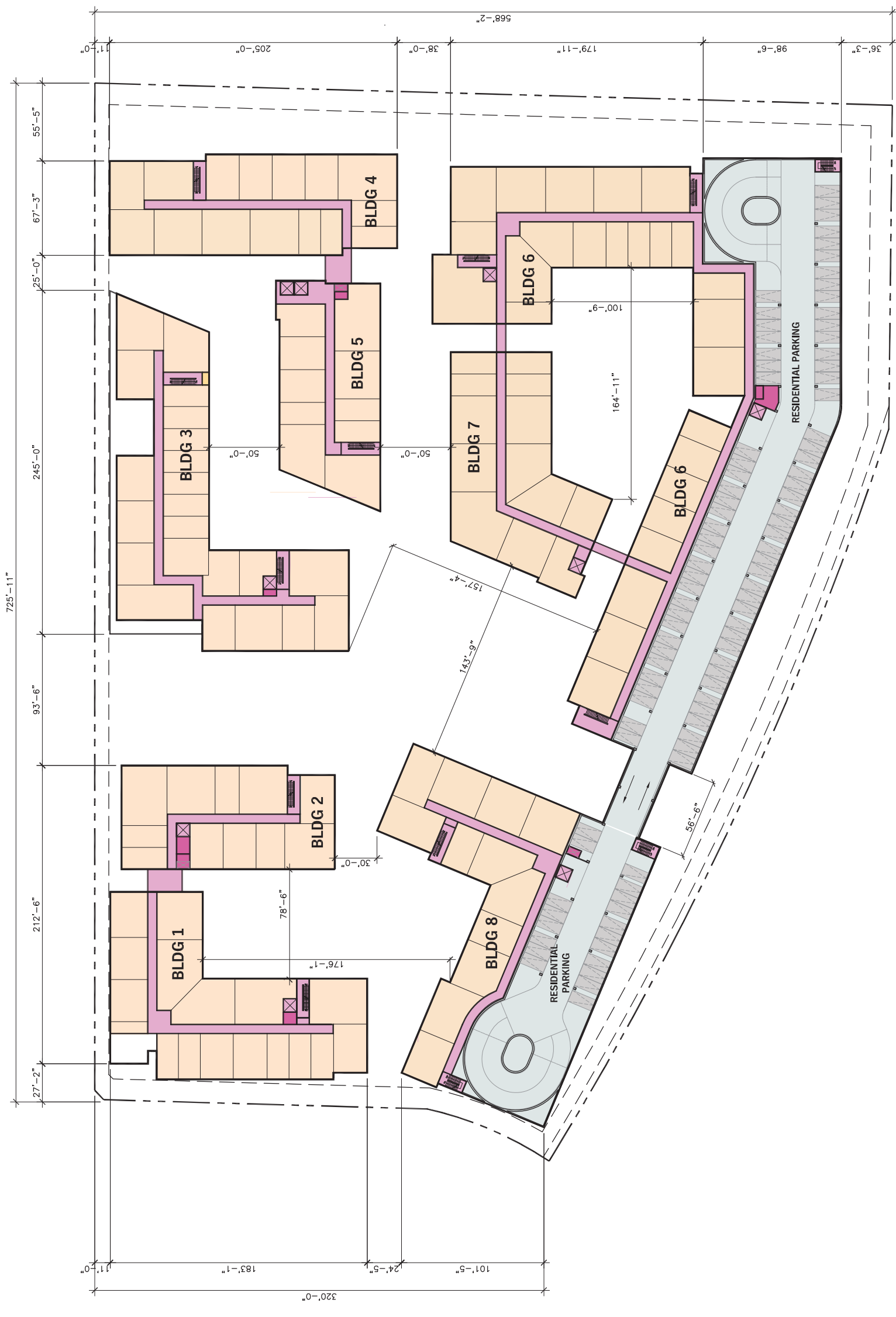




[Orange]	RESIDENCE
[Yellow]	LIVE/WORK RESIDENCE
[Blue]	RESIDENT AMENITY
[Light Blue]	RETAIL INCLUDES RESTAURANT
[Pink]	CIRCULATION
[Purple]	MECHANICAL
[Light Green]	POOL
[Dark Green]	PARKING
[Star]	NO VEHICULAR CONNECTION AT 2ND LEVEL TO ALLOW FIRE APPARATUS CLEARANCE AT GROUND LEVEL

