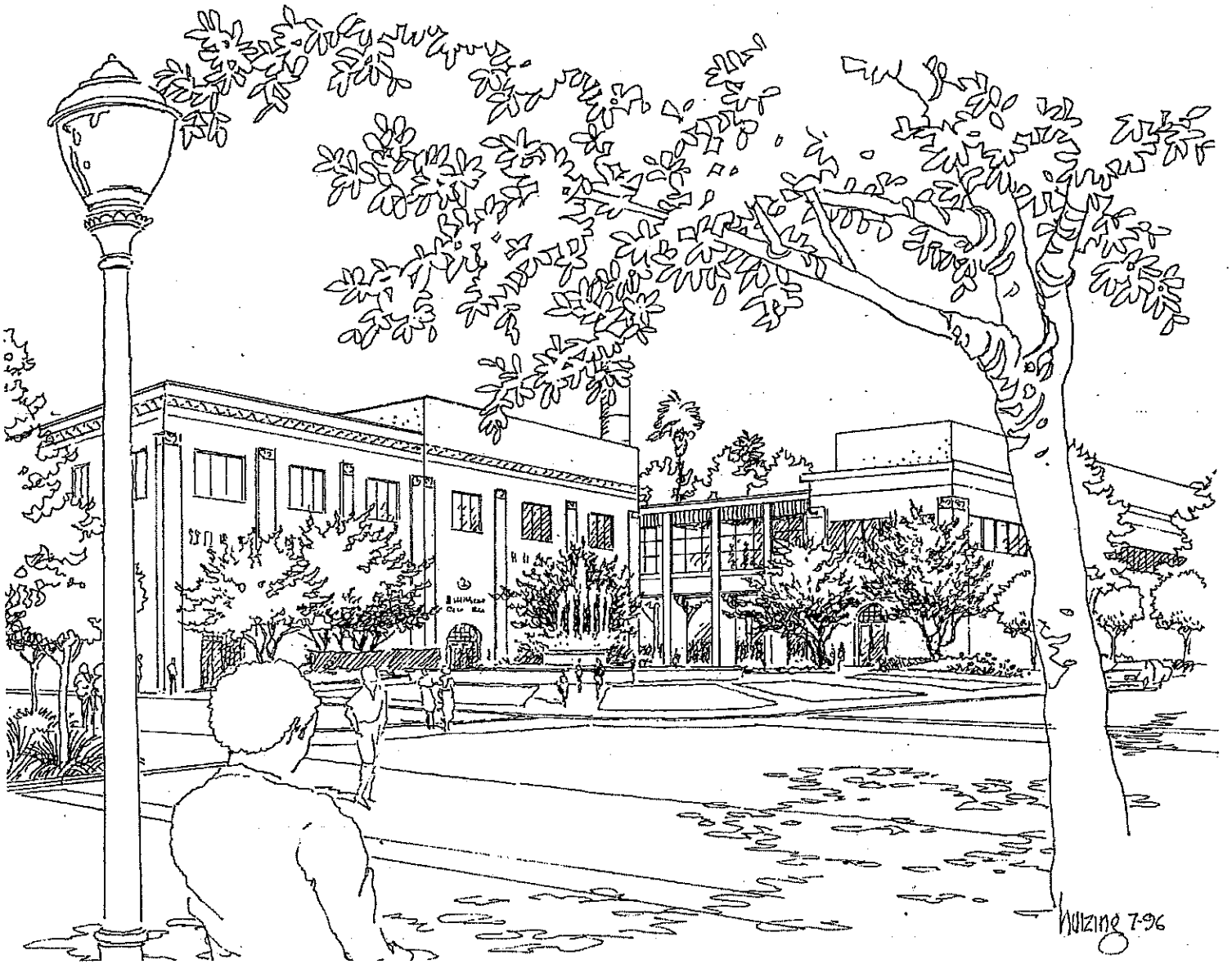
Addendum to the South Fair Oaks Specific Plan

On January 25, 2016, the City Council adopted the City Council Resolution #9479 that amended Section 4.2 of the South Fair Oaks Specific Plan to include a new subsection 4.2.3. The following reflects the adopted amendment:

Section 4.2.3. HOSPITAL USES

Notwithstanding any other provision of this Specific Plan, "Medical Services – Hospital", as defined by Title 17 of the Pasadena Municipal Code, shall be allowed with an approval of a Conditional Use Permit in all areas within the Specific Plan boundary.

South Fair Oaks Specific Plan



The City of Pasadena

Plan Adopted April 1998

MARC A. FUTTERMAN & ASSOCIATES

Korve Engineering, Inc.

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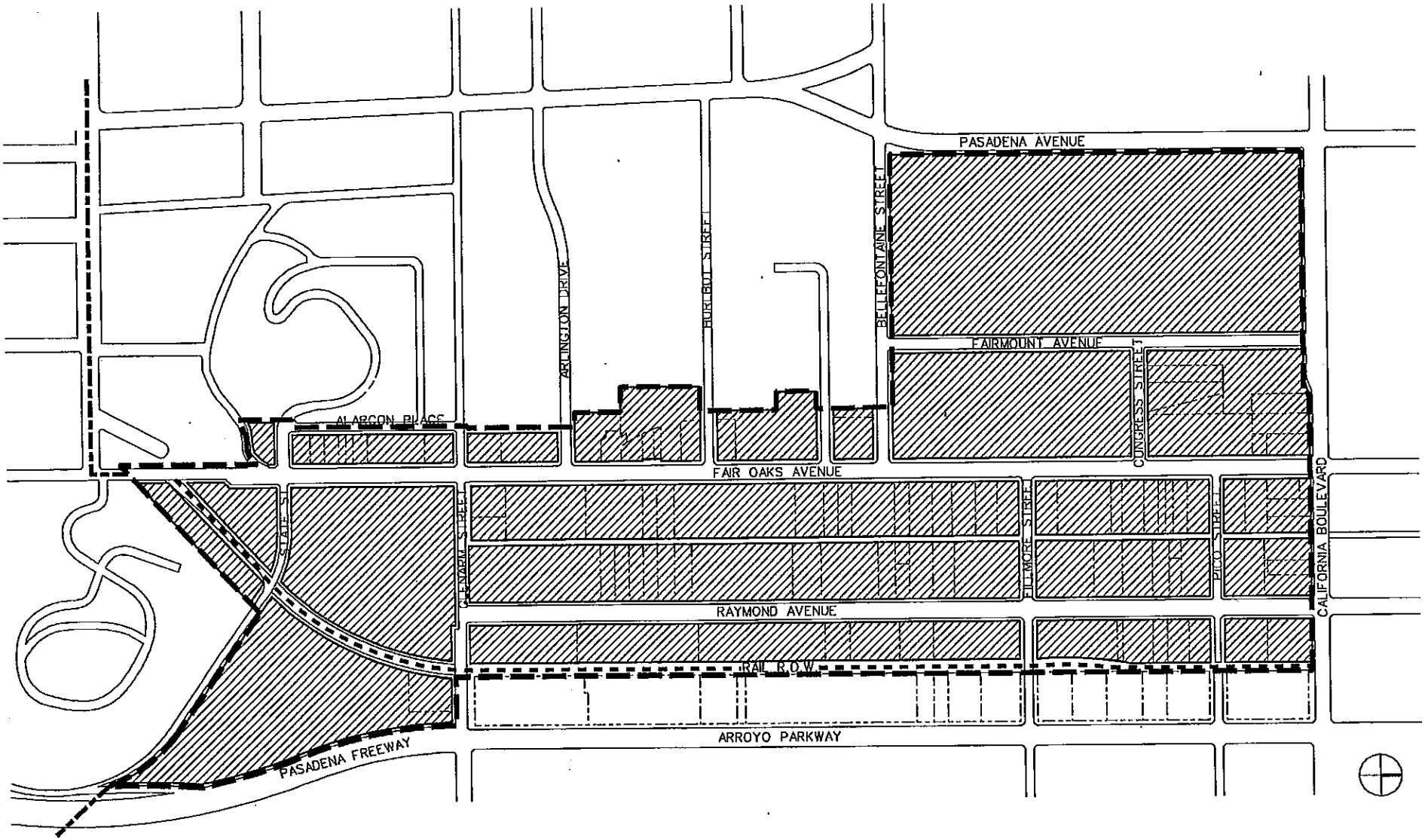

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FIGURE 1-1
SPECIFIC PLAN
AREA BOUNDARIES

CHAPTER 1.0 INTRODUCTION

1.1 INTRODUCTION

Consistent with the goals and principles found within the City of Pasadena's General Plan, this Specific Plan document was prepared to promote new development near light rail transportation in the South Fair Oaks area. This Specific Plan envisions new development of design integrity, particularly technology-based development, building on the variety inherent in the area to create visual vitality.

The General Plan sets forth a specific economic vision (biomedical and technology-based including but not limited to computer software, digital imaging and digital sound) for South Fair Oaks. This economic focus on the nation's leading growth industries will build on the proximity to Pasadena institutions and foster long-term economic benefits for the city as a whole.

1.2 SPECIFIC PLAN PREPARATION

In October 1995, the Pasadena City Council initiated the preparation of a Specific Plan for the South Fair Oaks Area. Specific Plan Area boundaries are set forth in Figure 1-1.

In October 1995, the Pasadena City Council also approved the formation of the South Fair Oaks Area Advisory Committee (AAC). The AAC was designed to include a balanced mix of individuals representing local residents, property owners, businesses and institutions.

The AAC functioned as a working group which provided input and guidance to staff and the consultants as the Specific Plan was prepared. Several community meetings were held and attended by business owners, prop-

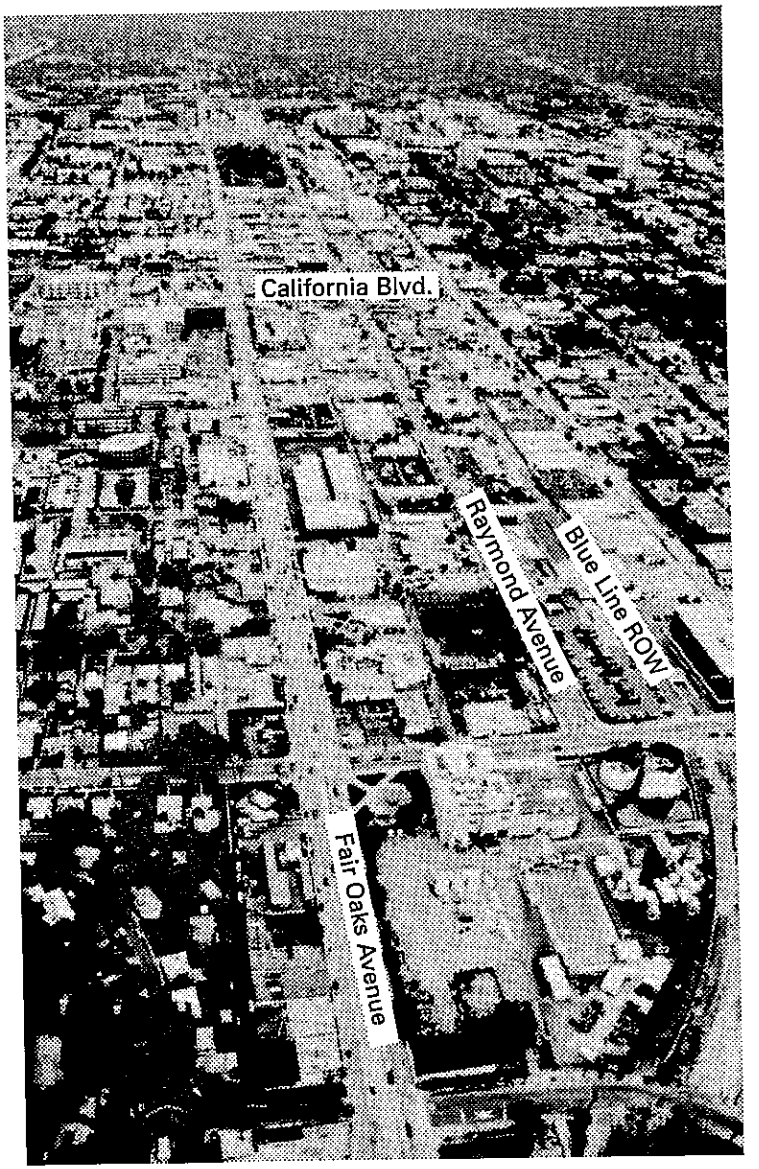
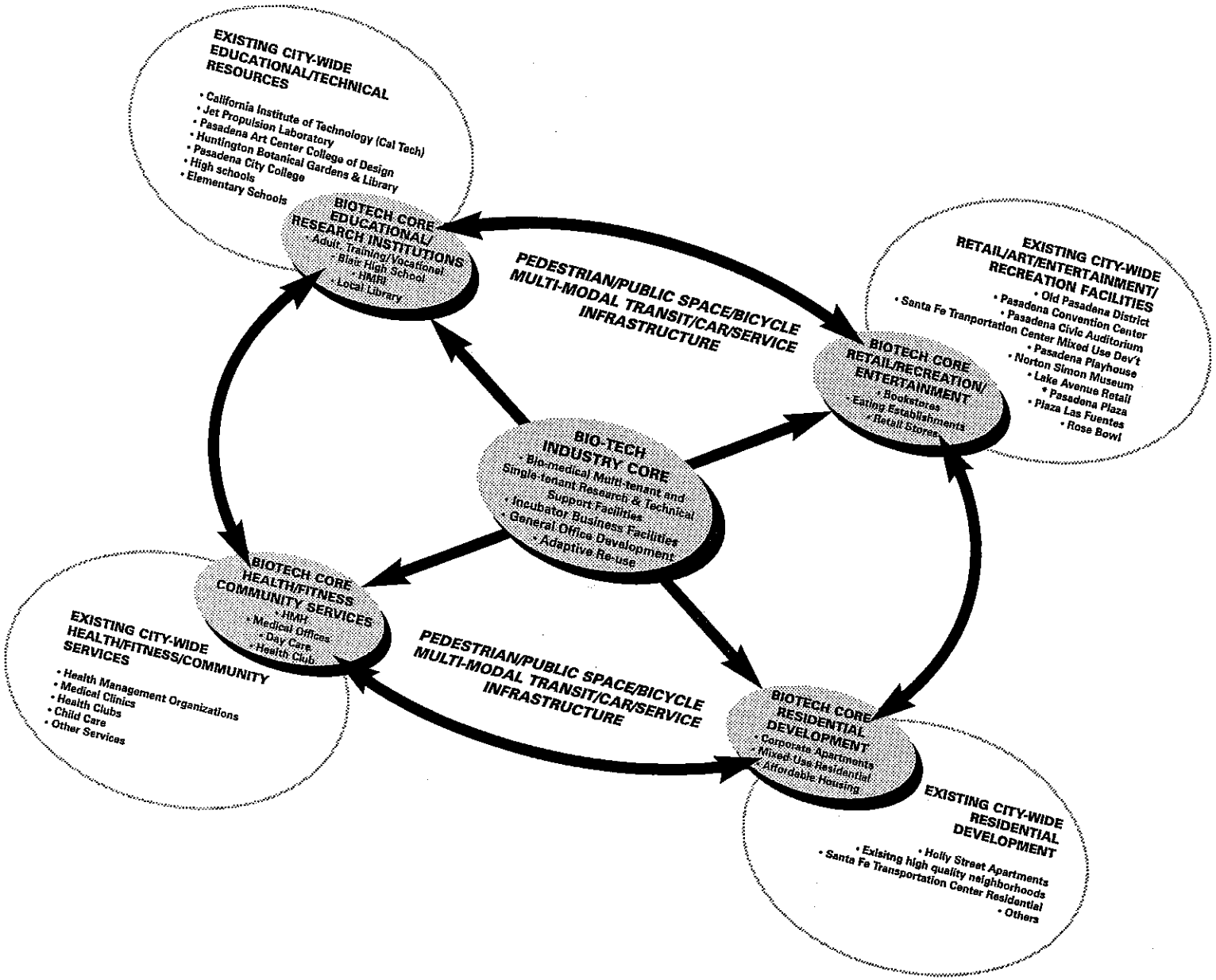


Figure 1-2
Aerial perspective looking north along Fair Oaks Avenue.



"...the main factor in the formation of a large technical and scientific labor market is the presence of job opportunities...(and) the presence of good quality institutions which tend to be located in areas of high social status and good urban amenities..." Prof. M. Castells, U.C. Berkeley

Pasadena has the potential for becoming a major technology center due to the presence of high caliber scientific and technological institutions, high quality residential neighborhoods, vital commercial, business, cultural and recreational amenities and the Pasadena Blue Line including the station at Fillmore Street.

Most technology-based industries are merging together in application and practice. The approach to creating such a "community of innovation" for the South Fair Oaks Specific Plan should plan broadly for technology-based industry opportunities, including biomedical.

FIGURE 1-3
VISION DIAGRAM FOR A COMMUNITY OF INNOVATION

erty owners, residents and others. These community meetings enabled direct community participation and provided important input to the AAC.

Through the planning process, the South Fair Oaks Specific Plan has been formulated to provide guidance in creating a thriving business district. The Plan area has many characteristics for success: a unique urban character, an interested and diverse business community that will participate in the future of the area, interested residents in adjoining neighborhoods, excellent regional connections through freeways and the proposed Blue Line light rail including the Fillmore Street Station (Fillmore Station), and a strategic location near related Pasadena institutions such as Huntington Memorial Hospital, Caltech, Jet Propulsion Laboratory and Huntington Medical Research Institutes, among others.

1.3 SPECIFIC PLAN GOALS

By combining the intentions of the General Plan with a community-based approach to preparing the Specific Plan, the following goals are established:

- Create an attractive physical environment for businesses which commercialize emerging technology, particularly related to biomedical.
- Integrate land use and transportation programs, with the light rail station site at Fillmore Street.
- Support the retention and enhancement of local business.
- Mitigate related traffic impacts in the Specific Plan area and in adjacent residential neighborhoods.
- Promote research coalitions with Pasadena institutions.

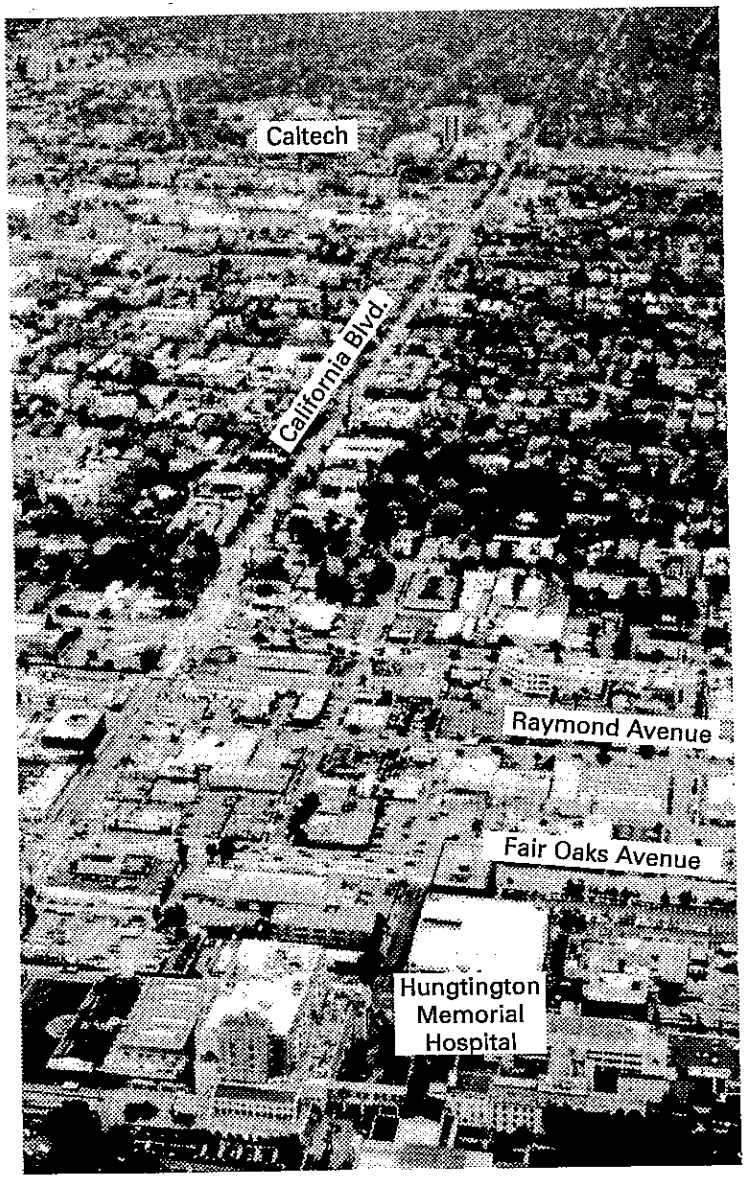


Figure 1-4
Aerial perspective looking east along California Boulevard from Huntington Memorial Hospital towards Caltech.

The Specific Plan envisions a district for biomedical and technology-based companies which can prosper along side an energetic mix of community serving retail, medical facilities and support services. New investment, building rehabilitations, attractive public improvements, and research coalitions will be pursued to establish this area as a premier business location in California.

The biomedical industry and other technology-based industries are an emerging and rapidly changing set of economic activities (e.g. computer software, digital entertainment and communication). Definitions and meanings for them are set forth in Appendix 1.

It is the express intent of the Specific Plan to allow existing business to continue to operate and expand consistent with the Pasadena Municipal Code.

The Environmental Impact Report (EIR) for this Specific Plan and the City's 1992 Comprehensive General Plan Amendment EIR, constitute Program EIR(s); therefore, development projects in the Specific Plan area which are shown by the City's environmental assessment form to be in compliance with these governing documents shall not be required to undergo further environmental analysis or documentation.

1.4 HOW THE SPECIFIC PLAN WORKS

This Specific Plan is designed to establish the vision, development framework and policies for the South Fair Oaks Area. Implementation will be regulated through detailed development standards, design guidelines, and land use regulations related to this Specific Plan. These important Specific Plan features are consistent with the goals and policies set forth in Pasadena's Comprehensive General Plan, which establishes a vision for the entire city.

Several areas throughout the City have been identified in the General Plan for the special treatment by means of a specific plan designation. In addition, the General Plan applies policies and standards for each specific plan. This Specific Plan explicitly denotes a mix of land uses for the area, based on city wide zoning designations. The development standards and land use strategy presented in the South Fair Oaks Specific Plan augment the land use regulations in Title 17 of the Pasadena Municipal Code. Any issue not specifically covered in the Specific Plan shall be subject to the applicable standards of the Pasadena Municipal Code and/or Uniform Building Code. An important part of this Specific Plan is to promote accessibility in accordance with all applicable local, state and national laws and policies.

CHAPTER 2.0 PLAN AREA CONTEXT

2.1 REGIONAL CONTEXT

The history of the Specific Plan area and its commercial character begins with the coming of the railroads to Pasadena in 1885, Figure 2-1. Today, Pasadena is centrally located within the greater Los Angeles region. Pasadena is seven miles north of Downtown Los Angeles and is 30 miles from the Pacific Coast. Pasadena's natural context is dominated by the San Gabriel Mountains to the north and the natural slopes of the Arroyo Seco along the west, Figure 2-2. These features provide Pasadena and the South Fair Oaks area with a unique geographic character.

2.2 HISTORICAL CONTEXT

The establishment of the railroad in Pasadena in 1885 connected the city to Los Angeles, the greater Southern California region, and the rest of the country.

The route followed the line of the present day Blue Line right-of-way between Raymond Avenue and Arroyo Parkway. Later, another rail line, the Salt Lake (later the Union Pacific), followed essentially the same route from the south, but curved west near Glenarm and then traveled northwest through the city. The two railroad lines were located between two natural ridges with Orange Grove to the west and Marengo Avenue to the east. Orange Grove, then known as Millionaire's Row was Pasadena's prime residential street. Marengo Avenue, with its famous pepper trees, was also a very attractive residential street.

