

| Item | Supported by the Proposed Project |
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| Section 4 District-Wide Land Use Concept | |
| Sub-district Designation | |
| Project is located in Lake Avenue Sub-district | District-wide Map 9 |
| Project is located in Lake Avenue Precinct & Colorado / Lake Node | District-wide Map 10 |
| Lake Avenue offers the image of a high-end commercial street with uses ranging from regional office space to local shopping. | Yes |
| The objective of the Sub-district is to encourage pedestrian-oriented character along the entire length of the street while accommodating a range of commercial activities, emphasizing regional office space north of Green Street and shopping south of Green Street | Yes |
| Land Use Designation | |
| Project is located in Commercial / Employment Node (office & mixed-use emphasis) Precinct | District-wide Map 11 |
| Project is located in Housing Permitted (except at ground floor) Zone | District-wide Map 12 |
| Mixed-Use: In general, Downtown's Sub-districts should each provide for a compatible mixture of residential, commercial and service uses, and mixed-use development projects are encouraged throughout most of the Central District | Yes |
| Commercial Corridor: Lake Avenue consists of a major office corridor north of Green Street, and a highly identifiable shopping street south of Green Street | Yes |
| Employment Centers: The Northeast Office Portal and Colorado / lake Node Precincts encompass significant multi-story office developments along Lake Avenue. Development in this area should strengthen Pasadena's position as a corporate hub for the region. | Yes |
| Land Use Intensity | |
| Project is located in Highest Intensity Development Zone | District-wide Map 13 |
| Project is located in Maximum FAR Zone (3.0 FAR) | District-wide Map 14 |
| High - Highest Intensity along Colorado Blvd. (east of Arroyo Parkway) and Lake Avenue (excluding the low-scale shopping area roughly south of Del Mar Blvd.). Historically, these are Downtown's most important commercial corridors | Yes |
| Parking Considerations: Subterranean parking facilities are encouraged, but not required, except as listed below | Yes |
| Restrict off-street parking facilities from fronting on Colorado Blvd., Lake Avenue, or Green Street through the Playhouse District | Yes |
| Section 5- District-Wide Mobility Concept | |
| Transit Mobility | |
| Project is located in TOD Zone (within Central District) | District-wide Map 17 |
| TOD: Transit oriented development is a concept that closely coordinates land use and mobility planning, making it more convenient to travel by transit and foot. More specifically, this approach mixes higher density housing, service, and employment opportunities around rail stations and key transit stops. The Central District Specific plan applies the concept of transit-oriented development throughout most of the Downtown, | Yes |
| Reduce the minimum parking requirement by 10% for short-term / high turnover parking (for example- retail customer parking) and by 25% for low turnover parking (for example- office employee parking) | Yes |
| Pedestrian Mobility | |
| Project is located in zone where: 15' minimum width; tree grates are recommended for new street trees, except where there is an existing tree lawn | District-wide Map 18 |
| Ample Sidewalks: The widest sidewalks (15' minimum) are recommended for the main commercial corridors (Colorado Blvd. and lake Avenue) to accommodate the heaviest pedestrian traffic, and promote such desired activities as strolling, window shopping and sidewalk dining | Yes |
| Auto Mobility | |
| Project is located adjacent to multimodal corridors on Lake and on Colorado | District-wide Map 20 |