# 3200 EAST FOOTHILL BLVD | SECOND LEVEL FLOOR PLAN

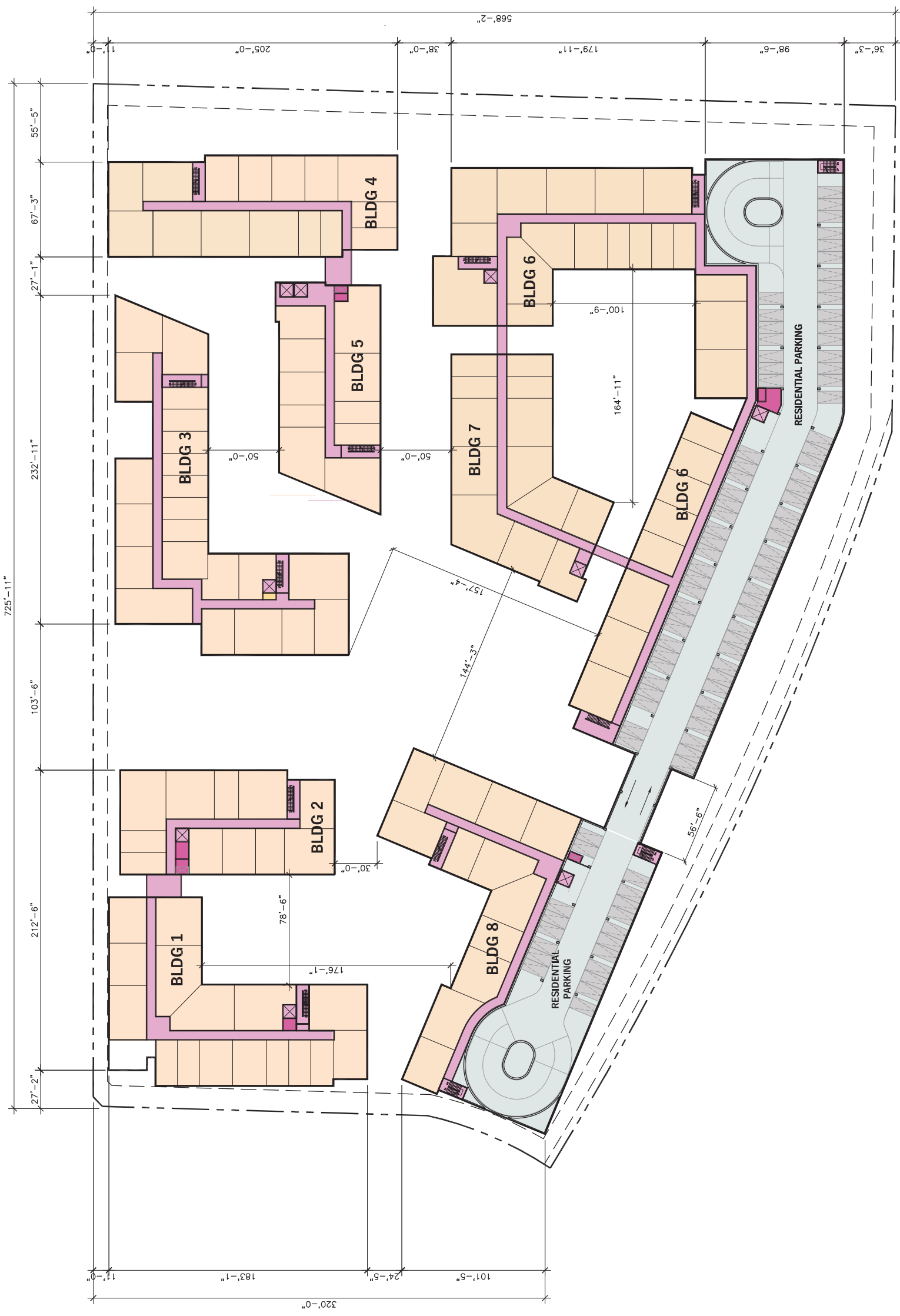




RESIDENCE	RESIDENCE
LIVE/WORK RESIDENCE	LIVE/WORK RESIDENCE
RESIDENT AMENITY	RESIDENT AMENITY
RETAIL (INCLUDES RESTAURANT)	RETAIL (INCLUDES RESTAURANT)
CIRCULATION	CIRCULATION
MECHANICAL	MECHANICAL
POOL	POOL
PARKING	PARKING
* NO VEHICULAR CONNECTION AT 2ND LEVEL TO ALLOW FIRE APPARATUS CLEARANCE AT GROUND LEVEL	

# 3200 EAST FOOTHILL BLVD | THIRD LEVEL FLOOR PLAN



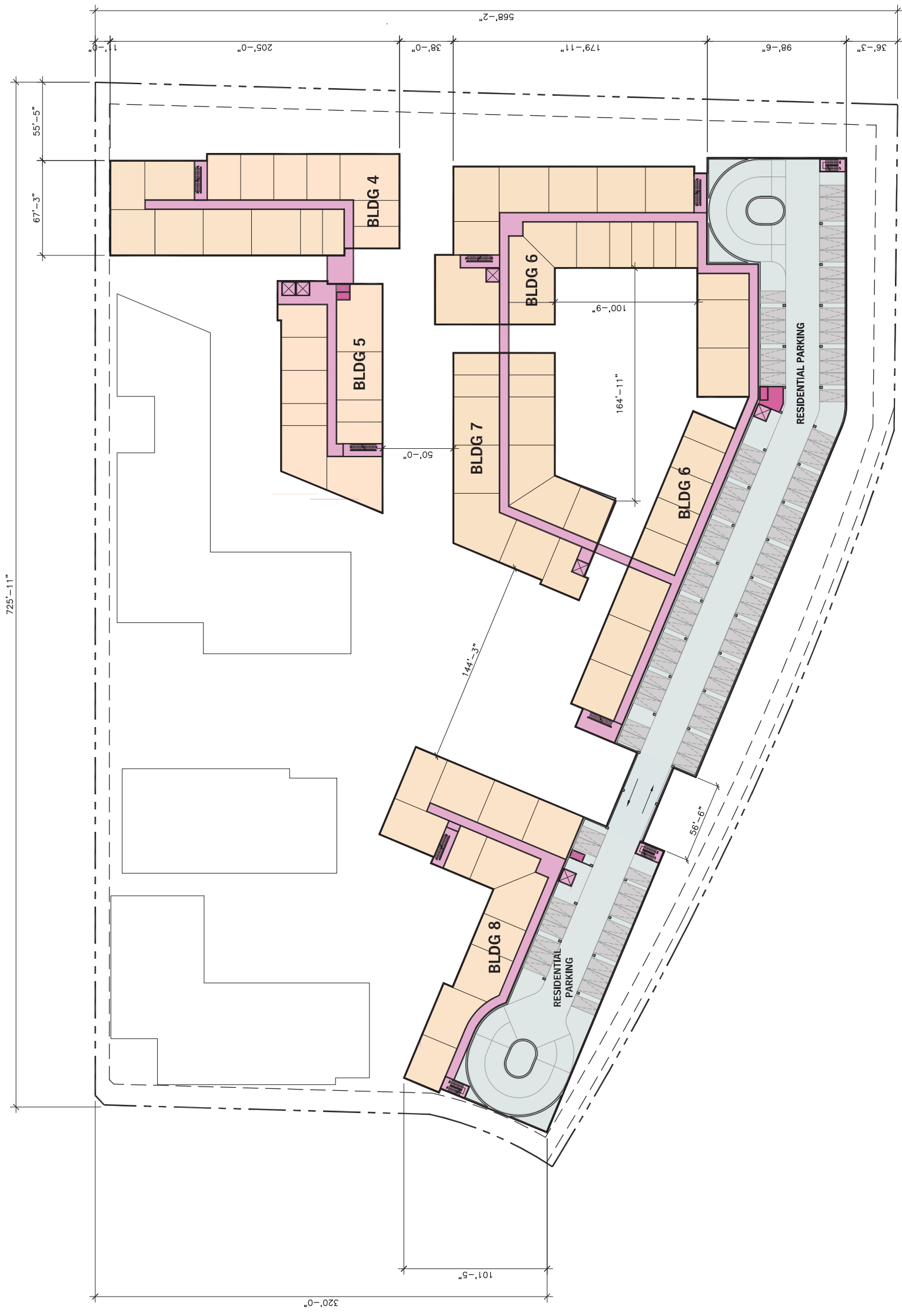


RESIDENCE	RESIDENCE
LIVE/WORK RESIDENCE	RESIDENT AMENITY
RETAIL (INCLUDES RESTAURANT)	CIRCULATION
MECHANICAL	POOL
PARKING	

\* NO VEHICULAR CONNECTION AT 2ND LEVEL TO ALLOW FIRE APPARATUS CLEARANCE AT GROUND LEVEL

# 3200 EAST FOOTHILL BLVD | FOURTH LEVEL FLOOR PLAN





725'-11"

67'-3"

55'-5"

320'-0" 205'-0" 38'-0" 179'-11" 98'-6" 36'-3" 568'-2"

101'-5" 320'-0"

50'-0"

144'-3"

BLDG 7

BLDG 6

BLDG 6

BLDG 6

BLDG 8

BLDG 5

BLDG 4

RESIDENTIAL PARKING

RESIDENTIAL PARKING

164'-11"

100'-9"