As Pasadena's growth progressed, lumber yards, ice companies, and other early industries located near the

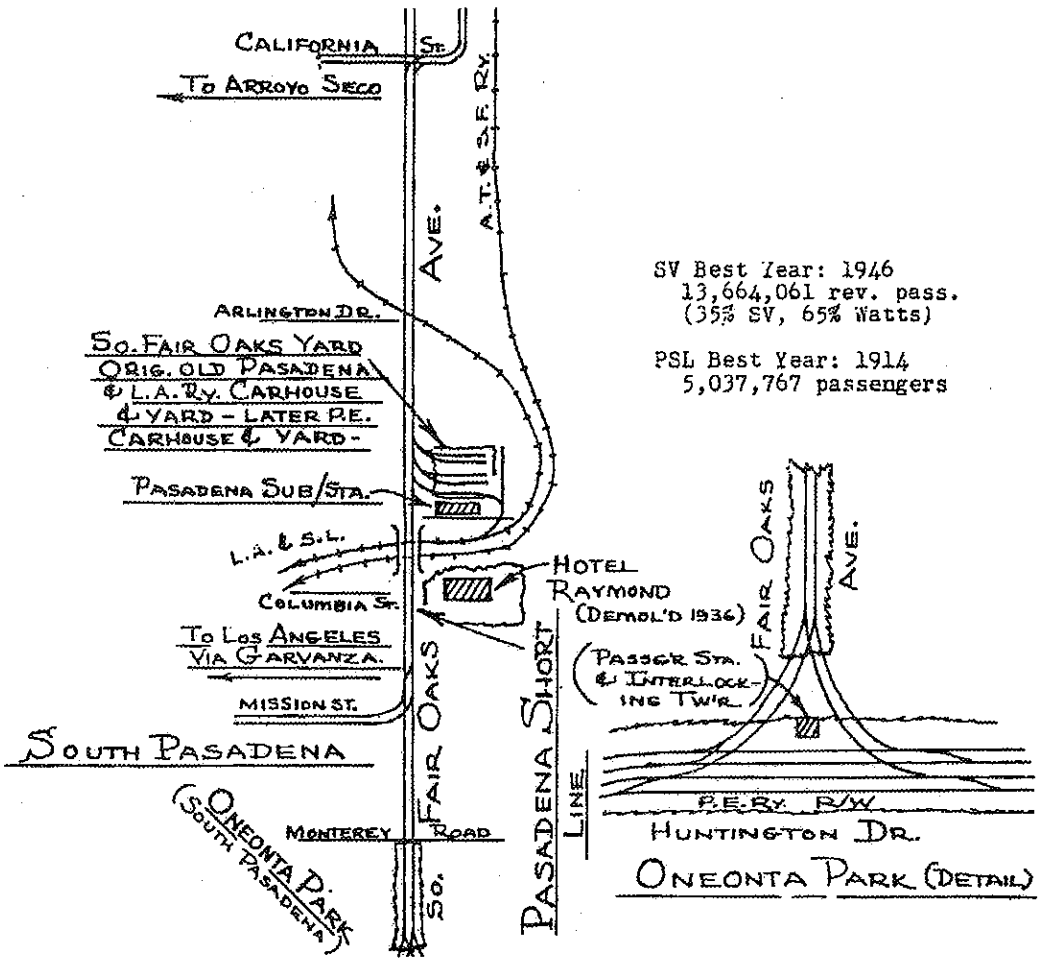


Figure 2-1, Historic Rail Service: Pasadena Short Line
Lines of Pacific Electric Northern & Eastern Districts, Interurbans Special 61

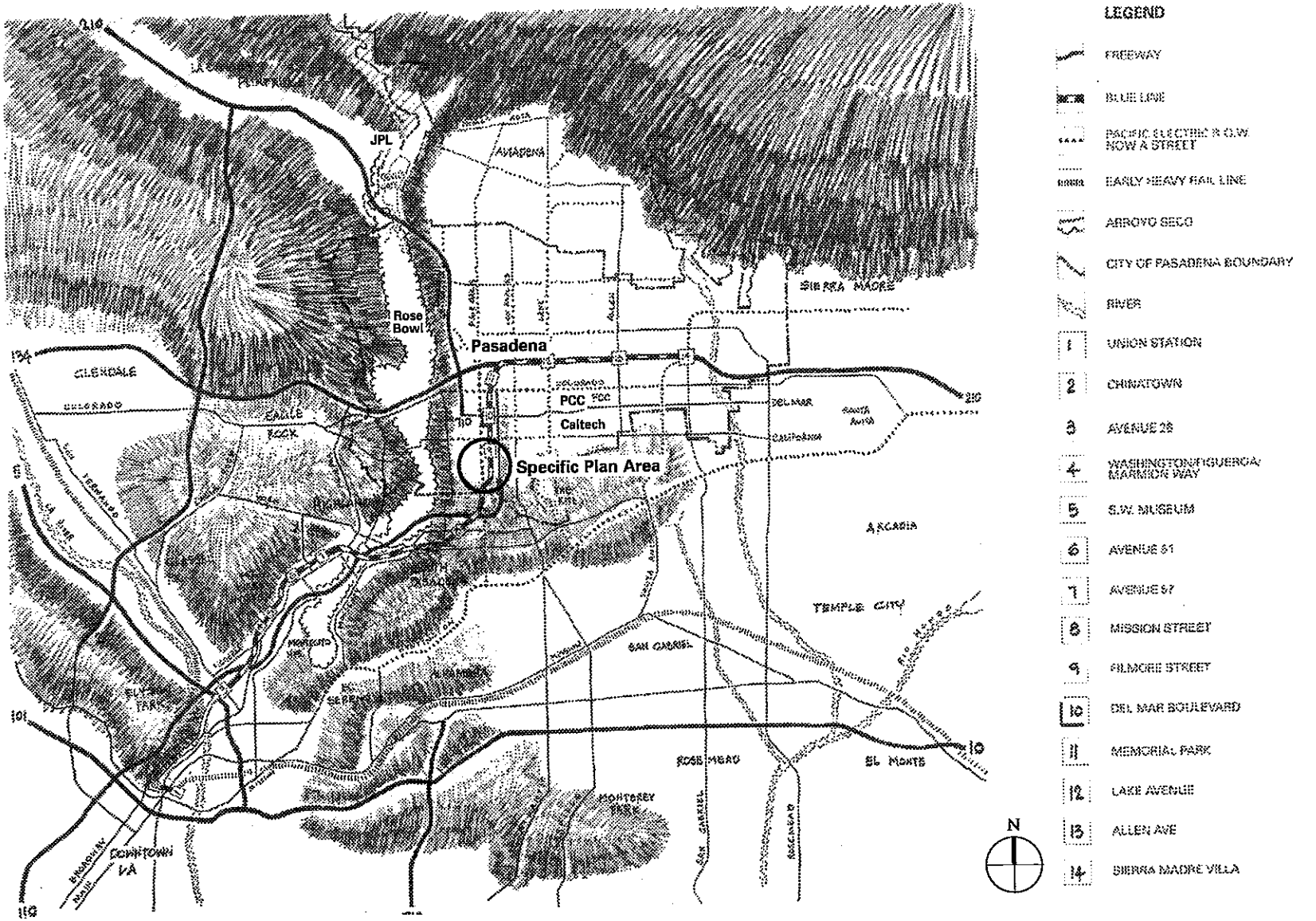


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FIGURE 2-2
REGIONAL CONTEXT

railroad tracks. As a result, the history of industrial zoning in Pasadena began here in 1914 with the establishment of industrial zones along the tracks. The first zone was bounded by the southern city limits, Fair Oaks on the west, Del Mar on the north, and the rear lot lines of Marengo Avenue parcels on the east.

In addition to industrial uses, residential and commercial retail uses also located in the district. Dwellings were occupied by many of the city's ethnic minorities such as the Chinese, Mexican and Japanese Americans. These people lived in or directly adjacent to this area in order to have easy access to employment opportunities.

At the turn of the century, a hospital (now Huntington Memorial Hospital) was located near Fairmount Avenue and Congress Street. This hospital was established to provide (and continues to provide) medical care to the Pasadena residents and much of the San Gabriel Valley.

Following World War I, there was substantial growth of industry in Southern California, and Pasadena residents were concerned that the cleanliness, beauty, and general welfare of Pasadena might be adversely affected. These citizens believed that Pasadena's charm was derived in large part from the lack of noise, dust and smoke associated with industry. In response, community leaders became very selective in their support for the various industries that wished to locate in Pasadena.

Prior to 1929, Pasadena's economy was primarily derived from tourism and from investments and employment outside of Pasadena. However, in the depression years the resort economy of Pasadena declined. After the Depression and during World War II, Pasadena's industrial uses became very important to its economic health. The building at 950 South Raymond Avenue was sponsored by Caltech as a research facility and wind tunnel.

Manufacturing industries related to war time activities helped boost the local economy and provide jobs for Pasadena residents. This industrial growth continued to expand after the war, until the late 1950's when it started a downward trend. During the 1960's and the following decade, the area developed with more retail, medical office, and auto repair uses.

CHAPTER 3.0 DISTRICT DESIGN

3.1 APPROACH

3.1.1 VISION

The following vision statement is based on the goals set forth in Chapter One:

- The vision is to create a community of interest and an identifiable district image in which area businesses are integrated with new biomedical and technology-based uses as identified in Chapter I, through improvements to public and private property. This Specific Plan envisions new development of design integrity, particularly technology-based development, building on the variety inherent in the area to create visual vitality.

The approach for defining and implementing this vision is through two plans:

- The Public Realm Urban Design Framework Plan, Figure 3-1.
- The Private Realm Urban Design Framework Plan, Figure 3-2.

Each of these plans have specific objectives, unique components and development standards and design guidelines, as summarized in:

- Table 3-1, Summary Description of Public Realm
- Table 3-2, Summary Description of Private Realm

3.1.2 SPECIFIC PLAN SUBAREAS

The Specific Plan area is divided into two planning sub-areas as follows, Figure 4-1:

1. General Industrial Subarea (IG Subarea)

   The IG Subarea is all of the Specific Plan area not included within the Huntington Memorial Hospital Subarea as set forth below.

   It should be noted that the parcel located at 620-624 South Pasadena Avenue is an existing privately owned commercially-zoned use.

2. Huntington Memorial Hospital Subarea (HMH Subarea)

   The boundaries of the HMH Subarea are illustrated in Figure 4.1. The boundaries are the Public/Semi-Public zoned area approximately bounded by Bellefontaine Street to the south, Pasadena Avenue to the west, California Boulevard to the north and Fair Oaks Avenue to the east.

The following Public Realm Urban Design Framework Plan, Private Realm Urban Design Framework Plan, development standards and design guidelines, as set forth in Sections 3.2 and 3.3, apply only to the IG Subarea. The entire HMH Subarea is governed by the HMHMDP as set forth in Section 4.5.

3.2 PUBLIC REALM URBAN DESIGN FRAMEWORK PLAN

3.2.1 INTRODUCTION

The Public Realm Urban Design Framework Plan is intended to:

1. Improve area identity, image, use and safety through:
   - Improvements to the appearance and use of the existing street grid.
   - Creation of an aesthetically pleasing pedestrian network and public spaces.
   - Creation of a district focus around Fillmore Street and the proposed Fillmore Light Rail Station.
   - Provision of the human-scale features such as landscape and streetscape.
2. Provide public improvements that will benefit both area businesses and new biomedical and technology-based uses.
3. Utilize development standards and design guidelines to enhance and maintain the quality of the area.

3.2.2 FRAMEWORK PLAN DESCRIPTION

The Public Realm Urban Design Framework Plan, Figure 3-1, establishes the components for improving public rights-of-way and the specific types of and geographical locations for private property improvements which have a direct bearing on the quality of the public realm.

Public realm improvements are to be implemented through actions of public agencies and through development projects including curb, gutter and sidewalk repair; new landscape; and street lighting, consistent with this Specific Plan.

The district's urbanized character is defined by the overwhelming regularity of the street grid which establishes the framework of public space. Improvements to the public realm are to be undertaken in terms of the street grid and through the creation of public nodes, as follows:

- Street Grid, Section 3.2.3-A

  Streetscape improvements are proposed for all public right-of-ways including major and district streets as set forth in Table 3-1 and Section 5.2, and Edmonson Alley. Streetscape improvements include planting materials such as trees, vines, shrubs and ground covers as set forth in Table 3-3; and street furnishings such as seating, paving, lighting, and trash receptacles, among others. Landscape improvements are also recommended for the Blue Line right-of-way.

  Landscape materials have been identified for use because they do well in the project area or have a history of success in Pasadena, and are drought tolerant and require low maintenance.

- Public Nodes, Section 3.2.3-B

  Public nodes are public spaces at key locations. Proposed public nodes include a plaza at the Fillmore Street Station, enhancements to the existing plaza in front of the historic Glenarm Steam Plant at Fair Oaks

LEGEND

- MAJOR STREET
- DISTRICT STREET
- RAIL R.O.W.
- ALLEY
- PLAZA STREET (FILLMORE ST.)
- RAIL STATION PLAZA
- THRU BLOCK CROSSING ZONE
- PREFERRED ALIGNMENT FOR THRU BLOCK CROSSING
- PUBLIC ORIENTED FEATURE
- PEDESTRIAN CROSSWALK

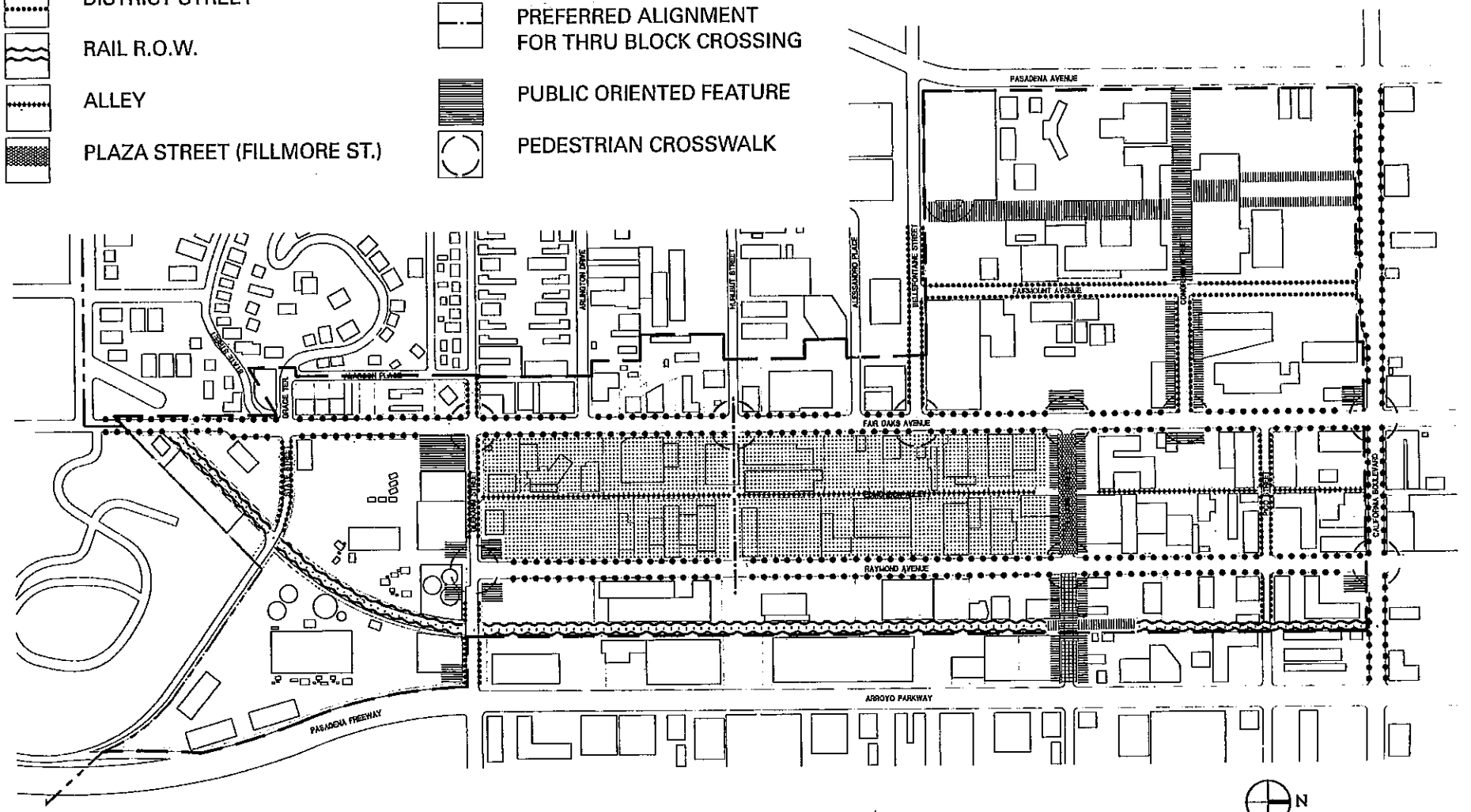

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FIGURE 3-1
PUBLIC REALM
URBAN DESIGN
FRAMEWORK PLAN

TABLE 3-1: SUMMARY DESCRIPTION OF PUBLIC REALM

Plan Components	Plan Locations	Development Standards and/or Design Guidelines Addressed
3.2 PUBLIC REALM *Concept: Create activity and landscape nodes within the street grid pattern*		
3.2.3-A STREET GRID, page 17		
3.2.3-A.1 Major Streets, page 17	Fair Oaks Avenue Raymond Avenue California Boulevard	Landscape Trees Vines Shrubs Ground cover Street furnishings Seating Trash receptacles Paving Street lights Benches
3.2.3-A.2 District Streets, page 23	Congress Street Bellfontaine Street Hurlbut Street Arlington Street Glenarm Street Pico Street	
3.2.3-A.3 Rail R.O.W., page 23 (also see page 68)	Pasadena Blue Line Right-of-Way	
3.2.3-A.4 Alley, page 25 (also see page 69)	Edmonson Alley	
3.2.3-A.5 Miscellaneous, page 25	As appropriate	Art in public places Planting installation
3.2.3-B PUBLIC NODES, page 25		
3.2.3-B.1 Plaza Street (Fillmore Street), page 25	Fillmore Street between Fair Oaks Ave. and Raymond Ave.	Building form Landscape Street furnishings/street lights Parking
3.2.3-B.2 Fillmore Station Plaza, page 29	Fillmore Str. between Raymond Ave. and Arroyo Pkwy.	Street vacation Building form Landscape Street furnishings/street lights
3.2.3-B.3 Through-Block Crossing Zone, page 31 Also see 3.3.3-B.3, page 42	Pedestrian connections between Fair Oaks Ave. and Raymond Ave.	Accessibility and safety Landscape Signage Lighting Street furnishings
3.2.3-B.4 Pedestrian Crosswalks, page 32	Fair Oaks Ave. at California Blvd., Congress Ave., Fillmore Str., Bellefontaine Str. and Glenarm Str. Raymond Ave. at California Blvd., Congress Ave., Fillmore Str.	Pavement Color Texture
3.2.3-B.5 Maintenance, page 32	Specific Plan area	Graffiti removal Secure street furnishings
3.2.3-B.6 Utilities, page 32	Specific Plan area	As required

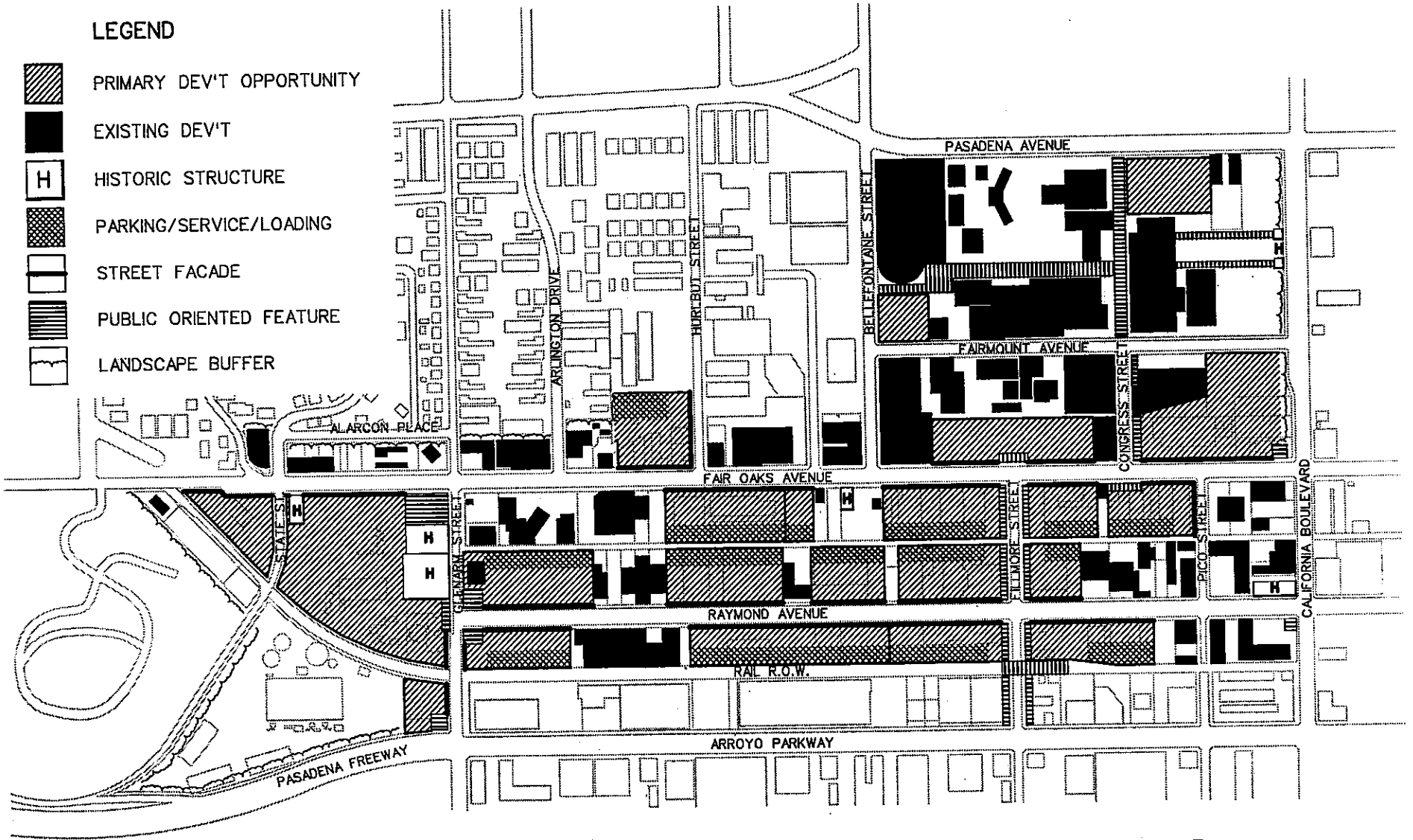

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FIGURE 3-2
PRIVATE REALM
URBAN DESIGN
FRAMEWORK PLAN

TABLE 3-2: SUMMARY DESCRIPTION OF PRIVATE REALM

Plan Components	Plan Locations	Development Standards and/or Design Guidelines Addressed
3.3 PUBLIC REALM *Concept: Unify the new and old by reinterpreting historical design principles to encourage creative contemporary building design, preservation and adaptive re-use.*		
3.3.3-A PROPERTY DEVELOPMENT, page 36		
3.3.3-A.1 Primary Development Opportunity	Illustrative category based upon likelihood of development	
3.3.3-A.2 Improvements to Existing Development	Illustrative category based upon likelihood of remaining; possible rehabilitation/renovation	
3.3.3-A.3 Improvements to Cultural Reources	Determined by City of Pasadena; encourages rehabilitation or adaptive re-use	
3.3.3-B SITE ORGANIZATION AND FEATURES, page 39		
3.3.3-B.1 Site Layout, page 39	For new development and property improvements	Placement of building, driveways and parking
3.3.3-B.2 Driveways and Access, page 39	For new development and property improvements	Paving Planting Number and location Co-location with architectural features
3.3.3-B.3 Private Outdoor Nodes, page 42	For new development and property improvements Including street-front nodes, interior nodes and Through-Block Crossi	Purpose Type: Street Front Node Type: Courtyard Node Type: Through Block Crossing
3.3.3-B.4 Parking and Loading, page 46	For new development and property improvements	Location and configuration Lighting Planting
3.3.3-B.5 Walls, page 48	For new development and property improvements	Location and size Planting
3.3.3-B.6 Miscellaneous, page 49	For new development and property improvements	Landscape Buffers Exterior lighting Equipment, devices and trash Safety and environment
3.3.3-C ARCHITECTURAL ORGANIZATION AND FEATURES, page 50		
3.3.3-C.1 Architectural Design Guidelines, page 50	For new development and property improvements	Architectural organization Private indoor nodes Facade design Height Setback Roof form Exterior materials and finishes
3.3.3-C.2 Primary Building Entry, page 55	For new development and property improvements	Location, orientation and massing Canopies Doorways Doorways
3.3.3-C.3 Exterior Building Systems, page 57	Mechanical Equipment Solar Equipment Telecommunications equipment Exterior Stairs	Rooftop equipment and enclosures Accessory structures and enclosures Building devices and appendages
3.3.3-C.4 Signage, page 57	For new development and property improvements	Commercial signage Civic signage

Avenue and Glenarm Street, streetscape improvements to Fillmore Street between the station and Fair Oaks Avenue, and the Huntington Memorial Hospital walkway that aligns with Congress Street between Fairmount Avenue and Pasadena Avenue.

Other Public Node features include enhanced crosswalks at specific intersections, optional pedestrian Through-Block Crossings to enhance communications in the area between Fair Oaks Avenue and Raymond Avenue and Private Outdoor Nodes, as set forth in Section 3.3.3-B.3, to support adjacent public spaces.

3.2.3-A PUBLIC REALM COMPONENT: STREET GRID STREETSCAPE CONCEPT

Development standards and design guidelines are summarized in Table 3-1, Summary of Public Realm Development Standards and described in Figure 3-1, Public Realm Urban Design Framework Plan.

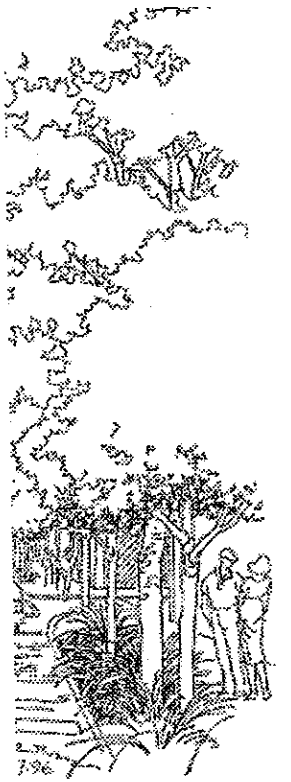
3.2.3-A.1 Major Streets, Figures 3-3, 3-4, 3-5 and Table 3-3

Major streets are city-wide and/or regional connecting streets. These streets convey the identity of the Specific Plan area.

3.2.3-A.1.1 Landscape Concept for Major Streets

The following standards and guidelines are set forth:

- Groups of three trees are proposed. The center and end trees should be different from each other. It is recommended that Fair Oaks Avenue be planted with California sycamore in the center while maintaining the existing Crape Mrytle on the ends; and, that Raymond Avenue be planted with camphor in the center and purple leaf plum on the ends.
- If trees other than those set forth above are used, then it is recommended that the same type be planted for the length of each major street, although the type may vary between the streets.
- Spacing between trees should be consistent with the sidewalk scoring module to form an integrated pattern. End trees should be spaced equally from the center tree at approximately 11 feet.
- It is recommended that tree groups be planted in planters flush with the surface of the sidewalk as follows:
  - Planters should be planted with shrubs and/or ground cover to form a dense planting area. The type of shrub and/or ground cover should vary between planters to add variety.
  - Planters should extend past the end trees by a minimum of three feet. The total length of the planter should be not less than 30 feet.
  - Planter width should be not less than four feet nor more than five feet. Because sidewalk widths vary in the Specific Plan area, this should leave no less than five feet for pedestrians.
- If the city determines that individual tree wells should be used instead of one planter, then shrubs and/or ground cover should be planted with each tree.



Parkway landscape on Major Streets such as Fair Oaks Avenue and Raymond AVenue will improve pedestrian use and ambience.

