PASADENA ZONING ORDINANCE

FOR

MULTI-FAMILY HOUSING

DRAFT

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Prepared for review by
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PREFACE

In May 1987 The City Board of the City of Pasadena voted to initiate an entirely new kind of zoning ordinance for the City's multi-family housing areas: with the hope that this new ordinance would permit high intensity development of Pasadena to continue in a way which is in keeping with the City's historic heritage.

The mandatory standards prescribed by this ordinance are defined in chapter 2 and parts of chapter 3. In addition, the ordinance contains other material that creates the context in which the standards are to be understood. Chapter 1 describes the intent and meaning of the ordinance. Chapter 3 describes the use of the ordinance and the application process which is to be followed. Chapter 4 contains certain miscellaneous provisions. Chapters 1 and 3 are as much part of the ordinance as chapter 2 which specifies the standards. They express the intent of the ordinance and give the necessary background within which the specific standards may be interpreted.

Thus the most fundamental way in which this ordinance differs from many existing ordinances is that it relies on understanding and regulation, not regulation alone. All existing ordinances contain standards. But these standards are rarely presented with any clear explanation of the overall vision which they embody.

The organization of this ordinance is different because it explicitly contains the vision behind the ordinance, as part and parcel of the document. The core of standards which are presented in chapter 2 are intended to create a city according to a certain vision. This vision is explicit and it is intended that the people who follow the ordinance in preparing projects for development or construction, will specifically address the overall vision and intent of the city.

The specific standards of the ordinance are thus to be understood as instruments, within the larger purpose of this vision. The way the ordinance is organized requires that all those who use and administer the standards, must also grasp this larger purpose. Above all, from a legal standpoint, it is this more widely drawn purpose which will provide the legal context for interpretations of the standards.

In construing this ordinance, it is the four chapters together taken as a whole, not any one chapter or the standards alone, which are to be understood as the legal document.

CHAPTER 1

INTENT OF THE ORDINANCE

1.0

INTRODUCTION AND INTERPRETATIVE GUIDELINES

In chapter 1 the City wishes to communicate to developers, the vision of the city of Pasadena which is intended for the future. In this sense, the City provides a welcome to developers, together with a sense of overall vision that cannot be communicated in the language of the standards or the application process.

It is most important, that developers share this vision and common purpose in respect to the overall character of Pasadena. In addition, as part of the context in which present development is taking place, the City also wishes to provide some sense of the legal and practical problems that existed in the past, since these problems created the context in which this ordinance was formed. It is hoped that developers who understand the mistakes of the past, as well as the vision of the future, will then be able to act in a way which is most helpful to their own clients, and to the neighborhoods in which they build.

The legal status of chapter 1 is to be understood as follows. This chapter presents the intent of the ordinance, both with regard to its purpose, and to the problems which it is trying to avoid. Any ambiguities or questions which arise in the administration of chapters 2 and 3, are to be resolved by reference to the content of chapter 1.

Certain portions of chapter 1, especially sections 1.2 and 1.3, should also be understood as legislative commentary. These sections lay the legal groundwork for the present ordinance by describing problems inherent in previous ordinances, and the measures needed to correct these problems.

1.1

OBSERVATIONS: THE CHARACTER OF PASADENA

As a background to the ordinance, this section provides a series of observations which define characteristics vital to the City's character.

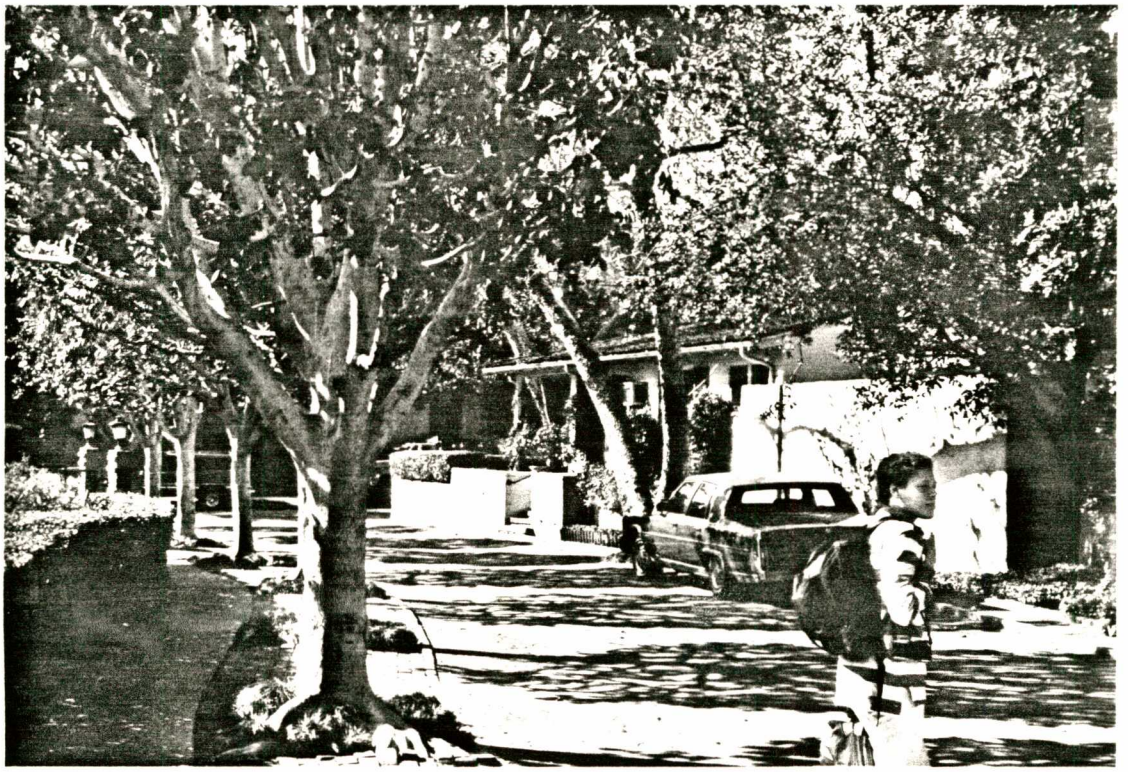
The character of Pasadena is something which people feel, and wish to preserve. Yet since it is mainly qualitative, it is hard to define in simple quantifiable terms. Also, it cannot be attributed clearly, to any one part of town. The city is varied. It is the sum total of these variations and qualities which make up the unique and precious character that people are attached to.

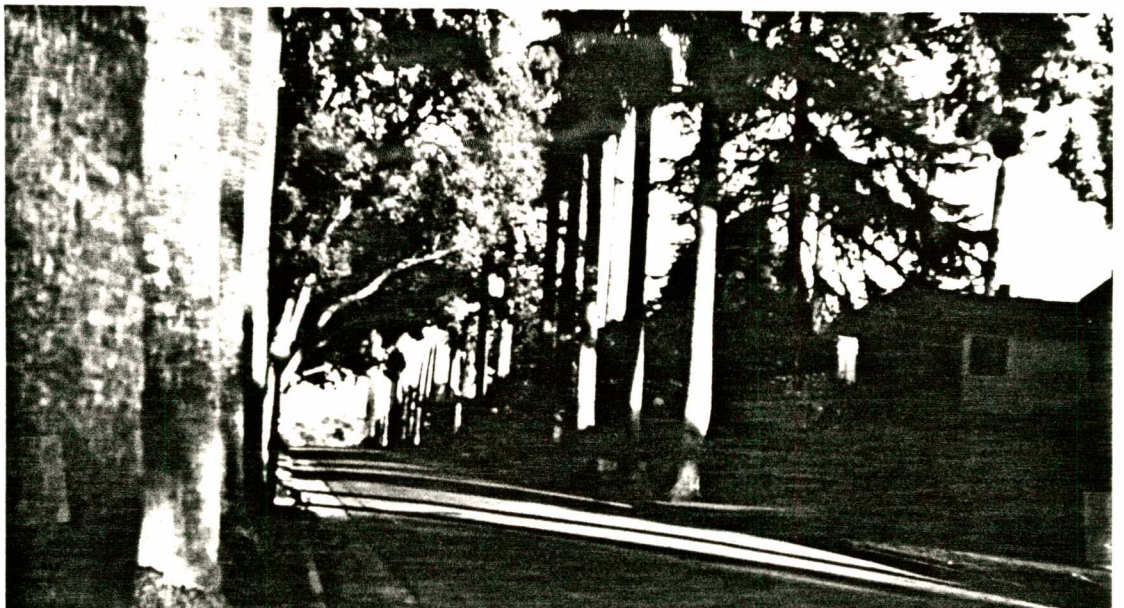
Neverthless, it is possible to attribute the vital character of the city to certain specific features which occur within the following categories.

1. The character of streets.
2. The quality of open space.
3. The size of open space.
4. Existence of certain key building types.
5. Building height.
6. Building shape.
7. Building density.
8. Quality of parking.
9. Quality of driveways.
10. Identity of individual units.
11. Building materials and color.
12. Roofs and building details.
13. Trees, plants and gardens.
14. Paving and ground surface.

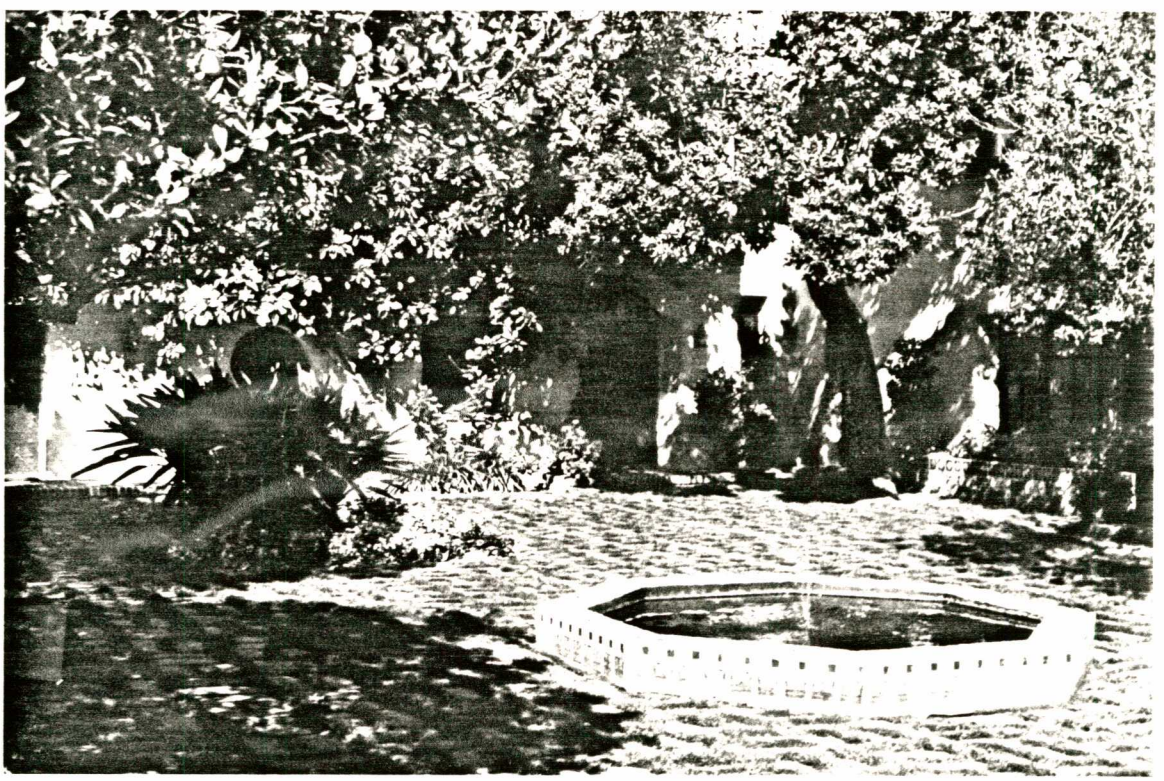
The following fourteen sections contain a summary of essential characteristics in these categories.

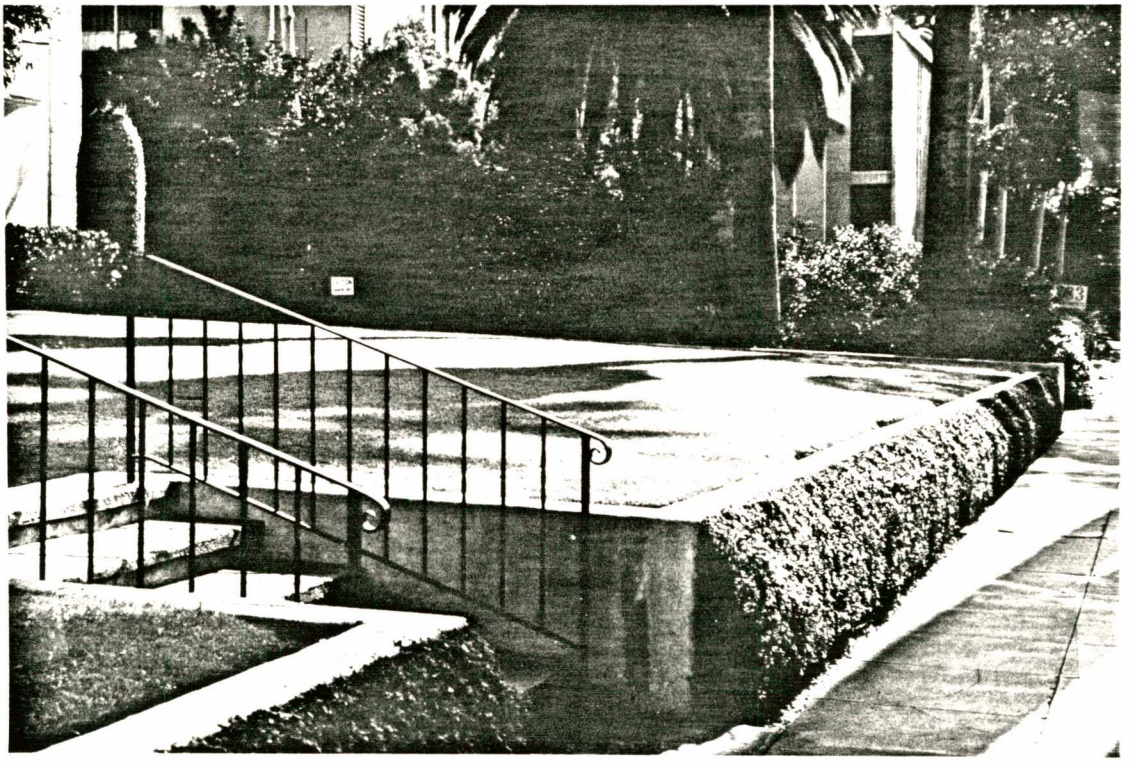
1. The character of streets. Pasadena displays a general absence of cars compared with other cities, and a more slow and graceful character, dominated by trees and buildings. Many streets are shaded by the canopies of beautiful trees, with green patches of grass showing between building and sidewalk. A definite long space formed between the line of trees and building fronts. Buildings enter into the street, so that street is enlivened by the buildings, doors and windows, porches and entrances.





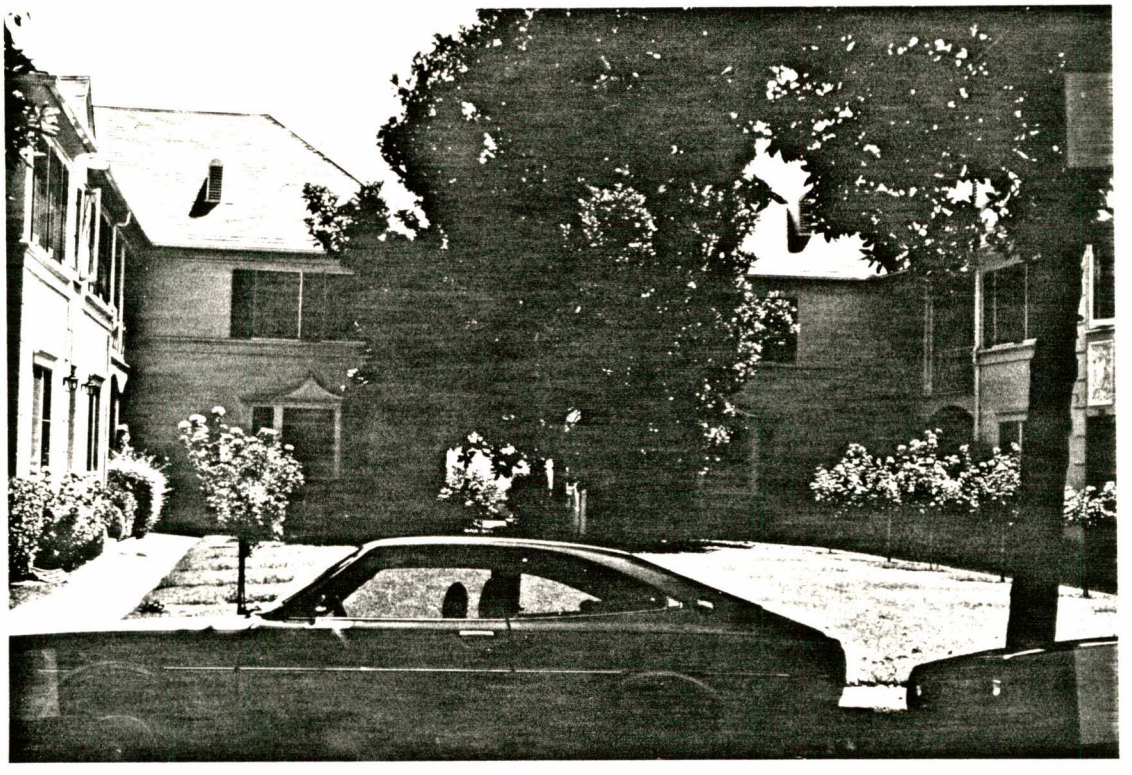
2. The quality of open space. The most noticeable and important quality of Pasadena neighborhoods is their overall garden character. In the most memorable places the character is dominated by gardens. In a few all-important historical cases, these gardens exist in the form of internal or half enclosed courtyards. In all cases, these courtyards and gardens are rather generous. There are magnificent front lawns, or glimpses of hidden gardens or courtyards. In many cases this beautiful private space (whether in the form of gardens, or courtyards) is sensed and felt by a person on the street so that it not only benefits the inhabitants but the whole neighborhood.