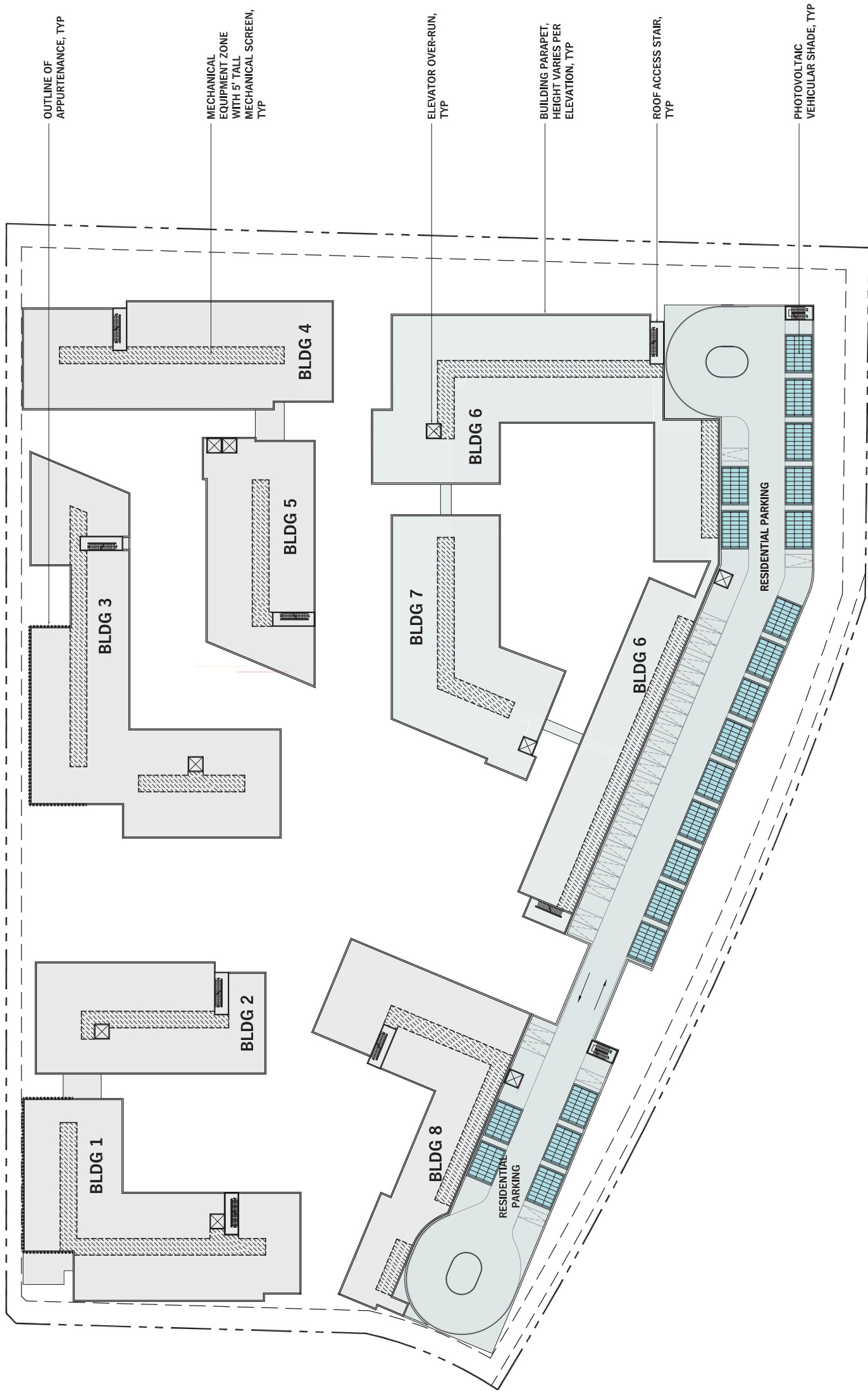
56'-6"

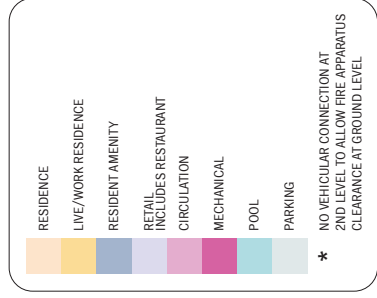
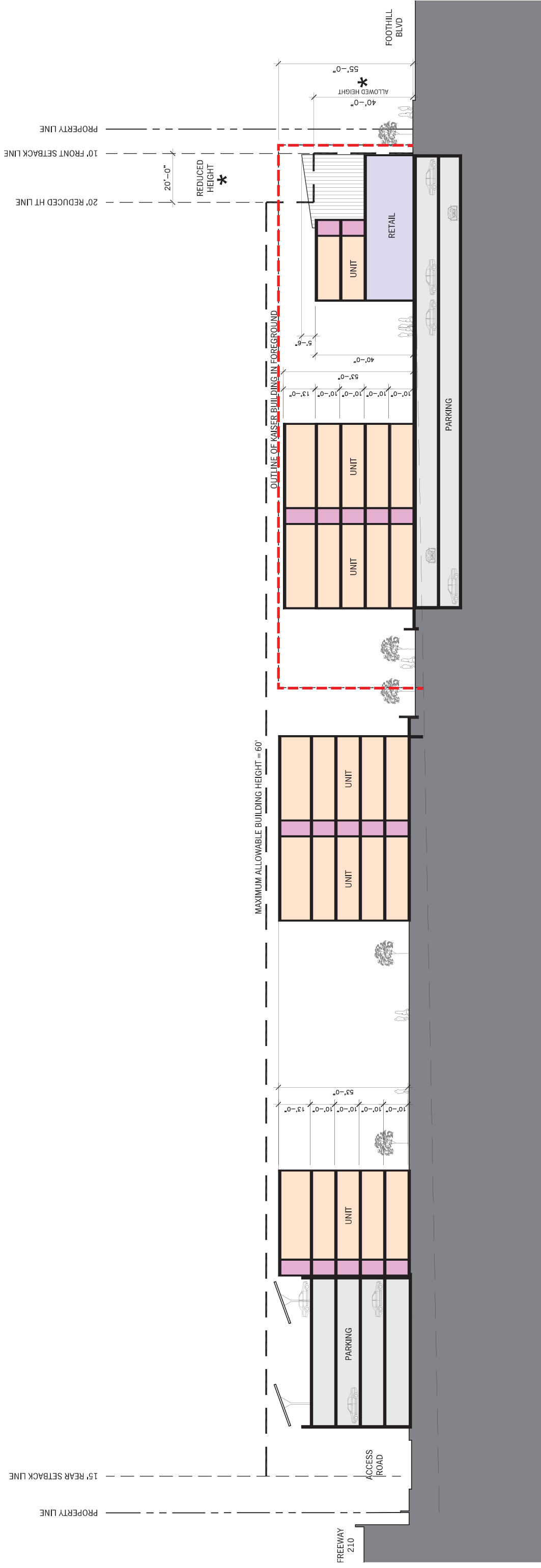
RESIDENCE	RESIDENCE
LIVE/WORK RESIDENCE	LIVE/WORK RESIDENCE
RESIDENT AMENITY	RESIDENT AMENITY
RETAIL INCLUDES RESTAURANT	RETAIL INCLUDES RESTAURANT
CIRCULATION	CIRCULATION
MECHANICAL	MECHANICAL
POOL	POOL
PARKING	PARKING
* NO VEHICULAR CONNECTION AT 2ND LEVEL TO ALLOW FIRE APPARATUS CLEARANCE AT GROUND LEVEL	



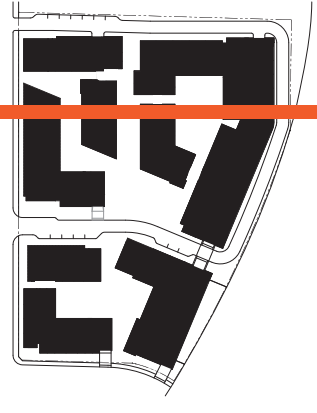
**3200** EAST FOOTHILL BLVD | FIFTH LEVEL FLOOR PLAN

RESIDENCE	LIVE/WORK RESIDENCE
RESIDENT AMENITY	RETAIL INCLUDES RESTAURANT
CIRCULATION	MECHANICAL
POOL	PARKING
* NO VEHICULAR CONNECTION AT 2ND LEVEL TO ALLOW FIRE APPARATUS CLEARANCE AT GROUND LEVEL	