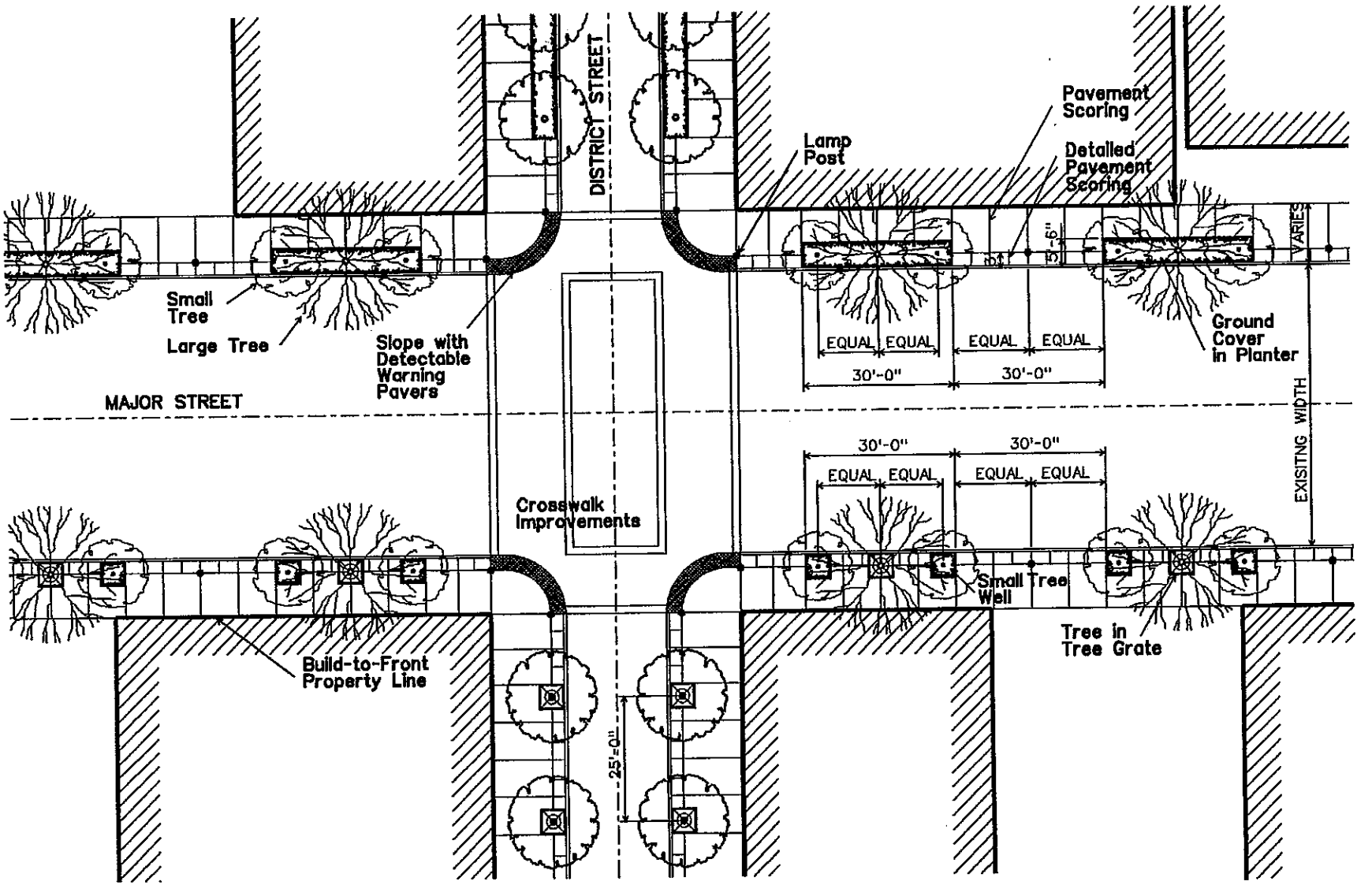


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FIGURE 3-3
TYPICAL STREETSCAPE PLAN

TYPICAL SECTION THROUGH MAJOR STREET

The 45 and 56 foot building height limits creates, approximately, a one-to-one ratio with the existing widths of major streets such as Fair Oaks and Raymond Avenues.

Building designs should include facade patterns of vertical and horizontal elements to provide a sense of scale and hierarchy and shade and shadow effects. A cornice line should be employed to demarcate where the top of the building meets the sky.

The landscape concept groups tall and low trees to provide a counterpoint to the linear character of Fair Oaks and Raymond Avenues.

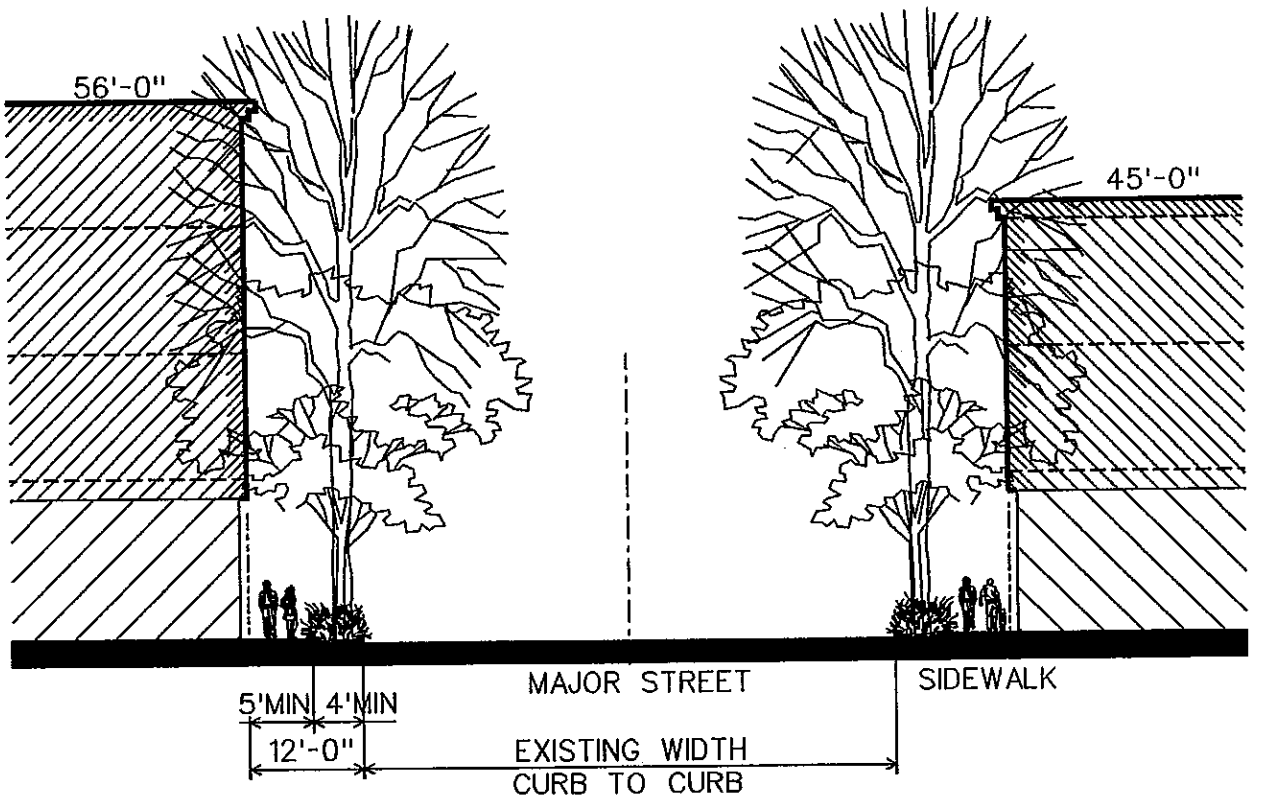
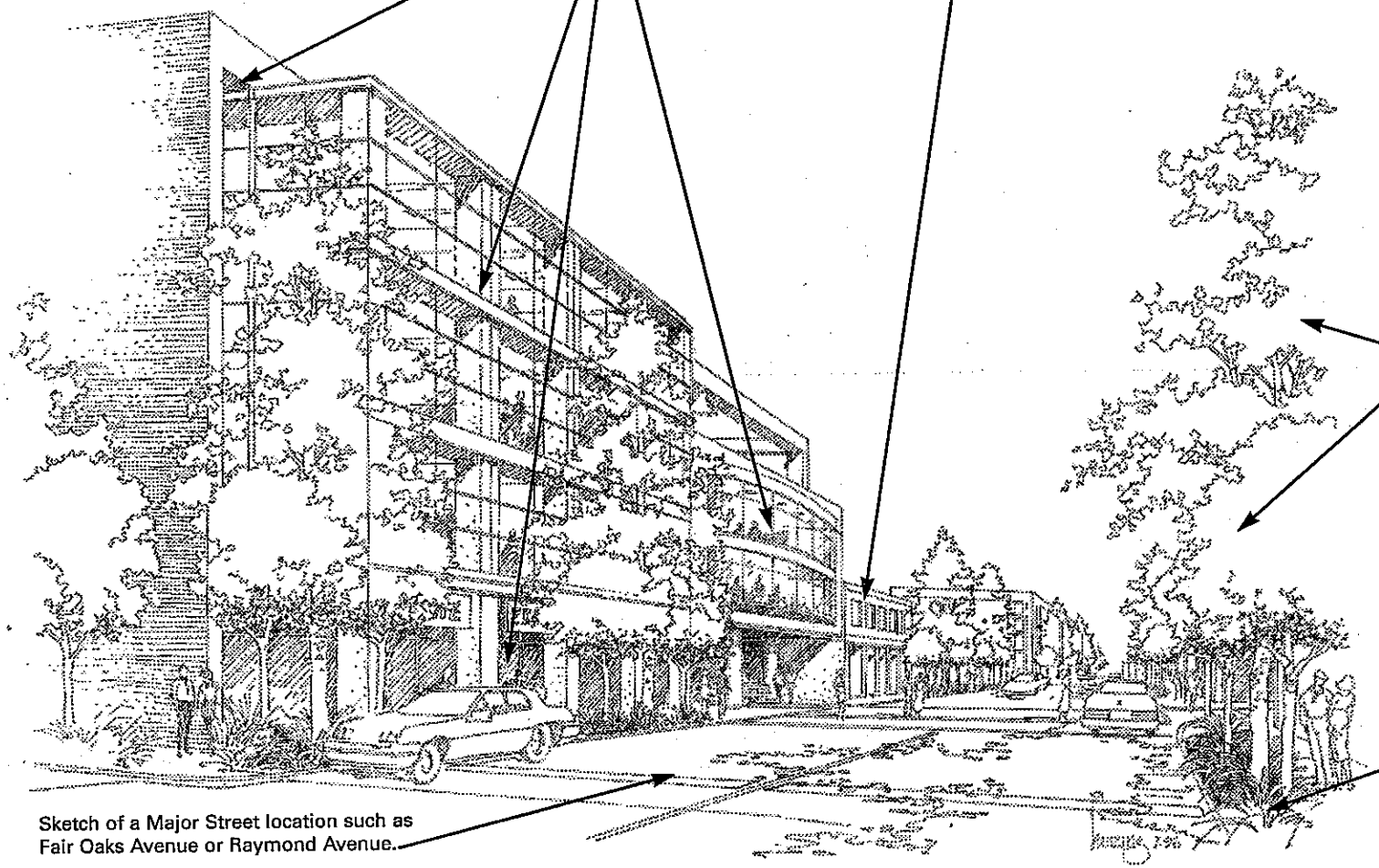


Figure 3-5 illustrates the standards and guidelines set forth by the Specific Plan. They represent illustrative architectural design concepts which are not necessarily intended to be implemented as depicted here.



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South Fair Oaks Specific Plan

CITY OF PASADENA

FIGURE 3-5
SKETCH OF MAJOR STREET

TABLE 3-3 LANDSCAPE PALETTE

STREET TREES	
Large Trees For Center of Three Tree Group, for Two Tree Group and for Fillmore Street	
Liquidambar styraciflua	American Sweet Gum
Phoenix canariensis	Canary Island Palm
Platanus racemosa	California Sycamore
Quercus engelmannii	Mesa Oak
Quercus suber	Cork Oak
Washingtonia filifera	California Fan Palm
Small Street Trees For Use Under Large Trees or other shady canopy	
Albizia julibrissin	Silk
Bauhinia	Orchid
Prunus atropurpurea	Purple Leaf Plum
Prunus "Hollywood"	Purple Leaf Plum
PARKING LOT TREES	
Casia excelsa	Grown of Gold
Pistacia chinensis	Chinese Pistache
Podocarpus gracilior	Fern Pine
Tipuana tipu	Tipu
RAIL RIGHT-OF-WAY TREES	
Eucalyptus ficifolia	Red Flowering Gum Tree
Eucalyptus polyanthemos	Silver Dollar Gum Tree
Eucalyptus rudis	Desert Gum/Swamp Gum Tree
PRIVATE NODE (COURTYARD) TREES	
Schinus molle	California Pepper Tree
Ulmus parvifolia	Chinese Elm
SHRUBS	
Bamboo	Variety
Podocarpus	Japanese Shrub Yew
Prunus caroliniana	Carolina Laurel Cherry
Prunus lyonii	Catalina Cherry
GROUND COVER	
Cistus crispus	Santa Cruz Rockrose
Cistus hybridus	White Rockrose
Gazania	Perennials
Hypericun	St. Johnswort
Pennisetum setaceum "cupreum"	Fountain Grass
Phormium tenax	New Zealand Flax
VINES	
Bouganvillea	Variety of red
Jasminum officinale	Common White Jasmine/ Poet's Jasmine
Passiflora	Passion Vine
Roza banksiae	Lady Banks' Rose
Thunbergia	Perennial Vine
Wisteria	Variety of white and purple

The landscape palette has been selected based upon the successful cultivation of plant materials in and around the project area as determined by observation and local knowledge.

This list sets forth a preferred selection of plant materials.

This list represents a menu of possible landscape materials and does not limit use of other species and types of material. Any new private of public landscape projects will follow standard City review and permitting procedures.

- If the city determines that trees should be placed in individual tree grates, then the opening shall be of sufficient size for the tree at maturity. The outside dimension of the grate should match the module of the paving pattern as described below. (Grates and planter width should be not less than four feet nor more than five feet. This will leave a minimum of five feet for pedestrians.)

- The spacing between tree groups should be not less than 30 feet nor more than 45 feet. The distance between trees should be consistent on a major street but may vary between major streets.

- To accommodate driveways which will penetrate the sidewalk it may be necessary to alter the three-tree group by eliminating one end tree. If two trees in a group need to be eliminated the group should be relocated. Sufficient distance should be maintained between the end of the planter or tree grate and the beginning of the driveway curb cut.

3.2.3-A.1.2 Street Furnishing Concept for Major Streets

The following standards and guidelines are set forth:

- Paving should be concrete consistent with city engineering standards.

  - Paving should be smooth in texture and color should be a warm gray. Crosswalk paving bands for both streets and alleys should be a moderate texture.

  - One scoring module at 2.5 feet is recommended with a two-part pattern as follows:

    - A standard scoring pattern is proposed at approximately 7.5 feet; this may be subdivided if needed to prevent cracking. This module should be consistent with the spacing of the tree group and between tree groups.

    - A "compressed" pattern that doubles the rhythm is proposed extending from the curb 2.5 feet toward the property line. A scoring line should be located parallel to the curb.

    - Intersection curbs should be sloped to provide disabled access in conjunction with the grid street. Detectable warning pavers should be located on the sloped section to assist the seeing-impaired.

- A comprehensive street lighting program is recommended to be undertaken by the city. This program should be developed to increase pedestrian activity, promote safety, aid in orientation and enhance area ambiance. The following are recommended:

  - The existing box-light-style street light shallb e the standard on major streets.

  - Decorative pedestrian-scaled fixtures similar to the design illustrated in Figure 3-9A should be employed.

  - Pedestrian-scaled fixtures should be mounted on taller street-light poles.

  - Pedestrian-scaled fixtures should be located at the mid-point between tree groups at the center of the compressed and parallel scoring modules.

- Trash receptacles should be located on each side of a major street at intersections and additionally on Fair Oaks Avenue and Raymond Avenue, at a minimum of one per quarter mile.

3.2.3-A.2 District Streets, Figures 3-3, 3-6 and Table 3-3

District streets are local serving streets connecting the Specific Plan area with local neighborhoods. There are two full block-length district streets: Glenarm Street and Pico Street. The remainder of district streets transition into neighborhoods outside of the Specific Plan area.

3.2.3-A.2.1 Landscape Concept for District Streets

The following guidelines are set forth:

- Groups of two trees are proposed; the trees should be the species. Examples include Mesa Oak and Canary Island Palm, among others.

- The same types of trees should be planted for the length of each district street but may vary between streets. Selected trees do not have to match existing street trees, especially on neighborhood streets west of Fair Oaks Avenue which are outside of the Specific Plan area. Provision of a tree group that contrasts with the neighborhood street trees will provide a visual "counterpoint" that enhances and signifies the transition from residential to commercial.

- Spacing between trees should be consistent with the sidewalk scoring module to form an integrated pattern. Trees should be approximately 22 feet apart. The distance between trees shall be consistent on a district street but may vary between district streets.

- Tree groups for District Streets should follow the standards and guidelines set forth for Major Street, Section 3.2.3-A.1.1.

3.2.3-A.2.2 Street Furnishing Concept for District Streets

The following standards and guidelines are set forth:

- Meet the standards and guidelines set forth for Major Street, Section 3.2.3-A.1.2.

- Trash receptacles should be located as needed to supplement receptacles at intersections with major streets.

3.2.3-A.3 Rail Right-of-Way

The Blue Line rail right-of-way is encouraged to be improved with landscape materials from Fair Oaks Avenue to California Boulevard. Landscape should be designed so as not to interfere with the catenary (overhead electrification lines) and rail track.

The following guidelines are set forth:

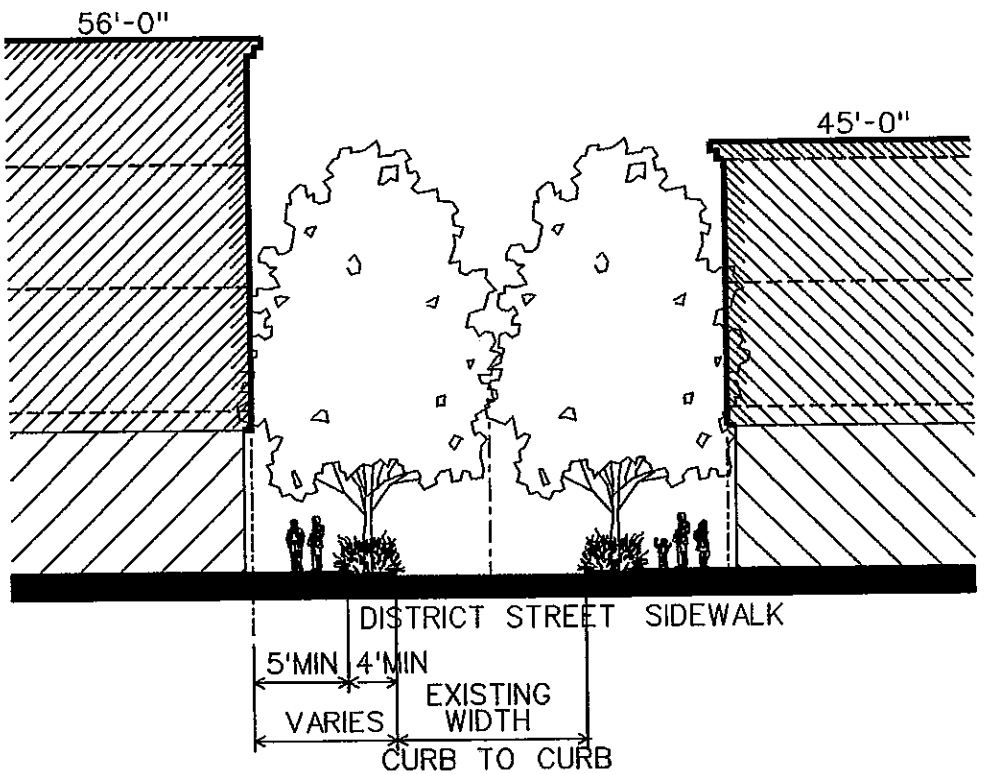
- Three types of eucalyptus may be planted in groupings of single- and mixed-tree types in random patterns.

- A variety of shrubs and ground cover should be planted in random groupings and patterns.

TYPICAL SECTION THROUGH DISTRICT STREET

District streets connect Fair Oaks and Raymond Avenues (Glenarm Street and Pico Street, among others) and serve adjoining neighborhoods (Glenarm Street, Bellefontaine Street, and Hurlbutt Street, among others).

District streets are planned with mid-size trees in proportion to the width of the street to provide shade and encourage pedestrian activity between uses and connections between Fair Oaks Avenue and Raymond Avenue to enhance area communications.



- Landscape materials should be used as set forth in Table 3-3.

- As described below the city and MTA, or other rail construction authority, should enter discussions regarding the design, funding, implementation and maintenance for landscape improvements.

3.2.3-A.4 Edmonson Alley

Landscape and street furnishing improvements to Edmonson Alley should be undertaken by adjacent property owners especially at Through-Block Crossing locations as set forth in Figure 3-2. City improvements are set forth in Section 5.2.1-D.

3.2.3-A.5 Miscellaneous

3.2.3-A.5.1 Art in Public Spaces

Art in public spaces is encouraged to enhance the aesthetic quality of the environment and act as a vehicle for maintaining and preserving the cultural and historic heritage of the area. The most preferable locations for art in public spaces include the proposed Fillmore Street Station Plaza, Fillmore Street between Raymond Avenue and Fair Oaks Avenue, and the fountain plaza in front of the Glenarm Steam Plant. Public art may include artistically designed fountains or design enhancements to architectural projects, specifically identified as such.

3.2.3-A.5.2 Planting Installation

The following standards and guidelines are set forth:

- Planting installation for trees and shrubs shall allow for adequate root growth and good drainage.

- All street trees in the right of way shall be a minimum 24 inch box. The height of palm trees should be selected based upon the type of palm and available funds.

- All trees in paved areas shall have a root barrier collar to prevent root intrusion to sidewalks and streets.

- All planting areas that require shrubs and ground cover areas shall be automatically irrigated except for trees which may be manually watered until established.

3.2.3-B PUBLIC REALM COMPONENT: PUBLIC NODE STREETSCAPE CONCEPT

3.2.3-B.1 Plaza Street: Fillmore Street, Figures 3-7, 3-8, 3-9A and Table 3-3

Fillmore Street is the focal point of the Specific Plan because it links Fair Oaks Avenue, a city-wide mobility corridor, with a proposed Blue Line Station. As a district-wide focal point, Fillmore Street is designed as a pedestrian-oriented street with the following urban design characteristics:

3.2.3-B.1.1 Building Form Concept for the Plaza Street

The following standards and guidelines are set forth:

- Buildings along Fillmore Street shall be built to a mandatory build-to-setback-line of 10 feet from the property line, as set forth in Section 3.3.3-C.1.5.

- Active building uses should front the Fillmore Street sidewalk as follows:
  - Service retail to address daily needs of employees and visitors such as cafe and florist, among others.
  - "Showcase uses" that exhibit and display the goods and services produced in the Specific Plan area. The showcase may be linked with an area-wide publicly-oriented shared use such as a conference center.
  - No curb-cuts shall be allowed on Fillmore Street. Access to parcels should be from Raymond Avenue, Fair Oaks Avenue and Edmonson Alley.

3.2.3-B.1.2 Landscape Concept for the Plaza Street

The following standards and guidelines are set forth:

- The landscape design concept is a double row of trees-- sidewalk and "in-street" trees--between Raymond Avenue and Fair Oaks Avenue as follows:
  - Evergreen or deciduous sidewalk trees, such as American Sweet Gum (see Table 3-3) should be located on the sidewalk at a regular spacing of approximately 25 feet and should be consistent with the paving pattern. The modulation should be one tree located adjacent to the cross street (Raymond or Fair Oaks Avenues) and alley; and three trees grouped between them. The grate width should be not less than four feet nor more than five feet. This will leave a minimum of 15 feet for pedestrians to the edge of the building.
  - "In-street" trees should be evergreen flowering trees such as Crape Mrytle, located between parking spaces not more than 5 feet from the curb face to the center of the tree. A tree guard shall be provided to protect the tree from vehicles. Trees should be placed in the ground, with no grate. The outside dimension of the opening should match the module of the paving pattern as described below. Shrubs should be planted to form a dense planting area. The type of shrub and/or ground cover can vary from planter to planter to add variety and interest.

3.2.3-B.1.3 Street Furnishings Concept for the Plaza Street

The following standards and guidelines are set forth:

- Meet the standards and guidelines set forth for the Major and District Streets, Sections 3.2.3-A.1 and 3.2.3-A.2, respectively.
- Concrete paving in the street space should be consistent with the scoring pattern for the sidewalks. Scoring lines should cross Fillmore Street to visually connect sidewalk trees and lamp posts, as well as to connect with in-street tree locations.
- Benches to enhance pedestrian use should be placed in the center of each quarter block. Benches should be of wood and/or metal; concrete benches shall not be used.
- A minimum of one trash receptacle should be located on each quarter block near lamp posts.

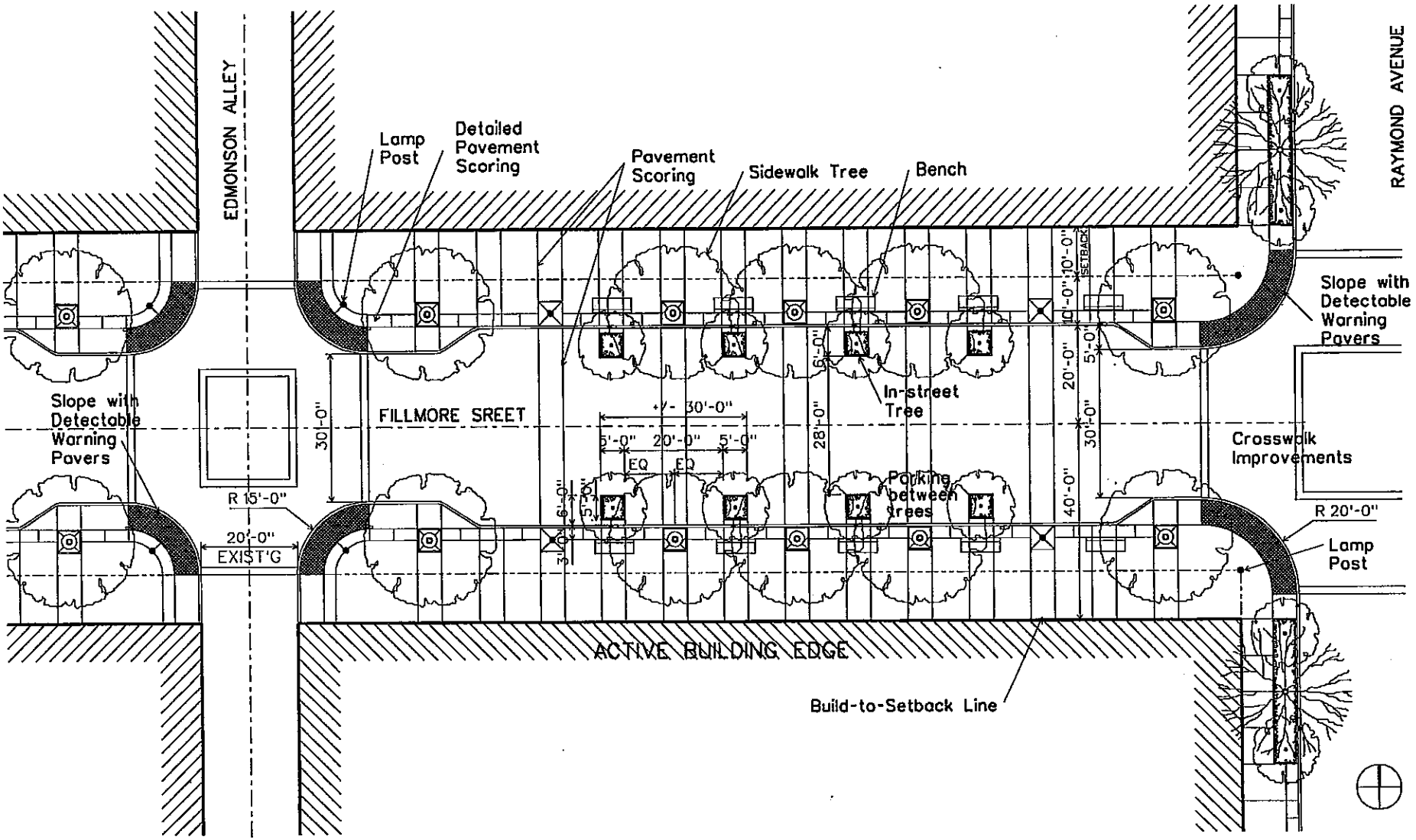


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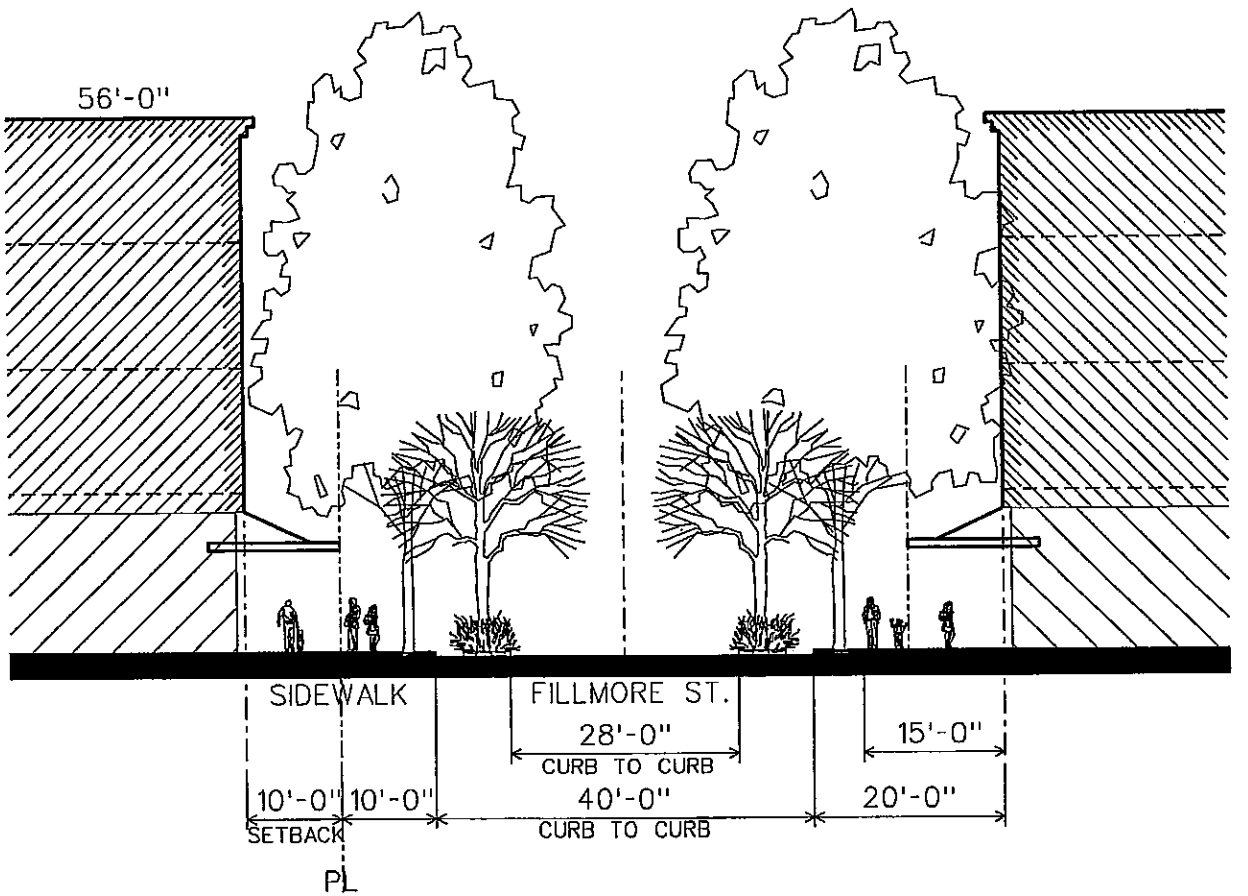
FIGURE 3-7
TYPICAL
FILLMORE STREET PLAN

TYPICAL SECTION THROUGH FILLMORE STREET

Fillmore Street is the pedestrian-oriented center of the Specific Plan area, connecting Fair Oaks Avenue--a city-wide mobility corridor--with the proposed Fillmore Street Blue Line Light Rail Transit Station.