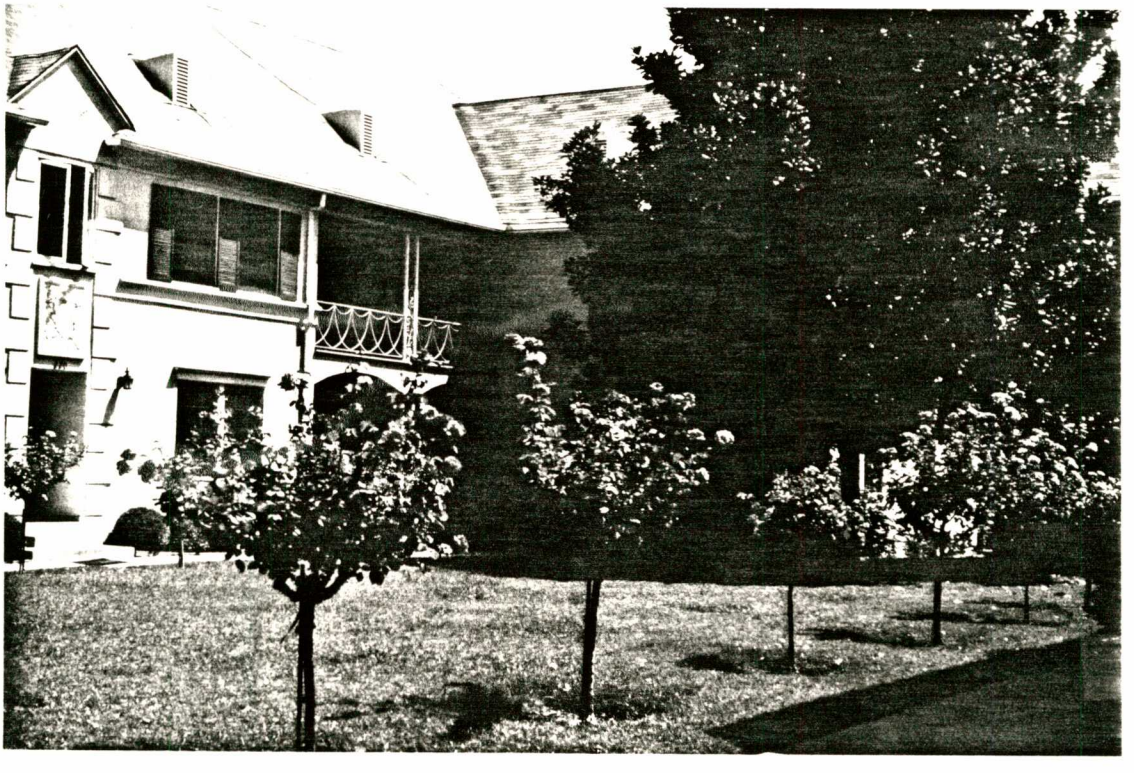




3. The size of open space. A crucial factor in the special feeling of the open space and gardens and courtyards in Pasadena is the physical size of the spaces. Interior courtyards of the old Pasadena type, are typically 50x80, 45x85, 45x75 etc, with an average size of 3500 to 4000 sf. Front gardens which achieve a feeling of pleasantness ,in relation to the buildings they support, tend to be in the range of 35x75, 40x70, etc, almost never less than 3000 sf. Even small gardens, when successful, have their space amplified in feeling by the presence of adjacent gardens which extend the effectively experienced space. In these cases the effective space created is once again large, even if the individual garden is small.

For instance, four front gardens at Locust and Holliston, are 40x45 each, and thus have a total space of 6-7000 sf. together which forms a valuable part of the street. In other cases, small interior gardens are amplified in their feeling, by adjacent setbacks, side yards, other other interior gardens and yards.





4. Existence of certain key building types. The major building types which created the character of Pasadena originally, all created useful space. The courtyard type, which creates an interior garden. The bungalow type, with a gracious front porch, creates a small compact volume with a definite shaped garden next to it. The old fashioned apartment type, which creates a single block of apartments with a garden next to it or behind it. The mansion type, with a large and beautiful front lawn, going down to the street, this lawn shaped by buildings on either side.

5. Building height. It is the two-story scale, with its particular feeling of relationship between window and ground, between a pedestrian and the roofline, that establishes the comfortable and domestic quality of the "old" Pasadena. Three-story buildings, when facing the street, almost invariably destroy this feeling. Examples of existing streets like Oakland, So El Molino, California, San Pasqual, all show that the special feeling of the street and neighborhood character comes from the two-story buildings. In many places a small number of one-story buildings help to keep the character. Occasional three-story buildings at the back of lots are not harmful.

6. Building shape. The actual shape and form of buildings is also important. Long buildings at right angles to the street, especially when they have blind fronts, have been among the most disrespectful to the street in recent years, because they create long narrow alleyways going away from the street, instead of helping to form coherent useful space.

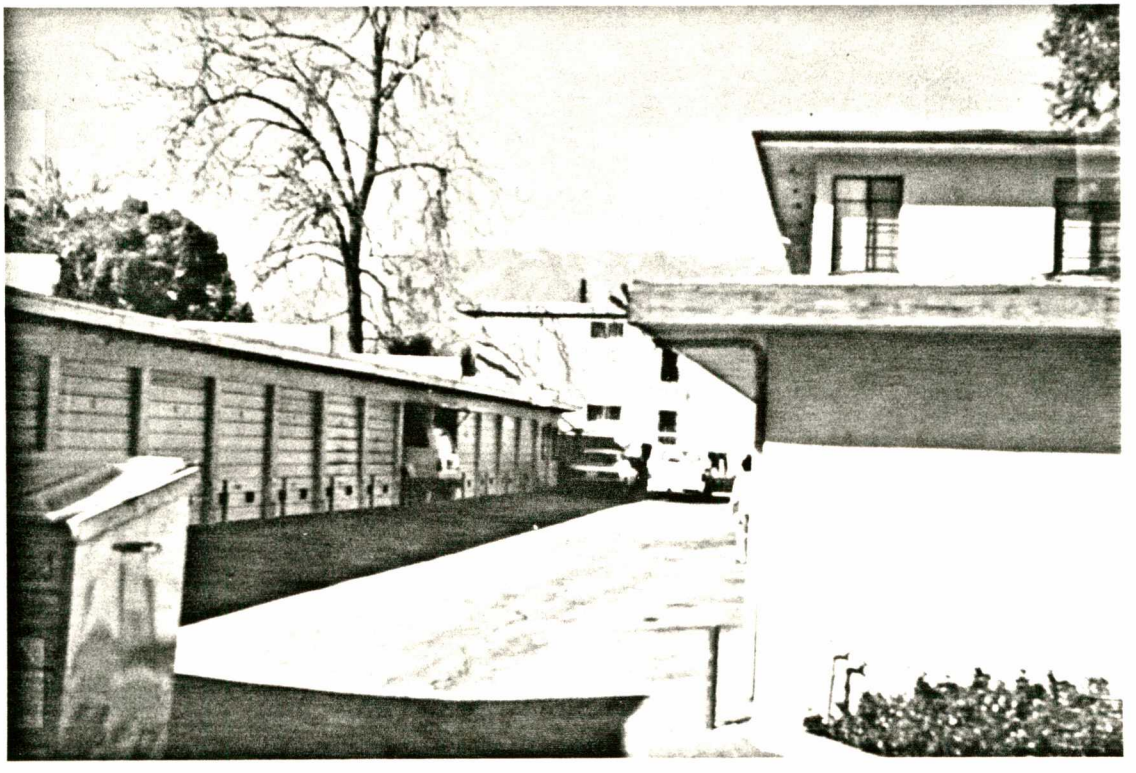
Large aggregations of building volume where buildings are too deep have a bad effect on daylight in the buildings. They also fail to create good open space. By contrast, buildings with narrow shapes no more than 20-35' wide create very pleasant daylight inside, and have a good effect on space. In traditional Pasadena, a considerable proportion of these buildings were long and narrow but parallel to the street. Small bungalows, with shallow pitched roofs and deep porches are a characteristic Pasadena type. On larger buildings, flat roofs with strong cornice details were traditional. Buildings with apartments over garages were part of old and pleasant character. Pitched roof buildings, over long narrow buildings, helped to form courtyards.

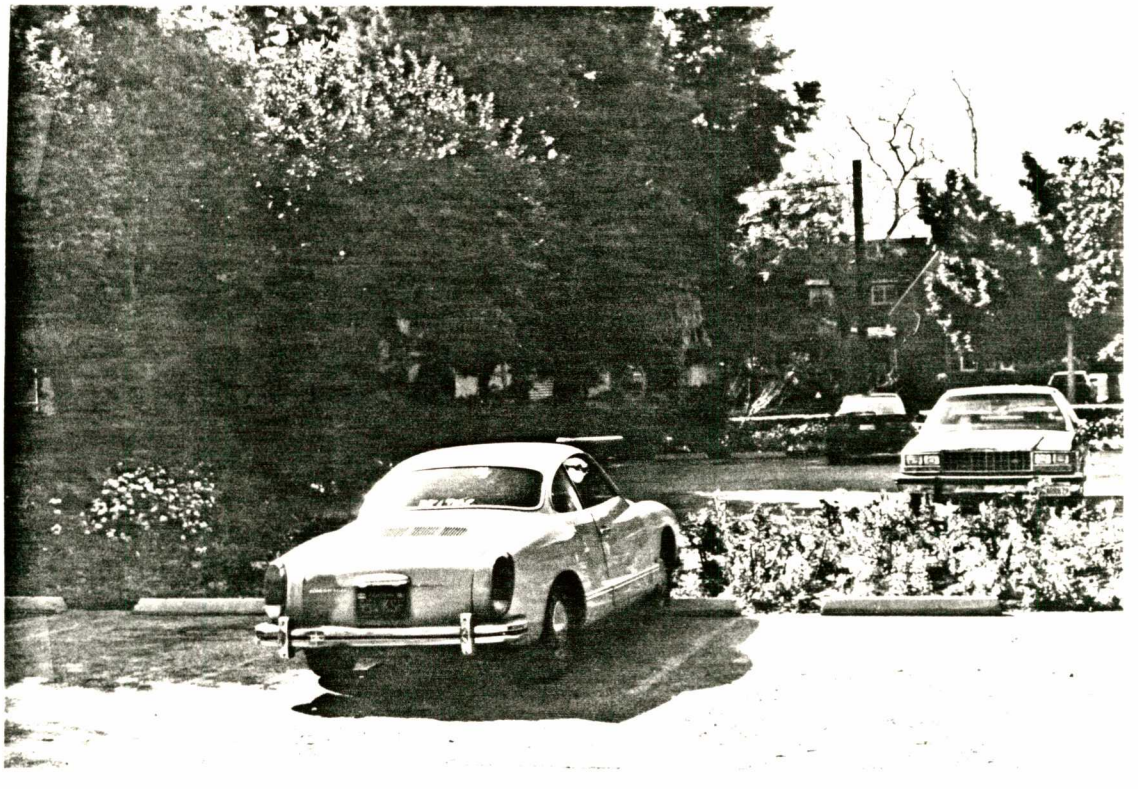
7. Building density. The density and texture of the old city is a principal factor in the quality which people remember. Buildings and gardens are in equal balance. Density is such that most buildings have a direct relation to the ground. It is the equal relationship of building to garden which allows people to experience the ground, the garden, and the building. This is most important. The city needs a close grain of relatively small projects on lots large enough to contain beautiful gardens. Massive development projects covering many lots are at odds with the proper texture for the city and have an undesirable effect on street and neighborhood character.

8. Quality of parking. The traditional Pasadena quality depends very much on the fact that parking is invisible. In the most beautiful parts of the city parked cars were almost never visible. This was most often achieved, in the past, by placing parking behind the buildings: long lots make this natural and sensible in Pasadena. In the historical projects many parking lots were even pleasant to be in, almost like minor backyards or patios.

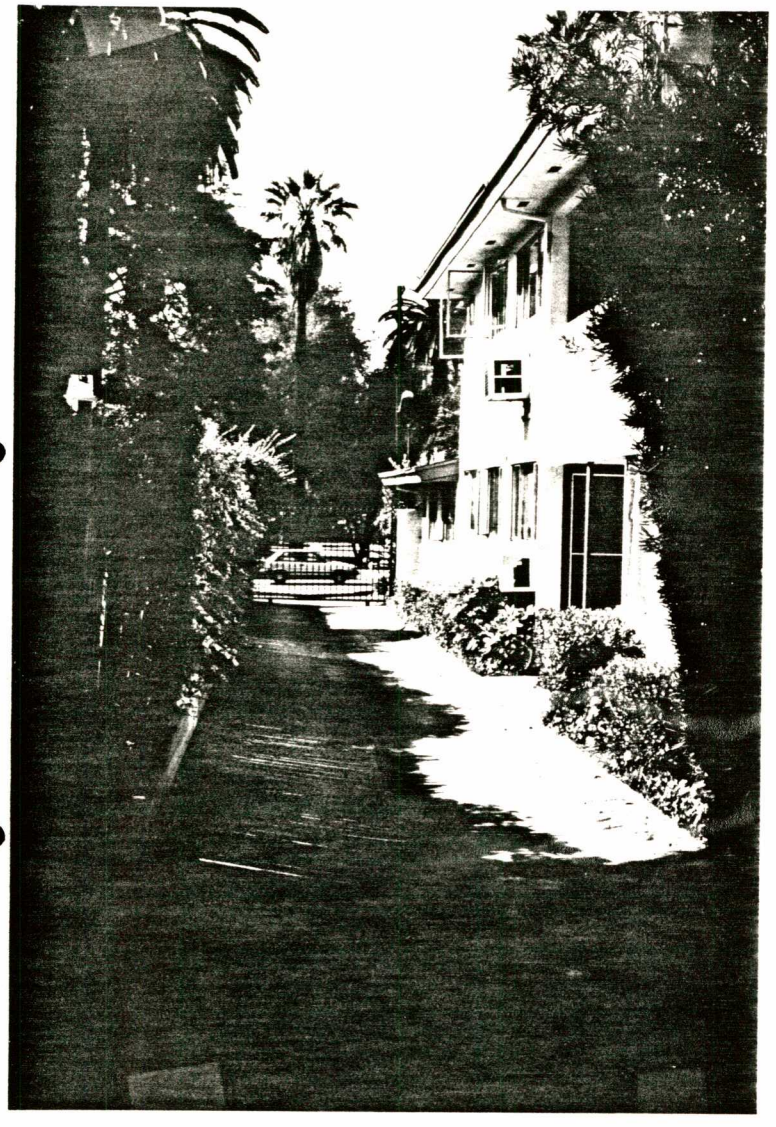
Parking ratio is also critical. Historically it was sometimes as low as 0.5 and rarely more than 1.0. Present day parking arrangements in which parked cars and driveways dominate the scene are highly destructive to the city. A key intention of this ordinance is the handling of contemporary parking demand with the grace and discretion with which lesser numbers of cars were handled in historic projects.

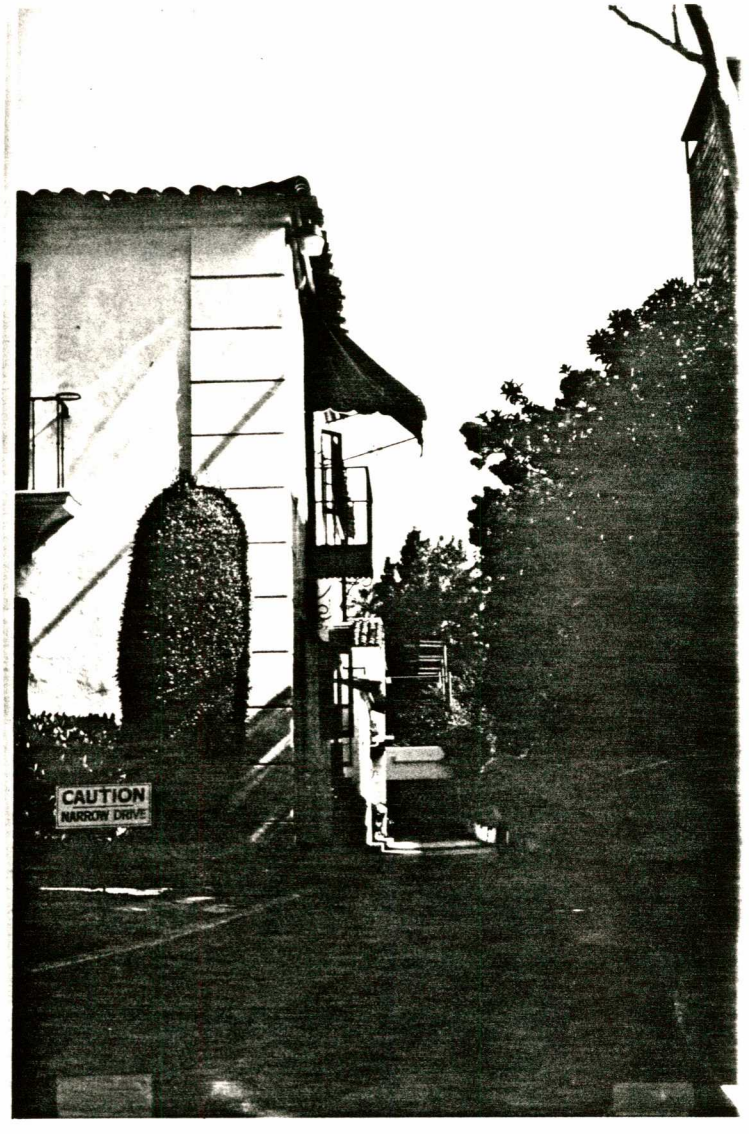
Underground parking is consistent with the city's character only when it avoids obtrusive platforms and permits gardens on natural earth, or true garden space on the garage. Podium gardens over concrete slabs often create an air of artificiality which devalues genuinely usable gardens.