\* PER EAST PASADENA SPECIFIC PLAN, FOR REFERENCE



# 3200 EAST FOOTHILL BLVD | SITE SECTION

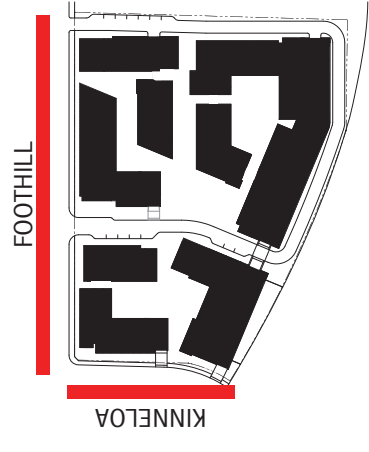


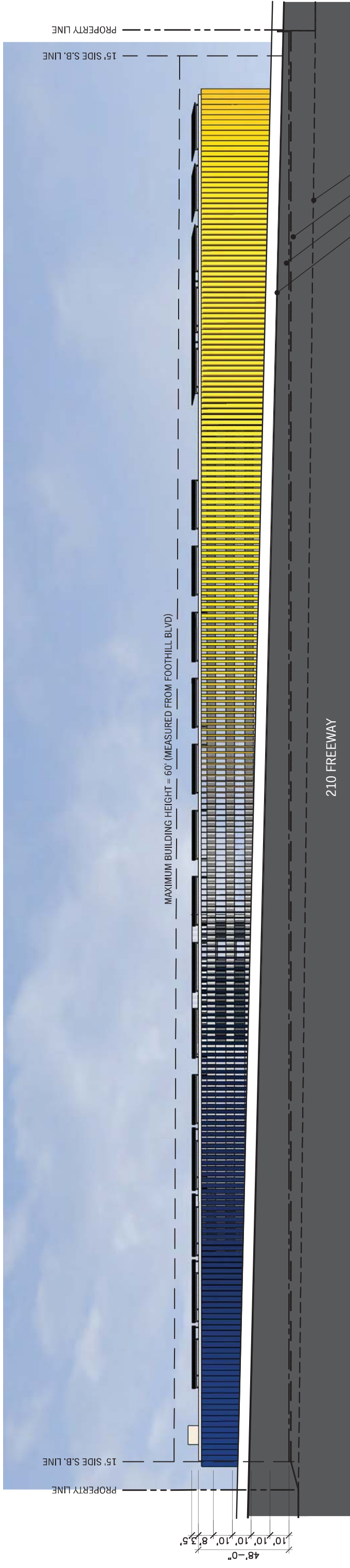


FOOTHILL BOULEVARD ELEVATION



KINNELOA AVENUE ELEVATION

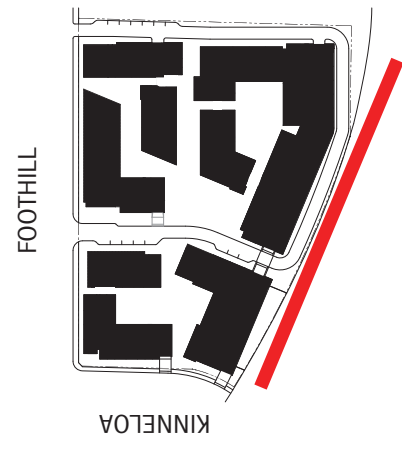




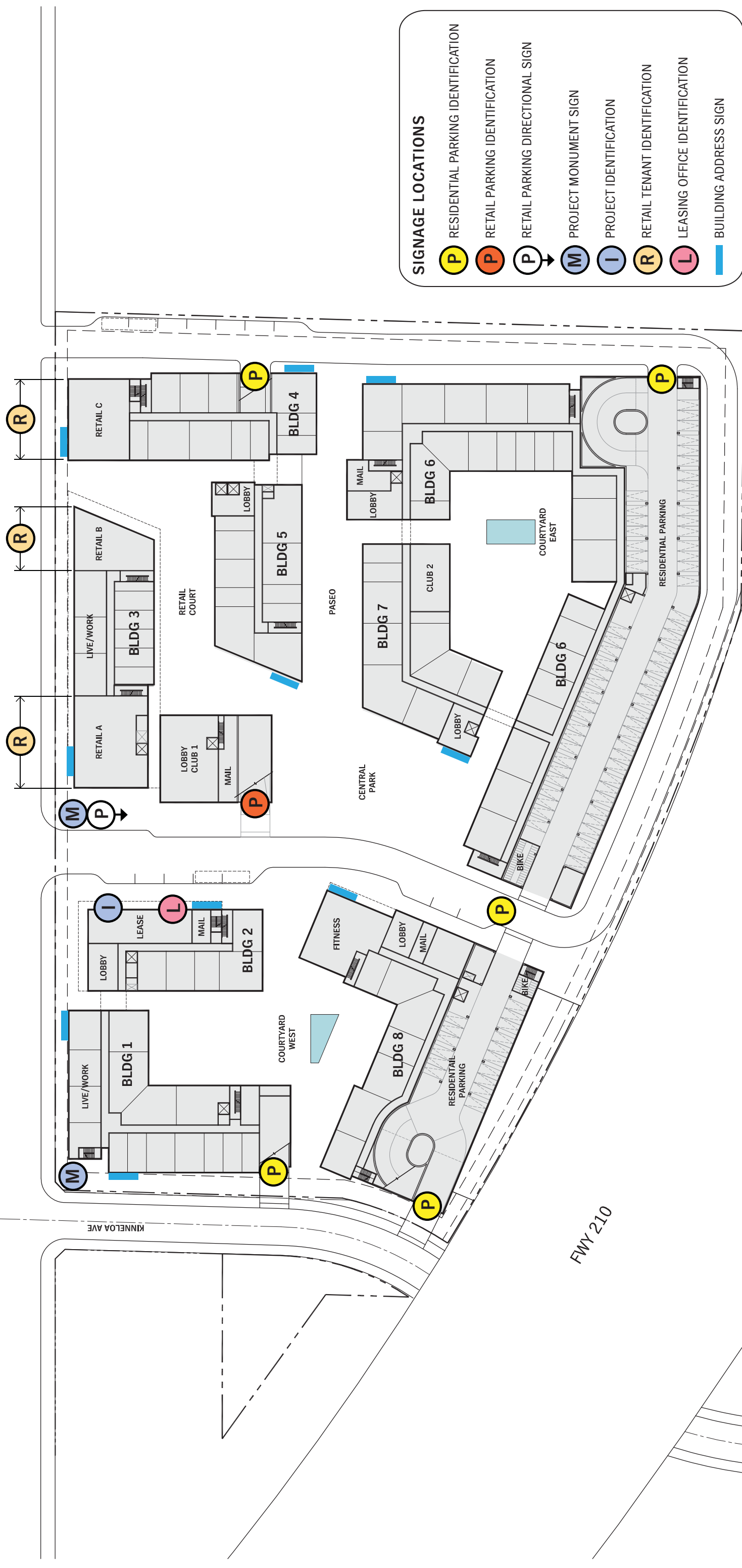
210 FREEWAY ELEVATION

210 FREEWAY

- EXISTING GRADE
- FINISH GRADE
- FINISH SURFACE - GARAGE
- FINISH SURFACE - FREEWAY



**3200** EAST FOOTHILL BLVD | ELEVATION



**SIGNAGE LOCATIONS**

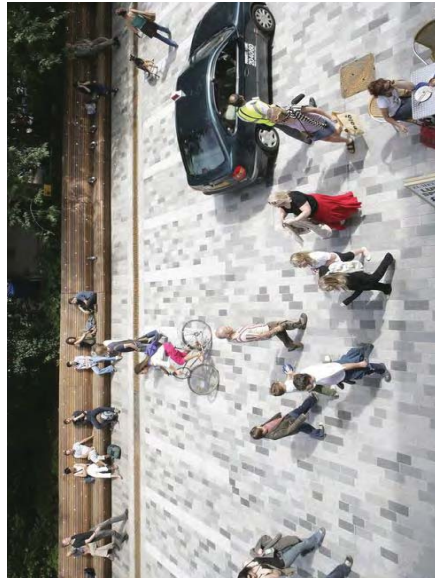
- P RESIDENTIAL PARKING IDENTIFICATION
- P RETAIL PARKING IDENTIFICATION
- P → RETAIL PARKING DIRECTIONAL SIGN
- M PROJECT MONUMENT SIGN
- I PROJECT IDENTIFICATION
- R RETAIL TENANT IDENTIFICATION
