5.0 DESIGN GUIDELINES FOR THE TRANSIT STATION SITE

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The Pasadena Blue Line Construction Authority (PBLCA) plans to construct the Sierra Madre Villa Transit station on an approximately 9.12 acre site south of Foothill Boulevard between Sierra Madre Villa Avenue and Halstead Street. Plans call for the station to be located in the freeway right-of-way, with pedestrian connection via a pedestrian bridge to a parking garage. The site is known as the Joint Development site.

The (PBLCA) has established the following conditions for a participating joint developer of this site:

- Provide 1,000 parking spaces for exclusive use by riders of the Blue Line, to be constructed at the developer's expense;
- Set aside a significant portion of the property to accommodate an appropriate number of drop-off spaces for transit busses;
- Preserve the historic elements of the Stuart Company building.

These conditions apply only to the Joint Development site, so they create economic and development constraints on that site that other parcels within the East Pasadena Specific Plan area do not face.

In July 2000, the PBLCA chose SMV Technology Partners LLC to participate in the joint development of the Light Rail Transit Joint Development site. Subsequently SMV Technology Partners LLC submitted a proposal to the city for development of the site. The proposal would preserve much of the original building and the landscaping, as well as meet the other conditions set by the Authority. The Stuart Company

building and open space occupy approximately twenty-five percent of the site area. The developer is proposing a multi-building high-tech office campus of approximately 550,000 square feet, with a parking structure to provide spaces for the private development component of the project (approximately 1,800 spaces), in addition to the 1,000 spaces required for Blue Line riders.

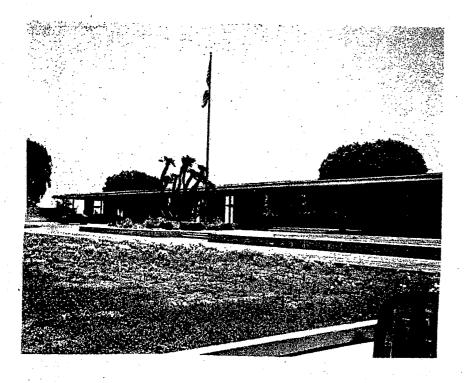
The Specific Plan has five key goals:

- 1. Mitigate impacts of traffic;
- 2. Accommodate the transit site and maximize its use;
- 3. Enable preservation of the Stuart Company building'
- 4. Encourage high-tech/R&D land uses;
- 5. Establish design and development standards.

5.1 Preservation Guidelines for The Stuart Company Buildings and Grounds

The Stuart Company building and grounds, which were constructed in 1958, are located on the transit station site. Architect Edward Durrell Stone designed this significant example of modern industrial architecture, which includes landscape architecture by Thomas D. Church. The Stuart Company building was listed on the National Register of Historic Places. The Cultural Heritage Commission determined on May 18, 1992, that this building also meets the criteria for designation as a Pasadena historic treasure. The building was formally listed in the National Register of Historic Places in 1998.

The Stuart Company building was given the National First Honor Award by the American Institute of Architects in May 1958. Not only did it express an era of post-war architecture through the integration of interior and exterior, reflecting pools and fountains, atrium and screen wall, it also demonstrated that industrial buildings could be both beautiful and constructed at a cost comparable to (or less than) their modern factory counterparts.



The Stuart Company building is East Pasadena's best symbol of the corporate giants which were once prominent in East Pasadena.

5.1.1 Cultural Resources Preservation

The Specific Plan provides two alternatives to regulate development on the Joint Development Site. The two alternatives described in Section 5.2.1 Use and Intensity, are mutually exclusive options. Alternative One allows development intensity at a Floor-Area-Ratio (FAR) of 2.0. Alternative Two allocates a reduction in intensity (FAR 1.5) but provides for an increased height limit, to allow flexibility for R&D development. Both alternatives make preservation of the most significant portions of the Stuart Company building and its landscaping mandatory. The portions of the Stuart Company building that shall be preserved, rehabilitated and maintained according to the Secretary of Interior Standards are:

- 1. The original building (except the rear portions to the south of the atrium, a portion to the west of the atrium, and a portion of the west elevation), the lobby and front corridor, the wall screens, and the reflecting pool, including:
 - The north façade and portions of the east façade of the original building and atrium.
 - The decorative screen wall and its decorative and structural columns.
 - The ceiling light fixtures along the walkway behind the screen wall.
 - The recessed main entrance at the north façade.
 - The round hanging planters.
- 2. The landscaped parking court and landscaped podium in front of the building, including:

- The most (reflecting pool with uplighting and fountains) and the concrete sidewalk along the north side of the most.
- The existing tree near the western end of the moat.
- The curb wall along Foothill Boulevard.
- The clustered planting bed featuring the multi-trunk Mediterranean fan palm near the building.
- 3. The pool, shade pavilion and landscaped courtyard. New construction bordering the south edge of the landscaped courtyard -- to the east of the Stuart Company building -- may project minimally into the courtyard, provided the protection:
 - a) occurs above the ground level;
 - b) does not substantially encroach the open space of the courtyard; and
 - c) respects the integrity of the original landscape design and features of the site.

The southern (rear) portions of the original building (included as part of the National Register listing of the property) and portions of the building to the west of the of the atrium may also be removed to facilitate adaptive use and preservation of the more visible and architecturally significant portions of the building.



The pool and gazebo function as an extension of the interior lobby space.

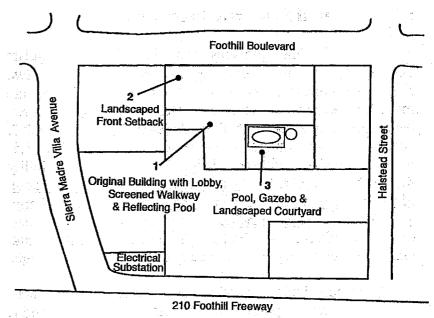
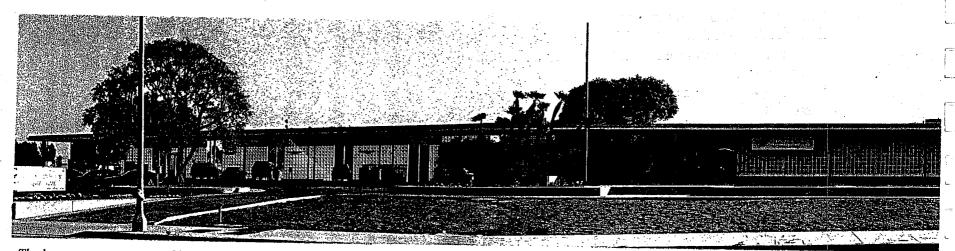


Figure 5-1.
Architectural and Historical Elements of The Stuart Company Building



The lacy concrete screen and hanging planters are "design trademarks" used by Edward Durrell Stone. The design of the grounds by noted landscape architect, Thomas D. Church is an integral part of the Stuart Building's unique image.

5.2 Design Standards with Joint Development

5.2.1 Use and Intensity

Land Uses

- A mix of uses including ground floor neighborhood retail, restaurants, day-care, offices and uses that would use parking during off-cycle time are encouraged.
- The southeast corner of Foothill Boulevard and Sierra Madre Villa is the priority site for the development of offices or research and development uses. with ground floor retail or other pedestrian-oriented uses is recommended (Figure 5-3).
- Other locations on the site along Foothill Boulevard, Sierra Madre Villa, and Halstead Street are appropriate for office uses as well.
- "Big Box" Retail is prohibited.

Intensity Options

Alternative One

Establishes an FAR of 2.0 with a height limit of 60 feet.

Alternative Two

Establishes an FAR of 1.5 and a height limit of 85 feet.

In order to accommodate high technology/R&D uses, an additional height of 25 feet (60 to 85 feet) is provided for this

site. This additional height is provided because many R&D (technology and biotechnology) uses require floor-to-floor heights that are significantly greater than the floor heights for office and other commercial uses. This space is needed to accommodate air conditioning, venting and plumbing systems.

5.2.2 Stepbacks and Modulation on Foothill Boulevard

No specific stepbacks are required for a joint development project. A distinct stepback at or above 60 feet is recommended, along with appropriate articulation of the wall surfaces. No stepback below 60 feet will be required. The architectural treatment of the new construction shall be subject to review and approval by the Design Commission.