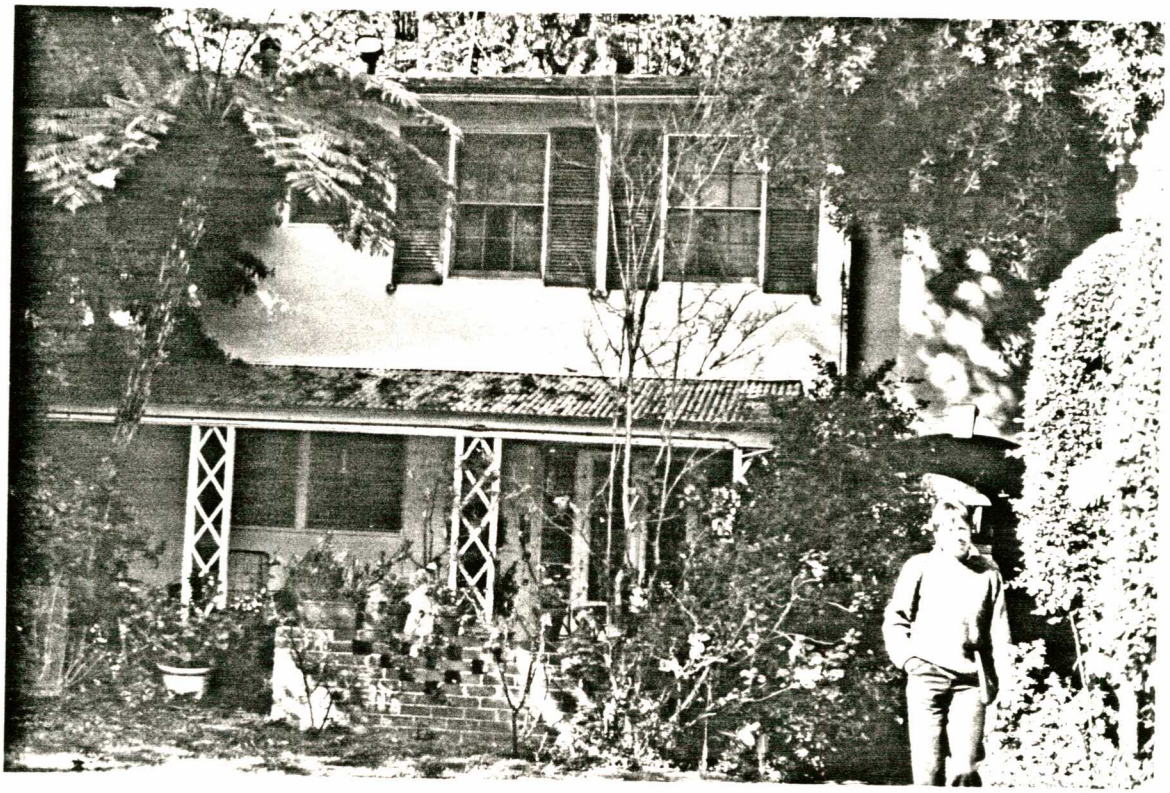
9. Quality of driveways. Driveways, like parking, play an important role in the feeling of Pasadena. Driveways in older projects are very modest in width. In addition, the driveways which were built, in the old days, were not only narrow, but also useful and pleasant, even as places to walk. There were also few curb cuts, and those which exist are small and unobtrusive. Driveways that are beautiful in Pasadena are like mysterious paths, leading through trees or shrubs, to some place in the back. Projects where a wide aisle and parked cars entirely dominate half of a 50 foot lot with asphalt and cars, completely lose this character.



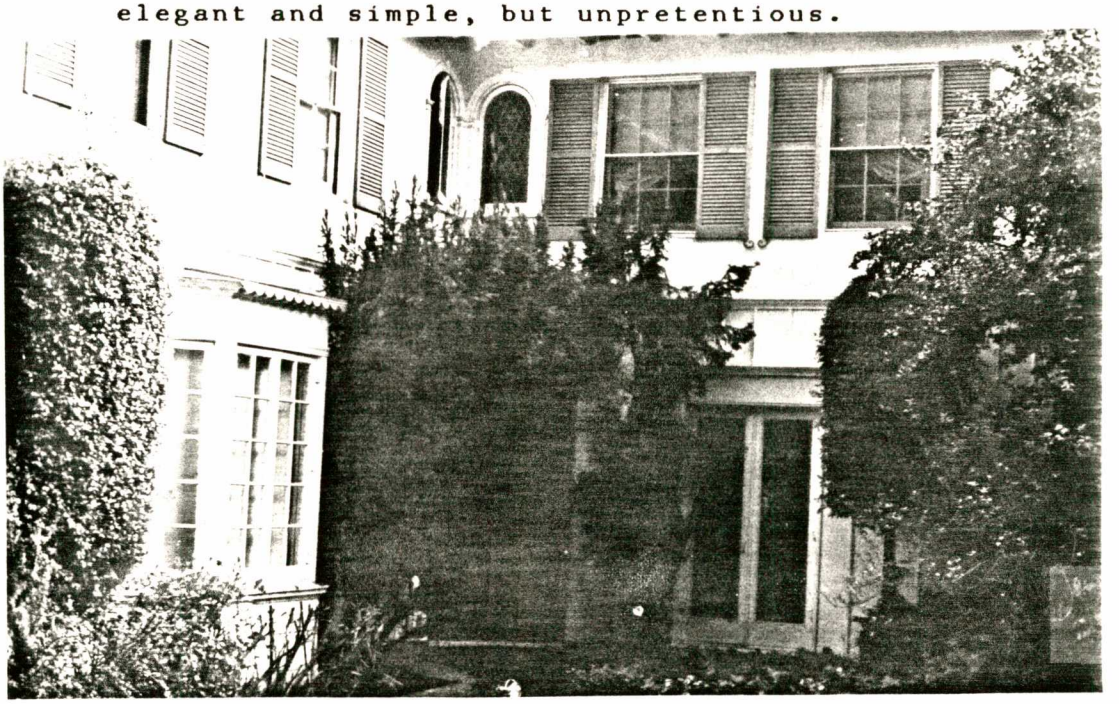


10. Identity of individual units. In the Pasadena which people appreciate, each place has an individual character, and individual apartments have an identity of their own. This comes partly from the care of craftsmanship; but it comes above all, from the shaping and articulation of the architecture. In many old style apartment buildings, each apartment had a comfortable and individual quality.

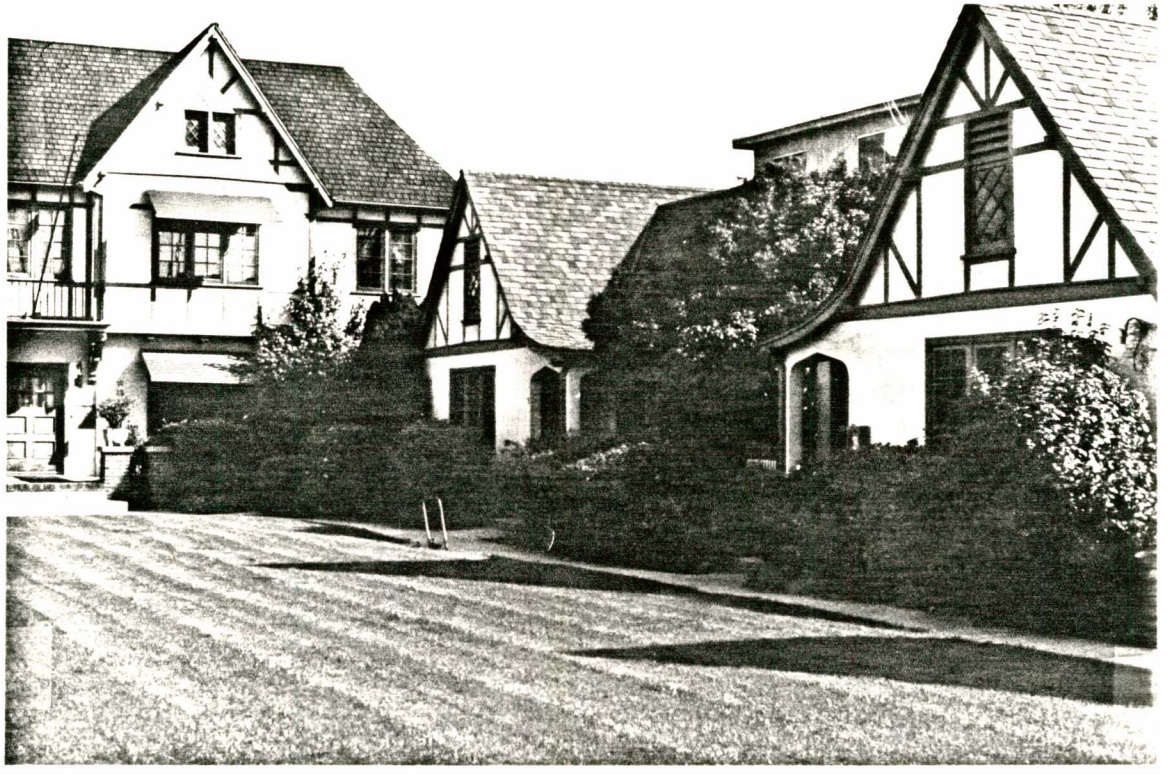
In detail, the following characteristics may be identified. Each person's front door was clearly marked and sheltered. There was frequent use of outdoor stairs, leading to one or two units, and plentiful flowers, seats, benches, tables, belonging to individual families. Private outdoor space was earmarked by individual families. Group space in gardens and courtyards, was shared by a small number of families. There were spots in the sun where people could sit outside, individual colors and paint on windows and doors, marking individual units.

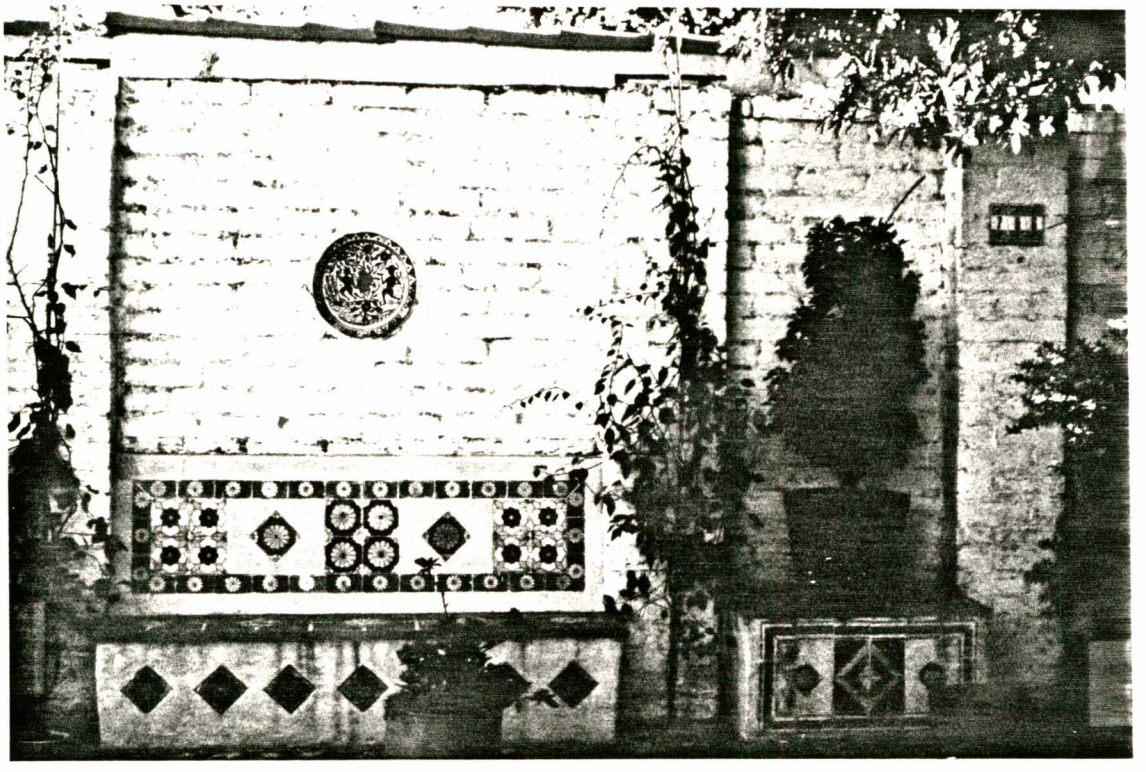


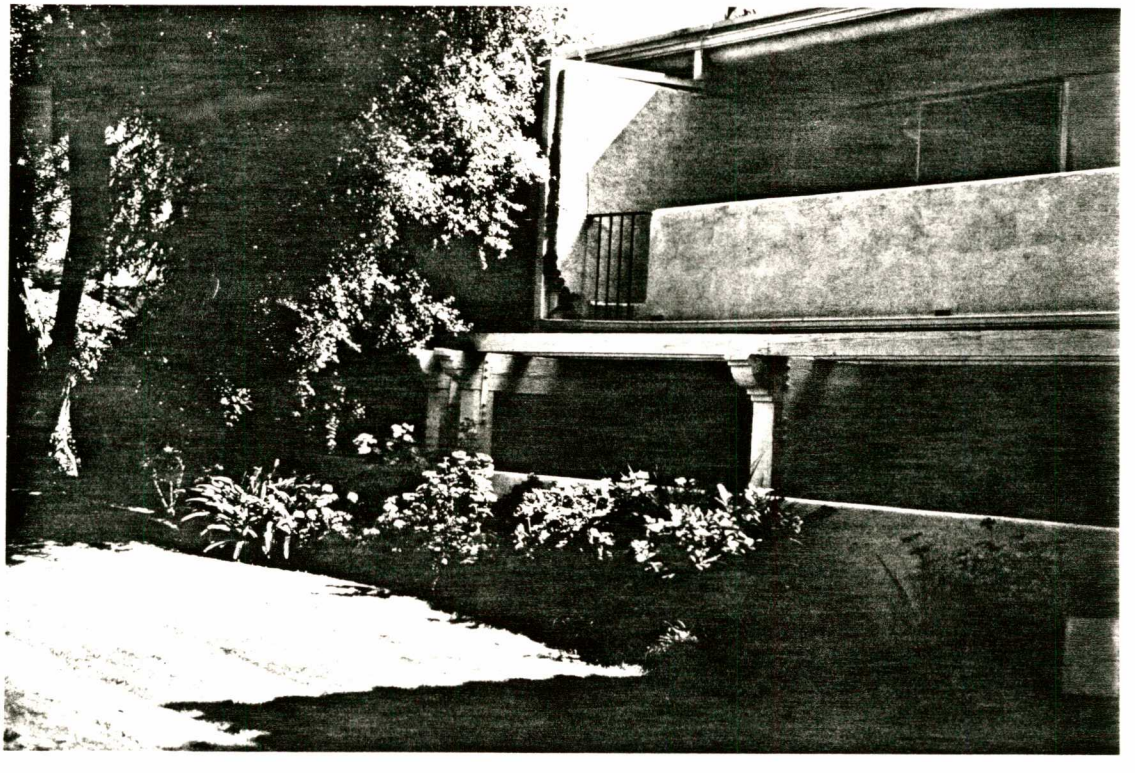
11. Building materials and color. The materials of the most appreciated Pasadena buildings are different from recently built developments. Stucco, plaster and brick exterior work is consistent: not only imitation spanish colonial work, but also ordinary stucco, painted. Tile roofs, flat roofs, slate roofs are all helpful. Red paving tile on the ground, was often important. Low masonry walls, plastered block, wooden windows, flower beds and flowering bushes all played an important role. Craftsman bungalows were built of with redwood, visible beams, small details. The best of Pasadena was elegant and simple, but unpretentious.



12. Roofs and building details. Some recently imported building materials and details have been destructive to the Pasadena character. In general window details are crucial: much of the old Pasadena character came from windows and window-sills. Aluminium window details should be avoided when possible, or modified. Door-surrounds play an important role. Doors to apartments, and doors of passage ways, are marked with a moulding, at the change of surface. Some brick details are helpful. Concrete block is fine.The essence of the good details, is not their expense, but the care with which they are made. In the craft tradition, which existed in Pasadena, the individual bits of buildings, were made by people who cared about what they were doing. That is most easily destroyed by development which is abstract in character.