- L LEASING OFFICE IDENTIFICATION
- BUILDING ADDRESS SIGN



VIEW AT THE CORNER OF FOOTHILL BOULEVARD AND KINNELOA AVENUE



- Shared street designed as a space for pedestrians first and cars second
- Uniform paving from building edge to building edge
- Consistent organization of street trees, lighting and furniture



- The park forms the social hub and 'neighborhood heart'
- Comprised of the Square, the Central Green, and the Tree Bosque Court
- Offers opportunities for quiet repose, and active programming for the community

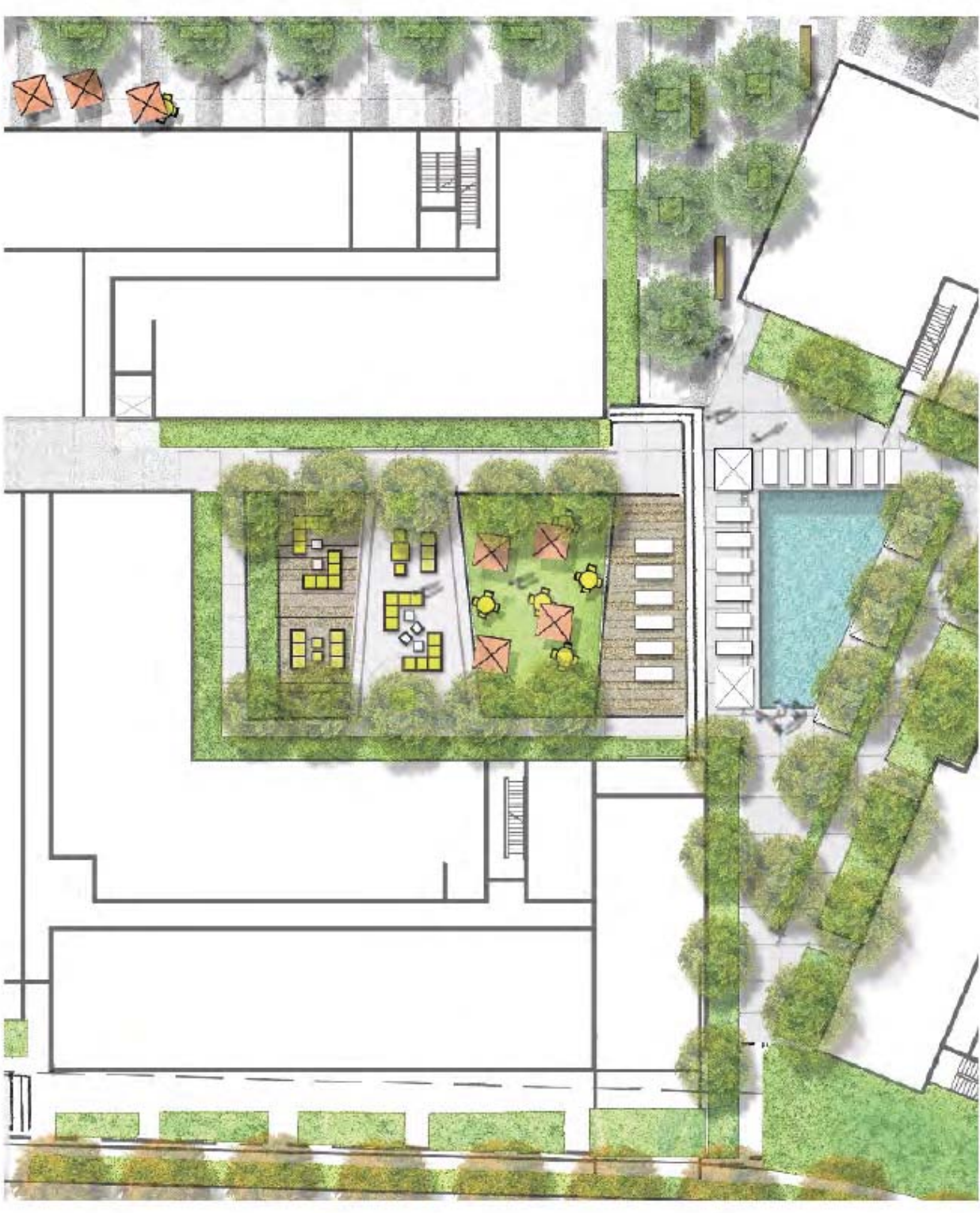


- Paseo is a pedestrian mews linking public spaces, retail and residential
- Offers blurred boundary between public and private space
- Populated by both loose and fixed furniture beneath a light tree canopy