Fillmore Street is planned to be inviting to pedestrians with active land uses, convenient parking and well-designed streetscape.



3.2.3-B.1.4 Parking

Non-metered, limited-time, parallel parking is permitted on Fillmore Street. Parallel parking will encourage pedestrian activity especially in relation to the Blue Line Station. It is anticipated that Fillmore Street can provide up to ten spaces per side.

3.2.3-B.1.5 Trucks

The proposed conceptual streetscape improvements set forth in this Specific Plan are intended to accommodate a variety of truck types and sizes on Fillmore Street up to and including semi-tractor and trailer trucks but excluding double semi-tractor and trailer trucks.

It is anticipated that over time as existing uses evolve and new biomedical and technology-based uses are established, the need for semi-tractor and trailer trucks will diminish. In the mean-time however, these vehicles need to be accommodated to maintain the viability of existing uses.

As such the conceptual design of Fillmore Street, including street width and curb radii, are based upon standard traffic engineering parameters to accommodate all semi-tractor and trailer trucks turning movements with two exceptions:

- Semi-tractor and trailer trucks will continue to follow the existing practice of using the on-coming traffic lane to accommodate their turning radius. The city shall post safety signs as needed.

- Due to limited dimensions, semi-tractor and trailer trucks shall not be allowed to make right hand turns from east-bound Fillmore Street to south-bound Edmonson Alley, and from west-bound Fillmore Street to north-bound Edmonson Alley. Trucks can instead use other access routes. The city shall post safety signs as needed.

3.2.3-B.1.6 Implementation

The City's implementation of the foregoing public improvements should be coordinated with the rail authority's Fillmore Station implementation program.

3.2.3-B.2 Fillmore Station Plaza

The Fillmore Station is a key district-wide focal point of activity. The station design, and the urban design of the area immediately surrounding the station, including the architecture of adjacent and nearby buildings, will have an important impact upon the public perception of the project area. The following principles, standards and guidelines are set forth:

3.2.3-B.2.1 Fillmore Station Plaza Design

Based upon Blue Line's rail engineering decisions, Fillmore Street between Raymond Avenue and Arroyo Parkway will be closed to through traffic. The adjacent publicly-owned parcel has been designated for use as a park-and-ride lot with access from the closed portion of Raymond Avenue. The Specific Plan sets forth the following recommendations:

- Fillmore Street between Raymond Street and the rail track shall be closed to all vehicles to create a public pedestrian plaza, possibly called the "Fillmore Street Station Plaza."

- The Fillmore Station park-and-ride lot shall take access and egress from Raymond Avenue only.
- The following Station Plaza guidelines are set forth:
  - Multiple service retail uses such as a newsstand or flower kiosk should be provided.
  - Push-cart vendors are encouraged to provide services in the outdoor spaces.
  - An over-head canopy or other roof-element that is open to light and air should be provided to:
    - Create shade by screening and filtering sunlight.
    - Protect from rain.
    - Create a canopy visible to surrounding streets including Fair Oaks Avenue, Raymond Avenue and Arroyo Parkway.
- Active building uses as set forth in Section 3.2.3-B.1.1.
- Light Rail Station Design Review Committee recommendations regarding Blue Line Cost Containment proposals for platform include the following:
  - Art: Art column will remain as well as additional touches such as special benches.
  - Canopy: Canopy to retain designed coverage.
  - Platform: paving to be a natural concrete with scoring pattern.
  - Lighting: selected from a standard palette.
  - Handrails: standard galvanized handrails with stainless steel cap and railing. Decorative may be considered depending on cost.
  - Street lighting: street lighting and location of lighting will fit City standards.

3.2.3-B.2.2 Building Form Concept for the Station Plaza

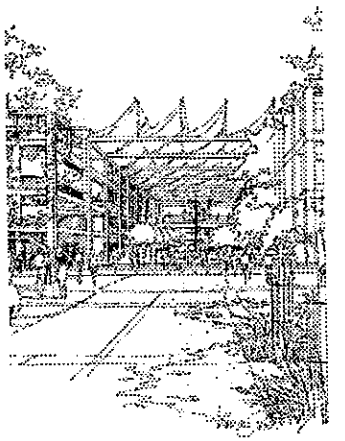
The following standards and guidelines are set forth:

- Meet the standards and guidelines set forth for the Plaza Street, Section 3.2.3-B.1.
- Buildings on Fillmore Street between Raymond Avenue and the rail track shall be built to a mandatory build-to-setback-line which shall be 10 feet from the property line; thereby creating up to 10 feet of additional plaza area and aligning with the buildings fronting Fillmore Street west of Raymond Avenue as set forth in Section 3.3.3-C.1.5.

3.2.3-B.2.3 Landscape Concept for the Station Plaza

The following standards and guidelines are set forth:

- The landscape design concept is to provide a single row of trees that matches the "in-street" trees on Fillmore Street west of Raymond Avenue as follows:
  - The tree type should be the same evergreen flowering trees located on Fillmore Street between Raymond Avenue and Fair Oaks Avenue. The trees should not be spaced at a distance greater than on



Proposed Fillmore Street Station plaza and canopy.

Fillmore Street between Raymond Avenue and Fair Oaks Avenue. A tree grate should be provided with the same dimensions as the tree wells between Raymond Avenue and Fair Oaks Avenue. Shrubs should be planted to form a dense planting area. The type of shrub and/or ground cover can vary from planter to planter to add variety and interest, especially at the human scale.

3.2.3-B.2.4 Street Furnishings for the Station Plaza

The following standards and guidelines are set forth:

- Meet the standards and guidelines set forth for the Plaza Street, Major Streets and District Streets, Sections 3.2.3-B.1, 3.2.3-A.1 and 3.2.3-A.2, respectively.
- The paving for the Station Plaza should be designed as one integrated area preferably utilizing a combination of concrete and decorative paving materials. Existing curbs and sidewalks should be removed.
- Benches to enhance pedestrian use and to promote defensible space should be placed near the trees. Benches should match those used on Fillmore Street between Raymond Avenue and Fair Oaks Avenue. Benches should be of wood and/or metal; concrete benches shall not be used.
- Street lighting should be located as follows:
  - Uplighting to capture the underside of the overhead structure should be provided to enhance nighttime safety and create visual attention.
  - Street lights should be provided in the plaza in conjunction with the tree alignment, location of permanent vendor kiosks, and paving pattern.
  - Street light posts should be designed and/or selected to integrate lighting the plaza as a whole including uplighting roof structure and pedestrian-scale decorative fixtures.
- Trash receptacles should be located in the plaza area near benches, station platform, and Raymond Avenue.

3.2.3-B.1.5 Implementation

The City's implementation of the foregoing public improvements should be coordinated with the rail authority's Fillmore Station implementation program.

3.2.3-B.3 Through-Block Crossing Zone

The length of the block between Glenarm Street and Fillmore Street--approximately one-quarter mile--is unusually long for an urban setting and negatively affects communication and interaction in the Specific Plan area. Therefore, the Specific Plan establishes a Through-Block Crossing Zone to improve communications through pedestrian access in the area bounded by Glenarm Street, Fair Oaks Avenue, Raymond Avenue and Fillmore Street.

Through-Block Crossings are optional elements that can be implemented by individual owners as they so choose. An owner may implement a Through-Block

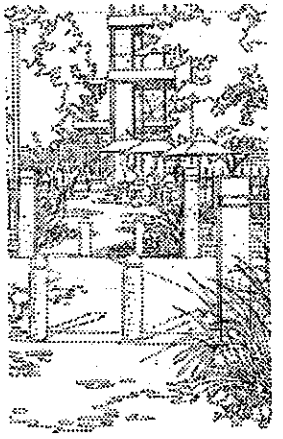


Image of possible Through-Block Crossing Zone

Crossing to connect a major street such as Fair Oaks Avenue or Raymond Avenue to Edmonson Alley.

Design guidelines are set forth in Section 3.3.3-B.3.

3.2.3-B.4 Pedestrian Crosswalks, Figure 3-3

Pedestrian crosswalk improvements are identified at the following intersections:

- Fair Oaks Avenue at California Boulevard, Congress Street, Fillmore Street, Bellefontaine Street and Glenarm Street.
- Raymond Avenue at California Boulevard, Fillmore Street and Glenarm Street.

Pedestrian crosswalk improvements include the following:

- Concrete walkways across major and district streets with color to match the sidewalks.
- Edge and internal borders of moderately textured concrete with color to match the sidewalks.

3.2.3-B.5 Maintenance

A graffiti-resistant coating shall be applied to all street furnishings to ensure an attractive, long-term appearance. All street furnishings shall be securely anchored to the sidewalk to prevent removal.

3.2.3-B.6 Utilities

The Specific Plan area includes sufficient utility improvements to meet current demand. Implementation of additional utility upgrades are contemplated as new development occurs.

TABLE 3-4: SUMMARY OF PRIVATE REALM DEVELOPMENT STANDARDS

Plan Components	Text of Standard in Specific Plan
3.3.3-B SITE ORGANIZATION AND FEATURES	
3.3.3-B.1 Site Layout, page 39	Buildings shall be located to the front of the parcel and parking areas shall be located to the rear of the parcel. Buildings shall have a mandatory zero setback at a portion of the street-edge property lines. While the intention is to mass the building on the property line, portions of the façade may be notched, recessed, or extruded to accentuate Private Outdoor Nodes.
3.3.3-B.2 Driveways and Access, page 39	A maximum of one street driveway to any parcel under 200 feet shall be permitted. A maximum of two street driveways to any parcel over 200 feet shall be permitted.
3.3.3-B.3 Private Nodes, page 42	A minimum of 300 square feet of the parcel shall be provided as a Private Outdoor Node.
3.3.3-B.4 Parking and Loading, page 46	Surface parking lots and structures shall be located to the rear of the parcel behind the building(s).
3.3.3-C ARCHITECTURAL ORGANIZATION AND FEATURES	
3.3.3-C.1.4 Architectural Design: Height, page 52 and Figure 3-23	See Height Districts Map, Figure 3-23
3.3.3-C.1.5 Architectural Design Guidelines: Yards, page 54	For General Industrial parcels adjoining any R District, an encroachment plane shall be established as set forth in the City's Zoning Ordinance. A 10 foot yard shall be provided along Fillmore Street between the Blue Line rail-right-of way and Fair Oaks Avenue. A zero lot-line setback may be used within the Public/Semi-Public zone generally bounded by California Boulevard, Fair Oaks Avenue, Fairmount Avenue and Bellefontaine Street provided that the requirements for Private Outdoor Nodes as set forth in Section 3.3.3-B.3 are achieved. The intent is to implement in this portion of the Public-Semi Public Zone/HMH MDP the principle set forth in the General Industrial Zone to bring buildings out to the edges of the streets rather than be setback.

3.3 PRIVATE REALM URBAN DESIGN FRAMEWORK PLAN

3.3.1 INTRODUCTION

The Private Realm Urban Design Framework Plan is intended to:

- Promote private development up to the limits set in the Pasadena Comprehensive General Plan.
- Improve area identity and image through private property development, rehabilitation, adaptive re-use and other property enhancements.
- Integrate private development with district-wide public realm.
- Unify and integrate new construction within the existing fabric:
  - New construction should encourage creative contemporary design based upon the architect's reinterpretation of relevant historical architectural principles.
  - Rehabilitation and renovation of identified cultural resources should preserve, to the greatest extent feasible, their architectural features in compliance with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.*
- Assure owners and tenants that the quality of the area will be enhanced and maintained.

In order to achieve the foregoing, design guidelines are set forth to achieve the orderly growth of an urban technology district. These guidelines are intended to set a framework within which creative interpretations are encouraged. Bold, creative, and highly imaginative design treatments are appropriate and desireable. Thresholds for formal design review shall be consistent with City requirements.

3.3.2 FRAMEWORK PLAN DESCRIPTION

The Private Realm Urban Design Framework Plan, Figure 3-2, sets forth three components for improving private property:

- Private Property Development, Section 3.3.3-A

  The Specific Plan distinguishes three types of private property development opportunities: primary development opportunities; improvements to existing property; and improvements to cultural resources.

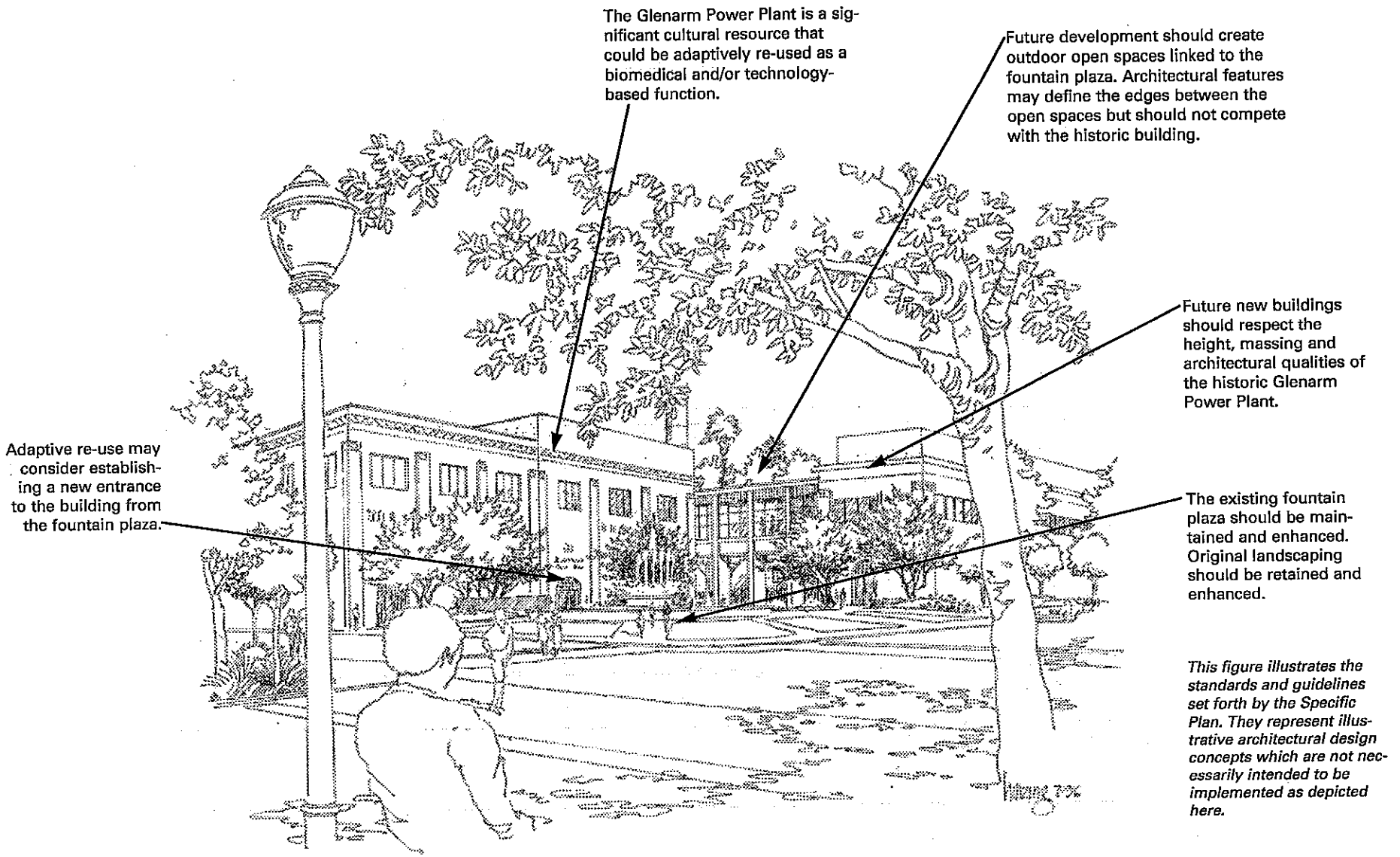
- Site Organization and Features, Section 3.3.3-B

  Site organization and features include site layout, driveways and access, Private Outdoor Nodes, parking and loading, property line and other walls and other features.

- Architectural Organization, Section 3.3.3-C

  Architectural organization includes architectural design, primary building entries, exterior building systems, signs and rehabilitation and adaptive re-use.

Development standards and design guidelines are summarized in Table 3-2, Summary Description of Private Realm; Table 3-4, Summary of Private Realm Development Standards; and Figure 3-2, Private Realm Urban Design Framework Plan.



This figure illustrates the standards and guidelines set forth by the Specific Plan. They represent illustrative architectural design concepts which are not necessarily intended to be implemented as depicted here.

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South Fair Oaks Specific Plan

CITY OF PASADENA

FIGURE 3-9A
SKETCH OF GLENARM POWER STATION PLAZA

3.3.3-A PRIVATE REALM COMPONENT: PROPERTY DEVELOPMENT

As described on Figure 3-2, the Specific Plan identifies the following three descriptive, but not binding, categories of property development.

3.3.3-A.1 Primary Development Opportunities

These appear to be the parcels which are likely to provide the sites for the majority of new development authorized in the General Plan and set forth in Table 4-1. However, owners of these sites may elect to undertake rehabilitation and adaptive re-use of existing structures, or not to undertake any changes.

3.3.3-A.2 Existing Development

Parcels not identified as primary development opportunities sites are labeled "Existing Development." The buildings on Existing Development sites are less likely to be developed with new construction and more likely to be rehabilitated and reused. The specific plan makes these distinctions for planning purposes only. These labels do not limit development potential in any way.

Additions or modifications to existing structures which do not increase the discrepancy between the structure and the development standard are permitted.

3.3.3-A.3 Improvements to Cultural Resources, Figures 3-9A, 3-9B, 3-19C, 3-9D, 3-9E and Table 3-5

The Specific Plan recognizes the value of identified historic resources to the overall quality of the Specific Plan area and encourages the rehabilitation, renovation or adaptive reuse of these structures to the extent feasible, Figures 3-9A. The Specific Plan promotes waiving of development related fees when cultural resources are rehabilitated and adaptively-reused.

The Specific Plan encourages the adaptive reuse of historic resources for biomedical and technology-based uses, including start-up businesses. The existing Dacor Building at 950 South Raymond Avenue is an example of an existing adaptive reuse from its original function as the Southern California Cooperative Wind Tunnel (constructed in 1944) and now utilized as a contemporary business.

The historic resources inventory for the South Fair Oaks area identifies 15 properties with a State Historic Preservation Office (SHPO) significance evaluation rating of two to five. These properties range from those formally determined eligible for listing in the National Register of Historic Places to properties ineligible for listing or designation, but eligible for special consideration in local planning, as described in Table 3-5, Cultural Resources; and Figures 3-9B, 3-9C, 3-9D; and 3-9E, Cultural Resources Map. Relocation or modifications to historic resources are allowed in accordance with all applicable city codes and ordinances. However, the relocation of structures is discouraged and should be used only as a last resort.

TABLE 3-5 CULTURAL RESOURCES

Map No.	Address	Name
SOHP Significance Evaluation 2:		**Is eligible for individual listing in the National Register**
1	1154 S. Fair Oaks Ave.	Pacific Electric Railroad Substation, Figure 3-12B
2	72 E. Glenarm Str.	Glenarm Power Plant (including the fountain at the corner of Fair Oaks Avenue and Glenarm Street), Figure 3-12A
SOHP Significance Evaluation 3:		**Appears eligible for individual listing in the National Register**
3	60-62 E. California Blvd./ 597 S. Raymond Ave.	Raymond Florist, Figure 3-12C
4	100 W. California Blvd.	Huntington Memorial Hospital Gate (east gate), Figure 3-12D
SOHP Significance Evaluation 4:		**May become eligible for individual listing in the National Register**
5	744 Fairmount Ave.	Women's Hospital (Demolished)
6	820-850 S. Fair Oaks Ave.	Bellefontaine Nursery
SOHP Significance Evaluation 5:		**Is eligible for local designation but not eligible for individual listing in the National Register**
7	959 S. Raymond Ave.	Veterinary Hospital
SOHP Significance Evaluation 5:		**Not eligible for National Register or for local designation, but of local interest and eligible for special consideration in local planning:**
8	40 E. California Blvd.	Dy-Dee Service
9	45 E. Glenarm Str.	Dispatching Center
10	72 E. Glenarm Street	Broadway Steam Plant
11	961-965 S. Fair Oaks Ave.	Commercial building
12	1039-1055 S. Fair Oaks Ave.	Fair Oaks Auto Body/Doggone Grooming
13	1250 S. Fair Oaks Ave.	Raymond Restaurant
14	770 S. Pasadena Ave.	Day Care Center, Huntington Memorial Hospital
15	665 S. Raymond Ave.	Victor's Service
16	1165-1169 S. Fair Oaks Ave.	Crown City Orthopedic

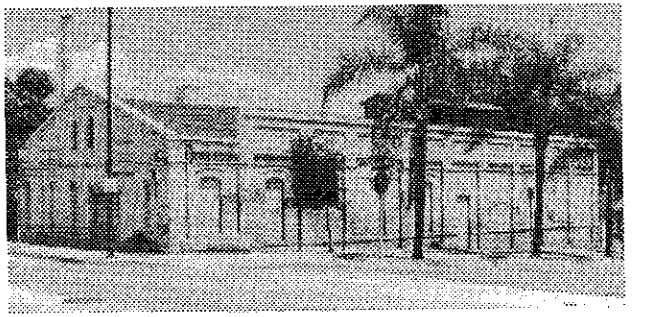


Figure 3-9B Pacific Electric Rail Road Substation

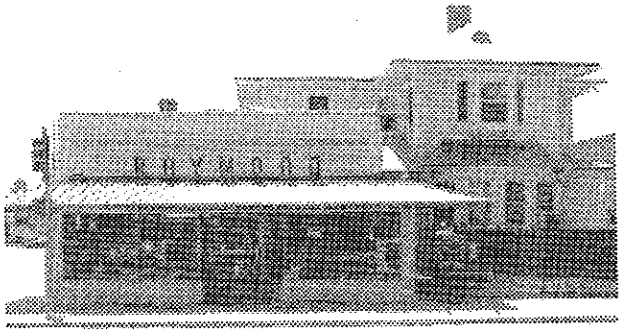


Figure 3-9C Raymond Florist

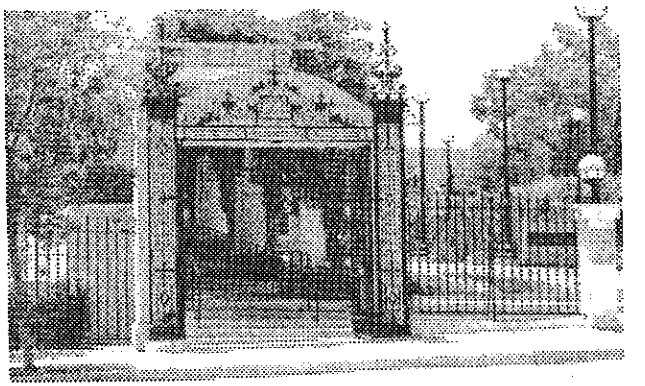
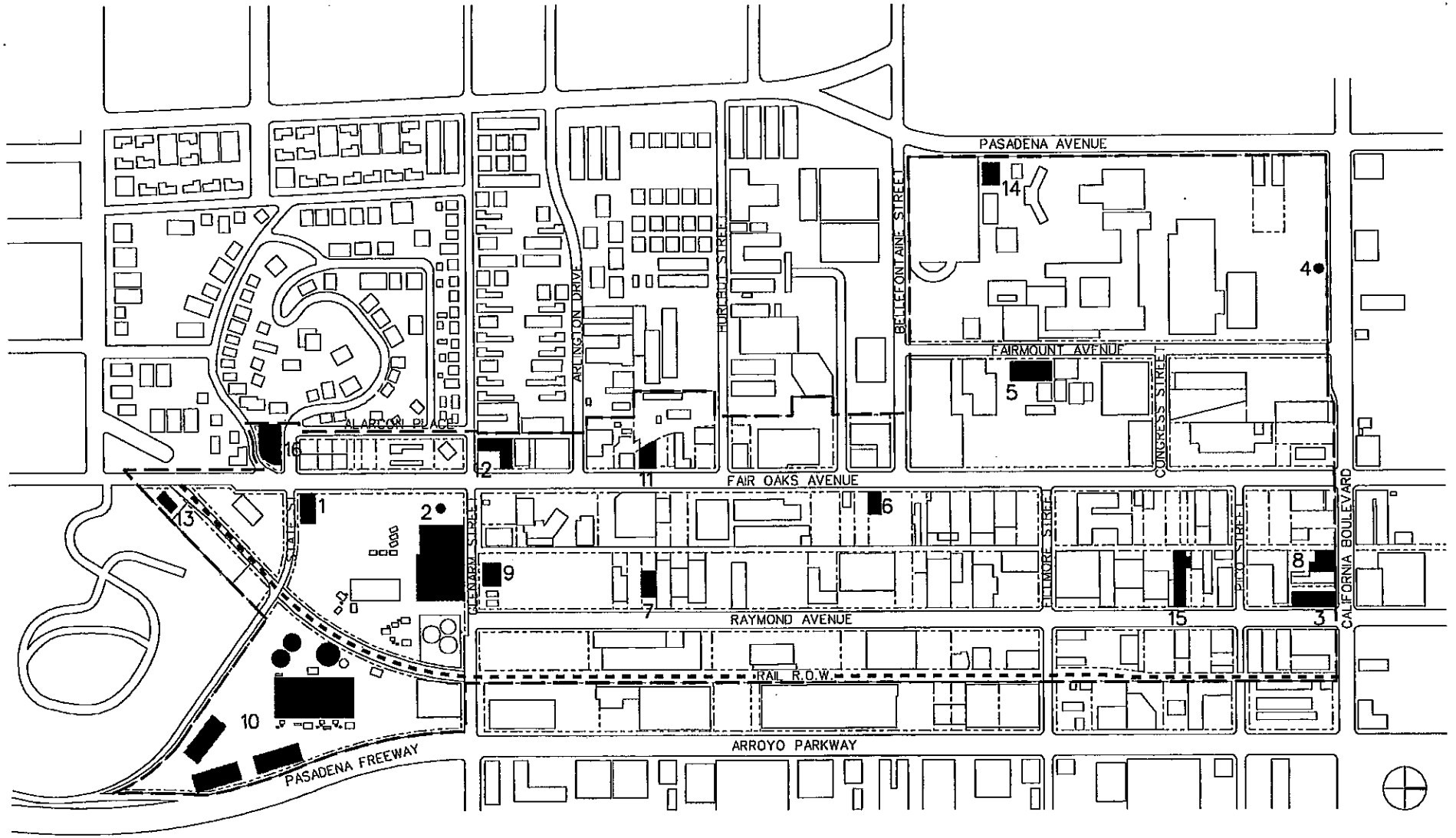


Figure 3-9D Huntington Memorial Hospital East Gate



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South Fair Oaks Specific Plan

CITY OF PASADENA

FIGURE 3-9E
CULTURAL RESOURCES MAP

3.3.3-B PRIVATE REALM COMPONENT: SITE ORGANIZATION AND FEATURES

3.3.3-B.1 Site Layout, Figure 3-10

The following standards and guidelines are set forth:

- Buildings shall be located to the front of the parcel and parking areas shall be located to the rear of the parcel.
- Buildings shall have a mandatory zero setback at a portion of street-edge property lines. While the intention is to mass the building on the property line, portions of the facade may be notched, recessed or extruded to accentuate Private Outdoor Nodes as set forth in Section 3.3.3.-B.3.