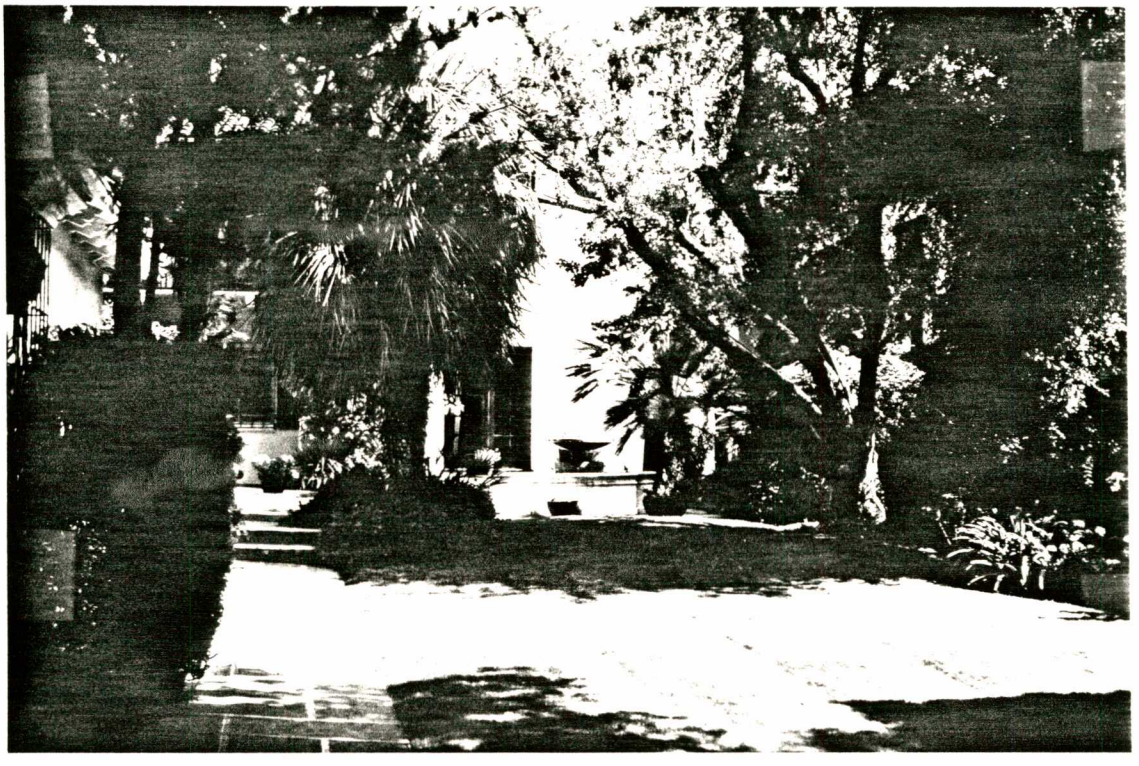


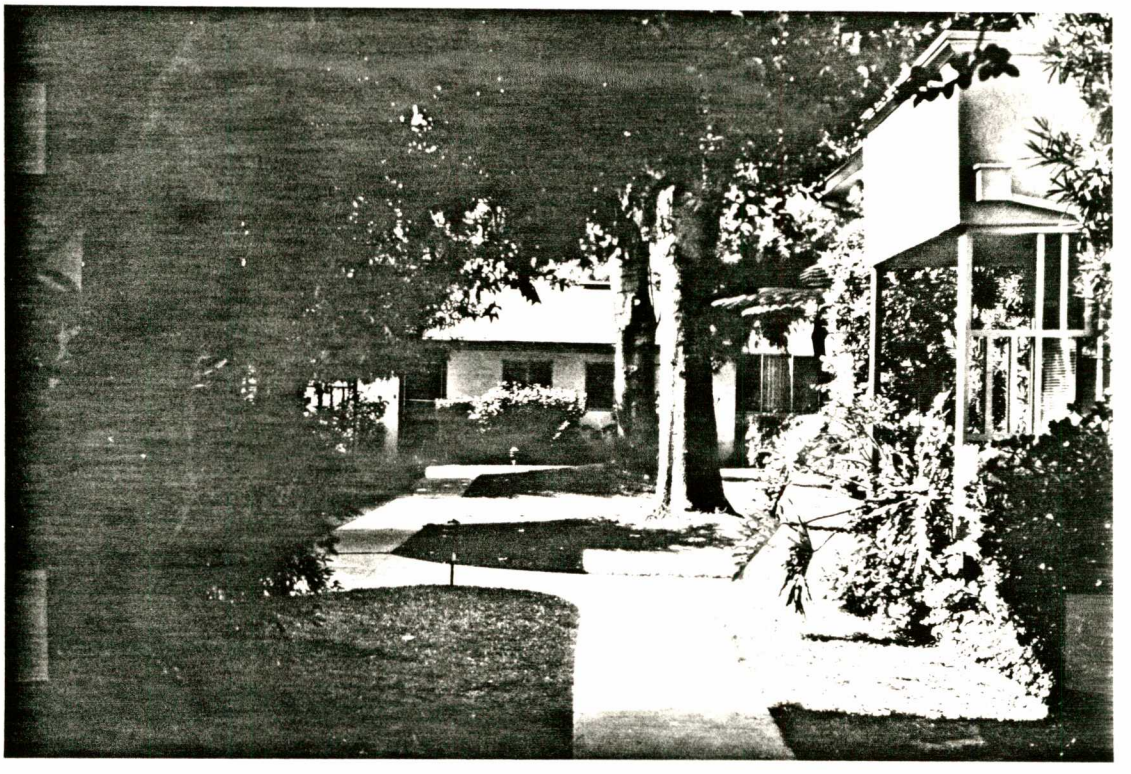




13. Trees, plants and gardens. Carefully placed plants and trees, placed so that they can be enjoyed and used, are essential to the garden character of Pasadena. What is to be avoided, are loose clumps of planting, placed indiscriminately, which do not define the space of gardens and paths.

In the traditional Pasadena which the city aspires to, the vegetation has a definite and formal character. Flower beds are placed along buildings. Lawns have definite shape. Trees are planted in groups, forming edges of space. Flowering bushes, in definite masses, help to enliven a particular garden or courtyard or terrace. Hanging gardens, potted flowers, etc, form clear edges to spaces like terraces of definite geometry and shape. Single trees, in courtyards, give shade and make a center to the space. Hedges form edges of lawns or gardens. Low walls give people places to sit.





14. Paving and ground surface. The ground surface of the places people like also has definite characteristics. It is often not elaborate, but elegant and simple: inexpensive concrete or asphalt can be used on paths and driveways. More beautiful paving tiles for paths and courtyards are often memorable.

1.2

LEGISLATIVE COMMENTARY

The picture of historic and beloved Pasadena painted in section 1.1, is not consistent with many building projects that have been built in recent years. The following analysis of difficulties that existed in past ordinances is intended to give the prospective developer a clear sense of the problems which this ordinance addresses in trying to recreate the good atmosphere identified in section 1.1. It is hoped that this will help the developer avoid those problems which existed in the past.

At the root of the problems of development which have existed in recent decades, and which have been perpetuated by the legal conditions of recent decades, the City has identified two major problems which underly all others.

1. The pattern of land coverage inherent in the ordinance current during 1967-1987 made it impossible to achieve the pattern of development implied in section 1.1.

2. The attitude of developers (possibly encouraged by administrative and legal conditions in the city) has been turned <u>inward</u> towards the individual project instead if <u>outward</u> towards the neighborhood.

The following pages present detailed discussion of these two problems.

(1) The statistics of land coverage.

Under past zoning requirements, land coverage was forced to have a distribution of uses which was inconsistent with Pasadena traditions. Here is the distribution of land coverage in projects developed at RM-32 and RM-48 under regulations in force during 1967-1987.

Back and side setbacks	17-20%
Front setbacks	10%
Driveways	15%
Parking at grade	43%
Apartments at grade	12%
Usable gardens.	0-3%
	100%

These statistics follow directly and indirectly from the rules of the zoning ordinances in effect from 1954 through 1987. Under the circumstances prescribed by these statistics, open space is mainly concentrated in front setbacks and is therefore relatively less usable; there are few useful interior gardens in the projects; an overwhelming impression of parking and cars will be created; parking will be at least partially aggregated towards the front of lots, thus being highly visible from the street. It is inevitable that narrow lot development will tend to create an unfriendly face to the street since buildings must be mainly built at right angles to the street. Buildings will frequently damage the street because they have to be built three stories high along the street.

It is also likely, finally, that developers often cannot reach the theoretical densities prescribed in the zoning ordinance, because it is just too hard to do on narrow lots.

The single most damaging factor in these land coverage statistics, is the combination of high density with very high parking ratio, with the result that excessive amounts of land are devoted to asphalt. When parking is placed at grade, with a 2:1 ratio, 43% of the land is given to parking. This leads to the invidious projects known colloquially as "six pack" projects, dominated by asphalt, visible cars, wide driveways. In many cases it led to an almost complete loss of usable open space, with resulting damage to the garden and neighborhood character of Pasadena.

In order to recreate the garden and courtyard character of Pasadena, it is essential to keep parking less visible. This can be done in three ways: The parking can be kept undergound (in those cases where lots are large enough to support underground parking): building density can be reduced, to make space available for garaged cars at the 2:1 ratio. Or the parking ratio may be reduced, on those lots where parking is at grade and where density is to be maintained.

Driveways also take up an extraordinary amount of the total land. This is aggravated by the narrow lots now typical in Pasadena. If there is a driveway on every 50' lot, and this driveway is built to the current 12' standard, the driveways alone will then consume 20% of all available private land in the city. It is therefore absolutely necessary to reduce the total number of driveways by a gradual introduction of a form of driveway-sharing, to modify the driveway width and curb cut width, and to limit all double width driveways. If done correctly, this can reduce land devoted to driveways from 15% to 10%.

Back and sideyard setback requirements are also responsible for the land-coverage statistics. The statistics on the previous page show that most allowable open space has been used to meet side and backyard setback requirements: about 20% of the lot area. Although unbuilt, this space is wasted in unusable strips of land. The space used goes almost unnoticed, and contributes little to the environment. To avoid this waste of open land resources, back and sideyard setbacks must be reduced substantially, and some zero lot line construction must be permitted when appropriate. It is estimated that the land used for back and sideyard setbacks can be reduced from from 20% to 10%.

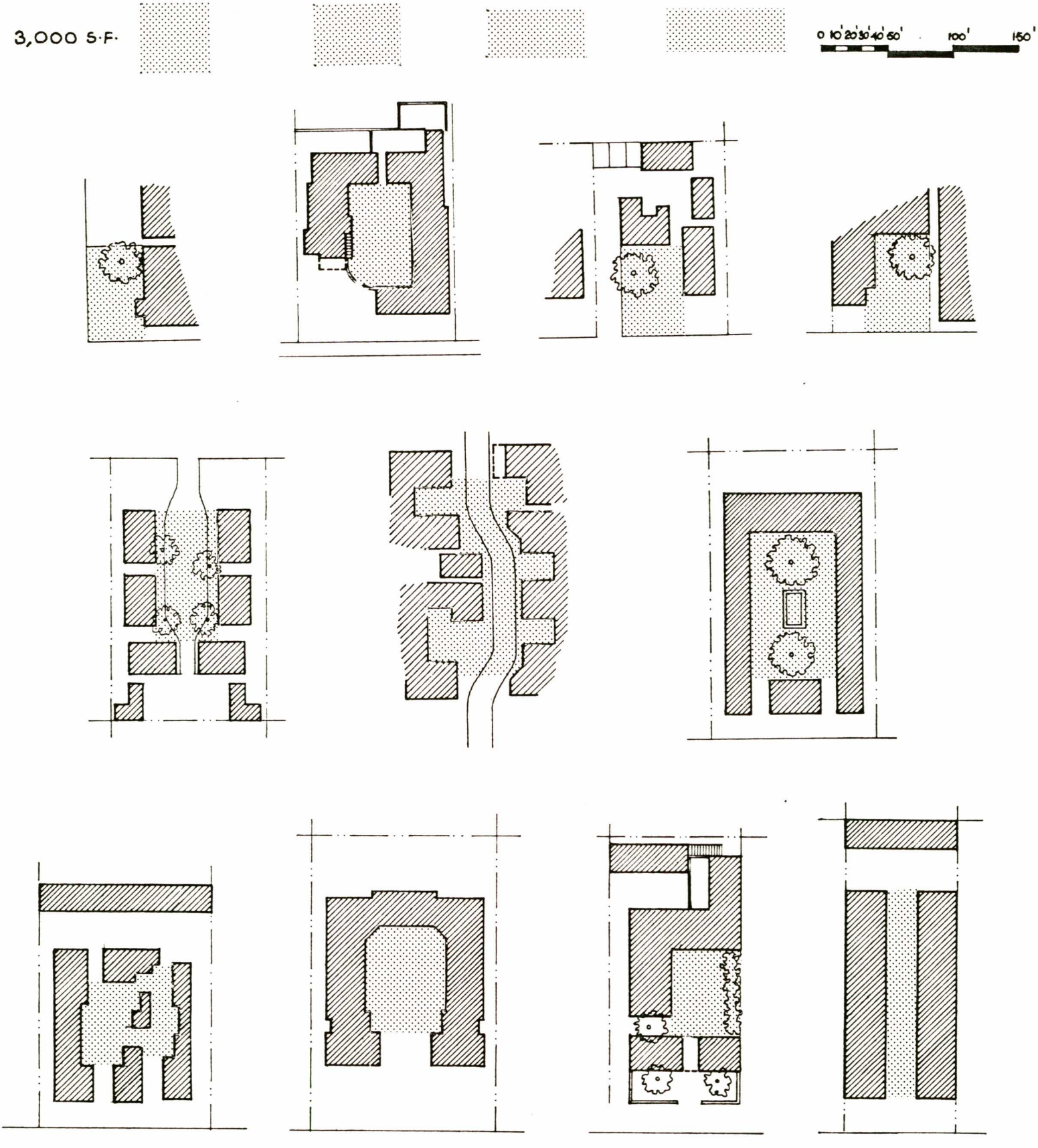
Front setbacks have also been wasteful, even though the city gets an important part of its character from the space created by front yards. Of course, full front lawns help to create the street character, especially in RM16. But in RM32 and RM48 front setbacks can be modestly reduced without hurting street character. And, in all three zones, front setbacks can be modified by occasional intrusions into the setback in a way that helps to form useful space along the street front by breaking space into usable areas. It is estimated that careful modification of front setbacks, when appropriate, can reduce wasted land from 10% to 7%.

Even more important than all the previous considerations, are the gardens and courtyards which these various changes are designed to protect. The single most important feature in the character of Pasadena is its texture of generous gardens, lawns, and courtyards. Under conditions of the last twenty years, the texture of gardens and courtyards could rarely be continued. As the previous discussion of land coverage statistics shows, this came about because the combination of parking, driveways, and setbacks simply made it impossible to do anything else.

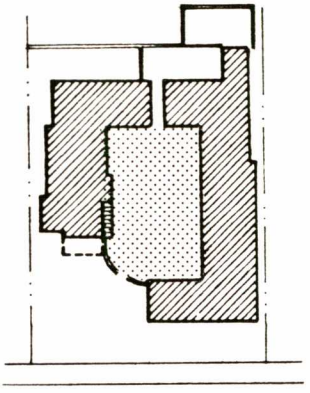
How much open space needs to be provided? In order to create a harmonious atmosphere in the neighborhoods, and enhance their life and pleasantness, it is necessary to provide adequate outdoor space. This outdoor space must be organized to form real gardens large enough to have meaning and value. It requires that the gardens and courtyards must be reasonably large and useful.

Careful examination of the character of Pasadena streets and lots, shows that the gardens and courtyards which are most useful and pleasant, and which have the most beneficial effect on the environment, are in all cases reasonably large. The diagrams on the following page show several traditional Pasadena gardens and courtyards, together with their sizes.

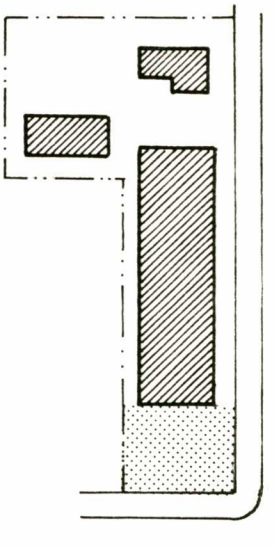
EXAMPLES OF GARDENS AND COURTYARDS WITH THEIR SIZES



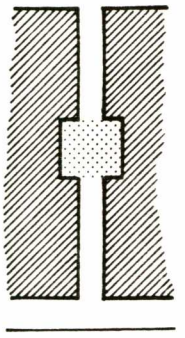
For example, the courtyard of the building on California west of South El Molino, has a courtyard which is about 80'x45', almost 3500 sf.



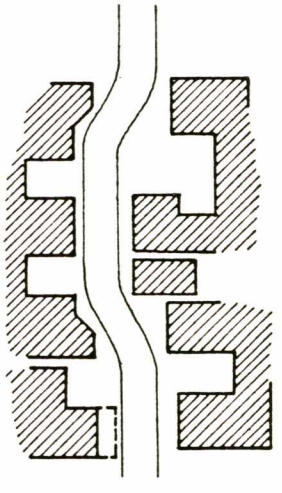
The front garden of the grey apartment building at the northwest corner of South El Molino and California is about 45x60 -- 2700 sf. In traditional terms, this is rather a modest garden.



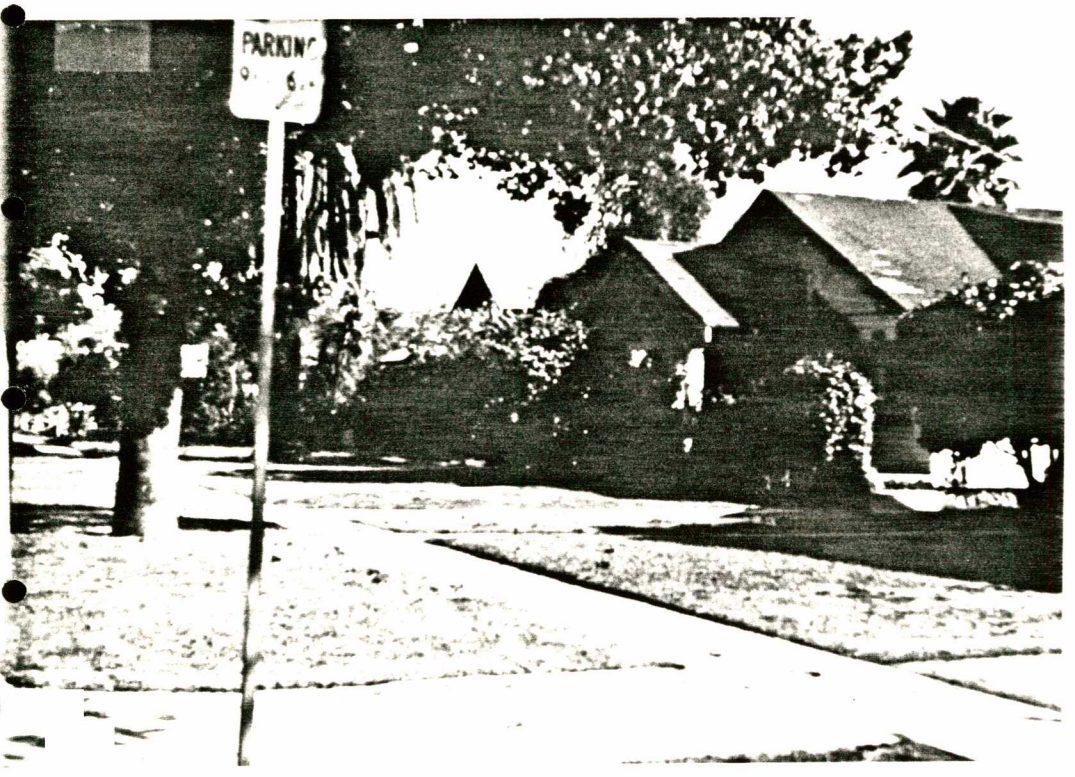
It is almost the minimum capable of creating pleasant feelings and psychological breathing space. By contrast, the typical RM48 development at Holliston just north of Colorado, has a courtyard space perhaps 20x30, surrounded on 70% of its perimeter with two story buildings. It is a meaningless small space, which feels deserted, and unpleasant. It creates no emotional reward.