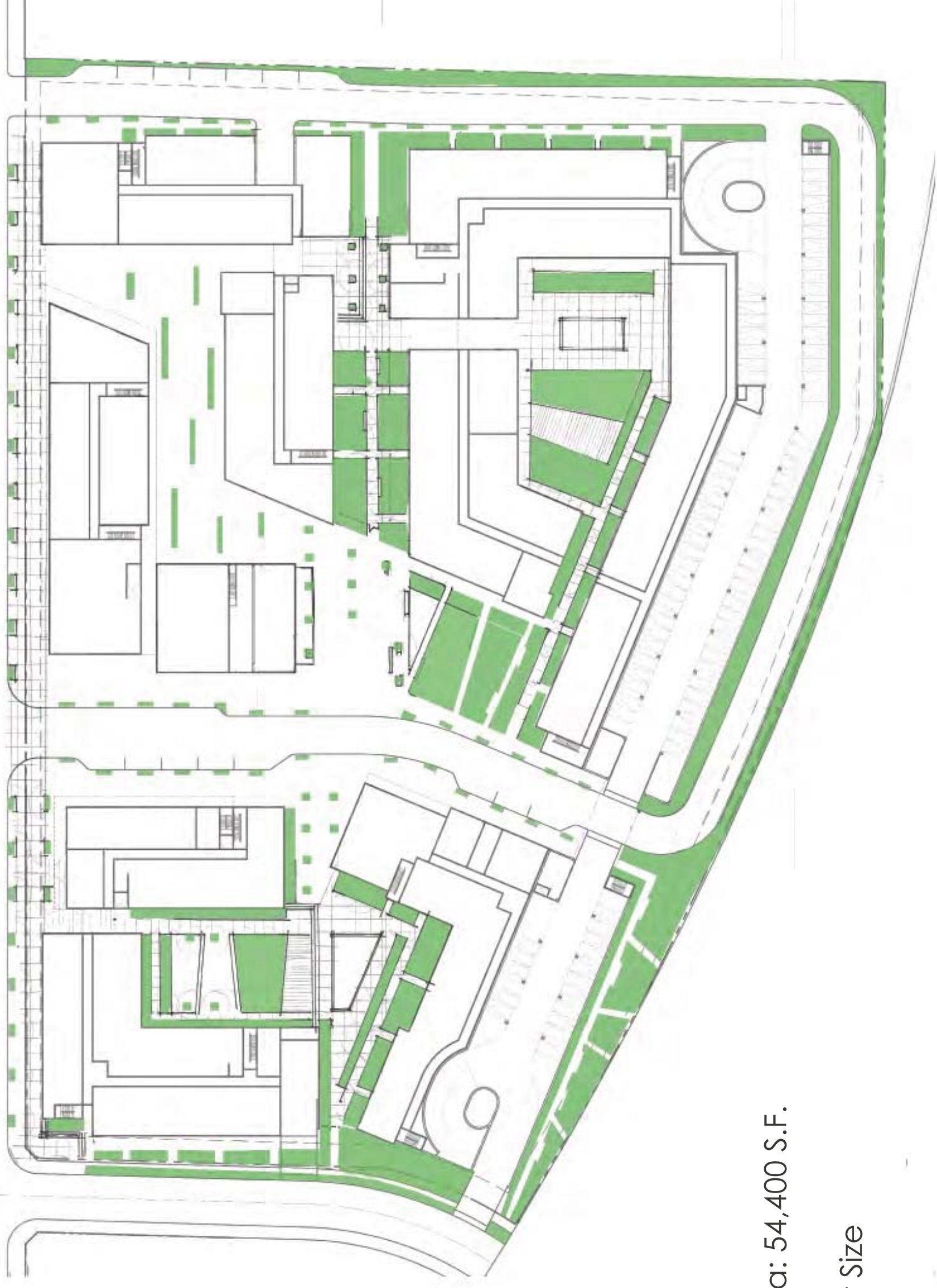


- Built on Pasadena's legacy of great courtyards
- Formed as a series of linked social living rooms – both active and passive
- Spaces that achieve balance between nature and built form



- Internally focused residential amenity court set within garden experience
- Courtyards are social spaces both day and night

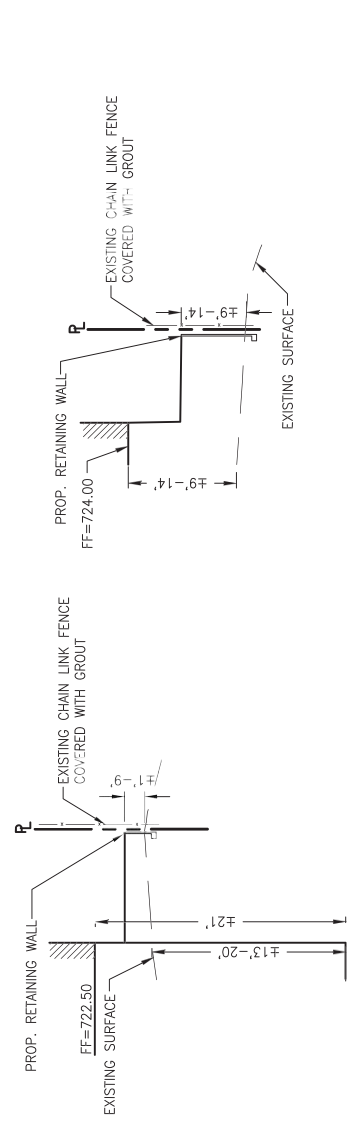
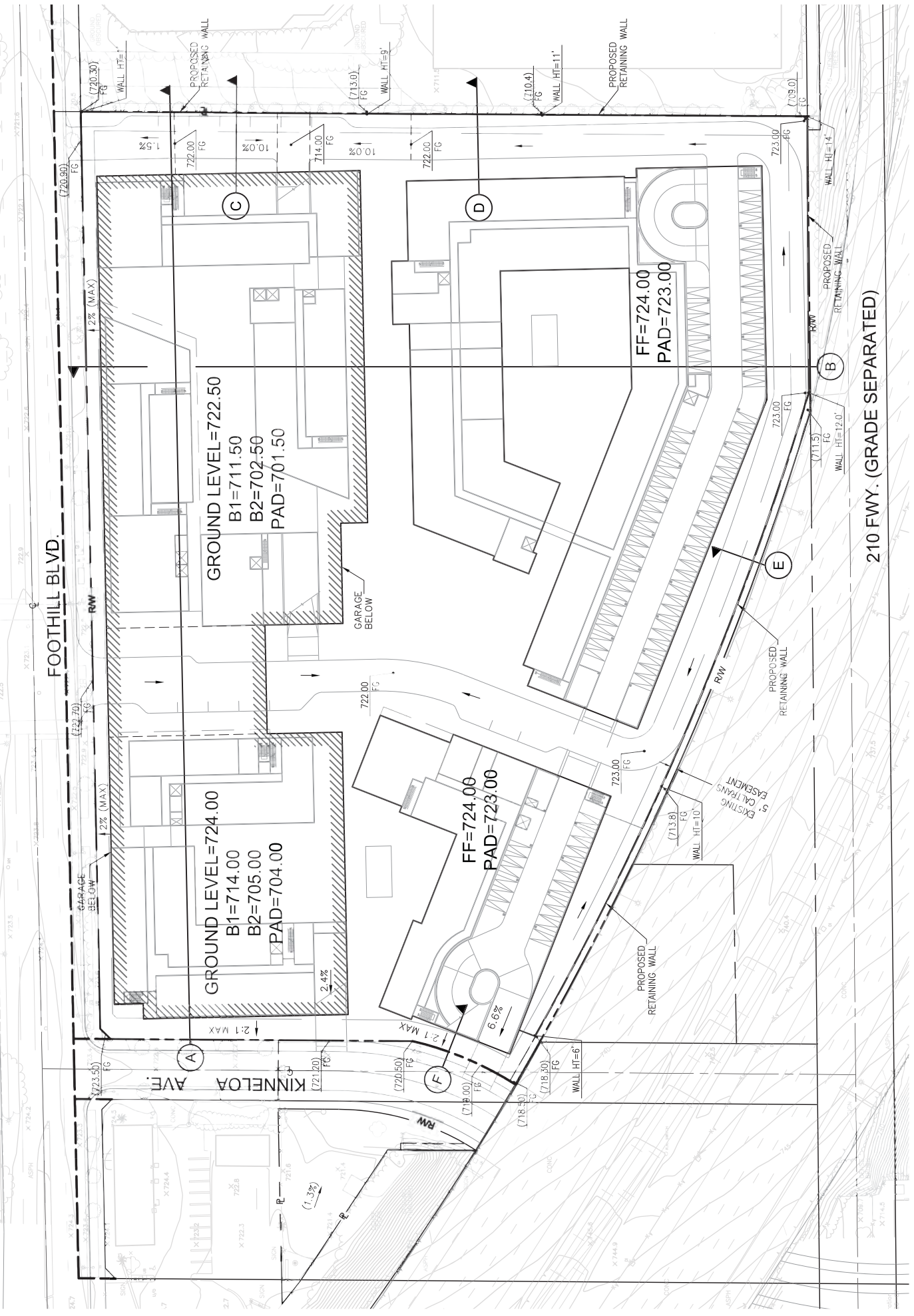
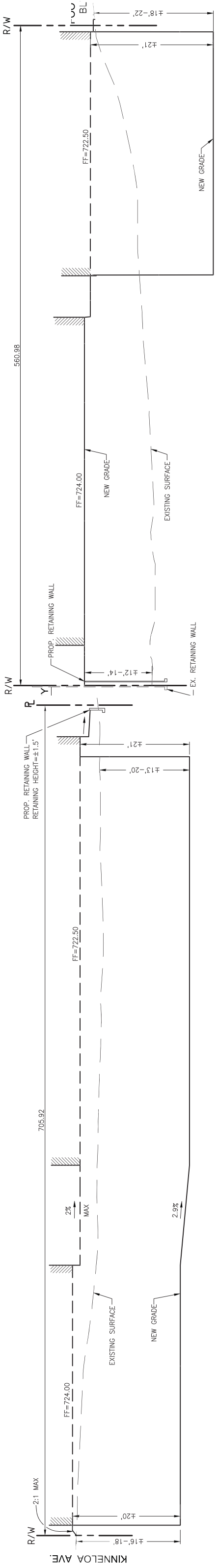