5.2.3 Length of Building Walls on East-West Axis

No specific length of building walls along its east and west axis applies to a joint development project. Architectural relief (e.g., wall modulations, pier-and -spandrel detailing, changes in materials and color) shall be applied to the exterior walls of the new construction to mitigate the length, height and massing of the structures. Specific architectural treatments to comply with this requirement shall be subject to review and approval by the Design Commission as part of concept anf final design review.

5.2.4 Pedestrian Access and Amenities

 A clear, direct pedestrian pathway system should be maintained which leads to the transit station from adjacent streets, major buildings, and areas between major buildings.

- The primary business entrances should be oriented to Foothill Boulevard or the landscaped setback in front of the preserved historic building.
- New buildings should be located as close to the property lines along the adjoining street as practical while complying with the ten-foot setbacks along Foothill Boulevard and Halstead Street. Large entryways that are integral to the design of the building may be setback more than ten feet.
- The setback area should be used for extending the width of the sidewalk, for shade trees, landscaping and pedestrian amenities such as benches, outdoor dining, planting, bicycle racks, transit shelters, etc.
- Parking along the Foothill Boulevard frontage should be minimized and, where possible, be located behind the buildings, closer to the freeway, or underground.

5.2.5 Streetscape

- The adjoining streets (Sierra Madre Villa Avenue, Foothill Boulevard, and Halstead Street) should be designed and constructed to the Design Standards and Guidelines outlined in Section 4.0 and Section 7.0 Mobility.
- The Transit Plaza at the terminus of Halstead Street should be designed as outlined in Section 4.0 and constructed as part of the transit station. The Transit Plaza at the terminus of Halstead Street should be designed as outlined in Section 4.0 and constructed as part of the transit station will be a key component of auto and bus access to the SMV Transit Station south for Foothill Boulevard. The existing 40-foot

- street width and 60 foot right of way will not be able to carry the projected vehicular volume combining with bus layovers. Section 4.2.6 Halstead Street South of Foothill Boulevard and Transit Plaza conceptualizes several ideal streetscape design. The feasibility of widening Halstead Street will be constrained by the right-of-way acquisition on either side of the street and needs to be further analyzed. -
- Special landscape treatments and pedestrian amenities should be provided at the intersections of Foothill
 Boulevard and Sierra Madre Villa Avenue, and Foothill
 Boulevard and Halstead Street.

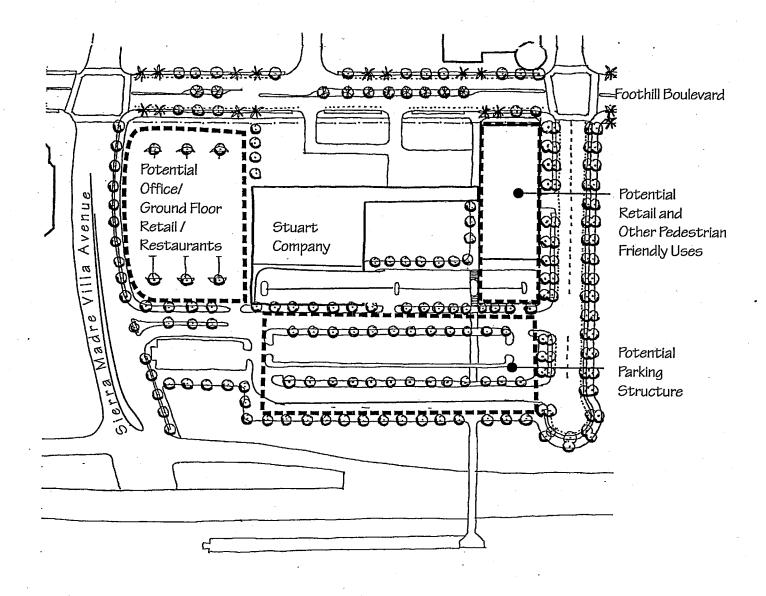


Figure 5-3.
Potential Key Joint Development Sites if Stuart Company is Preserved