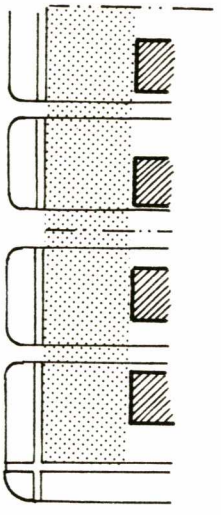


Even in cases where the scale of outdoor space seems small and charming, if it is adequate emotionally it is almost invariably bigger than it seems. For example, the curving lane south of California, with small houses along it, is a case where the open space or garden happens to be street-like in character. The actual dimensions are surprising. There are so many ins and outs, and so many secondary spaces which encroach from the sides and form the space, that the overall width varies from 25 to 60', and the length of the perceived space is on the order of 100'. Once again, even taking an average width, the effective size of the thing is on the order of about 3500 - 4500 sf.



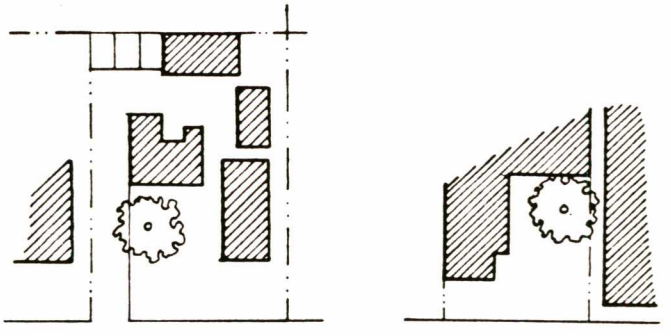
Sometimes the essential size of the outdoor garden is hard to see, because it crosses from one lot to another. A good example is the beautiful set of four front lawns at Locust and Holliston. These lawns <u>together</u> make a beautiful space, which gives the life and character to these four houses. It is about 42' deep, and about 180 feet long -- a total size of almost 8000 sf. It does not seem very big. It seems small in scale, intimate, but adequate.





On the basis of these observations one may draw the conclusion that an adequate environment for Pasadena can only be made of beautiful gardens which are large enough in size, and meaningful in character. This will require that every project either provides a single coherent garden space of at least 3000 sf, or at least that it contributes directly to the formation of such a space in conjunction with some other project.

In order to create this generous and useful space, it is important that the front setbacks also contribute. As previously noted, front setbacks are an essential part of Pasadena heritage. However, there is a great deal of difference between a 20' zone put in merely to satisfy setback requirements, and a generous front lawn, possibly combined with other space, that becomes useable and pleasant. In several of the cases previously noted, the front setback is useful because it is extended. This may be done by a deep front garden, where the setback is extended to form a real front yard that is a defined and beautiful bit of outdoor space for the neighborhood to enjoy. It may also be done by a horizontal extension parallel to the street, where two or three neighborhood front yards work together to form a usable bit of space along the street. In each of these two cases the front yard becomes usable because it achieves a size of 3000 sf or more. When this is accomplished, the space leaves the setback category, and becomes usable space.



There is a remaining problem about the apartments themselves. As one sees from the previous land coverage statistics, projects with at-grade parking in the 2:1 ratio, frequently place a high percentage of the apartment units one floor above the parking (so called tuck under parking). In such a situation less than 20% of all apartments have direct access to the ground, the rest are suspended above parking. This situation, which destroys the relation between apartments and gardens, is highly undesirable as an environment. Yet it follows from the combination of parking, driveway, and setback requirements.

The preceding observations are summarised in the following table which shows the land coverage created by previous ordinances, and that created by the present ordinance (Calculated for RM32).

	OLD ORDINANCE		THIS ORDINANCE	
Usable gardens	0-3%		28%	
Apartments at grade	12%		25%	
SUBTOTAL		15%		53%
Setbacks	27-30%		7%	
Driveways	15%		8%	
Parking at grade	43%		32%	
SUBTOTAL		85%		47%
	100%	100%	100%	100%

In the new ordinance usable gardens and apartments-at-grade increase from 15% to 53%. Setbacks, driveweays, and at-grade parking decrease from 85% to 47%. The fundamental task posed by the present ordinance, is to force this change in land coverage statistics.

(2). Individual projects must be encouraged to be helpful to the immediate neighborhood where they occur.

The discussion now approaches the second major problem that has allowed private development to damage the character of Pasadena neighborhoods, during the last two decades.

Traditions of the recent past have encouraged an attitude that deals only with the individual building project, without emphasizing its relationship to its immediate surroundings and the neighborhood as a whole. Thus, during the last two decades informal tradition has implied that the zoning ordinance seeks only to regulate the development on individual parcels, without trying to make sure that each project actively helps the neighborhood where it is built.

This direction, embodied in past zoning regulations, has enouraged growth of an attitude in which developers are essentially concerned only with their own projects. The city's regulations have been viewed as constraints within which this individual construction must be done: but there has not been any sense of an active partnership between individual projects and the city, which encourages projects to "do their best" for the neighborhood while also doing their best for themselves.

As a result, in the past, individual projects were often disrespectful of the neighborhood in which they occurred. The most dramatic examples are familiar. During the last two decades there were many cases where a beautiful small building was swamped and destroyed environmentally by large buildings, crudely placed, that overpowered it, made its gardens unpleasant, overlooked its windows, damaged its scale. A three story building filling a lot, over undergound parking, and next a to a charming bungalow and its garden, is an image which most Pasadenans are familar with. This is the single effect which is perhaps most sensitive, and which most strongly makes people doubt that high intensity development is helpful to neighborhoods.

Other examples are common. Many buildings turned a blind eye to the street (end walls without windows or front doors) and took no responsibility for improving the street's life. Individual developments sometimes showed little respect for trees, for existing beautiful gardens, for the scale or quality of next door houses and older buildings. Buildings came too close to the street destroying an established pattern of large front lawns, gardens and so on.

Similar problems occurred in matters of material, color, and overall harmony. If a Pasadena resident had to define, in a few words, what it is about the recent developments that was most disliked, it might simply be said: "Somehow, they dont fit in. Instead of respecting the city, and making it better, each project ignores its surroundings, sticks out like a sore thumb, somehow makes things worse".

These problems were a consequence of the previous zoning ordinance, and of the attitude that went with the ordinance. Under the provisions of previous zoning, it was difficult for the neighborhoods to be preserved or enhanced by development because there was no mechanism which helped it to happen. Indeed, zoning law essentially encouraged projects to turn a blind eye to their neighborhoods, by imposing such severe constraints (of the wrong kind on projects) that they could not physically adapt themselves to the context of the neighborhood, and could not make the contribution which their developers often sought to do.

This problem cannot be solved by a superficial and totalitarian "Santa Barbara solution" in which all buildings are made to conform to a uniform set of materials and building details. The problem lies much much deeper, <u>in the quality of space which forms the environment</u>. The discomfort which Pasadena residents feel, in the presence of new and "unkind" apartment buildings, is not a superficial problem of style or color. It is a real problem caused by the fact that new buildings, built during the previous decade according to then extant planning law, did not have the opportunity to be helpful to the neighborhood <u>in the space which they create</u>.

The key insight required to solve this problem, lies in the the following fundamental fact: The extent that any building is helpful, or not helpful to its neighborhood depends on the space that it helps to create. The wholesome character of a neighborhood depends most fundamentally on the space which is created there.

This implies that the most fundamental way in which a building can be helpful to a neighborhood, is in the pattern of space which it creates. If it creates a pattern of space which is useful to the neighborhood, the building has the opportunity to become harmonious and pleasant. For example, if the building helps to create usable garden to one side it is helpful, and the neighborhood becomes enlarged in feeling. If the building continues a beautiful lawn in front, by extending the space of a lawn on a next door building, a significant thing happens in the neighborhood. If the building partially encloses parking, a parking lot takes on a positive character as a more contained place. If it helps to form a parking zone with connecting back driveways at the back of several lots, once again the neighborhood is helped. If the building makes a driveway which is a pleasant place to walk, instead of a no-mans land for cars, once again the neighborhood benefits. If the project is similar in scale to the buildings next to it, the community space of the neighborhood is strengthened and the people in the neighborhood will feel confirmed in their movements and habits. If the project preserves beautiful trees which are part of the heritage of the neighborhood again the neighborhood is helped.

Thus all neighborhood space is created by the individual building projects. If the buildings fail to make a contribution in helping to shape this space, the neighborhood is irreparably damaged. When this happens, no amount of superficial improvement of the buildings details can restore the damage.

In addition, the previous ordinance provided few explicit incentives for developers to nurture existing buildings, trees, and neighborhood landmarks. Not only the actual rules of the previous ordinance, but also its implied intent, failed to direct the developer towards the pressing problems of neighborhood preservation and enhancement.

This requires an attitude, and atmosphere, which encourages developers to preserve old buildings, which discourages mass development that destroys neighborhood fabric, which preserves the character and ownership of existing neighborhoods, which encourages small builders, owners and developers to repair the neighborhoods according to their existing fabric.

Study of the previous ordinance and its effects thus made it clear that the new ordinance itself must provide a system of rules and incentives which more strongly encourage developers and the city to become partners in the development of a respectful attitude where each project seeks to maintain its private environment for its inhabitants, while simultaneously doing as much as possible to help the neighborhood where it is built.

This second problem is linked directly to the problem of land coverage statistics. Under land coverage statistics created by past ordinance, the developer did not have the opportunity to create space which was helpful to the neighborhood, because he(she) was forced to squander the available space, on parking, driveways, and setbacks. The arithmetic of the ordinance simply did not provide developers with a way of making a useful contribution to neighborhood space.

This problem is aggravated by the unusual size of available lots in Pasadena. One of the most significant facts in the development of Pasadena is the fact that 80-90% of developments occur on single parcels, usually 45-60' wide. The spatial entities which are needed to make a neighborhood comfortable, are simply larger than anything that can be done within a 45-60' lot. No developer on a narrow single lot, can help the neighborhood if it is occupied only with the internal development of the lot. A single lot can make an adequate contribution to its neighborhood only when it turns its attention outward.

In addition, the statistics described earlier are very much worse on single lots than on double lots. Driveways and setbacks consume an even greater relative percentage on single lots. At the densities prescribed by RM16, RM32 and RM48, single lot developments can only work spatially to the benefit of the neighborhood, is if they can find some way of pooling their spatial resources. Careful study of the environment which is desirable on a block clearly shows that there is a need for more generous gardens, for fewer and smaller driveways, and for buildings that respect each other's presence. This translates into a need for a more beneficial and interlocked development in which formations of parking, driveways, gardens, courtyards, and buildings, introduced by individual developers, extend from lot to lot.

This does not imply any loss of autonomy by individual owners. It is a well established principle of American property, that property-owners are free to develop their own property in the way that they see fit. What is implied here, is that ancient American principles of community responsibility are re-incorporated into law, and form the background and context within a which a developer pursues his private ends.

What is needed is a principle of connection between adjacent projects, which allows each project to respect the space of adjacent developments in a cooperative way so as to create larger configurations than those which exist on single lots. The individual project can then take its place within the larger whole of the neighborhood, and make a contribution to it, while extending, not hindering, the individuals private rights. In exchange for this community spirit on the part of the private property owner the City, through this ordinance, will then give the private owner greater freedom in the range of densities and configurations permitted.

All this may be summarised, by saying that the new ordinance seeks to create a new attitude of helpfulness and cooperation between developers and neighborhoods, in which each project has, as one of its main tasks, a genuine helpfulness towards the gradual construction of coherent and pleasant space in the neighborhood as a whole.

1.3

THE HARMONY OF THE NEIGHBORHOOD

This ordinance seeks to solve the problems defined in section 1.1. Its main intent is the preservation of Pasadena traditional neighborhoods, and the creation of a new harmony through development in which individual projects help to extend the value and pleasantness of the neighborhood as a whole.

On the one hand, the ordinance encourages projects to take a character most suitable to provide an internal environment which is functionally good for the inhabitants. On the other hand, individual projects are also encouraged to cooperate in such a way that they create a pleasant character in the neighborhood as a whole.

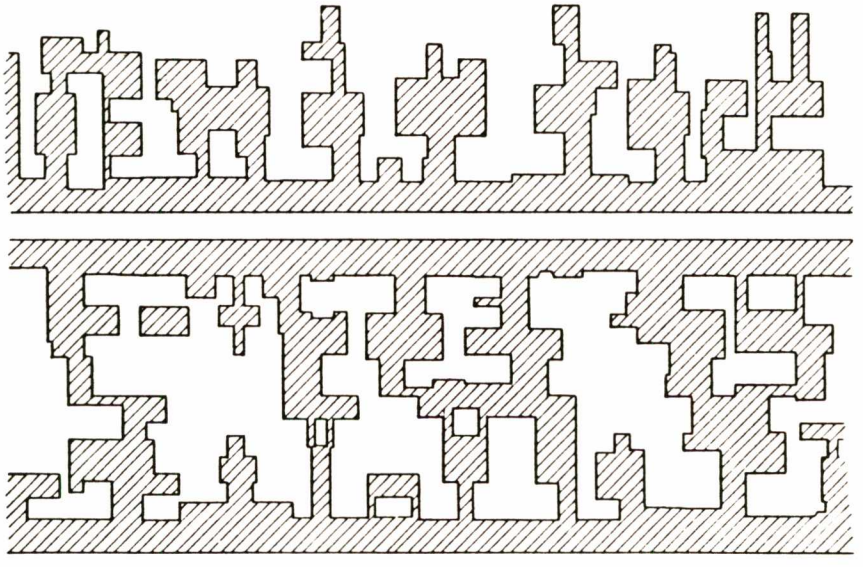
(1) The pattern of the neighborhood.

In order for this effective harmony to exist in the neighborhoods, it is necessary to establish an overall pattern for a neighborhood, which is capable of resolving the statistics of land coverage and also capable of providing the matrix in which each project can help the whole.

The following diagram presents the pattern for an imaginary ideal block in a Pasadena multi-family housing neighborhood which has the "right" statistics. The pattern incorporates three components: (1) Street and gardens (2) Parking and (3) Building forms.

(1) Street and gardens.

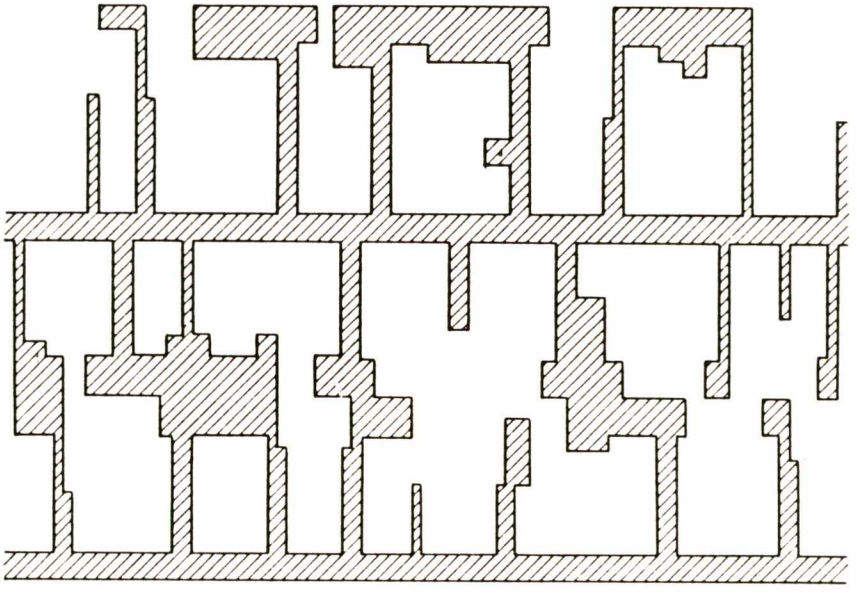
The pattern includes a typical Pasadena street. In order for the street to have the life described in section 1.1, the street must be understood together with the outdoor space connected to it -- its courtyards and gardens. The archetypal street has large gardens, courtyards, deep setbacks where the setback has positive value as outdoor space, and shallow setbacks where it does not. There is a pattern of interconnection between these gardens which makes a continuous and beautiful fabric of open space. It is the overall effect and character of this street-plus-gardens, which makes the neighborhood work. The primary obligation of each individual project, is therefore to create beautiful and useful gardens. The buildings, seen from the point of view of the neighborhood, are the means through which gardens are created.



PATTERN OF STREET AND GARDENS
Shaded areas represent green open space

(2) Parking.

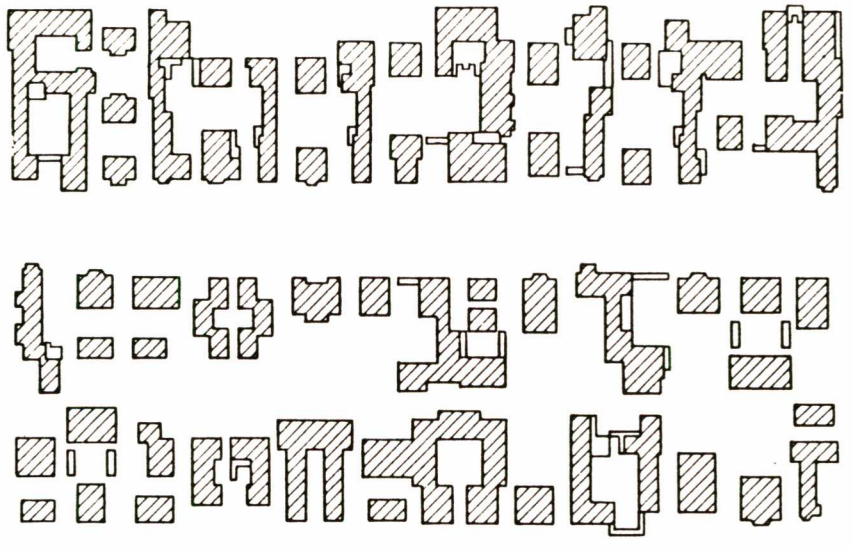
The pattern is based on parking which is kept away from the street. To some degree it includes the possibiity of a zone of parking at the back of lots, in a few cases possibly even connected by easements that run parallel to the street. In addition, the parking has its own integrity as a structure of parking lots and driveways, which is pleasant in its own terms.