Permeable Area: 54,400 S.F.

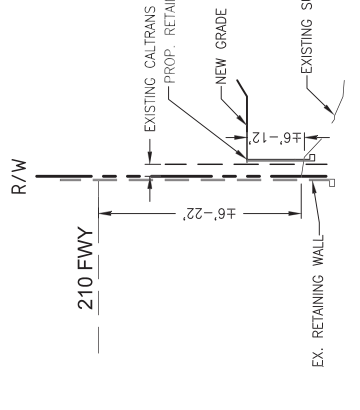
15% of Total Lot Size





SECTION C  
NTS

SECTION D  
NTS



SECTION E  
NTS

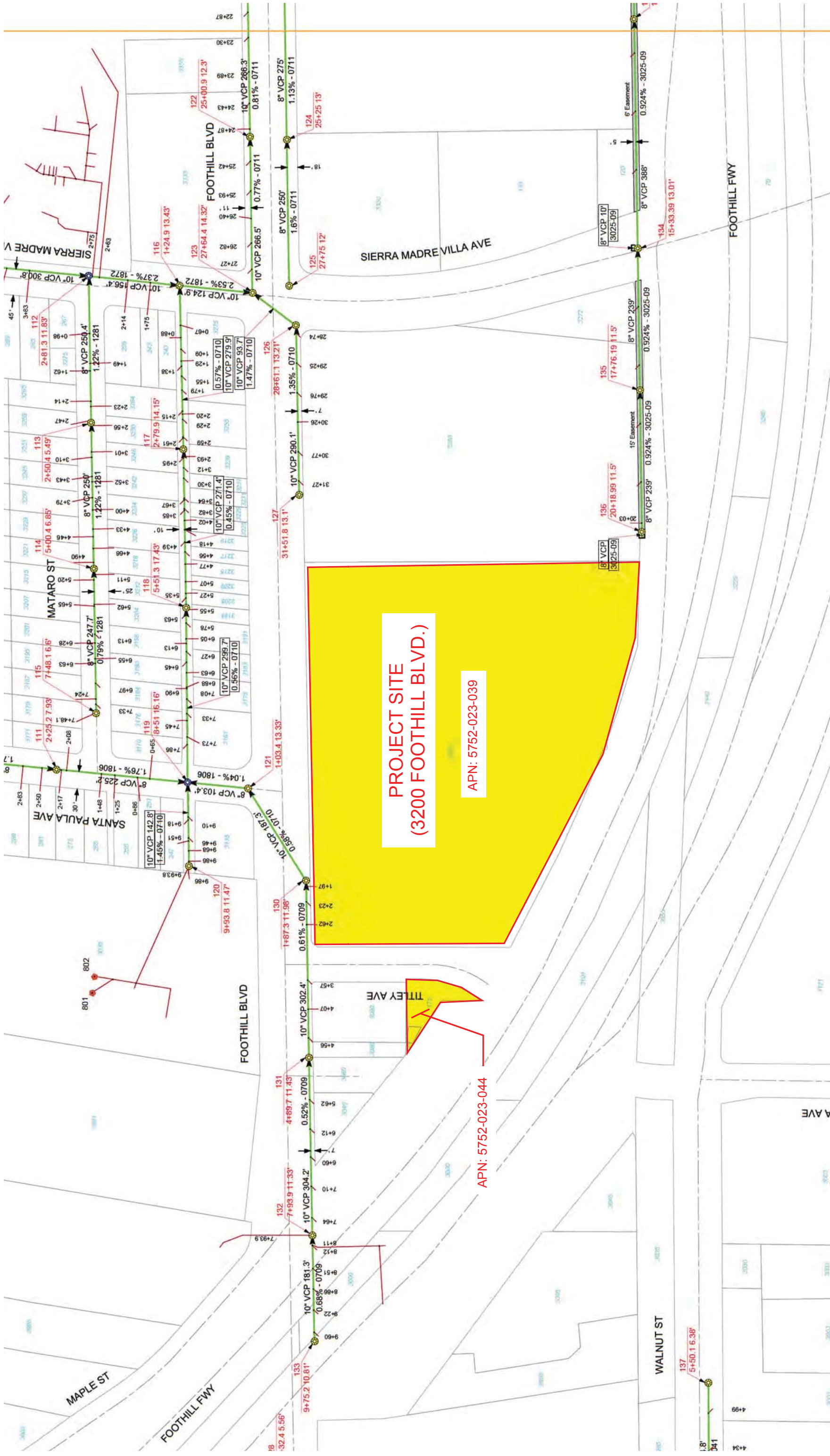
SECTION F  
NTS

PRELIMINARY EARTHWORK

RAW CUT	75,000 C.Y.	RAW FILL	72,000 C.Y.
		NET CUT (RAW)	3,000 C.Y.

NOTE: EARTHWORK VALUES SHOWN ABOVE ARE PRELIMINARY AND FOR PERMITTING PURPOSES ONLY.