3.3.3-B.2 Driveways and Access, Figures 3-11 through 3-13

The following standards and guidelines are set forth:

- A maximum of one street driveway to any parcel under 200 feet shall be permitted, Figure 3-12.
- A maximum of two street driveways to any parcel over 200 feet shall be permitted.
- For parcels with Fair Oaks Avenue addresses that include alley access, driveways from Fair Oaks Avenue should be one-way ingress only with egress to the alley.
- Parcel widths over 50 feet should locate the driveway to the side rather than the center of the property, Figure 3-12.

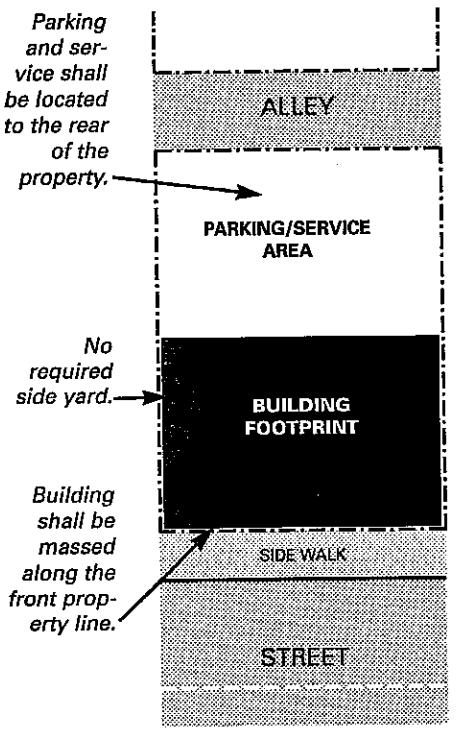


Figure 3-10, Site Layout Diagram

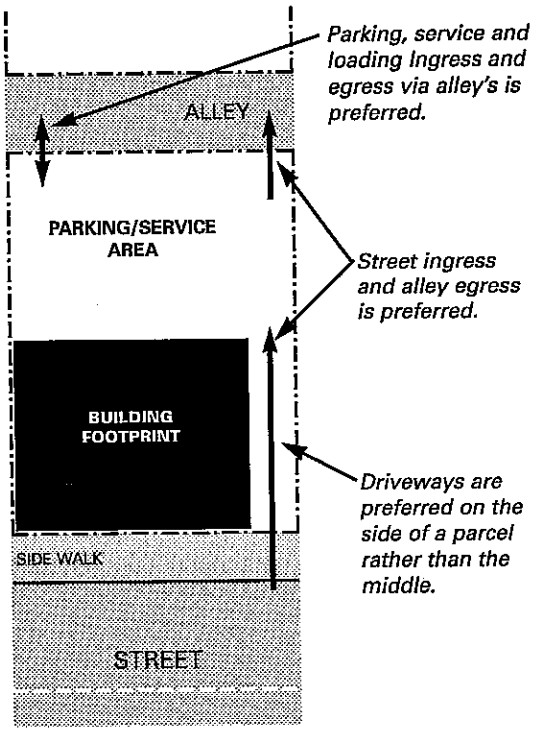
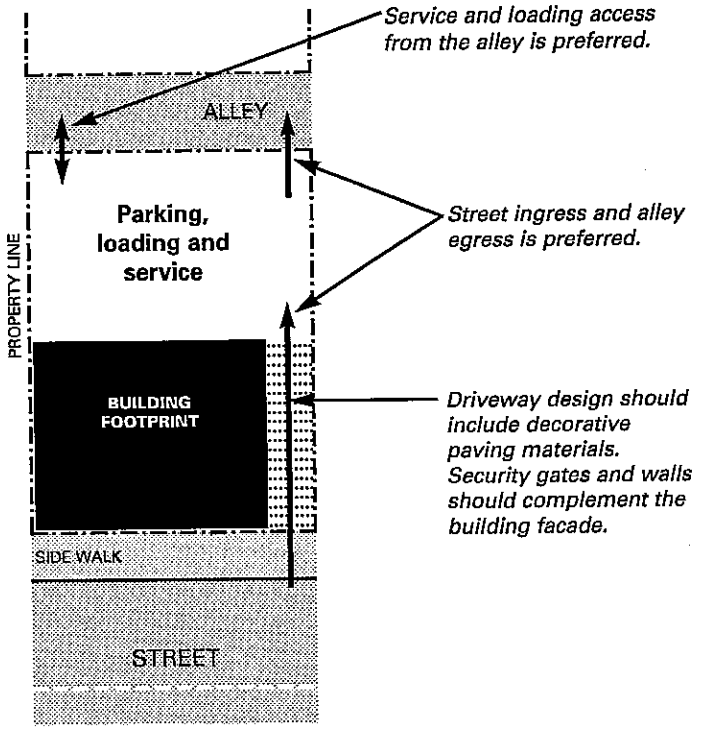


Figure 3-11 Driveways: General Diagram

- Driveways should be co-located with the Primary Building Entry and designed as pedestrian environments into which vehicles are integrated. Driveway design features should include paving and landscape.
- Driveways may be directly adjacent to side property lines. If, however, driveways are setback from side property lines, it should be at a minimum of six (6) feet and landscaped with materials selected from those set forth in Table 3-3.
- Reciprocal access is strongly encouraged including shared Private Outdoor Nodes and landscaped medians, among others, Figure 3-13.

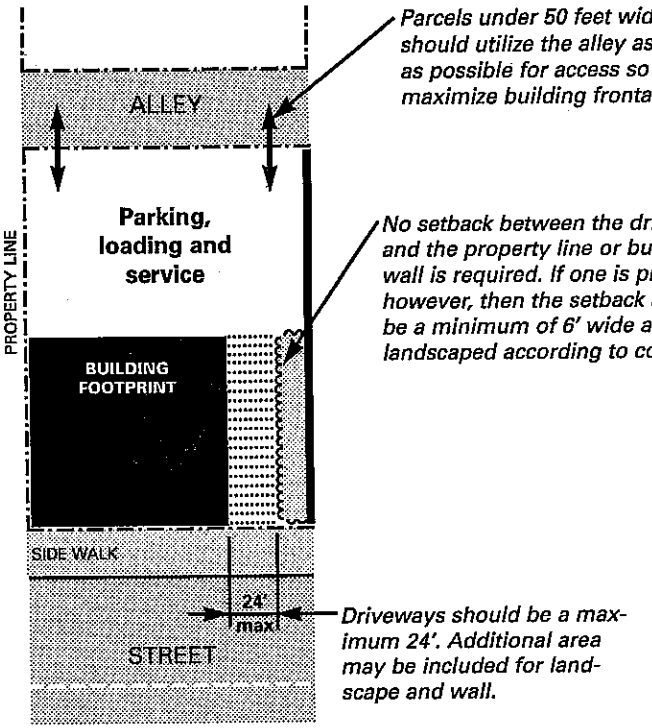


1

A maximum of one driveway is permitted from the street to any parcel up to 200 feet wide. Parcel widths 50 feet or less are encouraged to locate driveways to the side of the building and utilize Edmonson Alley for ingress and egress to the greatest extent feasible.

Parking, service and loading access from the alley is preferred.

For parcels with Fair Oaks Avenue addresses that include alley access, driveways from Fair Oaks Avenue should be one-way ingress only with egress to the alley.



2

Parcels under 50 feet wide are strongly encouraged to locate driveways to the side of the building and utilize the alleys for ingress and egress to the greatest extent feasible.

Because pedestrian utilize driveways to access cars, parking areas and the sidewalk, driveways should be designed with special paving materials.

Walls and security gates should complement the building facade, materials and pattern.

DRIVEWAYS

Driveways sets forth the principles, standards and guidelines for access to and from indvidual parcels.

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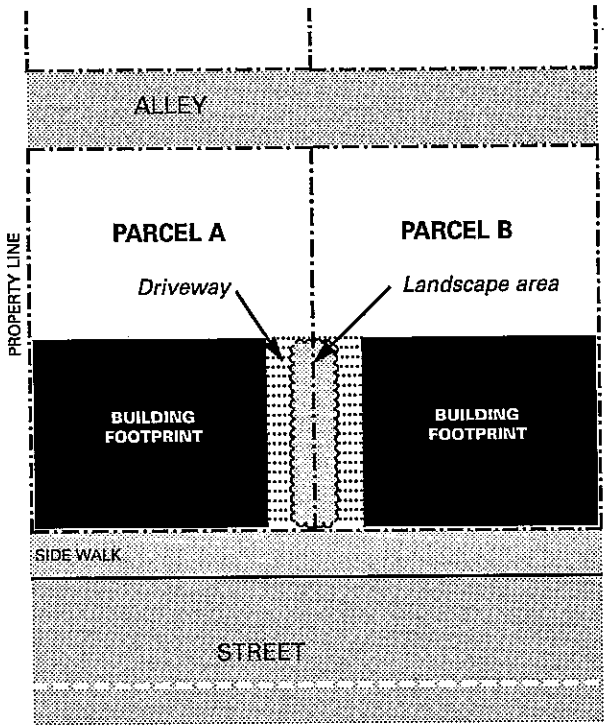
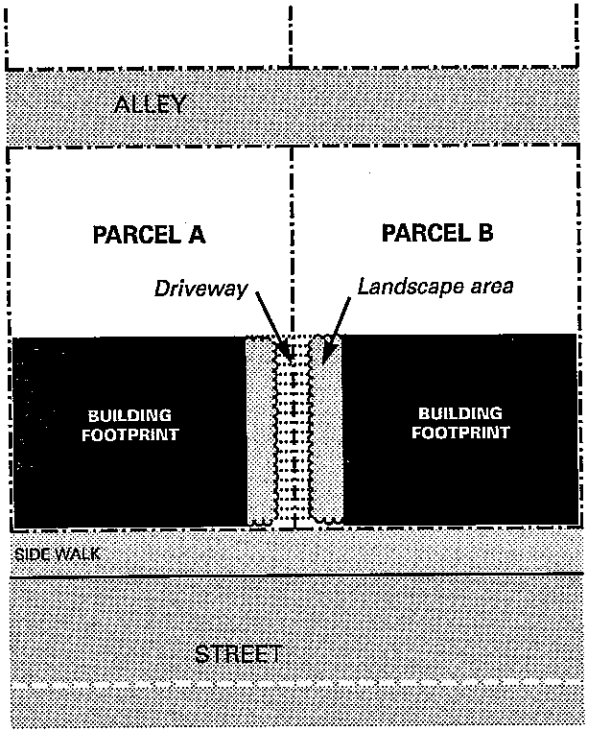
FIGURE 3-12
DRIVEWAYS: PARCEL WIDTHS UNDER 200' DIAGRAM



1

Shared and/or coordinated landscape features such as a median between adjacent driveways are encouraged.



2

Driveways designed as a shared motor court.

RECIPROCAL ACCESS BETWEEN ADJACENT PARCELS

Adajcent parcels are encouraged to provide reciprocal and shared vehicular access where possible to reduce on-street traffic and the amount of land needed for driveways and to promote safety.

FIGURE 3-13
DRIVEWAYS: RECIPROCAL ACCESS DIAGRAM

3.3.3-B.3 Private Nodes, Figure 3-14

3.3.3-B.3.1 Definition of Private Nodes

In technology-based industries knowledge and socio-professional interaction are fundamental ingredients of success. Many universities, for example, support this approach through generous open space and landscape design, and meeting facilities with architectural merit such as student/ faculty clubs, dining centers, recreation facilities and libraries, among others.

Private Nodes include provision of open space and encouragement for architectural enhancements that foster these human needs in the urbanized and private enterprise conditions of the Specific Plan area. Private Node design should be based upon the intended type of development, correlated human activities and program of uses as determined by the owner and architect.

Private nodes should be integrated with the design of the building and site and serve as focal points of emphasis. There are two types of Private Nodes:

- **Private Outdoor Node** is a required outdoor open space. Private Nodes shall be used in lieu of yards as set forth in Section 3.3.3-C.1.5.
- **Private Indoor Node** is an indoor space such as a lobby, atrium or corridor. Private Indoor Nodes are expressed as architectural volumes as set forth in Section 3.3.3-C.1.2.

A combination of and flow between Outdoor Nodes and Indoor Nodes is encouraged.

3.3.3-B.3.2 Private Outdoor Node General Standards and Guidelines

The following standards and guidelines are set forth:

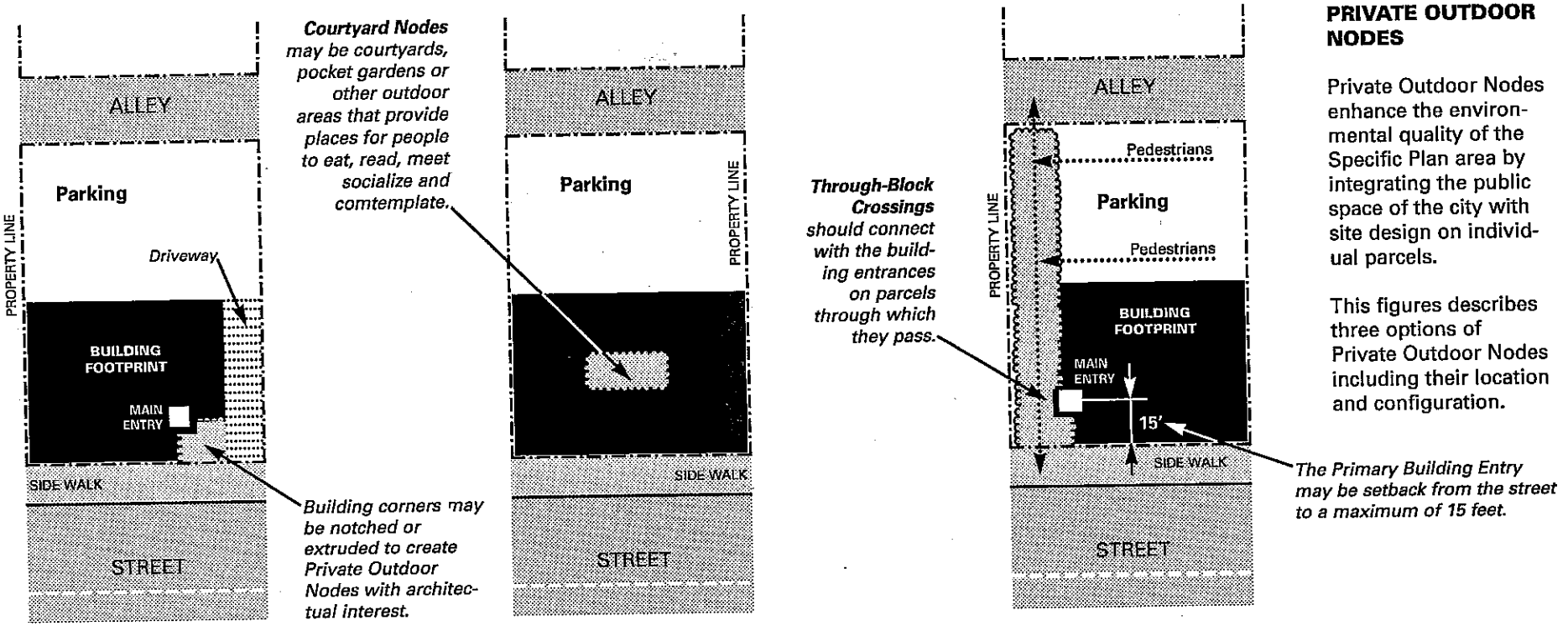
- A minimum of 300 square feet of the parcel shall be provided as a Private Outdoor Node as set forth in Section 3.3.3-C.1.5.
- Parcels over 100 feet street frontage should be an area equal to the length of street frontage times five feet.
- Private Outdoor Nodes should be a minimum of 15 feet wide.
- Private Outdoor Nodes may be incorporated into required landscape areas if seating is provided.
- Street furniture such as benches and trash receptacles, among others, should be provided.

3.3.3-B.3.3 Types, Selection and Use of Private Outdoor Nodes

Private Outdoor Nodes are places where:

- Groups of people can meet and interact professionally and socially in both formal and informal settings including such functions as assembly, circulation, recreation and dining.
- Individuals can go for reflection and contemplation.

Private Outdoor Nodes can be located in a variety of places; the following are preferred:



PRIVATE OUTDOOR NODES

Private Outdoor Nodes enhance the environmental quality of the Specific Plan area by integrating the public space of the city with site design on individual parcels.

This figures describes three options of Private Outdoor Nodes including their location and configuration.

STREET FRONT NODES

Street Front Nodes locate and integrate building entrances, pedestrian activity areas, landscape features and vehicular arrival areas adjacent to the front property line.

COURTYARD NODES

Courtyard Nodes are activity spaces for employees to eat, read, socialize and contemplate. Courtyard Nodes may be located anywhere within the interior of a parcel in the form of, for example, a courtyard or a garden.

THROUGH-BLOCK CROSSINGS

Through-Block Crossings are pedestrian passages on private property that are intended to link Raymond Avenue and Fair Oaks Avenues across Edmonson Alley.

- Street Front Node, Figures 3-14

  The following guidelines apply to Private Outdoor Nodes located adjacent to the front property line:

  - Street Front Nodes should be located with the Primary Building Entry to create a focal point of activity.

  - The terminus of Fillmore Street at Fair Oaks Avenue (Huntington Memorial Hospital) should be developed as a Street Front Node with such activities as a pedestrian/automobile entrance.

- Courtyard Node, Figures 3-14, 3-15A and 3-15B

  The following guidelines are set forth when Private Outdoor Nodes are designed as courtyards:

  - Courtyards are defined as the following:

    - Adjacent to the side or rear of a building such as a garden or building entrance, among others.

    - In the middle of a building such as a courtyard.

    - Between or linking multiple buildings.

  - Courtyard Nodes internal to a building (covered but allowing natural light such as an atrium lobby) may receive credit toward the 300 square feet of required Private Outdoor Node set forth above.

- Though-Block Crossings, Figure 3-14

  The following guidelines are set forth when Private Outdoor spaces are designed as Through-Block

Figure 3-15A
The courtyard is a carefully crafted spatial sequence involving the colonnade, court itself, adjacent building entrance and additional open space beyond.
Courtyard, Caltech, Pasadena

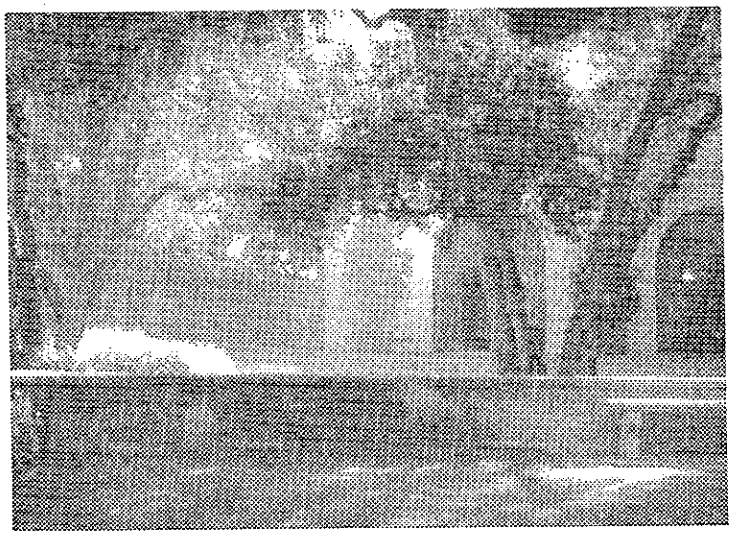


Figure 3-15B
A softscape, grass courtyard with a change in level and tree-filtered light provides a serene space for concentration and relaxation.
Courtyard, Caltech, Pasadena

Crossings defined in the Public Realm Framework Plan Section 3.2.3-B.3.

- Through-Block Crossings should be a minimum of 10 feet wide including a minimum five (5) foot walkway and minimum five (5) foot landscape area.
- Through-Block Crossings shall meet all code and policy requirements for disabled access.
- Lighting for Through-Block Crossings shall be adequate for safety and shall meet all applicable city codes and standards.
- Public accessibility should be during business hours. Owners should provide lockable gates at the sidewalk and Edmonson Alley which can be closed after business hours.
- Landscape materials should be selected from those set forth in Table 3-3.
- If a walkway is directly adjacent to a property line wall or non-fenestrated building wall, then vines are encouraged to be grown on that wall.
- Where Through-Block Crossings are adjacent to parking lots then landscaped shade structures such as pergola's are encouraged, Figure 3-16.
- The entrance to the Through-Block Crossings from the sidewalk and Edmonson Alley should be designed to be promote visibility and safety.
- Signage should be employed as follows:

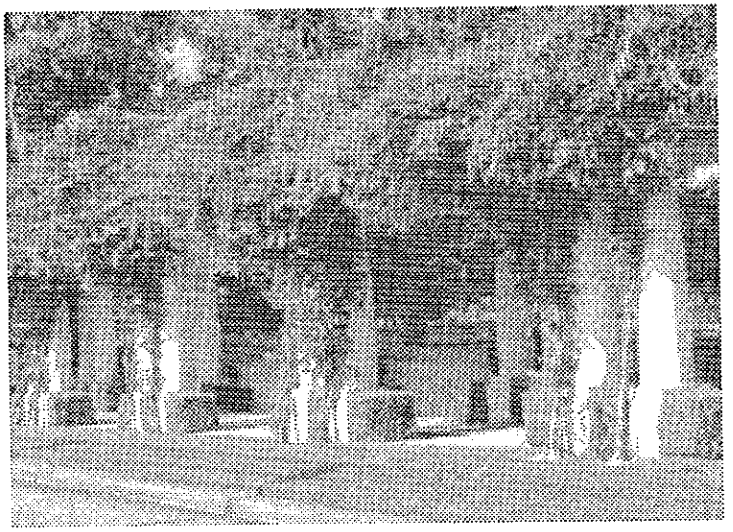


Figure 3-16
This pergola with wisteria provides shade and visual enhancements and should be used in parking lots, between buildings and in Through-Block Crossings.
Huntington Memorial Hospital Entrance Pergola Structure

- Pedestrian access signage should be located at entrances and exits.
- Signage should be a pedestrian-scale in the form of monument signs, wall signs or pole-mounted signs.
- Signage should indicate that the Through-Block Crossing is a public passage and that it is monitored for safety.
- Signage design should be coordinated with the building signage design.

3.3.3-B.4 Parking and Loading, Figure 3-17, 3-18 and 3-19

3.3.3-B.4.1 Parking

Parking shall comply with the IG standards set forth in the city's Zoning Ordinance. The following guidelines are set forth:

- Surface parking lots and parking structures shall be located to the rear of the parcel behind the building(s).
- For parcel widths in excess of 200 feet, parking lots and structures may occupy up to 40% of the parcel's street frontage.
- The landscape setback materials should be selected from those set forth in Table 3-3.