PATTERN OF PARKING
Shaded areas represent surface parking and driveways

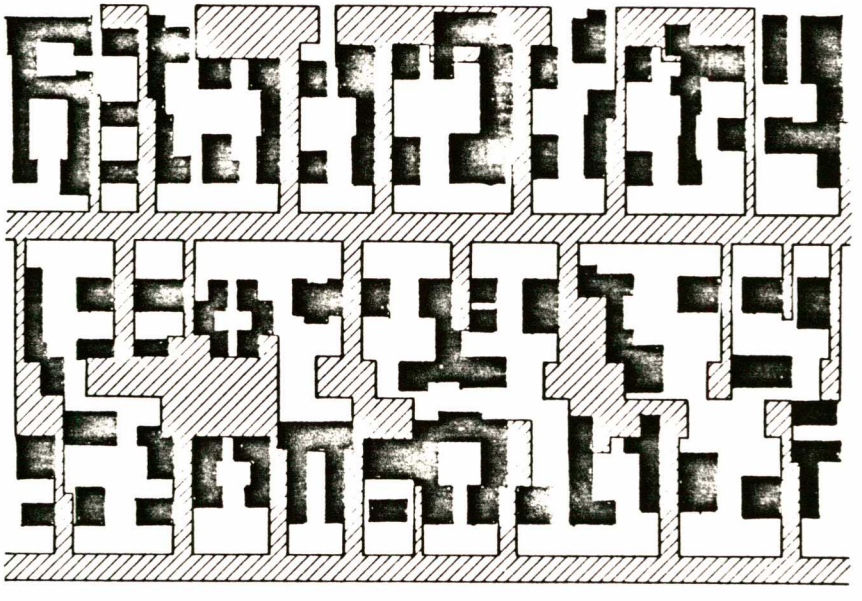
(3) Buildings.

Finally, the building volumes in this pattern also have their own definiteness of shape. They always enclose gardens and shape them as positive space. Each building volume, as a structure, stands at the head of its garden, most apartments open directly into the garden or courtyard. There are small passageways through the buildings connecting parking with the inner garden. Buildings are placed in such a way so that gardens and driveways, though most often separate, could sometimes cross, or run side by side. Because of their relative narrowness, all building volumes guarantee good daylight and sunlight in the buildings.



PATTERN OF BUILDING VOLUMES
Shaded areas represent buildings

These three components of the pattern and their inter-relationships are shown superimposed in the following diagram. The pattern of space of each component has its own coherent structure. The three structures are interlocked.



This pattern solves the problems of land coverage statistics by reducing the waste of space which is typical of present pattern of development:

1. It avoids wasting land on setbacks.
2. The number of driveways is reduced.
3. No land is wasted on small useless bits of open space, and all open space is aggregated to form coherent and useful gardens.
4. There are almost always apartments over parking structures, so as to avoid wasting the air space over parking garages.
5. Parking-to-unit ratio has an average of 1.5 cars/unit, to reduce the total surface area given to parking. This is equivalent to 1 car/bedroom.

The pattern is capable of reaching high densities without increasing building heights and without damaging environmental character. Although it is able to maintain beautiful gardens and street character, the pattern (as expressed in the standards of this ordinance) allows densities up to 30 units per acre to be built in the RM16 zone, it allows densities of up to 38 units per acre to be built in the RM32 zone, and it allows densities of up to 51 units per acre to be built in the RM48 zone. (Figures to be verified after final agreement about ordinance standards).

(2) Context sensitivity of individual projects.

The city does not envisage, or encourage, creation of this desired pattern through development of large aggregated parcels.

What is envisaged, rather, is a slow piecemeal process, which does as much as possible to preserve existing structures and landmarks and trees, while creating new projects that slowly produce organic and emerging patterns of the kind described, in different neighborhoods.

At present Pasadena has a mixture of different projects on different blocks, some old, some quite new, others of varying age and character. It would be impracticable, and also highly undesirable, to impose the new pattern as some kind of grand plan on the existing neighborhoods. Instead, it is only possible to reach it by a very gradual process of accretion, in which new projects make some contribution towards this vision, and then gradually, over a period of ten to twenty years this pattern emerges, from a long series of piecemeal and private acts undertaken by individual developers.

The long term goal of this process, is a kind of landscape in which old projects and new projects are mixed to produce the desired harmony, under circumstances where new projects are respectful of old projects, and each project is consciously viewed as one step in the improvement and development of the neighborhood where it is built.

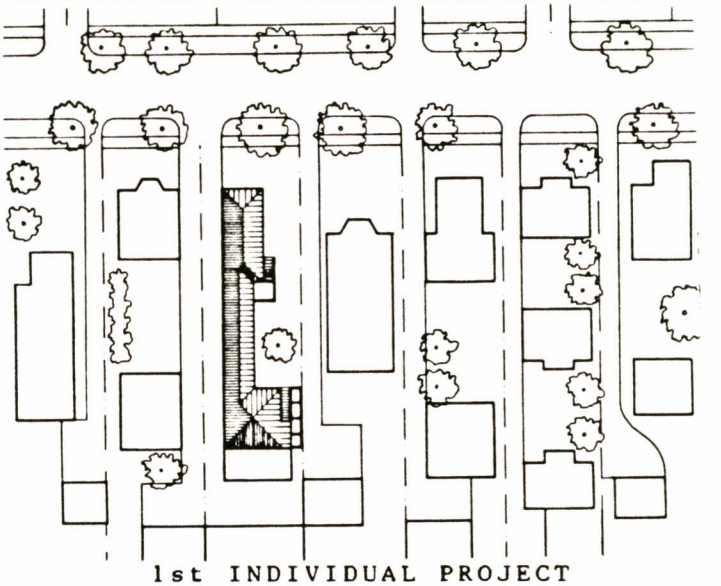
For this to succeed, it requires sensitivity on the part of each individual project, to the unique characteristics of the neighborhood around it, and to the particular attributes of buildings which stand next door and two doors away. It is therefore necessary to set forth principles which make it clear how each project is expected to play its role in the gradual creation of this pattern.

According to the provisions of this ordianance, the City encourages adjacent properties to connect with one another in a helpful fashion with a connected sequence of gardens, shared driveways, parking and building volumes working together, even though each project is done individually and takes place at its own time. Within this framework each project must be shaped according to its context so that it makes a contribution to the overall neighborhood pattern -- and also pays attention to the specifics of next-door buildings, trees, gardens, and all the other idiosyncracies which make each neighborhood unique. The ordinance will provide the mechanisms to assure the development of projects which are sensitive to their individual contexts in this way.

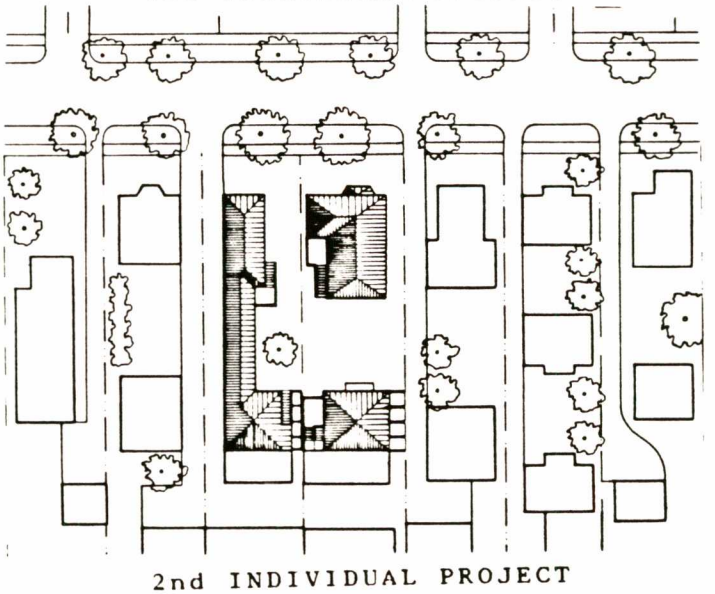
This context-sensitive nature of the neighborhood problem, requires that the ordinance has a process which is capable of producing a rich variety of projects, each one unique according to the particular harmony of the neighborhood where it occurs.

The following three drawings show a sequence of imaginary projects, done by three independent developers, on adjacent sites. These examples, which are consistent with the requirements of the ordinance, show how projects by independent developers, acting individually, have the ability to form connections to the existing fabric of the neighborhood and to one anothers' projects, and thus create a larger organization which is desirable for the neighborhood.

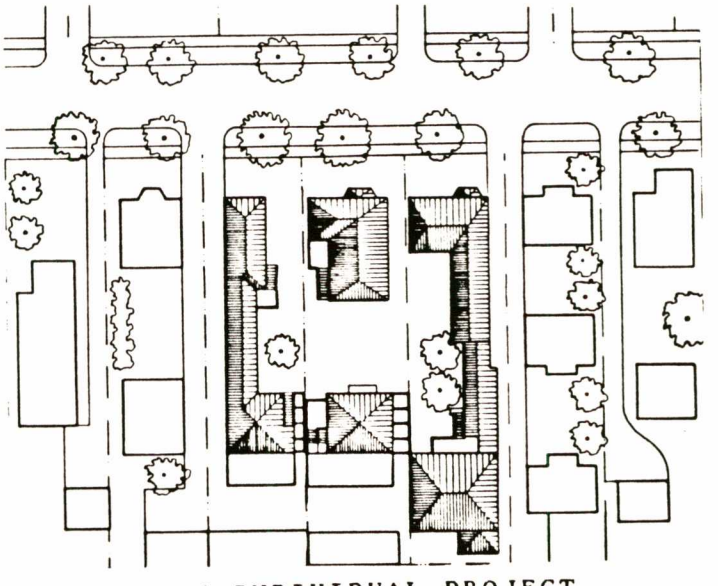
SEQUENCE OF DRAWINGS SHOWING SEQUENTIAL DEVELOPMENT ON THREE ADJACENT LOTS.



1st INDIVIDUAL PROJECT



2nd INDIVIDUAL PROJECT

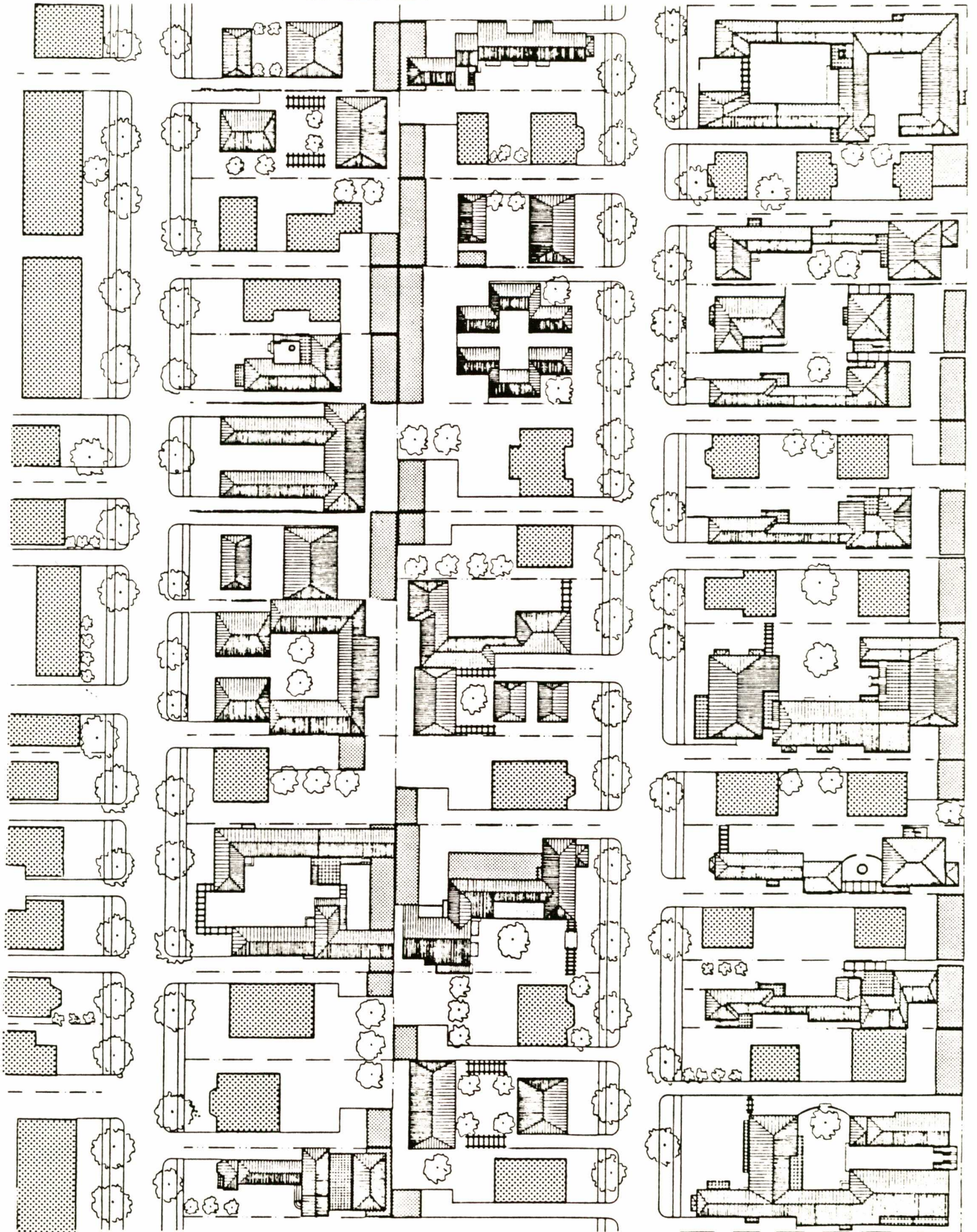


3rd INDIVIDUAL PROJECT

The drawing on the next page shows a more elaborate simulation of the development of a Pasadena neighborhood over a ten year period. The example shows a neighborhood of thirty six individual lots. Twenty of them have new projects. The remaining sixteen have existing projects as they stand today. Each one of the new projects is assumed to have been developed at a different time, by a different developer working according to the process of this ordinance. The three projects shown on the previous page, are visible in the upper right hand corner.

This example shows how the ordinance is intended to create coherent development in the neighborhood when separate and independent developers pursue their own aims on nearby parcels. Although the developers are acting individually and privately, the ordinance is intended to encourage them to make sure that their separate projects together produce a greater whole in their contributions to the neighborhood. Each new project emphasizes its relationship and connection with its adjacent projects, through connected gardens, shared driveways, and related buildings. Together these developments succeed in creating a neighborhood that is pleasant to live in.

EXAMPLE OF A NEIGHBORHOOD DEVELOPED PIECEMEAL THROUGH INDIVIDUAL PROJECTS, EACH ONE BY AN INDEPENDENT DEVELOPER.



CHAPTER 2

ORDINANCE STANDARDS

2.1 OPEN SPACE STANDARDS

- 2.1.1 Main Garden
- 2.1.2 Front Yard
- 2.1.3 Subsidiary Open Space
- 2.1.4 Private Open Space
- 2.1.5 Total Open Space
- 2.1.6 Maintenance
- 2.1.7 Tables of Required Open Space Areas

2.2 PARKING AND DRIVEWAY STANDARDS

- 2.2.1 Parking Ratio
- 2.2.2 Parking Standards
- 2.2.3 Driveway Standards
- 2.2.4 Door and Grill Standards

2.3 ARCHITECTURAL STANDARDS

- 2.3.1 Craftsmanship, Materials and Details
- 2.3.2 Setbacks
- 2.3.3 Building Separations
- 2.3.4 Unit Separations
- 2.3.5 Height and Massing
- 2.3.6 Street Orientation
- 2.3.7 Entrances
- 2.3.8 Wall and Fences
- 2.3.9 Utilities and Refuse
- 2.3.10 Accessory Structures

2.0

INTRODUCTION

This chapter of the ordinance provides specific rules governing multi-family residential development in the city of Pasadena in zones RM-16, RM-32, and RM-48. These rules represent the embodiment of the intent described in Chapter One and should be interpreted in a manner consistent with Chapter One as should all special cases not covered by the rules. The rules are divided into three sections: Open Space Standards, Parking and Driveway Standards, and Architectural Standards. Most of these rules, with the notable exception of the minimum Open Space requirements, apply equally to all density zones. Where this is not the case, subsections give the rules for the different zones.

Each section and each category within a section begins with a brief statement about the specific intent of the section or category. These statements augment but do not replace the more general intent expressed in Chapter One. The rules are expressed as requirements to which all new development must adhere. In addition to the requirements there are recommended practices which are intended to assist architects and developers in conforming to the intent described in Chapter One. Chapter Three, The Application Process, provides the opportunity for project sponsors to propose alternative means for accomplishing these same objectives.

2.1 OPEN SPACE

More than any other single factor it is the presence of lawns and gardens that creates the ambiance of Pasadena. Neighborhood character and quality depend on the coherence, embellishment, and visibility of courts and gardens, on the size and consistency of front yards, and on the frequency and uniformity of street trees. Mandatory open space requirements regulating the size and configuration of yards and gardens are therefore a central feature of this ordinance.

2.1.1 MAIN GARDEN

All projects shall have a primary landscaped open space as their central focus. This space may take the form of a garden or a landscaped court, but in either case it shall be a well defined, coherent area that is an essential component of the project's design, not merely space left over after the building mass is placed.

Requirements:

A. SIZE

The minimum size of the main garden varies with parking type, density zone, and size of project site. These minimum sizes are given in Tables A and B.

B. LOCATION

The placement of the main garden has a major effect on neighborhood quality. There are a number of ways listed below in which garden location can enhance the street or surrounding properties. Other means of meeting this requirement may be considered at the discretion of the planning department and design review board.