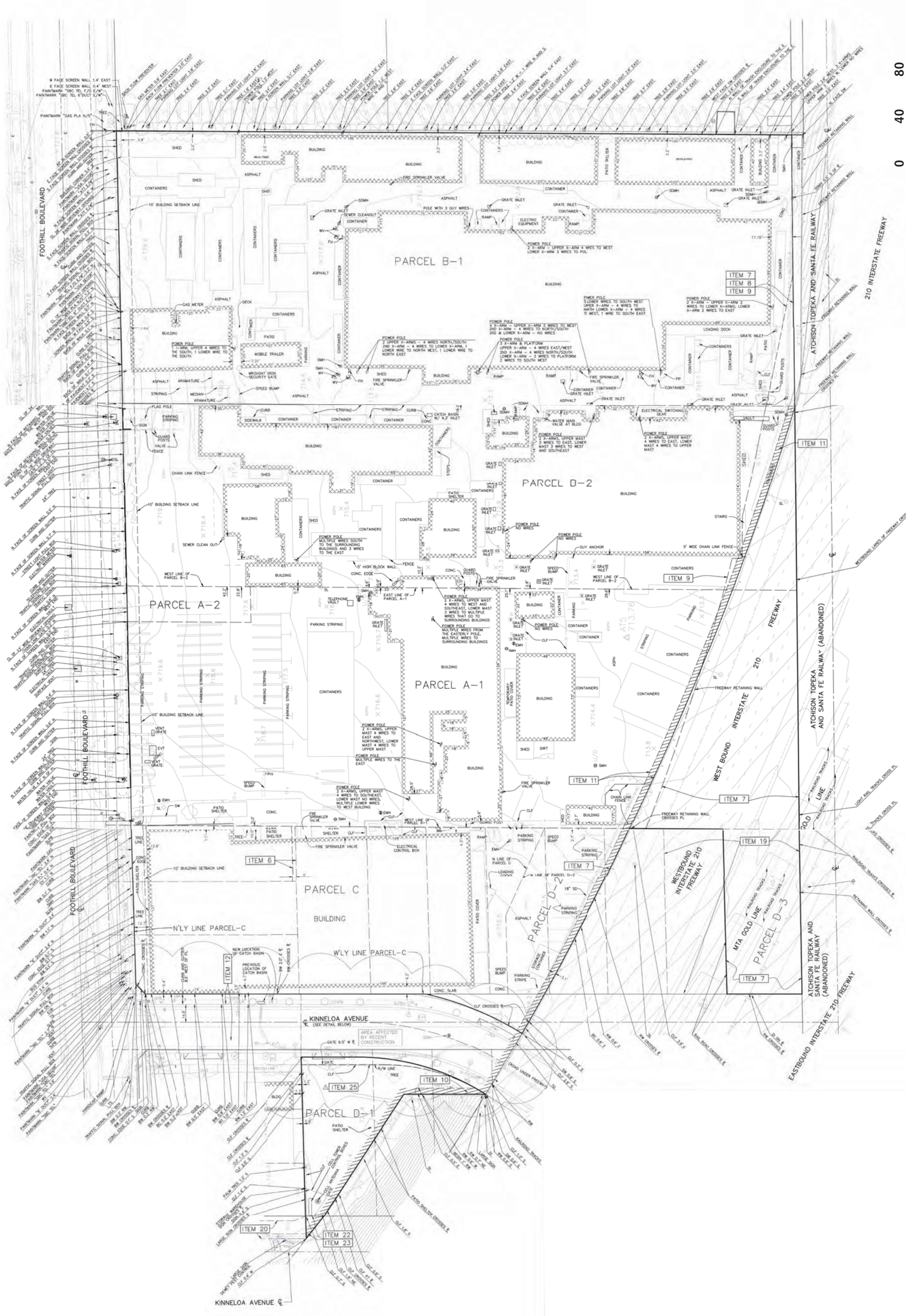


**PROJECT SITE  
(3200 FOOTHILL BLVD.)**

APN: 5752-023-039

APN: 5752-023-044

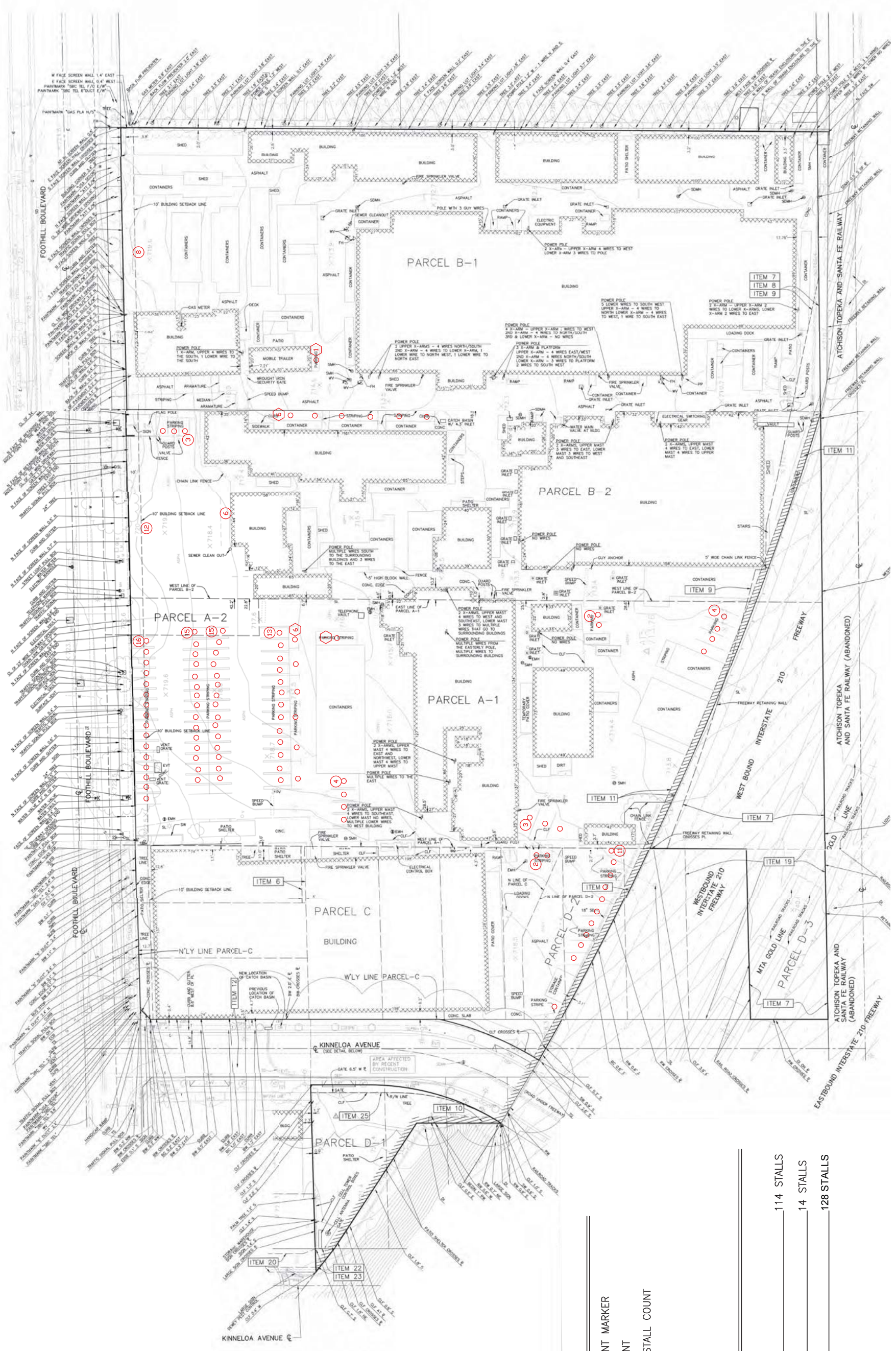




# 3200 EAST FOOTHILL BLVD | EXISTING TOPOGRAPHY PLAN

0 40 80 160 320

1



**LEGEND**

- PARKING STALL COUNT MARKER
- ⑬ PARKING STALL COUNT
- ⑥ PARALLEL PARKING STALL COUNT

**PARKING DATA**

EXISTING PARKING STALLS	114 STALLS
PARKING STALLS	14 STALLS
PARALLEL PARKING STALLS	128 STALLS