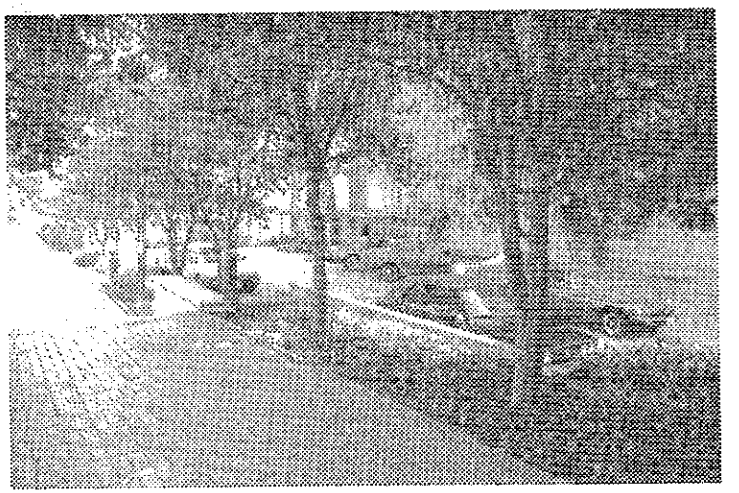


Figure 3-17
Loading area with short term parking is sandwiched between the building it serves and a pedestrian pathway. The loading function is integrated into the composition by rich landscape, change in elevation and the non-asphalt surface of the pavement (gravel or decomposed granite are recommended).
Caltech, Pasadena, California

3.3.3-B.4.2 Loading

For new construction, loading areas shall be located to the rear of the development including adjacent to Edmonson Alley or the Blue Line right-of-way as appropriate to the parcel.

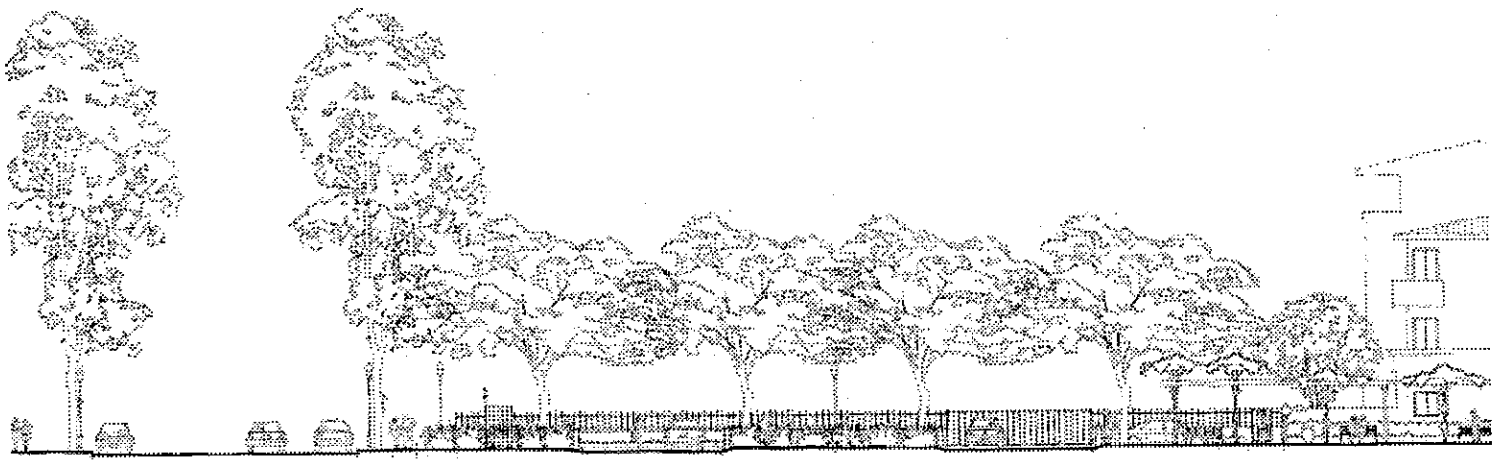
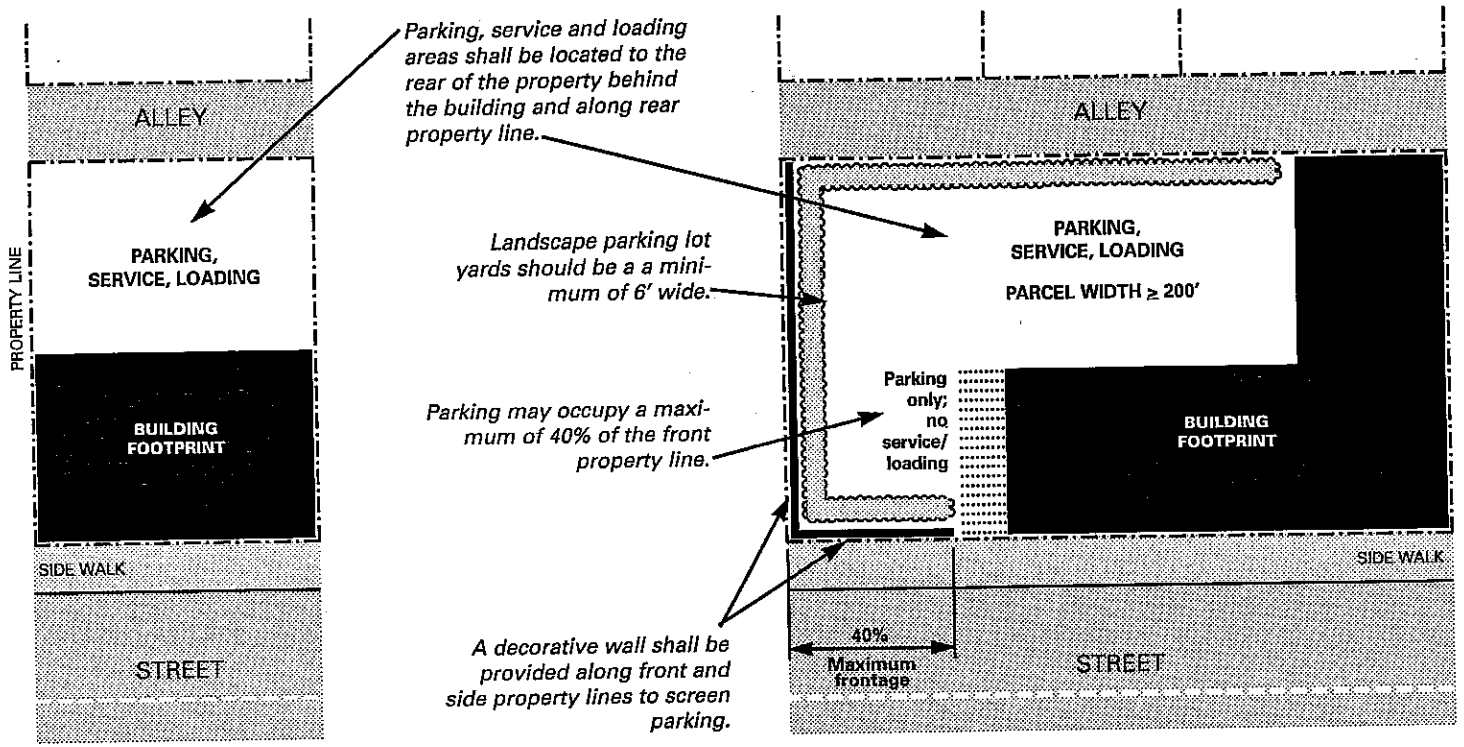


Figure 3-18
Parking lot trees should be planted to create the effect of grove by the regular spacing of trees in rows between parking aisles.



1

Parking lots and/or structures, service and loading areas shall be located to the rear of the property behind the building and along the rear property line.

2

For parcel widths over 200', surface parking should not exceed 40% of the street frontage and a decorative screen wall should be located on the front and side property lines.

PARKING AND LOADING LOCATIONS

Parking and loading sets forth the principles, standards and guidelines for locating these functions on parcels.

3.3.3-B.5 Walls, Figure 3-20A and 3-20B

Property line and other site walls are an important feature in creating an identity for and visually integrating the Specific Plan area. The following concept for wall design is set forth to strengthen the character of the Specific Plan area:

- Decorative walls and/or fences shall be provided along property lines especially to screen parking lots as follows:
  - The preferred design concept is a combination of solid wall and decorative fence as depicted in Figures 3-20A and B.
  - Fences should employ a decorative design, quality materials (as set forth below) and be no more than six (6) feet in height.
- Walls shall be provided to isolate and screen service and utility areas as set forth in the city's Zoning Ordinance.
- Materials, finishes and colors for walls should be integrated with and complementary to the materials and design of the primary building on the parcel.
- The following materials are recommended:
  - Walls: concrete and concrete block.
- Fences: wrought iron and similar materials.
- Walls on side and rear property lines, especially those which screen parking areas, should be provided to support vines:
  - A planting area of appropriate size and shape should be provided from which vines can be planted and nurtured to cover the wall. Shrubs and or ground cover should be provided to protect the vines. The planter shall be maintained to the highest standards including timely trash removal.

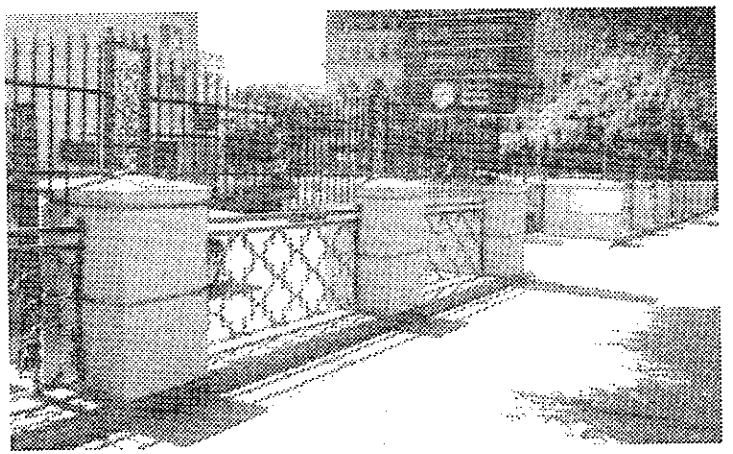


Figure 3-20A

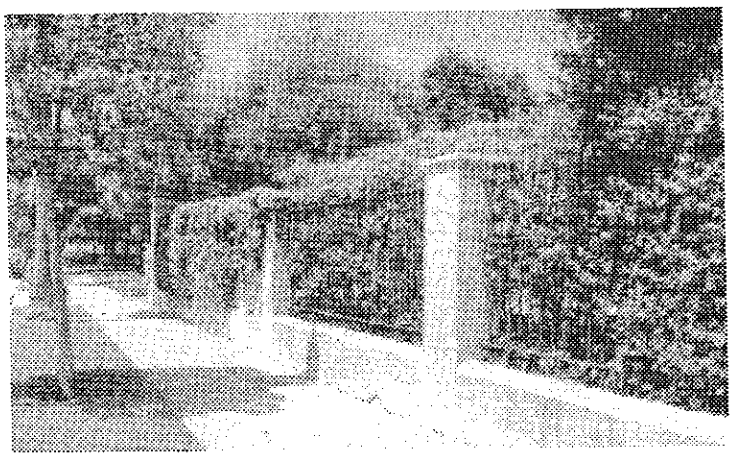


Figure 3-20B

Figure 3-20A
A six inch tile base sets off five foot high vertical solid piers and decorative wrought iron fencing. Details include triangular pier cap and three styles of wrought iron: the bottom is a distinctive closed pattern, the top is vertically-oriented with a scallop and framed elements mark the center of each pier.
Coast Savings Bank Building, Olive Street and Ninth Street, Downtown, Los Angeles

Figure 3-20B
A solid three foot high base sets off 12 foot high piers between which are laced vertical wrought iron fencing; details include a cap on the pilasters, a solid end-bay wall and larger end piers.
Caltech, Pasadena, California Boulevard

- Landscape materials including vines, shrubs and ground cover should be selected from those set forth in Table 3-3.

- Low garden wing- and seat-walls are encouraged in Private Outdoor Nodes including Through-Block Crossings. The design of these walls should be integrated with such pedestrian features as lighting and trash receptacles.

3.3.3-B.6 Miscellaneous

The following guidelines are set forth:

3.3.3-B.6.1 Landscape Buffer

- A landscape buffer shall be required for new construction on all General Industrial zoned parcels adjacent to any residentially zoned parcel.

- The landscape buffer shall include the following elements:

  - Property line wall as set forth in Section 3.3.3-B.5.

  - Rear yard as set forth in Section 3.3.3-C.1.5.

- Landscape materials for the buffer should be selected from those set forth in Table 3-3. The following planting method is encouraged:

  - Use a single tree type per parcel.

  - Match trees previously planted by neighboring and/or adjoining parcels to create a "wind break" effect--that is, a line of the same tree type.

  - Minimum 24 inch box trees shall be provided.

3.3.3-B.6.2 Exterior Lighting

- All lighting fixtures should shield light and glare from adjacent properties.

- Lighting for private development projects should relate to the design elements of the building and enhance the overall ambiance and character of the district.

- Street- and pedestrian-scaled decorative pole and wall-mounted fixtures are encouraged.

- Pedestrian-scaled decorative bollard, kiosk and wall-mounted fixtures are encouraged.

- Building massing and architecturally-oriented spot- and flood-lighting fixtures are encouraged.

3.3.3-B.6.3 Outdoor Equipment, Devices and Trash

- Ground level transformer and power equipment, pad-mounted mechanical equipment, trash facilities and all other similar devices should be:

  - Sited away from Private Outdoor and Indoor Nodes.

  - Screened from view from Specific Plan and surrounding area sidewalks, streets, parcels and buildings to the greatest extent feasible. Screening may be by means of a wall integrated with the design of the primary building on the parcel, landscape materials, and/or a decorative fence.

- Outdoor storage shall not be permitted for new uses.

3.3.3-C PRIVATE REALM COMPONENT: ARCHITECTURAL ORGANIZATION AND FEATURES

3.3.3-C.1 Architectural Design Guidelines

3.3.3-C.1.1 Architectural Organization

Architectural design in the Specific Plan area should emphasize the distinction between the "interaction spaces" and the "work/service spaces" given the program of uses for a building. Each building will have an architectural program of uses that sets forth the activities and their spatial and functional requirements such as size, character and adjacency to one another:

- To emphasize in architectural design terms the distinction between the "interaction spaces" and the "work/service spaces" means to create perceptible differences between the character and identity of these parts as follows:

- Architects should utilize such elements as volume, massing, materials, proportion and scale, among others, to create these design distinctions.

- Interaction spaces are Private Indoor Nodes as set forth in Section 3.3.3-C.1.2. They should be prominently placed on a site to be seen from the street and to enhance the public realm. They should be placed to terminate vistas, to anchor street corners and along street edges, among others.

- Work and services spaces include laboratories, equipment rooms, rest rooms and storage, among others. They should be designed as "background" spaces utilizing a regular bay rhythm and modulation placed, for example, internally to the building or along non-street property edges.

3.3.3-C.1.2 Private Indoor Nodes

The following guidelines are set forth:

- As interaction spaces, Private Indoor Nodes should be given significant design emphasis in organization, massing, articulation and detailing to enhance the environmental quality of the Specific Plan area.

- Private Indoor Nodes should be integrated with the design of the building and site, including Private Outdoor Nodes, Section 3.3.3-B.3.

- Private Indoor Nodes are places where people can meet and interact professionally and socially in both formal and informal settings.

- While Private Indoor Nodes will vary across buildings they will tend to reflect the same basic human activities such as circulation, assembly, recreation, dining and contemplation that should be created in the Specific Plan area as follows:

  - Circulation

    The character of circulation spaces includes movement, access and arrival:

    - Voluminous spaces such as an atrium lobby.

    - Organization of work/service spaces along a spine or mall.

    - Inside and outside transitions utilizing a loggia or porte-cochere.

- Assembly

  The character of assembly spaces includes meeting, presentation and learning:

  - Large and uniquely shaped spaces such as auditorium and theaters.
  - Locations which are publicly accessible such as for conference rooms and lecture/class rooms.

- Recreation and Dining

  The character of recreation and dining spaces include social interaction, community, diversion, stimulation and entertainment:

  - Spaces with an outdoor view and/or outdoor connection such as a lunch or dining room.
  - "Back of house" locations and character such as a lounge, game room and/or television room.

- Contemplation

  The character of contemplation spaces includes privacy, quietude, safety and visual relief such as a garden.

3.3.3-C.1.3 Facade Design, Figures 3-21

The intent of the facade design guidelines is to utilize a building's massing, structural modulation and fenestration to create an observable hierarchy and pattern of horizontal and vertical elements as follows:

- Massing and Modulation
  - Massing
    - The massing sets the building's three-dimensional shape and proportions. Massing is usually based on site conditions and the way that the uses are organization inside the building.
    - Simple, clear massing is recommended.
    - Massing which adds elements to simple clear masses and/or subtracts elements from simple clear masses are encouraged.
  - Modulation
    - The modulation of a facade is primarily set by the structural, cladding and fenestration system as follows:
      - Vertical modulation are the beams or other horizontal elements and are measured in terms of floor-to-floor and building height.

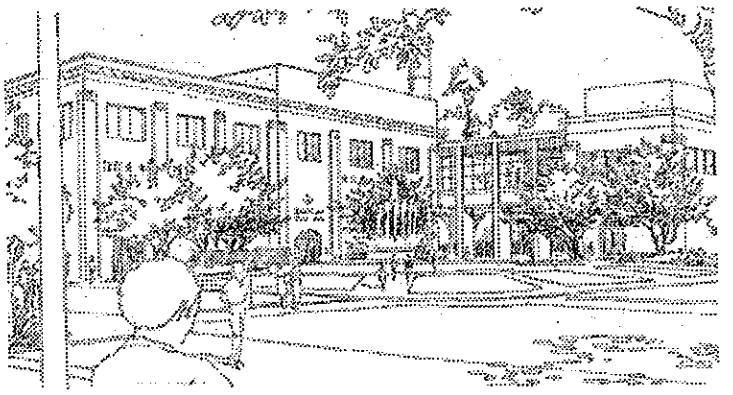


Figure 3-21

- Horizontal modulation are the columns or other vertical elements and are measured by the space between columns and the length of the facade.

- Building facade modulation in the Specific Plan area should include the following:
  - The observable design on the facade of the vertical and horizontal rhythm of the building's structure, cladding and fenestration.
  - The interplay of vertical and horizontal modulation should establish a clear hierarchy and pattern.

- Fenestration
  - Fenestration is the grouping and pattern of openings on a facade, and the materials of their construction. Openings include windows, doors and sun screening/ shading devices, among others. Materials of construction include window and door frames and other elements (assemblies).
  - Fenestration in the Specific Plan area should include the following:
    - Be proportioned to and integrate with the modulation.
    - Establish clear vertical and/or horizontal hierarchy and patterns in the placement of openings and assemblies.
    - Provide solar-gain protection on east, south and west facing elevations including the use of appropriate shade and shadow devices attuned to both daily and seasonal rhythms.

3.3.3-C.1.4 Height, Figures 3-22 and 3-23

Height limits are set forth in the Height Districts Map, Figure 3-23, as follows:

As depicted in Figure 3-23, the height limits in the Specific Plan will remain consistent with the base zoning. In general, the height limits shall be 56'-0" along Raymond Avenue and 45'-0" on Fair Oaks Avenue.

- Height Bonus

In order to provide an incentive to tech-based businesses, an 11 foot height bonus shall be provided to

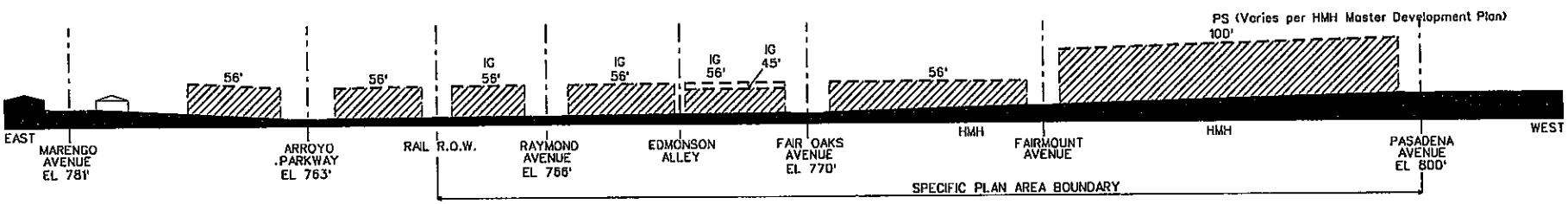
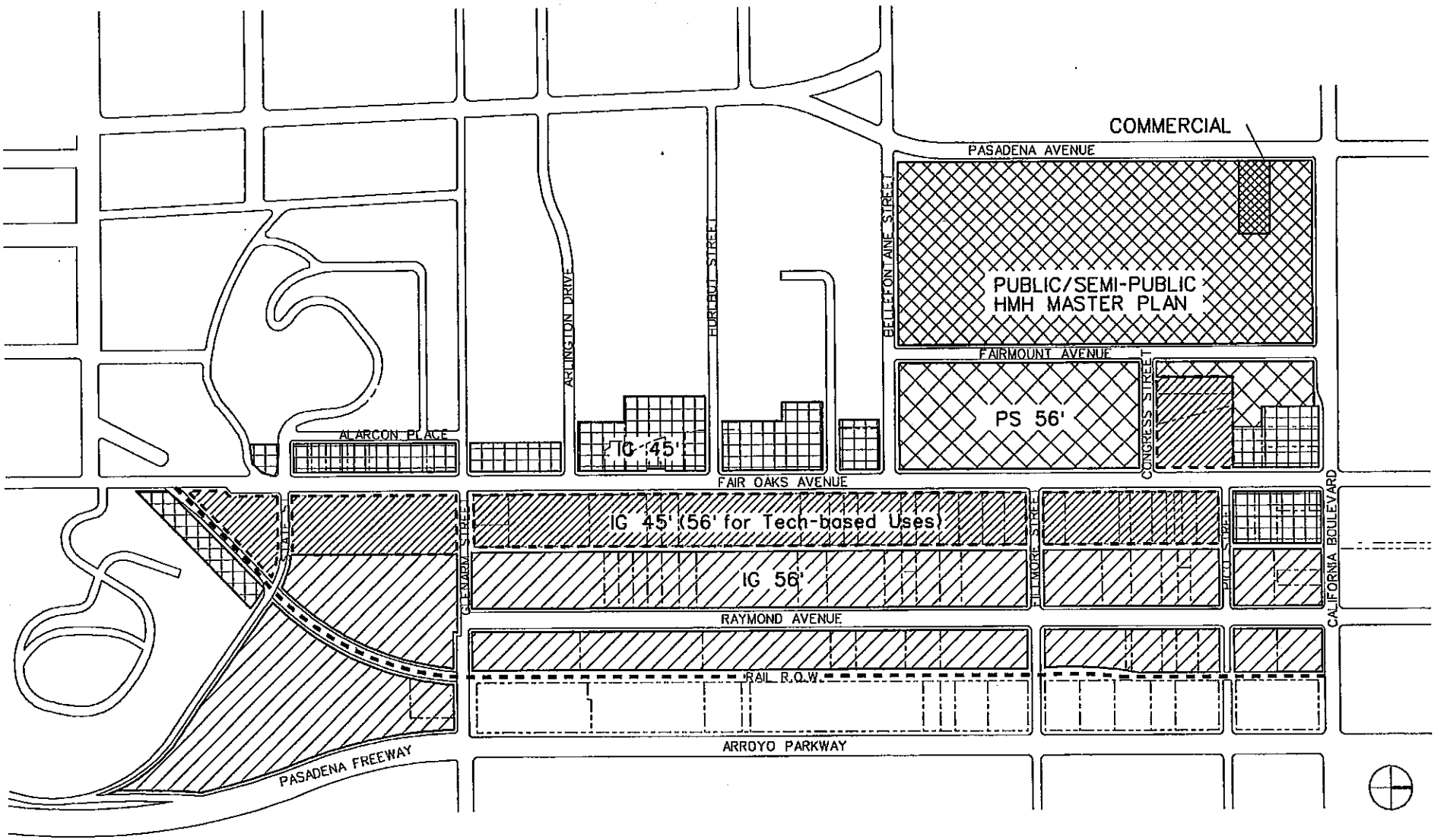


Figure 3-22 *The hatched areas on this section through Fillmore Street from Marengo Avenue to Pasadena Avenue represent the maximum allowable heights.*



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South Fair Oaks Specific Plan

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FIGURE 3-23
HEIGHT DISTRICTS MAP

certain land uses which abut Fair Oaks Avenue south of Pico Street and which do not abut residentially zoned property. These land use classifications are: offices, business and professional; offices, medical; laboratories, and industry, restricted.

3.3.3-C.1.5 Yards

The following standards and guidelines are set forth:

- For General Industrial parcels adjoining any R District, an encroachment plane shall be established as set forth in the city's Zoning Ordinance.
- A 10 foot yard shall be provided along Fillmore Street between the Blue Line rail-right-of way and Fair Oaks Avenue.
- A zero lot-line setback should be considered if a Master Plan amendment occurs within the Public/ Semi-Public zone generally bounded by California Boulevard, Fair Oaks Avenue, Fairmount Avenue and Bellefontaine Street provided that the requirements for Private Outdoor Nodes as set forth in Section 3.3.3-B.3 are achieved. The intent is to implement in this portion of the Public/Semi-Public Zone/ HMHMDP the principle set forth in the General Industrial Zone to bring buildings out to the edges of the streets rather than be setback.

3.3.3-C.1.6 Roof Form

Consistent roof forms create strong district identity and character. In addition, the shape of a roof and its materials contribute to the sense of scale and overall design of individual buildings. The following guidelines are set forth:

- Meet all standards and guidelines set forth in Section 3.3.3-C.3.1.
- The Specific Plan encourages two types of roof forms:
  - Flat roofs with parapets.
  - Uniquely shaped roof forms such as barrel vault, domed and sawtooth which establish a distinctive image and identity.

3.3.3-C.1.7 Exterior Materials and Finishes

- Materials

  Materials and finishes should be selected, and construction methods utilized, for durability and ease of maintenance. Initial costs should establish a high level of quality and the ongoing cost of maintenance should be factored into the selection of durable materials. Materials and finishes should be combined to complement each other, adding to the overall architectural statement.

  The following guidelines are set forth:

  - The following building component materials are encouraged:
    - Walls: concrete--tilt-up and precast; panelized metal systems--enamel-coated; concrete masonry units--concrete block.; stucco--smooth finish.

- Shaped Roof: metal seam and precast concrete.
- Architectural details: consistent with the construction method and primary building materials.
- Glass: transparent (including lightly tinted), translucent and glass block.

- Finishes
  - Texture

    Texture is a function of a building's materials and finishes. The type of texture represented on a facade results from detailed design decisions after the materials and finishes have been selected.

3.3.3-C.2 Primary Building Entry

A Primary Building Entry is an important aspect in the identity of a project and as the spatial interface between the privacy of the building and the public nature of the street and city.

3.3.3-C.2.1 Location, Orientation and Massing

Primary Building Entries should be located at any point along the front property line or may be setback a maximum of 15 feet from the front property line to the front surface of the doorway. Any retail use should be accessed directly from a public sidewalk.