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| Multimodal Corridors: A number of Downtown streets are classified by the City-wide Mobility Element as 'Multimodal Corridors' with the intent that these routes will support higher traffic volumes while their use will minimize impacts on Pasadena's residential neighborhoods. | Yes |
| Demand Management: The City-wide Mobility Element assumes 20 per cent non single occupant auto travel during peak hour commute. While the land use and mobility concepts detailed in this Specific Plan are clearly intended to increase transit ridership and reduce auto dependency | Yes |
| Section 6 - District Wide Urban Design Concept | |
| Downtown Linkages | |
| Project is located along Main Commercial Blvd (strong pedestrian orientation) - Colorado Blvd. | District-wide Map 21 |
| Focal Points: establish focal points to distinguish special places and orient and direct those to who is traveling within the Downtown, In particular, identify and reinforce intensity at key intersections in the center of important activity and employment nodes; these places are often referred to as the '100% corner'. Focal points should be expressed through building orientation and massing and may include special landscape and hardscape treatment applied to key intersections | Yes |
| Linkage Proposal: Pasadena 'Main Street': Colorado Blvd. is known as 'Pasadena Main Street' and should be distinguished from all other streets in the City. This will be accomplished with the City's most intense mixed-use character, establishing a continuous link between the most active parts of the Central District - from Old Pasadena through the Civic Center and Playhouse area to the major employment node at Colorado and Lake | Yes |
| Multimodal Connections: The bulk of the Downtown's growth and activity will be directed along identified multimodal corridors, including Colorado Blvd The streets should communicate that they are corridors of movement for autos, transit, and pedestrians alike. Street-oriented development and streetscape enhancements are critical to pedestrian activity along these streets | Yes |
| The Public Realm | |
| Project is located along streets regarded as 'Streetscape Priority' | District-wide Map 22 |
| Urban Outdoor Spaces: Encourage the provision of smaller-scaled urban outdoor spaces in conjunction with public improvement and private development projects, allowing public access where feasible. | Yes |
| Urban outdoor spaces may encompass a variety f types including pocket parks, plazas, courtyards, gardens, and pedestrian passages. These spaces will often accommodate public access, especially when provided in conjunction with a non-residential park. | Yes |
| The Public-Private Interface | |
| Project is located along streets (Colorado and Lake) requiring Setback Type 1 | District-wide Map 23 |
| Project is located along streets (Colorado and Lake) where ground floor pedestrian-oriented use is recommended for at least 50% of the block frontage | District-wide Map 24 |
| Building-Street Relationship Proposal - Active Streets: Downtown's streets shall be active streets in keeping with it's role as the vibrant urban core. Active streets also tend to be safe streets. In general, new development should orient to the street and emphasize ground floor uses that engage and activate the sidewalk. Ample sidewalk widths that accommodate streetscape amenities and sidewalk activities such as outdoor dining, window shopping, meeting and strolling are also important. | Yes |
| Streetwall Connectivity: Downtown's best streets exhibit an orderly development pattern that reinforces the building street wall; in other words buildings are consistently built at or near the sidewalk. | Yes |

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| Pedestrian-Oriented Uses: It is imperative that retail storefronts and walk-in commercial uses are maximized along Downtown's shopping streets and main commercial corridors. The continuous presence of active uses will sustain interest and generate intense pedestrian traffic where it is most desired. District-wide Map 24 identifies commercial streets where ground floor pedestrian oriented uses such as shops, restaurants, and personal services should dominate. | Yes |
| The Private Realm | |
| Project is located within the maximum height zone (75') | District-wide Map 25 |
| Primary Office Corridor: Lake Avenue north of Green Street (in addition to the west side of Lake Ave. north of Del Mar Blvd.) functions as Downtown's primary office corridor and should continue in the role. Height limits typically accommodate 75 foot tall buildings along this portion of Lake Ave with limited provisions for additional height. The west side of Los Robles north of Colorado Blvd. also provides for 75 foot tall buildings accommodating office and hotel uses. The intent is to balance competing demands: provide opportunities for multi-level office buildings that mark key entrances to Downtown from the freeway; Support higher intensity development along Lake Ave. north of Green Street that recognizes the proximity of the Lake Avenue Light Rail station. | Yes |
| Section7 - Sub-District Planning Concepts | |
| Sub-district Concept: Lake Avenue | |
| Project is located at a Primary Focal Intersection (Colorado & Lake) | Sub-district Map 5 |
| Lake Avenue is Downtown's primary north-south commercial spine. The objective of this sub- district is to encourage a pedestrian-oriented character along the entire length of the street while accommodating a range of commercial activities emphasizing regional office space north of Green Street and local shopping south of Green Street | District-wide Map 21 |
| Precinct Character: Colorado / Lake Node: This precinct has developed as an important office and employment center that compliments the shopping area to the south. The intersection of Colorado Blvd. and Lake Ave. is among the most visible Downtown and development in the area should reinforce its prominence | Yes |
| Lake Avenue Proposal: Commercial Spine: Lake Avenue should strengthen its position as one of the City's major commercial spines with an emphasis on high quality office, retail, dining, and service use. This includes recommendations for pedestrian-oriented commercial uses along the ground floor. | Yes |
| Lake Avenue Proposal: Northern Office Portal: Lake Avenue north of Colorado Blvd. should continue as a high quality (Class A) office district with opportunities for new construction and streetscape improvements that will add to the prestige of the entire central District. | Yes |
| Lake Avenue Proposal: Office-Light Rail Connection: the proximity of the light rail station will support new employment opportunities along Lake Avenue. | Yes |
| Lake Avenue Proposal: Colorado / Lake Node: This node is also the best opportunity to connect the two poles of Lake Avenue and set the tone for Colorado Blvd. as the City's 'Main Street'. The massing and design of buildings surrounding this intersection should identify it as one of the City's most prominent places. High quality office and mixed-use projects with ground floor retail, support service, and walk-in commercial oriented to the street will generate abundant activity. | Yes |