1. The main garden may be an internal courtyard, entirely contained within the site, but visible from the street.

- Diagram -

2. The main garden may be placed so that it and an existing garden on an adjacent lot work together to form one large garden or a wide connection between two spaces.

- Diagram -

3. When a site contains a large, healthy tree or some other exceptional feature, the main garden may be placed so as to retain and to take advantage of that feature.

- Diagram -

4. When an existing development on an adjoining site involves entrances which both face the proposed project and are close to the property line the main garden may be placed so that those entrances are on the edge of a large shared space.

4. When an existing development on an adjoining site involves entrances which both face the proposed project and are close to the property line the main garden may be placed so that those entrances are on the edge of a large shared space.

- Diagram -

5. When the adjoining lot contains a single family house, the main garden may be placed so that there is a large space next to the house.

- Diagram -

6. In areas where there is no consistent front set-back, the main garden may adjoin the minimum front set-back line creating a deep, combined garden on the street. The front set-back line may be defined by a decorative fence or other garden structure of sufficient transparency to create a sequence of gardens visible from the street.

- Diagram -

C. CONFIGURATION

1. The main garden shall have a basic rectangular shape with a minimum dimension of 20 feet.

2. Twenty-five percent of the main garden area may be outside the rectangle, provided that there is a minimum distance of 10 feet between

a) building walls
b) a building wall and a driveway
c) a building wall and a property line.

- Diagram -

3. The main garden may be at grade or on a parking structure platform. If on a platform, the front edge of the platform shall be at or behind the front setback line and average no more than 2.5 feet above natural grade. For exceptions see Section 2.2.2.

4. To be considered as working together with a neighboring garden to form a wide connection between the two spaces, the main garden and the neighboring garden shall meet the following conditions:

a) A rectangle drawn within the combined space of the two gardens shall include at least 60 percent of the area of the main garden.

b) The area of the adjacent garden that falls within the rectangle shall be at least 800 square feet in area and have a minimum dimension of 20 feet.

- Diagram -

D. ENCLOSURE

1. Buildings shall enclose the garden for at least 60 percent of its perimeter.

2. An additional 15 percent of the main garden's perimeter shall be bounded by other architectural elements such as low walls or trellises, or linear landscape elements such as hedges or rows of trees.

3. As long as at least 75 percent of the main garden's perimeter is bounded, building walls and landscape elements may overlap.

4. A segment of the main garden rectangle is considered bounded whenever it is within 15 feet of a building wall or linear garden element, measured perpendicular to both.

- Diagram -

E. USEABILITY

1. The main garden is intended to be a useable open space, a garden to be occupied as well as a garden to be seen. Benches and other elements encouraging use and occupation should be included in its design and it should form an integral part of the circulation pattern within the project.

2. The route from the street to individual units shall pass through the main garden in at least 75 percent of the units.

3. The route from parking to individual units shall pass through the main garden in at least 75 percent of the units.

4. All units not entered from the street shall be entered from the main garden.

F. VISIBILITY

1. The main garden should be an enhancement to the neighborhood in general. This does not mean that it shall be accessible to the public, but at least a portion of it should be visible from the street, even on small lots.

2. On lots with more than 60 feet of street frontage, an opening at least 10 feet wide and 10 feet high shall provide a view to the main garden from the street.

3. When the opening is less than 20 feet wide, its width and height shall be at least 1/2 its length.

4. Openings 20 feet wide or more shall be open to the sky.

G. PLANTING AND PAVING STANDARDS

1. The main garden may occur over three different conditions:

a) Natural grade: The main garden is directly on top of earth with no structure below.

b) Fully Subterranean Parking: The main garden is on two feet of earth, at natural grade, covering the top of a parking structure.

c) Partially Subterranean Parking: The main garden is directly on top of a parking structure which extends 2.5 feet above the natural grade.

These planting and paving standards are intended to insure that the main garden provides an adequate level of amenity for all conditions.

2. Substantial trees shall be incorporated into the main garden design in all conditions. Where the main garden is over fully and partially subterranean parking, tree wells or planters with a sufficient inside dimension to allow a tree to grow to a minimum height of 20 feet shall be provided. The sides of these tree wells may extend no further than 2 feet above the finished grade of the garden.

3. At least 25 percent of the main garden area shall be planted at grade or in planters no more than 2 feet high.

4. Except for walkways 5 feet or less in width, all unplanted areas in the main garden shall be paved with unit pavers such as brick or tile or covered with decomposed granite or with garden gravel. Poured surfaces, such as asphalt or concrete are not acceptable for area paving. Colored, patterned, or embossed concrete is not an acceptable substitute for unit pavers.

5. All planting shall be provided with an appropriate irrigation and drainage system.

Recommended Practices:

6. The use of grass as a planting material in the main garden is encouraged.

7. Lawns and planting should have a definite and formal character. Trees and bushes should be in groups and masses forming edges to create containment of the garden space.

2.1.2 FRONT YARD

All projects shall respect the front setback appropriate to their density zone and context. Landscaping in the area between the front setback and the street makes an important contribution to the continuity and consistency of the neighborhood.

Requirements:

A. SIZE

The average size of the front yard appropriate for different lot widths in different density zones is given in Table 1. It is based on the dimensions given in Section 2.3.2. In cases where the context allows a smaller front yard, the difference in area shall be made up in another category of open space.

B. CONFIGURATION

The front yard is the area between the sidewalk and the front set back line, excluding any driveways. The front yard may join or blend into the main garden but the two cannot overlap.

C. PLANTING AND PAVING STANDARDS

For purposes of planting and paving standards only, the front yard shall be considered to include the planting strip between the sidewalk and the street.

1. Front yards may occur over two different conditions:

a) Natural Grade: The front yard is directly on top of earth with no structure below.

b) Fully Subterranean Parking: The front yard is on two feet of earth, at natural grade, covering the top of a parking structure.

Planting and paving standards for the front yard are intended to insure that an adequate level of amenity is achieved over both conditions.

2. Except for walkways and private open space, the front yard shall be planted in its entirety with trees, shrubs, and ground cover.

3. Street trees of approved size and type shall be provided in the planting strip between the sidewalk and the street at a frequency of at least one tree per 25 feet.

4. All planting shall be provided with an appropriate irrigation and drainage system.

Recommended Practices:

5. Planting in front yards should be consistent with the planting in neighboring front yards. Where lawns are the prevailing pattern, a lawn should be provided.

6. Substantial trees should be incorporated into the front yard design. In cases where the front yard is over fully subterranean parking, tree wells with a sufficient inside diameter to allow a tree to grow to a minimum height of 30 feet shall be provided. Trees in planters should not be allowed in the front yard.

2.1.3 SUBSIDIARY OPEN SPACE

Smaller, secondary gardens provide interest and variety to a project and are therefore encouraged. To a limited extent, secondary gardens can help satisfy a project's total open space requirement.

Requirements:

A. SIZE

The amount of subsidiary open space that can be counted toward the total open space requirement varies with density zone and size of project site. These amounts are given as square footages in Table 1.

B. CONFIGURATION

For a subsidiary open space to contribute to the total open space requirement, it shall have a minimum dimension of 10 feet.

C. PLANTING AND PAVING STANDARDS

Planting and paving in subsidiary open spaces has the same requirements as planting and paving in the main garden.

2.1.4 PRIVATE OPEN SPACE

Useable private open space in the form of balconies, gardens, or patios may be provided for each unit, such space is not required, but if it is provided it shall meet these requirements.

Requirements:

A. SIZE

The minimum size of private open space is 60 square feet.

B. CONFIGURATION

1. Private open space shall be contiguous and exclusive to the unit with which it is associated.

2. Private open space shall be visible and accessible from the unit with which it is associated.

3. Private open space shall have a minimum dimension of 6 feet. If it is at grade and has a minimum dimension of 10 feet, it may be counted as subsidiary open space.

2.1.5 TOTAL OPEN SPACE

The total open space requirements for a proposed project are given in Tables A and B. The only categories of open space that contribute to this total are the main garden, the front yard, and a limited amount of subsidiary open space, as indicated in the table. Overlapping areas are not permitted. Space counted as one category cannot be counted again as another.

2.1.6 MAINTENANCE

Section to be taken from existing ordinance and coordinated with proposed standards.

2.1.7 TABLES OF REQUIRED OPEN SPACE

A. TABLE OF REQUIRED OPEN SPACE IN RM-16, RM-32, AND RM-48 ZONES SURFACE PARKING AND PARKING WITH DWELLING OVER

Minimum Open Space Requirements are given as proportions of lot area.

	WIDTH OF SITE AT STREET		
DENSITY ZONE	$W \leq 50'$	$50' < W \leq 80'$	$W > 80'$
RM-16			
Main Garden	.19	.17	.15
Front Yard*	.13	.13	.13
Subsidiary**	—	.02	.04
Total	.32	.32	.32
RM-32			
Main Garden	.19	.17	.15
Front Yard*	.11	.11	.11
Subsidiary**	—	.02	.04
Total	.30	.30	.30
RM-48			
Main Garden	.19	.17	.15
Front Yard*	.08	.08	.08
Subsidiary**	—	.02	.04
Total	.27	.27	.27

B. TABLE OF REQUIRED OPEN SPACE IN RM-16, RM-32, AND RM-48 ZONES FULLY AND PARTIALLY SUBTERRANEAN PARKING GARAGE

Minimum Open Space Requirements are given as proportions of lot area.

	WIDTH OF SITE AT STREET		
DENSITY ZONE	$W \leq 50'$	$50' < W \leq 80'$	$W > 80'$
RM-16			
Main Garden	.19	.17	.15
Front Yard*	.13	.13	.13
Subsidiary**	—	.02	.04
Total	.32	.32	.32
RM-32			
Main Garden	.19	.17	.15
Front Yard*	.11	.11	.11
Subsidiary**	.02	.04	.06
Total	.32	.32	.32
RM-48			
Main Garden	.19	.17	.15
Front Yard*	.08	.08	.08
Subsidiary**	.05	.07	.09
Total	.32	.32	.32

*Front Yard areas are governed by the required front setback for a particular site. The proportions given in this table represent usual setbacks for the three density zones. The required front setback on a particular site may be different, however, resulting in a larger or a smaller proportion. When the proportion required is smaller than the proportion given in this table, the total open space requirement shall still be met, either through an increase in main garden size or through the addition of subsidiary open space When the proportion required is larger than the proportion given in this table and would lead to a total open space proportion greater than the tabled value, the main garden proportion may be reduced subject to the following provisions: 1) the total open space may not be reduced to less than the proportion given in this table and 2) the main garden may not be reduced to less than 1,000 SF. See Section 2.3.2 for required front setbacks.

**Subsidiary Open Space is not required. If it meets the conditions set forth in Section 2.1.3, it may contribute to meeting the Total Open Space requirement up to the proportion of site area given in the table.

2.2 PARKING AND DRIVEWAY STANDARDS

The impact of parking and driveways is a critical component of Pasadena s neighborhoods. Section One describes the desirable qualities of parking and drives in Pasadena's historic neighborhoods and how those qualities have been altered by the accommodation of parking for large numbers of automobiles. The standards which follow accommodate contemporary parking demands in ways which minimize the impact of cars and parking on the character of Pasadena's neighborhoods.

2.2.1 PARKING RATIO:

A. ALTERNATIES FOR REVIEW

1. One space per bedroom;

2. One and a half spaces per unit;

3. One and a half spaces per unit with one bedroom or less and two spaces per unit with two bedrooms or more;

4. Two spaces per unit;

5. One space per bedroom not exceeding two spaces per unit with an average of at least one and a half spaces per unit.

B. DISCUSSION OF ALTERNATIVES

1. One space per bedroom fails to accommodate the frequent case in which a couple occupying a one bedroom unit owns two cars. This ratio would often result in one car parking on the street. Additionally, this ratio penalizes family units with three bedrooms or more, and would tend to encourage the building of one bedroom units.

2. One and a half spaces per unit does not sufficiently cover cases in which roommates who share a two bedroom unit own two cars. This ratio would tend to encourage the building of two bedroom units and may not provide an adequate total parking count. However, compared to higher parking ratios, one and a half spaces per unit has benefits for site planning and the size and quality of open spaces.

3. One and a half spaces per unit with one bedroom or less and two spaces per unit with two bedrooms or more attempts to satisfy the cases mentioned above and accommodate other site planning goals. However, this ratio tends to encourage the building of units with two bedrooms or more.

4. Two spaces per unit is the current ratio and tends to encourage the building of two bedroom units. This priority on parking tends to compromise the site planning and environmental goals, especially the ability to construct adequate open space.

5. One space per bedroom not exceeding two spaces per unit with an average of at least one and a half spaces per unit would tend to encourage the building of units according to market demand and would accommodate the one bedroom case with two cars more often.

C. REDUCED PARKING RATIO (from existing ordinance and requires discussion)

A conditional use permit may be approved reducing the number of spaces to not less than 3/4 space per unit, provided that the additional findings are made for each of the following:

1. The extent of parking problems in the neighborhood;

2. The probability that the prospective residents will have less than 2 vehicles per dwelling;

3. The age and socioeconomic characteristics of prospective tenants;

4. The ability to alleviate and correct unexpected parking problems resulting from the proposed development in the future;

5. The proximity of public transportation or the availability of a separate transportation system for the residents of the development;

6. The size and location of the project: The granting of a conditional use permit authorize by this section shall be conditioned upon the owner of the property recording a covenant, approved as to form by the city attorney, which covenant shall run with the land for the benefit of the city, covenanting that there shall be no change in the use of the property as described in the use permit application unless parking is provided which will meet the requirements of all applicable laws in effect at the time the use is changed.

2.2.2 PARKING STANDARDS

This section provides requirements for the location of various types of parking that minimize the visibility of parking from streets and dwellings and give prominence to main gardens within projects. Placement of the parking should minimize and conceal its negative aspects such as large areas of paving, long unembellished walls, and visibility of ventilation grills and garage doors. The pattern of circulation should encourage easy access from the parking lot, through the main garden to the units.

A. DEFINITIONS:

1. Surface Parking: parking at grade in carport or garage with no dwelling above.

2. Parking with Dwelling Over: parking at grade enclosed with a garage door with dwelling above.

3. Podium Parking: enclosed parking structure, either at grade or partially depressed with natural ventilation.

4. Partially Subterranean Parking: mechanically ventilated subterranean parking structure the top of which is not to exceed 2.5 feet above natural grade measured at the center of the site along the street frontage.

5. Fully Subterranean Parking: mechanically ventilated subterranean parking structure the top of which is entirely below natural grade.

Requirements:

A. LOCATION

1. Surface parking and/or parking with dwelling over shall be located in the back half of the site measured from the rear property line. The parking area shall be separated from the main garden by building volume or an architectural wall at least 6 feet in height. Visibility of the parking area and drive from the street shall be shielded by building volume. A carport or open parking area should be screened from adjacent lots by an architectural wall at least 6 feet in height (see Section 3.3.8 Walls and Fences).

2. Podium parking shall be located in the back half of the site measured from the rear property line. Ventilation openings and grills shall be concealed and should not be visible from the main garden, front yard or where access to units occurs (see Section 3.2.4 Door and Grill Standards).

3. Partially subterranean parking shall be located within the site boundary and may extend within 5 feet of the side and rear property lines and up to the front yard setback. Planting and tree wells shall be provided as specified by the open space requirements. Ventilation openings and grills should be concealed and should not be visible from the street (see Section 3.2.4 Door and Grill Standards). Exception: For sites with cross slopes exceeding 2.5 feet change in height or 20% gradient along the street frontage, the average podium height above natural grade shall not exceed ... feet. At no point on the site shall the podium exceed ... feet above natural grade. Natural grade shall be measured at the center of the site along the street frontage.

4. Fully subterranean parking shall be located within the site boundary and may extend to all property lines. Any portion of an entirely subterranean structure not covered by building volume shall be covered by soil with a minimum depth of 2 feet above natural grade measured at the center of the site along the front property line. Planting and tree wells shall be provided as specified by the open space requirements. Ventilation openings and grills should be concealed and should not be visible from the street.

-Diagram-

B. STALL AND AISLE DIMENSIONS

1. Required parking spaces shall have the following stall dimensions:

Standard -- 9' X 18'
Compact -- 8' X 16'

2. An additional 1 foot in width shall be provided for a parking space the length of which is contiguous to a vertical obstruction except where columns are setback from the aisle 4 feet. The percentage of compact car spaces allowed in all cases shall be 50% of the total spaces required. All spaces shall have wheel stops ... feet from any vertical obstruction.

3. Aisle widths adjacent to standard and compact spaces as shown in the chart which follows. (S) indicates aisle widths adjoining standard spaces and (C) indicates aisle widths adjoining compact spaces.

Parking space width in feet R - required width for either standard or compact spaces	Aisle width in feet as related to parking angle in degrees 90	75	60
R + 0.00 feet of width	24(S) 21(C)	22(S) 18(C)	18(S) 15(C)
R + 0.25 feet of width	23(S ?	21(S) ?	
R + 0.50 feet of width	22(S) ?	20(C) ?	
R + 0.75 feet of width	21(S) ?	19(C) ?	
R + 1.00 feet of width	20(S) ?		

Aisle widths for angled parking measuring 45 degrees or less shall be no less than 12 feet for all size of spaces.

C. VERTICAL CLEARANCE (from existing ordinance)

Vertical clearance for access to and including handicapped spaces, shall be a minimum of 8 feet two inches in height. Vertical clearance for all other parking spaces, including entrances shall be a minimum of 7 feet in height. Vertical clearance for the front 4 feet of a parking space may be reduced to a minimum of 4 feet six inches in height.

D. LIGHTING (from existing ordinance and requires discussion)

Outdoor parking area lighting shall be in scale with the surrounding environment and shall not, except in city parks, exceed 18 feet in height unless specifically approved by the design committee or other designated authority. In general, the lighting fixtures used shall be designed to confine emitted light to the parking area, and the light source shall not be visible from outside of said area. Where important architectural considerations indicate the desirability of fixtures which expose the light source to view from beyond the parking area, the fixtures and lighting layout shall be specifically approved by the authority indicated previously. Maximum average illumination at the ground level shall be 3.0 foot candles and, except for park parking lots , shall not exceed 1.0 foot candles in and R District. No light source within a parking structure in an R or R-PK District shall be visible from a public right-of-way adjoining and R District.