A Primary Building Entry should be architecturally expressed utilizing the following guidelines:

- Projected Entry
  - A projected entry is an additive element on the front or side of a building; it may also be an element added to a notched building corner.
  - Additive elements include folded wall planes, wall planes extruded in height, canopies, aediculas, skylights and unique roof forms, among others.
- Recessed and Flush Entries, Figures 3-24
  - Recessed and flush entries may be framed openings or recessed volumes on a building's street facade.
  - The entry bay may be differentiated from the building's regular bay rhythm and/or may be located symmetrically or asymmetrically on the facade.
  - The entry may be accentuated with surface detail (trim), canopies, and lighting features.
- Side Entry, Figure 3-25
  - Doorways should not open directly onto driveways. Transitional areas between driveways and doorways should be provided in the form of Private Outdoor Nodes for automobile drop-offs and arrivals. These nodes should also including canopies (porte-cochere), planting, lighting features and street furnishings.
  - Side entries should be linked to the public sidewalk by a pedestrian path.

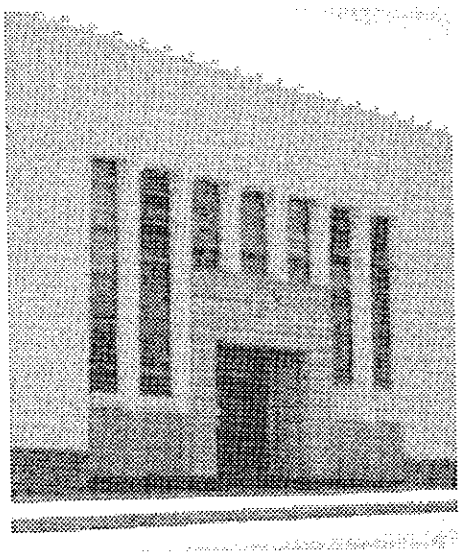

Figure 3-24

Figure 3-25

3.3.3-C.2.2 Canopies

Canopies are encouraged design elements. Canopies designed like awnings found in retail buildings--usually triangular and curved in shape and attached to an individual door or window, or spanning an entire facade--are discouraged. The following guidelines for canopies are set forth:

- Canopies should be designed as an integral part of the building entrance as follows:
  - Canopies should provide a visual mark of the entrance from afar including Street Front Nodes.
  - Canopies should provide a transition from inside to outside such as a porte-cochere.
  - Canopies should provide weather and sun protection.
- Canopies should be of a durable material consistent with the design and materials of the building. Fabric, plastic and other non-durable materials should not be used.

3.3.3-C.2.3 Doorways

The path of entry should be perpendicular to the front property line unless the doorway is integrated with an activity/arrival node on the side of the building, in which case the path of entry may be parallel with the front property line.

Figure 3-24
A recessed entry is created on a planar facade marked by decorative tile and a change in the facade pattern.
Raymond Avenue, Pasadena

Figure 3-25
All the elements of a primary building entry are provided including automobile drop-off, landscape features and canopy. The rotunda massing and curtain wall glazing of the entry contrast with the building's rectilinear massing and individual windows.
Source unknown.

3.3.3-C.3 Exterior Building Systems

3.3.3-C.3.1 Rooftop Equipment and Enclosures

- All rooftop equipment and devices such as communications gear, mechanical equipment and ducts, among others, shall be screened to the greatest extent feasible. Roof top appurtenances shall not exceed 20 feet.

- Screening rooftop equipment should be integrated with the overall design of the building and roof. Roof top enclosures should include walls which may be perforated with grills and which open to the sky.

3.3.3-C.3.2 Accessory Structures and Enclosures

Accessory structures and enclosures, including enclosed storage areas, shall be integrated with the design of the primary building on the parcel and shall not be designed as an appendage or "shed" attached to the buildings on the parcel.

3.3.3-C.3.3 Building Devices and Appendages

Building devices and appendages include mechanical equipment and ducts attached to the facade. These features shall be designed as an integral part of the building massing and facade and should not appear as separate appendages to the building.

3.3.3-C.4 Signage

Signs are among the most noticeable visual elements in an urban environments. Signs communicate information about the functions in an area including the individual goods and services of specific buildings, the nature and quality of the area's physical environment; and directions for how to get to a place. All signage shall adhere to the city's requirements as set forth in the Zoning Ordinance for General Industrial.

3.3.3-C.4.1 Private Realm Signage

The primary purpose of a commercial sign is to provide business identity and location, not to advertise. Good signage communicates well, is appropriate to and integrated with its setting and be properly placed.

The following guidelines are set forth:

- Signs are intended to communicate the name of the business, type of business, primary product or service of the business and directional information.

- For biomedical and technology-based businesses, the names of donors and/or contributors are permitted provided that such names are integrally designed with the business identity information. One exterior sign for donors and/or contributors is permitted and will not be considered part of the building signage if less than three square feet in size and permanently adhered to the building.

- General Guidelines

  - Building identification sign design should be compatible with the building's architectural design.

  - Building identification signs should not cover or remove any windows, cornices, or other architectural ornamentation.

- Individually-mounted letters (or logos), consisting of back-lit reverse channel letters/logos or externally illuminated letters/logos, are recommended for building identification signs.

- Illuminated cabinet (box construction) signs should be allowed only if illuminated letters are stenciled on an opaque background.

- Exposed conduit, electrical transformer boxes and raceways should be concealed from public view to the greatest extent feasible.

- Multi-tenant signage should be designed and scaled appropriately to complement the development project. Such signage should incorporate common elements such as letter style and color.

- Each project is encouraged to create graphic identity program in which all signs, from vehicle-oriented signs to pedestrian-oriented signs are designed as an integrated package. The placement and design of these signs should be coordinated with the signage of other projects in the Specific Plan area.

- Advertising

  The following advertising signs shall not be allowed:

  - Changeable copy signs (reader boards).

3.3.3-C.4.1 Public Realm Signage

A high quality public signage system can effectively express the unique character and identity of the district. The size and design of these signs will be reviewed by the Design Commission. The public signage system should include the following:

- Vehicular-oriented gateway signage to the district at the following locations:
  - Glenarm Street at Arroyo Parkway
  - Fair Oaks Avenue at State Street
  - Fair Oaks Avenue at California Boulevard
  - Raymond Avenue at California Boulevard
  - California Boulevard at Pasadena Avenue
- Pedestrian-oriented gateway signage to the district at the proposed Fillmore Street Station.
- Through-Block Crossing signage should be provided by property owners at the street sidewalk and at Edmonson Alley.
- Civic banner signs create a positive ambiance, identify the district and convey special activities and programs. Banner signs can incorporate a district symbol or logo which may be developed to give the district regional and national identity. These banners will be attached to light poles in the district.

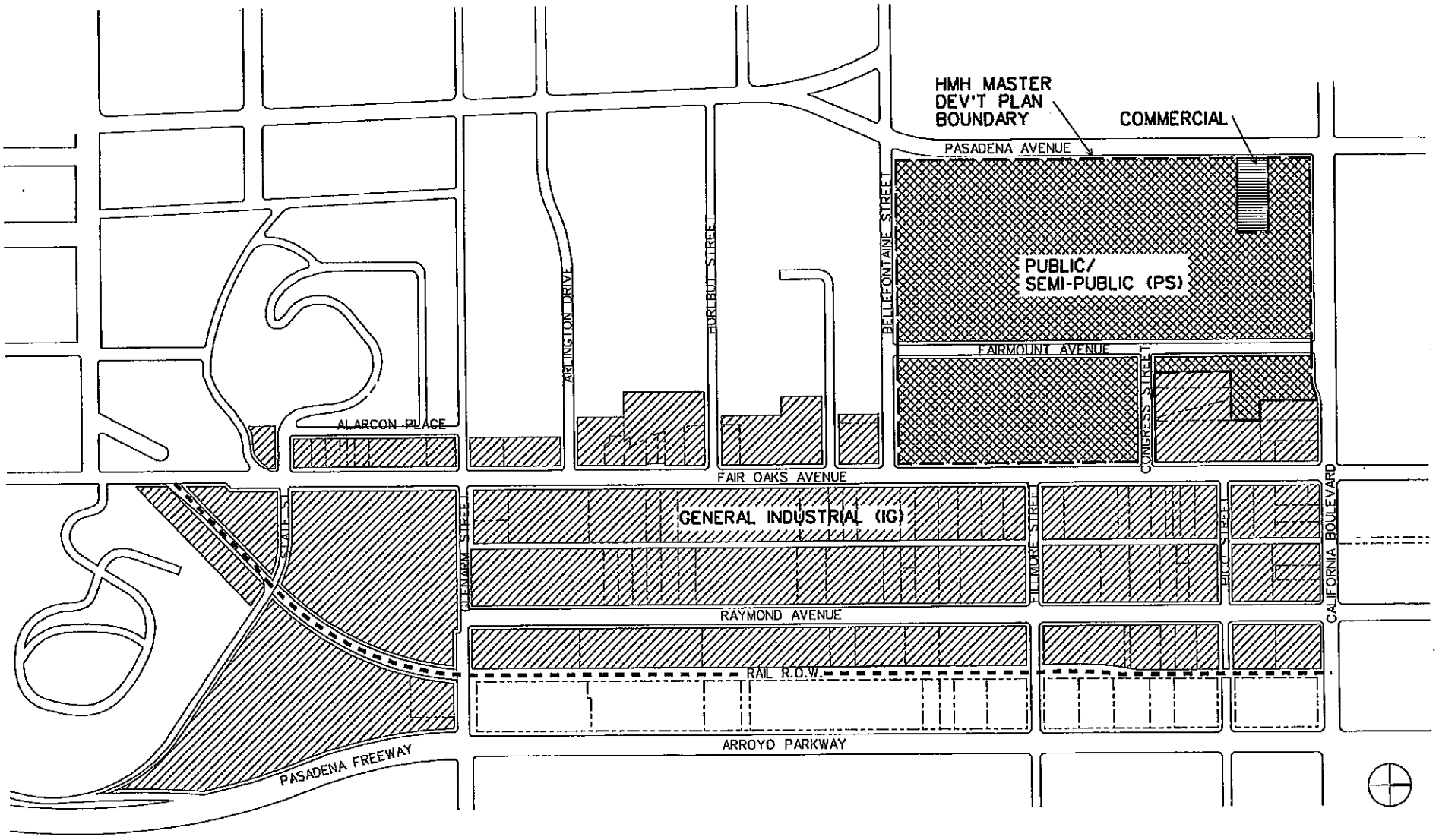

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FIGURE 4-1
ZONING MAP

CHAPTER 4.0 LAND USE

4.1 PASADENA GENERAL PLAN

The land use component is based upon the Land Use Element of the Pasadena Comprehensive General Plan, city Zoning Code, community issues, ideas expressed during the planning process and the urban design features set forth in the Public and Private Realm Urban Design Framework Plans.

The General Plan permits the addition of 300 multi-family dwelling units and 1,550,000 square feet of non-residential space. The number of residential units may increase from two to 302 units and the non-residential land uses may increase from approximately 2,196,386 square feet to 3,746,386 square feet, as described in Table 4-1, General Plan 1992 and Projected Development.

The land use intent of the General Plan is to establish biomedical and/or technology-based uses for the Specific Plan area. In order to achieve the intentions of this Specific Plan changes to the land use zoning standards and regulations are set forth.

TABLE 4-1 GENERAL PLAN 1992 AND PROJECTED DEVELOPMENT

	General Plan (1992)	Maximum Allowable	Total
Residential	**Units**	**Units**	**Units**
Single-Family	2	0	2
Multi-Family	0	300	300
Total Residential	**2**	**300**	**302**
Non-Residential	**Sq. Ft.**	**Sq. Ft.**	**Sq. Ft.**
Office	258,107	-------	258,107
Commercial	347,561	-------	347,561
Office/Commercial	-------	325,000	325,000
Industrial/Research	357,457	900,000	1,257,457
Hospital	1,165,814	325,000	1,490,814
Utilities	45,999	0	45,999
Mixed Uses	21,448	0	21,448
Total Non-Residential	**2,196,386**	**1,550,000**	**3,746,386**

4.2 PERMITTED USES

4.2.1 USE ZONES

The district is generally comprised of permitted land uses within two designated zones: General Industrial (IG) and Public and Semi-Public (PS), Figure 4-1. In addition, one parcel located at 620-624 South Pasadena Avenue will retain a Commercial Office designation. The Specific Plan also incorporates the pre-established Alcohol Distribution-2 (AD-2) overlay zone.

The General Industrial and Public/Semi-Public districts are modified to include only the uses set forth in Table 4-2 as defined in city's Zoning Ordinance.

4.2.2 RESIDENTIAL USES

Multifamily residential uses are permitted at a density of 32 dwelling units per acre, Group Residential; Convalescent Facilities; Residential Care, General, are permitted on the west side of Fair Oaks Avenue in the General Industrial (IG) district. The Specific Plan allows for multifamily residential uses to be converted to limited uses as follows:

TABLE 4-2: IG DISTRICT LAND USE REGULATIONS

Use Classifications	Existing IG	Specific Plan IG
Residential		
Caretaker's Quarters	MC	MC
◆Group Residential		P*
◆Multifamily Residential		P*
Public and Semi-Public		
Adult Day Care, General	C	C
Charitable Institutions	C	C
Child Day Care Center	C	C
Clubs and Lodges	C	C
◆Convalescent Facilities		P*
Cultural Institutions	C	C
◆Detention Facilities	C	
Government Offices	C	C
Heliports	C	C
Maintenance and Service Facilities	C	C
Park and Recreation Facilities	C	C
Public Safety Facilities	C	C
◆Residential Care, General		P*
Transportation Terminals	C	C
Utilities, Major	C	C
Utilities, Minor	P	P
Commercial		
Ambulance Services	P	P
Animal Sales and Services:		
Animal Boarding	P	P
Animal Grooming	P	P
Animal Hospitals	P	P
Animals, Retail Sales	P	P
Banks and Savings and Loans:	P	P
With Drive-Up Service	MC	MC
With Walk-Up Service	P	P
Bars or Taverns	C	C
With Live Entertainment	C	C
Building Materials and Services	P	P
Catering Services	P	P
Commercial Filming	C	C
Commercial Recreation and Entertainment	C	C
Communication Facilities:	P	P
Small-Scale	P	P
Eating Establishments:	P	P
With Beer and Wine Service	C	C
With Full Alcohol Service	C	C
With Live Entertainment	P	P
With Outdoor Dining	P	P
◆With Take-Out Service:	P	
◆Limited	P	C
Food Sales:	P	P
With Beer and Wine Sales	C	C
With Full Alcohol Sales	C	C
Horticulture, Limited	P	P
⊙Laboratories	P	P
Maintenance and Repair Services	P	P
Mini-Malls	C	C
Mortuaries	P	P
Nurseries	P	P
Offices:		
⊙Business and Professional	P	P
⊙Medical	P	P
Personal Improvement Services	P	P
Personal Services	P	P
Professional, Business and Trade Schools	P	P
Recycling Centers:		
Small Collection Facilities	P	P
Large Collection Facilities	C	C
Retail Sales	P	P
◆Secondhand Appliance and Clothing Sales	P	C
◆Swap Meets	C	
Vehicle/Equipment Sales, Leasing and Services:		
Automobile Rentals	P	P
◆Automobile Washing	C	
Commercial Off-Street Parking	P	P
Service Stations	C	C
◆Vehicle/Equipment Repair	P	MC
◆Vehicle/Equipment Sales, Leasing and Rentals	P	C
◆Vehicle Storage	C	C**
Visitor Accommodations:		
Hotels and Motels	P	P
◆Warehousing and Storage:	P	C
◆Small-Scale	P	C
Industrial		
Industry, Standard	P	P
⊙Industry, Restricted:	P	P
Small Scale	P	P
◆Wholesaling, Distribution, and Storage:	P	C
◆Small-Scale	P	C
Accessory		
Accessory Uses	P/C	P/C
Temporary		
Animal Shows	C	C
Circuses and Carnivals	C	C
Commercial Filming, Limited	P	P
Live Entertainment	C	C
Religious Assembly	C	C
Retail Sales, Outdoor	C	C
Seasonal Merchandise Sales	P	P
Street Fairs	P	P
◆Swap Meets, Nonrecurring	C	
Tents	C	C

Notes:

◆ Indicates change of status from existing IG to proposed Specific Plan IG.

* Indicates west side of Fair Oaks Avenue south of Hurlbut Street only.

** Indicates use is conditionally permitted only as accessory use.

⊙ Targetted land use classifications; see Section 3.3.3-C.1.4 and Section 4.4.

P Indicates use is permitted
C Indicates use is conditionally permitted
MC Indicates use is conditionally permitted with a Minor Conditional Use Permit
P/C Indicates accessory use is subject to land use regulations of principal use

- One unit of multifamily residential use may be converted to 1,000 square feet of institutional uses so long as it is a residential type use.

Other multi-family residential uses which wish to take advantage of proximity to the proposed Fillmore Street Station are encouraged to locate east of the rail right-of-way.

4.3 NONCONFORMING USES

Nonconforming uses are described in the city's Zoning Ordinance.

4.4 DISCRETIONARY ACTIONS

In order to streamline the project review process as part of the city's efforts to encourage area revitalization, certain use classifications which are characteristic of the biomedical and other technology-based industries are exempted from the Conditional Use Permit for Major Projects requirement. These are: Laboratory; Industry, Restricted; Offices: Medical; Offices: Business and Professional. The Specific Plan recommends that the following conditionally permitted uses not be established within 700 feet from the Fillmore Street light rail station (to be measured from the Fillmore Street Center Line between Fair Oaks and the Blue Line right-of-way): service stations; vehicle equipment sales, leasing and rental; and vehicle/equipment repair.

4.5 HUNTINGTON MEMORIAL HOSPITAL

The General Plan requires that HMH, as an institution, have an approved Master Plan to guide development. The city approved a 40 year HMH Master Development Plan (MDP), 1987-2027, as well as a 1994 Master Development Plan Amendment.

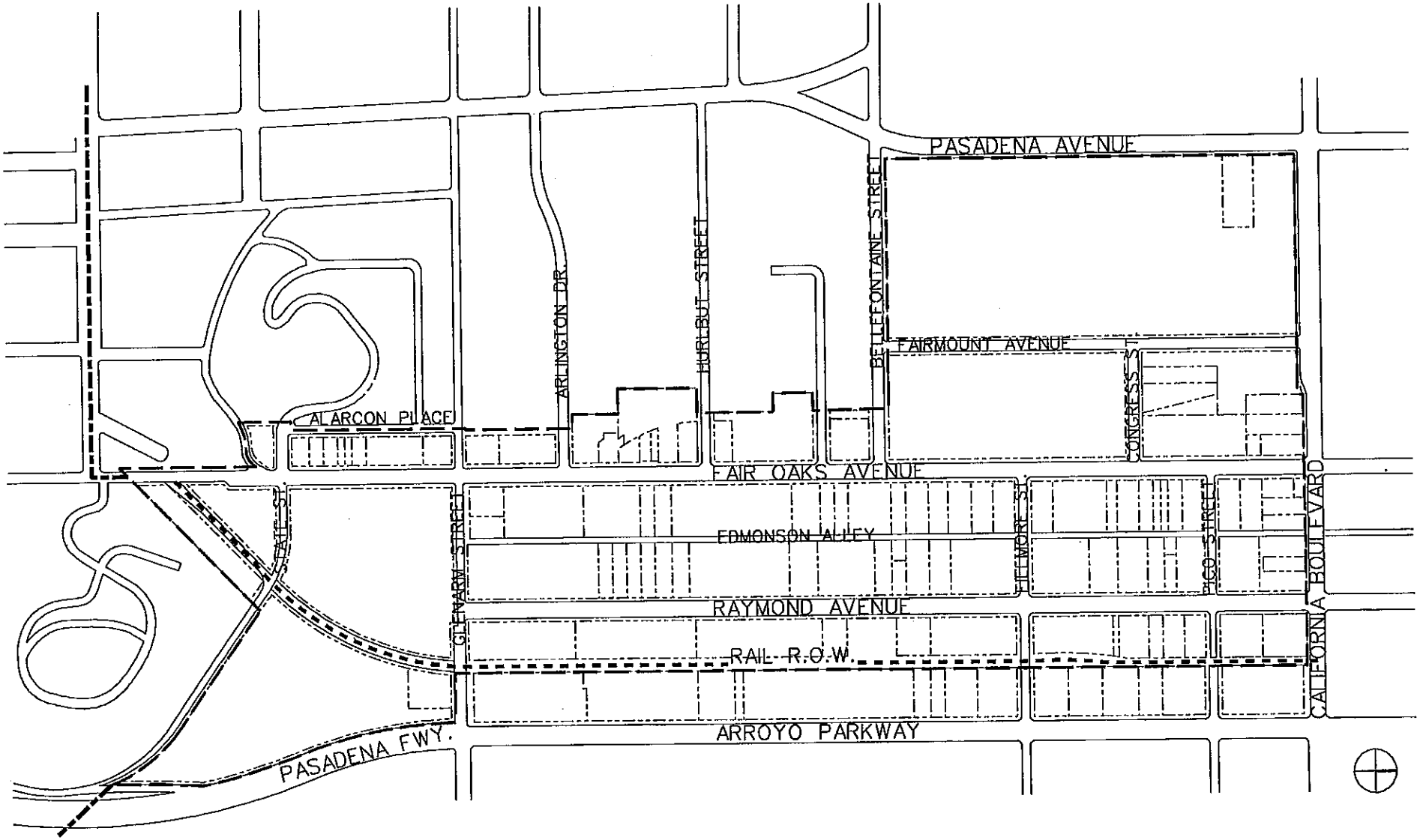
The HMH MDP is within the Public/Semi-Public zone. It is bounded by Bellefontaine Street to the south, Fair Oaks Avenue and one parcel east of Fairmount Avenue to the east, California Boulevard to the north and Pasadena Avenue to the west.

The General Plan incorporated the HMHMDP growth requirements for the hospital use as set forth in Table 4-1. Possible future HMH development (either within or outside of the MDP designated area) of non-hospital uses such as commercial office, industrial or research laboratories (in so far as they are allowed by the Public/Semi-Public zone and/or General Industrial zone) will come under a category different than the "hospital" designation set forth in Table 4-1.

HMH is encouraged to utilize its non-master planned parcels for future development of private office, industrial and research laboratories.

4.6 PASADENA UNIFIED SCHOOL DISTRICT PROPERTIES

To provide for the continued educational use of the Pasadena Unified School District property, those properties are excluded from regulation by the South Fair Oaks Specific Plan. When PUSD proposes future uses for the site, amendments to the general Plan, Specific Plan or the zoning district shall be considered.



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CITY OF PASADENA

FIGURE 5-1
STREET NAMES

CHAPTER 5.0 MOBILITY

5.1 INTRODUCTION

The mobility component is based upon the Mobility Element of the General Plan, community issues, ideas expressed during the planning process, and the urban design objectives and features set forth in the Public and Private Realm Urban Design Framework Plans, Figure 5-1, Street Names.

Increases in traffic due to the combined effects of development in and around the district are consistent with the city's General Plan.

Transportation has played an important role in Pasadena's growth. From early heavy rail service, historic Route 66, Pacific Electric Red Cars and the first freeway in California, the history of Pasadena is intimately related to its history of transportation development. In the future, the proximity of existing freeway resources plus the proposed Blue Line Light Rail Transit will play important roles in the development of the city.

The main project area development program--biomedical and technology-based businesses and support uses--is synergistic. Because of the proximity between these uses within the Specific Plan area, it is anticipated that many trips will remain within the area instead of going to other outside destinations.

To support this approach, a pedestrian circulation network has been developed. It can be expected that the propensity to "internal trip capture," supported by mixed-use development could result in a reduction of five to ten percent of the project related trips.

5.2 PUBLIC REALM IMPROVEMENTS

The Public Realm Urban Design Framework Plan The Public Realm Urban Design Framework Plan maintains and enhances the existing street grid system and creates public nodes. Proposed street grid enhancements will improve traffic flow and proposed streetscape features (planting and furnishings) will improve livability and area image. Public nodes designated at key locations will also create identity and amenities.

Regional northerly access is provided by I-710 (Long Beach Freeway, and its intersection with the I-210 and State Route 134) and the Pasadena Avenue/St. John Avenue couplet. Regional southerly access is provided by the State Route 110 (Pasadena Freeway) and Arroyo Parkway. Primary north-south roadway access is provided by Fair Oaks Avenue and Raymond Avenue. Primary east-west roadway access is provided by California Boulevard and Glenarm Street. Secondary east-west access is also provided via Pico Street, Fillmore Street, and Bellefontaine Street.

5.2.1 STREET GRID

5.2.1-A MAJOR STREETS

Major streets are defined as those streets which provide city-wide and/or regional accessibility to the Specific Plan area as follows:

- California Boulevard

  California Boulevard is an east-west arterial that extends from Arroyo Boulevard easterly to the City of Arcadia. The majority of California Boulevard has

been designated as a corridor for "de-emphasis" by General Plan Mobility Element. De-emphasis measures have been implemented east of Lake Avenue such as re-striping to reduce the number of travel lanes. In the vicinity of the project site, two through-travel lanes are provided in each direction. Between Pasadena Avenue and Fairmont Avenue, however, a third eastbound through lane is provided. Exclusive left turn lanes are provided at major signalized intersections and an exclusive right-turn-only is provided for the westbound approach at the Pasadena Avenue intersection. A two-way left turn lane is also provided east of Pasadena Avenue adjacent to Huntington Memorial Hospital (HMH) and continues just easterly of Fairmont Avenue. Protected- permissive left turn signal phasing is provided for the westbound approaches at both the signalized intersections of Arroyo Parkway and South Fair Oaks Avenue.

At Fair Oaks Avenue the Specific Plan recommends widening to provide an eastbound right-turn-only lane on California to southbound Fair Oaks Avenue. The improvement measures would require additional right-of-way, since existing sidewalk widths are 10 feet and travel lanes along California Boulevard currently vary between 9 and 12 feet in width at the Fair Oaks Avenue intersection. Existing sidewalk widths shall not be reduced. Future development projects may be required by the city to dedicate additional right-of-way specifically for the purposes of roadway widening. No other portion of California is recommended for widening.

At Arroyo Parkway the Specific Plan recommends no widening of California Boulevard so as to remain consistent with the goals contained in the General Plan regarding the de-emphasis of California Boulevard. City staff should continue to develop alternate mitigation measures for this location.

- Fair Oaks Avenue

  Fair Oaks Avenue, a designated mobility corridor, is a major north-south arterial that extends from Altadena southerly through the City of Pasadena, and South Pasadena to Huntington Drive. Two through-travel lanes are provided in each direction and separate left turn lanes are provided at major signalized intersections. Curbside parking is allowed in some areas, but in areas where left turn lanes are provided, parking is prohibited.

  As set forth in the General Plan Mobility Element, Fair Oaks Avenue is a designated truck route. A designated truck route provides the city with a means of controlling commercial vehicular traffic intrusions and adverse impacts on other residential areas and non-truck-route arterioles.

  Because Fair Oaks is the only designated truck corridor in the west side of the city, it is reasonable to anticipate more truck traffic than would otherwise occur. Therefore, safety features are proposed for Fair Oaks pedestrian crossings as described in the Public Realm Urban Design Framework.

  Similarly, additional traffic signal warrant studies should be undertaken at Fair Oaks Avenue and Fillmore Street to measure the need for vehicular and pedestrian access to the proposed Blue Line Station.

- Raymond Avenue

  Raymond Avenue, between two designated mobility corridors, is a north-south roadway which terminates to the north at the I-210 (Foothill Freeway) and to the south at Glenarm Street. Raymond Avenue currently provides access to many of the industrial and commercial parcels located in the district and provides two through-travel lanes in each direction. Separate left turn lanes are generally not provided. Parking is provided on both sides of the street. Current average daily traffic volume is approximately 6,300 vehicles, well under its potential capacity utilization.

  The Specific Plan maintains the existing right-of-way for Raymond Avenue to provide an alternative route for north-south traffic from Arroyo Parkway and Fair Oaks Avenue. Traffic is expected to increase on Raymond Avenue to relieve these other streets, because it terminates at the Foothill Freeway and Glenarm Street.

- Arroyo Parkway

  Arroyo Parkway, a designated mobility corridor, is State Route 110, a north-south major arterial that extends from the Pasadena Freeway northerly to Holly Street. South of Colorado Boulevard, the roadway provides two through travel lanes in each direction and a raised median separates opposing traffic flows. Exclusive left turn lanes are provided at major signalized intersections. During the AM peak hour (7:00 AM - 9:00 AM) and the PM peak hour (4:00 PM - 6:00 PM) curbside parking is prohibited, which provides three through travel lanes in each direction.

- Pasadena Avenue

  Pasadena Avenue is a north-south roadway that extends from Columbia Street (located at the southern City limit) to Walnut Street north of Colorado Boulevard. North of Bellefontaine Street, Pasadena Avenue is a one-way northbound frontage road for the I-710 (Long Beach Freeway) leading to both the I-210 (Foothill Freeway) and State Route 134 (Ventura Freeway). North of Bellefontaine Street, in the project vicinity, three through travel lanes are provided. The intersection with California Boulevard is signalized and the northbound approach provides an exclusive left-turn-only lane, two through lanes, and a combination through-right turn lane. Parking is permitted along the west side of the roadway between Bellefontaine Street and California Boulevard.

- St. John Avenue

  St. John Avenue is a one-way southbound frontage road which is essentially an extension of the I-710 (Long Beach Freeway). Two through lanes are provided and curbside parking is allowed on the west side of the street. A southbound freeway off-ramp exists at the signalized California Boulevard intersection. At this intersection, an exclusive left-turn lane, through lane and combination through-right turn lane is provided for the southbound approach.

5.2.1-B DISTRICT STREETS

District streets are local serving streets connecting the Specific Plan area with local neighborhoods and include the following:

- Fillmore Street

Fillmore Street is a discontinuous east-west roadway and extends between Arroyo Parkway and Fair Oaks Avenue in the immediate project vicinity. One through travel lane is provided in each direction. Between Fair Oaks Avenue and Raymond Avenue parking is prohibited along the north side of the street, while east of Raymond Avenue, parking is prohibited along the south side of the street (west of the railroad tracks). No stopping is allowed along the north side of the street (east of the railroad tracks and west of Arroyo Parkway). Parking is limited to two hours between the hours of 9:00 AM and 6:00 PM, east of Arroyo Parkway.

Fillmore Street will be closed at the Blue Line tracks where the station entrance will be located. A street vacation will be required. The Specific Plan recommends closing Fillmore Street to all vehicular traffic and creating a public pedestrian plaza. Access to the proposed Blue Line park-and-ride lot south of Fillmore Street should be taken from Raymond Avenue. This will enhance safety, improve operations of the Raymond Avenue/Fillmore Street intersection and overall traffic flow as well as enhance driveway access to the station park-and-ride lot. Truck access should be maintained as set forth in Section 3.2.3-B.1.5.

- Bellefontaine Street

Bellefontaine Street is a short east-west local roadway that extends from Arroyo Boulevard to Fair Oaks Avenue. Bellefontaine Street provides one through travel lane in each direction. Bellefontaine Street provides southerly access to HMH including two parking structures. Curbside parking is allowed on both sides of the street, except at the Fair Oaks Avenue intersection, where parking is prohibited just west of the intersection.

- Glenarm Street

Glenarm Street is an east-west roadway which extends from Pasadena Avenue to El Molino Avenue. At the South Arroyo Parkway (Route 110/Pasadena Freeway) intersection, the eastbound approach provides one combination through-left turn lane and one combination through-right turn lane, while the westbound approach provides an exclusive left-turn lane , one combination through-left turn lane and a combination through-right turn lane. The intersection, which is the terminus of the Pasadena Freeway, has split eastbound and westbound signal phasing.

At Fair Oaks Avenue the Specific Plan recommends construction of an exclusive northbound right-turn-only lane on to eastbound Glenarm Street. This measure would require some roadway widening along the east side of Fair Oaks Avenue, south of Glenarm Street. It may be possible to provide a short (80 to 100 foot) right-turn pocket. Currently, a 10-foot wide sidewalk is provided in front of the Pasadena Department of Power and Water building and shall not be reduced. Several mitigation measures will need to be implemented in order to address traffic management issues along Glenarm Street between Raymond Avenue and Arroyo Parkway. A special study to coordinate light rail timing with east-west traffic along Glenarm Street will need to be completed and implemented by the public Works and Transportation Department and/or Blue Line authority prior to light rail operation.

- Columbia Street

  Columbia Street is an east-west local street which extends from Fair Oaks Avenue to just west of Orange Grove Boulevard. Parking is prohibited between the Fremont Avenue and Pasadena Avenue intersections. At the Fair Oaks intersection, the eastbound approach provides sufficient width to provide an exclusive left turn lane and a combination through-right turn lane. At the Fremont Avenue intersection, an exclusive through lane and an exclusive right-turn only lane are provided eastbound and sufficient width is provided westbound to provide a combination left-through lane and a through lane.

- Fremont Avenue

  Fremont Avenue is a north-south roadway which is widely utilized as a connector route between the I-210 and I-710 freeways. The Fremont Avenue northbound approach at Columbia Street provides an exclusive left-turn only lane and an exclusive right-turn only lane. Parking is prohibited along both the east and west sides of Fremont Avenue near Columbia Street.

- Pico Street

  Pico Street is a east-west local serving street which is only utilized to serve adjacent parcels. Pico Street is short in length running from Fair Oaks Avenue to the Blue Line right-of-way. Pico Street does not go through the tracks and is not connected with Arroyo Parkway. Pico Street between Raymond Avenue and the Blue Line is mostly used for vehicular parking. Pico Street between Raymond Avenue and the Blue line right-or-way may be vacated or closed to allow for development opportunities on adjacent parcels.

5.2.1-C RAIL RIGHT-OF-WAY

The Blue Line right-of-way extends from Downtown Los Angeles to the east San Gabriel Valley. As the line enters the City of Pasadena from the south it crosses below Fair Oaks Avenue and then emerges at grade just south of State Street. The line, located at grade throughout the rest of the project area, curves north through the city's water and power site and then follows the city grid north of Glenarm Street. A significant landscape planting program should be provided for this rail-right-of way as follows:

- Image and Landscape Design
  - Landscape planting should be provided for the rail right-of-way between Fair Oaks Avenue and the Fillmore Street Station.
  - Landscape design should be consistent with and implement the district image set forth in the Public Realm Urban Design Framework Plan.
  - Landscape design should include drought tolerant plant materials such as trees, shrubs and ground cover and their planting and use pattern.
- Landscape Design Constraints

  Landscape design should take into consideration technical features of the rail system such as horizontal and vertical clearances and operating features.

- Inter-jurisdictional Coordination

  The city and Blue Line authority should undertake the following:

- Establish a coordinated design, funding and implementation program for these improvements.

- Establish a coordinated maintenance program.

5.2.1-D EDMONSON ALLEY

Edmonson Alley should continue to provide for the service, loading and access needs of adjacent parcels. In addition, the safety and aesthetics of the alley should be upgraded to encourage pedestrian crossing. Over time, the air rights of the alley may be utilized by adjoining parcels, and/or portions of the alley may be vacated upon consent of adjoining parcels, as set forth below.

Historically the alley was used as a bicycle route connecting Pasadena with Los Angeles.

- Planned City Improvements

  City sponsored alley improvements include reconstruction of the surface pavement to improve vehicular access and aesthetics; surface drainage as needed during the resurfacing process; and signage to improve vehicular and pedestrian safety. Signage should include but not necessarily be limited to stop signs at street intersections.

- Private Realm Alley Improvements

  The Private Realm Urban Design Plan encourages owners to enhance areas adjacent to the alley in both new development and rehabilitation or adaptive reuse projects. Enhancements include development of Through-Block Crossings, parking lot landscaping, and pavement and lighting improvements.

  The alley will continue to provide the service and access needs of adjacent parcels including loading and trash removal, as described in Private Realm Urban Design Framework Plan, and vehicular access and egress to parcels and their parking lots/structures.

  Truck access, including semi-tractor and trailers, is maintained, but limited, between Edmonson Alley and Fillmore Street as set forth in Section 3.2.3-B.1.

- Air Rights

  The use of air rights above the alley for walkways is allowed under the following conditions:

  - That the purpose of the air rights use is to integrate development of parcels under same ownership on the east and west sides of alley.

  - That the bridge structure provide a clearance height between the ground and the underside of the bridge of a minimum of 16 feet six inches.

  - That the potential for creating a tunnel effect be mitigated by limiting the dimension of structures over the alley not to exceed 12 feet in width.

  - That all above ground utilities be relocated underground.

- Alley Vacation

The alley or sections thereof may be vacated under the following conditions:

- That the purpose of the vacation is to utilize the ground rights to integrate parcels of the same ownership on the east and west sides of the alley.
- That all city requirements and approvals be obtained including a letter of support from all property owners abutting the alley on the same block as the section proposed to be vacated.
- The Specific Plan allows for new alley dedications or access/utility easements in exchange for vacating the alley, or portions thereof. Such access easements shall be provided only to Raymond Avenue but not to Fair Oaks Avenue.

5.2.2 PUBLIC NODES

Public nodes are described in the Public Realm Urban Design Framework Plan.

5.3 TRANSIT

5.3.1 BLUE LINE/FILLMORE STREET STATION

The Metropolitan Transportation Authority proposes construction of the Fillmore Street Station. The Fillmore Street Station is the southern entrance station to the City of the Pasadena. This station is one of 14 along the 13.5 mile route connecting Sierra Madre Villa in east Pasadena with Union Station in downtown Los Angeles. The Blue Line is planned to be operational by the year 2002. The Pasadena-Los Angeles Light Rail Transit Project Final EIR, dated February, 1990, projects year 2010 passenger peak hour A.M. (7:00 A.M. to 9:00 A.M.) boardings at 620 passengers. Of these, 180 passengers are expected to access the station via automobile while 445 are expected to walk to the station.

The Blue Line will connect, via Union Station in downtown Los Angeles, to the High Occupancy Vehicle (HOV) facilities on the San Bernardino Freeway, to the Metro Red Line downtown, to the Metro Blue Line through Long Beach, and via the Metro Link Commuter Rail System to other areas in the metropolitan Los Angeles Basin. This will result in a reduction of local traffic heading to and from the Pasadena Freeway. A seven percent reduction in non-retail land uses trips have been assumed to based upon the completion and use of the Pasadena Light Rail.

The proposed Fillmore Station plan locates the platform immediately north of Fillmore Street, with a primary pedestrian entrance from this street. An emergency exit is located on the north end of the platform and extends north along the tracks to exit at Pico Street.

Fillmore Street is proposed to be closed to through traffic on either side of the rail right-of-way requiring a street closed. Vehicular access to adjacent parcels is maintained on both sides of the tracks. Pedestrians can access the platform from either side of the tracks.

A surface park-and-ride lot for up to approximately 160 park and ride users is proposed south of Fillmore Street between the tracks and Raymond Avenue. An entry/exit

is proposed from Fillmore Street with an exit only proposed onto Raymond Avenue at the south end of the parcel.

A bus drop-off is proposed on Raymond Avenue in front of the park and ride lot. The station area is currently served by three existing MTA bus routes (one local and two express).

The Specific Plan proposes the following changes to the Fillmore Station to improve access to and use of this important transit facility:

- Close Fillmore Street to all vehicular traffic east of Raymond Avenue to create a public pedestrian plaza as described in the Public Realm Urban Design Framework Plan. All vehicular ingress and egress to the park-and-ride lot should be provided from Raymond Avenue.
- Eliminate MTA's proposed bus pull-in for drop-off/pick-up along Raymond Avenue so as to retain, at a minimum, the existing sidewalk width. Maintain the bus drop-off on Raymond Avenue in a no-parking zone.
- A recommended future urban design improvement is a full entrance/exit on north end of platform accessible from Raymond Avenue via a new through-block pedestrian crossing that aligns with Congress Street.

5.3.2 BUS AND SHUTTLE TRANSIT SERVICES

Existing MTA transit service is provided along Fair Oaks Avenue, California Boulevard, and Arroyo Parkway. City staff should monitor MTA for potential route changes and should work with MTA to assure that existing service levels are not reduced. Furthermore, city staff should assist district businesses in communicating future project area transit needs to MTA and Foothill Transit.

A district-serving shuttle bus network in conjunction with other transit systems, including the possible extension of the city's ART Shuttle, should be provided to:

- Link businesses located in the south end of the project area with the Fillmore Street Station.
- Link area businesses with other city activity centers such as Old Pasadena and Lake Avenue, among others.
- Link area businesses with employee's and colleagues such as at Pasadena City College, Caltech and JPL, among others.
- Link city residents including Northwest Pasadena with the project area businesses and the Fillmore Street Station.

5.4 NEIGHBORHOOD PROTECTION

District streets which serve local neighborhoods should de-emphasize through traffic by means of signage and enhanced traffic flow improvements to major streets such as Raymond Avenue. De-emphasized neighborhood streets include the following:

- Bellefontaine Street west of Pasadena Avenue.
- Alessandro Place west of Fair Oaks Avenue.
- Hurlbut Street west of Fair Oaks Avenue.

- Arlington Street west of Fair Oaks Avenue.
- Glenarm Street east of Arroyo Parkway and west of Fair Oaks Avenue.
- Grace Terrace/State Street/Avoca /Brocadero neighborhood. This area is somewhat "self-protected" due the topography and unique street pattern.

The under utilized traffic capacity of Raymond Avenue may be increased to relieve other, more congested streets and thereby diminish the likelihood of through traffic entering local neighborhoods.

5.5 NON-MOTORIZED CIRCULATION

5.5.1 PEDESTRIAN CIRCULATION

The General Plan Mobility Element defines a portion of the Specific Plan area near the Fillmore Street Station as a designated emphasis area for walking. Pedestrian usage is planned for functional trips and to enhance the social life and enrichment of the district.

Planned pedestrian enhancements are primarily described in the Public and Private Realm Urban Design Framework Plans. Pedestrian circulation is planned for the existing city street grid and at key public nodes such as the Fillmore Street Station. In addition, the Specific Plan proposes that pedestrian activity and landscape nodes be created on private parcels as set forth in the Private Realm Urban Design Framework Plan.

The district, from State Street at the south, to California Boulevard at the north, is approximately two-thirds of one mile (3,500 feet) or about a nine to fifteen minute walk. One-quarter mile (1,320 feet) is a comfortable pedestrian travel distance and takes about three to five minutes. The HMH campus, from Bellefontaine Street to California Boulevard is about one-quarter mile.

The intent of the pedestrian improvements herein is to integrate the entire district, from State Street to California Boulevard, to make it walkable from end to end.

People are inclined to make functional and pleasure trips in excess of one-quarter mile when the conditions are right. In a shopping mall people stroll for a mile or more. At HMH, employees crisscross miles of hallways in a single day.

Three conditions are needed for this intensity of pedestrian use as set forth below and in the Public and Private Realm Urban Design Framework Plans:

- There should be a continuity of experience that makes the place feel like an integrated whole such as through consistent facades and spatial enclosures, and streetscape and paving materials, among others.
- The severance of a continuous pedestrian experience should be mitigated to the greatest extent feasible. Examples of severance are crossing a busy street and passing a poorly landscaped area where someone could be lurking.
- The environment should contain sufficient visual and mental information to stimulate awareness and sustain interest over many repeat trips.

5.5.2 BICYCLES

The Mobility Element of the General Plan describes the city-wide bicycle network located in and around the district. Bicycle usage is planned for functional trips and to enhance the social life and enrichment of the district.

The Specific Plan recommends consideration of developing a bicycle station near the Fillmore Street Blue Line Station to facilitate usage in the district. Signage will be used to identify bicycle routes.

A bicycle station provides relevant services such as guarded racks, rental and repair, information office, and snack shop.

The Blue Line trains will also facilitate usage by providing bicycle transport between stations.

The Specific Plan designates Raymond Avenue as a bicycle circulation route that connects district uses south to Glenarm Street, which the General Plan Mobility Element designates a "signed route"; and north to Del Mar Boulevard, which the General Plan Mobility Elements designates as a "future bikeway".

Likewise, the Specific Plan designates California Boulevard as a bicycle circulation route that connects district uses west to Pasadena Avenue and east to Marengo Avenue, both of which the Mobility Element designates as "future bikeways."

Finally, the Specific Plan designates Bellefontaine Street as a district-scale bicycle circulation route which also connects to Pasadena Avenue.

5.6 PARKING

The Specific Plan encourages reductions of exclusive on-site parking requirements to the greatest extent feasible for biomedical and technology-based uses. It is the intent of this Specific Plan to reduce the capital and other costs of constructing parking for these uses. All uses are encourage to utilize shared parking opportunities. Offsite pakring shall comply with the Central District distance requirements.

The mechanism for obtaining shared parking is a Minor Conditional Use Permit.

The Specific Plan recommends that excess parking capacity which may be present at existing sites in the district be utilized, such as at HMH. Over time, as specific sites with excess parking capacity are built out and the excess capacity is reduced, it will be necessary for the city to develop, or assist the private sector in developing, district-serving parking structure(s). Potential locations for district-serving parking structures include, but are not limited to, the following:

- The Glenarm Power Station site bounded by the Blue Line right-of-way, Glenarm Street, Fair Oaks Avenue and State Street.
- The Rose Palace at 835 South Raymond Avenue.
- The site at the southeast corner of Raymond Avenue and Fillmore Street planned for a park-and-ride lot.
- The site at northeast corner of Raymond Avenue and Fillmore Street adjacent to the Fillmore Street Station.

Because parking structures are pedestrian-generators, those which may be developed around the Fillmore Street area provide an opportunity for development of commercial retail along the street edge of the structure as successfully practiced in Old Pasadena.

As described in the Implementation Plan below, city staff will undertake the following:

- Facilitate between property owners who have parking available and developers who want to lease it.
- Establish a process for determining construction of a public parking facility including a detailed study to size, cost and other relevant factors.

5.7 COMPUTERIZED TRAFFIC SIGNALS

The Specific Plan recommends implementation of a computerized traffic signal synchronization system in the district. A computerized signal system must include a real-time measurement of traffic demand, CCTV for the system operators at key locations, direct connection for every signal (wire, fiber-optic cable or other), and the ability to change timing to match demand (demand-based timing).

Other agencies have been able to measure an increase in route capacity and reduction in delay at key intersections averaging seven percent. The signal system provided as part of the Specific Plan should provide up to a ten percent improvement in route capacity. Pedestrian crossing signals, if installed, must also be a part of the system.

5.8 OTHER TECHNOLOGY-BASED IMPROVEMENTS

The installation of fiber-optic communications conduit and cable should be undertaken to facilitate the synergy of interactions created by the proximity of related uses in the district, and between district uses and Pasadena-based research institutions. The fiber-optic cable can be added as developments occur. In addition, easements for underground "pneumatic tubes" for delivery of specimens, etc., are each expected to result in a decrease in the need for actual person travel. Increasing opportunities for computerized robotics may also tend to reduce the level of increase in trips related to the Specific Plan area development.

5.9 PEDESTRIAN THROUGH-BLOCK CROSSINGS

As described in Chapter 3.0, a Pedestrian Through-Block Crossing Zone is proposed bounded by Glenarm Street, Fillmore Street, Raymond Avenue and Fair Oaks Avenue. The purpose of this zone is to encourage property owners to provide pedestrian linkages and activity nodes that enhance area communications due to the block between Glenarm and Fillmore Streets being over one-third of a mile.

The Public Realm Urban Design Framework Plan identifies a potential Congress Street pedestrian-extension from Fair Oaks Avenue to the Blue Line. The purpose of this extension is to provide a pedestrian connection from the north end of the light rail platform directly to HMH's campus entrance at Congress Street and Fairmont Street.

5.10 FUTURE STREET EXTENSIONS

The Specific Plan does not propose any new street extensions. However, the Specific Plan does recognize the following long-term opportunities which may improve mobility and accessibility to and within the district:

- Improving the east-west communication between Fair Oaks Avenue and Arroyo Parkway in the section between Glenarm Street and Fillmore Street. To protect the nursery business, Bellefontaine Street shall not be extended.

6.0 IMPLEMENTATION

6.1 INTRODUCTION

Implementation of the Specific Plan will be undertaken through two different but interrelated methods:

- By specific actions of City of Pasadena departments through regulatory controls, capital investments and a pro-active administrative approach.
- By the individual actions of property owners, institutions, businesses and investors, among others.

These individual and collective actions, based upon this Specific Plan, represent an outline of the actions necessary for success. They will be aimed at both of the following:

- Maintaining, improving, rehabilitating and adaptively re-using existing properties.
- Developing new construction, especially biomedical and technology-based uses.

6.2 MECHANISMS

The following categories outline specific mechanisms to implement the recommendations of this Specific Plan:

6.2.1 FINANCIAL INVESTMENTS

- Investigate potential financing sources from private industry and institutions, and from county, state, and federal agencies.
- Develop a facade and property improvement program to encourage building renovation and rehabilitation.
- Provide loan guarantees for certain tenant improvements to encourage the reuse of existing buildings and/or new construction.
- Develop a strategy for the estimating cost, funding, timing, and implementation of public improvements including:
  - Shared parking facilities
  - District streetscape improvements
  - Utility undergrounding
  - Fiber optic networks
  - Traffic mitigation measures
- Provide assistance to mitigate soil contamination.

6.2.2 BUSINESS ASSISTANCE AND PROGRAMS

- Develop a targeted business plan for attracting owner-user projects and start-up companies.
- Reduce permit fees for new construction and rehabilitation/adaptive re-use projects.
- Promote coordination between local institutions and the business community.

- Foster opportunities for shared biomedical and technology-based business support services (e.g. equipment, waste disposal).
- Foster educational linkages between biomedical/technology industries and local schools.
- Maximize the opportunities that exists with local institutions such as Caltech, Jet Propulsion Laboratory, Huntington Memorial Hospital, Huntington Medical Research Institutes and other local intellectual resources such as Pasadena City College.

6.2.3 PROJECT/PROGRAM MANAGEMENT

- Utilize a project manager to facilitate economic development of individual projects and programs throughout the Specific Plan area.
- Develop implementation plans to be updated at five year increments.
- Utilize case manager system (Ombudsman) to facilitate building permits and entitlements.

6.2.4 REAL ESTATE RELATED

Maintain an inventory of available sites and lease opportunities by working with existing landowners to identify sites for marketing to prospective users, especially biomedical and technology-based uses.

6.2.5 SCHEDULING

Five year implementation plans should consider the timing of public improvements and public/private partnerships in order to maximize effectiveness. Relating to the completion of light rail and other mobility improvements is especially important.

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APPENDIX 1

DEFINITION AND MEANING OF "BIOMEDICAL" AND "TECHNOLOGY-BASED" INDUSTRY

One goal of the Specific Plan, as set forth in Section 1.3, is to encourage businesses in the commercialization of emerging technologies, particularly biomedical but also including the broader category of "technology-based."

The following definitions and meanings recognize that rapid innovation renders too narrow a description useless, but to broad a description allows the unqualified leeway for abuse and/or misinterpretation with regard to the intent of this Specific Plan.

Biomedical Industry

The following definition and meaning of "biomedical" is compiled from a wide variety of sources.

Biomedical generally refers to health industry-related companies and/or ventures involved in the commercial research, development, manufacturing and/or sales of information, substances, equipment, instruments products and devices for clinical (diagnostic, therapeutic and pharmaceutical) and/or laboratory application.

It should be noted that for the purposes of this Specific Plan "biotechnology" is included within the term "biomedical." Biotechnology is the knowledge and ability to decode and reprogram the information embodied in living organisms to make products and/or substances that are useful to humankind.

Technology-Based Industry

The following definition and meaning of technology-based is a combination of a paraphrased summary and applied interpretation of *The Informational City: Information Technology, Economic Restructuring and Urban-Regional Process by* Manuel Castells, Professor, U.C. Berkeley.

Technology-based industry is the result of scientific and technological innovations that have converged around the computer (microelectronics), which have revolutionized information processing and telecommunications. These developments have enabled the diffusion and utilization of new technologies by enabling connections between information processing units to form information systems. Applications of these microelectronics-based information systems to work processes in factories and offices have created the basis for the general application of flexible integrated production and management systems.

The simultaneous emergence of various technologies, and the synergy created by their interaction, contribute to their rapid diffusion and application, and this in turn expands the potential of each technology and induces a broader and faster development of "technology-based" industry. A key factor in this synergistic process is the nature of its' innovation: each discovery and application can be related to development in other fields and in other applications by continuous interactions through the common medium of information systems and communication by means of the common language of science.

Within this framework, "technology-based" industry means the potential commercial applications arising out of the convergent set of scientific discoveries that focus on information processing and which utilize the newly found informational capacity to enable articulation and communication throughout the whole spectrum of technological innovations.

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- Sidney Tyler, Councilmember
- Ann Marie Villicanna, Councilmember

AREA ADVISORY COMMITTEE
- Dr. John Baldeschweiler, Caltech
- Ms. Claire Bogaard, Area Resident
- Mr. Hall Daily, Caltech Alternate
- Dr. Minoo Dastoor, JPL
- Mr. Jeff Ellis, Madison Heights
- Mr. Peter Ewing, WPRA
- Mr. Warren Haussler, Business Owner
- Dr. Eph Konigsberg, Mayor's Appointment
- Mr. Robert Leishman, District 6 Appointment
- Mr. William Lyte, Chamber of Commerce
- Dr. William Opel, Huntington Medical Research Institutes
- Ms. Doris Syme, Huntington Memorial Hospital
- Ms. Judy Valdesuso, Property Owner

CITY STAFF
- William C. Reynolds, Director, Housing and Development Department
- Eric Duyshart, Project Manager, Housing and Development Department
- Bill Trimble, Associate Planner, Planning and Research
- Steve Wright, Public Works

MARC A. FUTTERMAN & ASSOCIATES
- Marc Futterman, Principal-in-Charge
- Mayee Salgado, Senior Designer
- Edmund M. Einy, AIA, Architectural Advisory
- Plant material selection assistance by Achva Benzinberg Stein, Achva Benzinberg Stein & Associates, Professor of Landscape Architecture, University of Southern California

KORVE ENGINEERING, INC.
- Michael Bates, Principal-in-Charge

GRC REDEVELOPMENT CONSULTANTS, INC.
- Ernie Glover, Principal
- Brice Russell
- Paul Schowalter

HARLAND BARTHOLOMEW & ASSOCIATES, INC.
- Frank Wein, AICP, Office Manager