7.2.3 DRIVEWAY STANDARDS

Historically, parking has been located in the rear of the site in a single story garage or carport and accessed by a narrow driveway. The accommodation of increased parking demands have altered this pattern and the coherency of street frontage characteristic of Pasadena neighborhoods. Developments have resulted in aggregated parking structures abutting the street with access by wide drives. Driveways should be reduced in width and located in such a manner as to be consistent with the quality of historic neighborhood streets.

Requirements:

A. LOCATION

1. On sites with less than 80 feet of street frontage, driveways shall be located on either side of the site within 5 feet of the property line. When both adjacent properties have driveways located on property lines, the new drive shall be located directly adjacent to one of the existing drives.

2. On sites with more than 80 feet of street frontage, driveways shall be located on either side of the site within 5 feet of the property line or a driveway may be centrally located provided that the drive is a 'Hollywood' type and the main garden requirements are accommodated. A 'Hollywood' drive is defined as a drive with two paved wheel tracks each with a maximum of 2 feet in width separated by a planted strip with a minimum of 3 feet in width. Under no circumstances shall the area of the 'Hollywood' drive be included in the open space calculation.

3. Where located adjacent to a main garden the driveway shall be screened by landscape or architectural elements (see Section 3.3.8 Walls and Fences).

4. A new project may use the driveway on an adjacent lot provided the following are accommodated:
a) the driveway of the adjacent property is directly adjacent to a shared property line;
b) an easement for the use of the driveway on the adjacent lot is obtained;
c) the driveway width is adequate for the additional number of cars to be served.

B. FREQUENCY

Driveways shall be located the maximum distance apart.

1. Sites less than 80 feet of street frontage shall have a maximum of one drive.

2. Sites greater than 80 feet but less than ... feet of street frontage shall have two one-way drives rather than a single two-way drive.

3. Sites greater than ... feet in width shall have a minimum of two two-way drives and shall be located a minimum distance of 120 feet apart.

C. WIDTH

1. Driveways shall have the following widths plus a minimum of 6 inches additional clearance on each side where it passes a vertical obstruction exceeding curb height.

9 or fewer spaces	one –	8 feet
10-25 spaces	one –	10 feet
26-?? spaces	two –	10 feet (one-way)
??or more spaces	two –	18 feet (two-way)

2. Curb cut shall be a minimum of 12 feet in width and may taper to driveway width at the front property line.

D. VISIBILITY

For sites 80 feet or greater in width the driveway width shall remain constant for a maximum depth of 100 feet measured from the front property line. The driveway shall either widen to accommodate two-way traffic or have a turnout of at least 30 feet in length an 8 feet in width.

E RAMPS (from existing ordinance)

All ramps accessing parking structures, both partially depressed and subterranean, shall meet the following requirements:

1. All parking plans involving ramps shall be accompanied by profile showing the ramp, ramp transitions and overhead and adjacent wall clearances.

2. The length of a ramp is defined as that portion of the beginning of the transition at one end of the ramp to the end of the transition at the opposite end of the ramp.

3. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent, with the first and last 8 feet of the ramp not exceeding 6 percent.

4. For ramps 65 feet or less, the ramp grade shall not exceed 16 percent, with the first and last 10 feet of the ramp not exceeding 8 percent.

5. The slope of all parking areas shall not exceed 5 percent, excluding ramps.

E. PAVING

Parking areas, driveways, and paths accessing parking shall be paved as stated in Section 3.1.1.G.4. Planting and Paving Standards and be in compliance with the guidelines prepared by the Public Works Department.

2.2-4 GARAGE DOOR AND GRILL STANDARDS

The visibility of garage doors and ventilation grills from the street or open space makes regulation of their location and appearance necessary. Additionally, they are an important component of the quality and character of a parking area or adjacent open space. Doors and grills should be compatible with the architectural or stylistic character of the building.

Requirements:

A. VISIBILITY

1. Garage doors shall be opaque when visible from the street or main garden.

2. When completely concealed from the street and located in a subterranean structure, garage doors may be partially open.

3. Ventilation grills which exceed 4 square feet shall not be visible from the street or main garden.

B. LENGTH OF DOORS

Garage door openings shall be no more than 20 feet in length.

C. SIZE OF GRILLS

Ventilation grills of not more than 4 square feet and located at least 5 feet above natural grade may be visible from the street or main garden. Grills shall contribute to the architectural quality and character of the building and main garden.

D. TRANSPARENCY OF GRILLS

Section pending

2.3 ARCHITECTURAL STANDARDS

Though the ordinance places special emphasis on the creation of gardens and open space, it also recognizes that the edges of gardens are as important as their centers. The quality of the buildings that surround, inhabit, and define the lawns and gardens of Pasadena make an crucial contribution to the life and quality of these spaces and of the street. Details and craftsmanship of all sorts provide visual interest and speak of the individuals who designed and constructed the buildings. Windows, porches, balconies, and entrances all signal human habitation and are an essential aspect of successful urban settings. Requirements concerning them are therefore a part of the ordinance.

Pasadena streets have a rhythm and scale derived from older traditions of development on 60 foot wide lots. To the maximum extent possible, the ordinance seeks to retain that rhythm and scale while allowing densities higher than that provided by single or double bungalows. The requirements governing setbacks, building separations, and street frontages are intended to achieve this goal.

2.3.1 CRAFTSMANSHIP, MATERIALS AND DETAILS

The architectural heritage of Pasadena owes much to craftsmanship and the contributions of craftspeople to the quality of buildings. It is an intent of this ordinance to perpetuate the craft tradition which is such an important element of local history. Pasadena is, and has always been, heterogeneous architecturally, and this ordinance is not prescriptive with respect to the style or the architectural character of buildings. It does, however, seek buildings which are designed, detailed and constructed with care and consistency, and which are enriched by the contribution of individual artisans. Even though Pasadena's heritage is diverse, there are some materials, details and combinations which may be acceptable elsewhere that are not appropriate in Pasadena.

Requirements:

A. CRAFTSMEN

All buildings benefit from the incorporation of elements that are constructed with special care and skill. These elements can take the form of iron gates, tile fountains, cast terra cotta, wood work, stenciled ornament or other devices which leave the imprint of the abilities and sensibilities of individual workers. Each new building built in Pasadena shall feature at least one such element as a conspicuous feature of its architecture.

B. APPLIQUE

Materials tend to appear substantial and integral when material changes occur at changes in plane [Fig. 12-2]. Material or color changes at the outside corners of buildings give an impression of thinness and artificially which should be avoided [Fig. 12-2].

Material changes not accompanied by changes in plane also frequently give material an insubstantial or applied quality [Fig. 12-3]. An exception to this principle is the articulation of the base of a building by a change in color, texture or material.

Recommended Practices:

A. CONSISTENCY

Buildings should have consistent materials and details throughout. Detailing of doors, windows and eaves and the type and quality of materials should be similar on all sides of buildings.

B. MATERIALS

There are inappropriate materials and inconsistent combinations of materials and details which designers of buildings in Pasadena should avoid. These include the following:

1. Flush nail-on aluminium windows, particularly two light sliders, with rough textured stucco and pitched roofs. Buildings which allude to Pasadena's Spanish Colonial Heritage should have window frames recessed from the outside plane of walls.

2. Rough textured stucco with sharp angled metal corners. Rough stucco should have rounded bull-nose corners. Crisp metal corners are appropriate for smooth or lightly textured, uniform surfaces.

3. Wood or concrete panels applied to stucco walls as decoration.

4. Wood shingles and stucco in combination.

5. Plywood siding.

6. Light, transparent, "Driftwood" stains on wood siding.

7. Stone or unit masonry veneers which appear veneer-like.

2.3.2 SETBACKS

It is the intent of this ordinance to produce development which contributes to the consistency and quality of neighborhoods and at the same time maximizes both density and open space within the site itself. Careful control of front, side, and rear setbacks can allow these conflicting goals to be met in all density zones.

Requirements:

A. FRONT

A consistent front setback is one of the strongest ways to provide a sense of unity and harmony along the street. It is therefore a general provision of this ordinance that whenever such consistent setbacks exist, they should be respected. Where they do not exist, they should be developed.

1. On the street and block where the project is to be located, if 75 percent of the residential buildings are within 2 feet of a common front setback line, the proposed project shall respect that front setback.

2. In RM-16 zones, when no common front setback as defined in 1 above exists, the minimum front set back is 25 feet from the front property line.

3. In RM-32 zones, when no common front setback as defined in 1 above exists, the minimum front setback is 20 feet from the front property line.

4. In RM-48 zones the minimum front setback is 15 feet from the front property line.

B. SIDE

1. For the first 40 feet behind the front setback line, the side setback is 5 feet from each side property line. See, however, Section 2.3.3.

2. For the remainder of the site, there is no required side setback. See, however, Sections 2.3.3 and 2.3.4.

C. REAR

There is no required rear setback. See, however, Sections 2.3.3 and 2.3.4.

D. ENCROACHMENTS

1. Open porches no deeper than 10 feet and no higher than one story may project into the front setback area in RM-16 and RM-32 zones.

2. Bays no greater than 3 feet wide and 10 feet long and no higher than two stories may project into the front setback area in all zones. The maximum frequency of such bays is one bay per 15 feet of street frontage.

3. No encroachments are permitted into required side setbacks.

2.3.3 BUILDING SEPARATION

To ensure that new development preserves the characteristic Pasadena rhythm of building volume on the street and to ensure that development built under minimal or zero setback conditions does not deprive existing buildings of light and air, minimum standards for building separation augment the setback requirements. In cases where the two requirements are in conflict, the more stringent requirement governs.

Requirements:

A. SIDE SEPARATION

From the sidewalk to a distance of 40 feet behind the front set back line, the minimum separation for buildings on adjacent lots is 15 feet.

B. LIGHT AND AIR SEPARATION

When windows in existing buildings face new construction on an adjacent lot, the new construction shall respect these windows.

1. When the new construction is one story in height, the minimum building separation is 10 feet.

2. When the new construction is two stories in height, the minimum building separation is 15 feet.

3. When the new construction is three stories in height, the minimum building separation is 20 feet.

4. If the windows in question have a total area of less than 10 square feet, the figures in 2 and 3 above can be reduced by 5 feet.

5. These minimum separations are specific to the windows in question. They shall occur immediately opposite the windows and for a distance on either side at least equal to the required separation.

--Diagram--

C. ENCROACHMENTS

No encroachments are permitted into required building separations.

2.3.4 UNIT SEPARATION

In order to provide appropriate light and air to individual units, the following minimum separations between unit aspects and building elements and between unit aspects and property lines have been established for new development.

Requirements:

A. FRONT

1. The exterior wall with the most public and important windows is considered the front aspect of a unit. It may or may not associated with the entry to the unit.

2. The front aspect of a unit shall be at least 20 feet from a building element or property line.

B. BACK AND SIDE

1. For units with two aspects, the back or side shall be at least 10 feet from a one story building element or a property line, at least 15 feet from a two story building element, and at least 20 feet from a three story building element.

2. For units with three or more aspects, a back or side may be 5 feet from a property line providing that the remaining back or side aspects meet the requirements of B.1 above.

C. ENCROACHMENTS

Bays no greater than 3 feet wide and 10 feet long may project into a unit separation when the required separation is greater than 15 feet.

2.3.5 BUILDING HEIGHT AND MASSING

It is the intent of this ordinance to produce buildings with a rhythm and scale appropriate to Pasadena. Height is therefore limited, particularly along the street, and on large lots. long street facades are required to be broken up in a manner consistent with the separations required between buildings on traditional small lots.

A. GENERAL

1. All heights are measured in stories. Useable attic or loft space is considered a story.

2. If a single building occupies two height zones, the part of the building within a zone shall conform to that zone's particular requirements.

B. BUILDING HEIGHT IN RM-16 ZONES

1. Buildings in the front 50 percent of a site are limited to two stories. Buildings in the rear 50 percent of a site may be three stories. Three story buildings may not occupy more than 30 per cent of the total site area.

-Diagram-

2. On corner sites, buildings in the front 50 percent of the site along each street frontage are limited to two stories. Buildings in the interior 25 percent quadrant of the site may be three stories.

--Diagram--

3. On through-block sites 300 feet in depth or greater, buildings in the front 25 percent of the site along each street frontage are limited to two stories. Buildings in the remaining interior 50 percent of the site may be three stories. Three story buildings may not occupy more than 30 per cent of the total site area.

4. On through-block sites less than 300 feet in depth, buildings 75 feet or less from either street frontage property line are limited to two stories. Buildings more than 75 feet from both street frontage property lines may be three stories. Three story buildings may not occupy more than 30 per cent of the total site area.

C. BUILDING HEIGHT IN RM-32 ZONES

1. Buildings in the front 50 percent of a site are limited to two stories. Buildings in the rear 50 percent of a site may be three stories. Three story buildings may not occupy more than 30 per cent of the total site area.

-Diagram-

2. On corner sites, buildings in the front 50 percent of the site along each street frontage are limited to two stories. Buildings in the interior 25 percent quadrant of the site may be three stories.

-Diagram-

3. On through-block sites 300 feet in depth or greater, buildings in the front 25 percent of the site along each street frontage are limited to two stories. Buildings in the remaining interior 50 percent of the site may be three stories. Three story buildings may not occupy more than 30 per cent of the total site area.

4. On through-block sites less than 300 feet in depth, buildings 75 feet or less from either street frontage property line are limited to two stories. Buildings more than 75 feet from both street frontage property lines may be three stories. Three story buildings may not occupy more than 30 per cent of the total site area.

D. BUILDING HEIGHT IN RM-48 ZONES

Buildings in RM-48 zones are limited to three stories.

E. MASSING

New buildings should reinforce rather than contradict the massing and character of their neighbors. New buildings should be configured so that their gardens and setbacks are consistent with respect to the gardens and setbacks of neighbors.

1. No facade along the street may be longer than 60 feet

2. A minimum building separation of 15 feet is required for every 60 feet of street frontage. When this separation is between buildings that are part of the same development, it must provide a view into the main garden.

Recommended Practices:

3. Where there is a prevailing pattern of roof pitch and roof orientation, the roof pitch and orientation of new buildings should match their neighbors.

2.3.6 STREET ORIENTATION

One of the principal objectives of this ordinance is to insure that the residential streets of Pasadena are animated with the presence of dwellings and do not become lifeless processions of blank walls, parking lots, driveways and garage doors.

Requirements:

A. FENESTRATION

Street facades of all residential buildings shall contain principal windows.

B. ENTRANCES

Street facades of all residential buildings shall have entrances to individual units, clusters of units or common lobbies.

C. SIDEWALKS OR DRIVEWAYS

Site plans should be configured so that parking drives and parking areas are screened from the street by residential units.

D. SCREENWALLS

Solid screenwalls exceeding 3 feet 6 inches in height around residential properties along public streets are not permitted. Transparent decorative fences exceeding 3 feet 6 inches in height are permitted.

E. BUILDING FRONTAGE

At least 70 percent of the width of a site must be occupied by building volume, other architectural elements such as low walls and trellises or linear landscape elements such as hedges or rows of trees.

Recommended Practices:

A. ARTICULATIONS

Fronts of buildings should have articulations such as bays, insets or porches related to entrances and fenestration. To encourage the provision of front porches which are an important element of Pasadena's architecture, porches are a permitted encroachment in front yard setbacks. (See Section.....)

2.3.7 BUILDING ENTRANCES

The embellishment of entrances animates street and gardens, gives expression to individual units and helps to maintain a domestic scale for residential building. The building types which constitute Pasadena's historic fabric typically provide entrances from the out-of-doors for each dwelling and not corridors & lobbies serving multiple units. Requirements:

A. SHARED ENTRANCES

In the Rm-16 zone entrances from the outdoors in the form of stoops, porches, stairs or recessed in buildings should serve no more than two units. In Rm-32, such entrances should serve no more than four units. Housing for the elderly is exempt from this requirement.

B. ORIENTATION

The majority of entrances to units should be from the public street or from the main garden. Additional entrances may serve units from subsidiary open spaces.

Recommended Practices:

A. EMBELLISHMENT & ARTICULATION

Transitional spaces in the form of stoops, overhangs and porches between public of common areas and entrances to units are an important element of Pasadena's architecture. New residential buildings should provide that element for the unit

2.3.8 WALLS AND FENCES

Walls and fences serve several purposes within a site and often contribute to the character of the street and neighborhood. They serve to provide enclosure, definition, and/or privacy to the front yard, main garden, private open space and parking area. Therefore, walls and fences which are visible from the street or main garden should be treated as an integral part of the architecture. The materials, colors, and detailing should be consistent with the buildings they surround and adjoin.

Requirements:

A. LOCATION AND HEIGHT

Walls and fences may be located along all property lines provided they do not exceed the following:

1. Height along the rear property line shall not exceed 10 feet;

2. Height along the side property lines shall not exceed 10 feet for the back half of the site and shall not exceed 6 feet for the front half of the site, excluding the front yard area;

3. Height in the front yard area shall not exceed 2 feet if walls or fences are solid and 3.5 feet if walls or fences are transparent;

4. Height in the main garden shall not exceed 3.5 feet if walls or fences are solid and 6 feet if walls or fences are transparent;

5. Height in an individual patio area shall not exceed 6 feet. Wall and fences are encouraged to be less and to be the open transparent type.

All heights are measured from natural grade.

B. TRANSPARENCY

Transparent decorative fences are encouraged which give sense of openness and allow view of common amenity. Transparent fences shall be defined as fences which are not more than 50% filled.

2.3.9 UTILITIES AND REFUSE (from existing ordinance)

A. UTILITIES

In residential developments all electrical, telephone, CATV and similiar service wires or cables, which provide direct service to property being developed with new dwelling units or new construction adding more than 100 square feet to existing dwelling units shall, within the exterior boundary lines of such boundary, be installed underground. Risers on poles and buildings are permitted and shall be provided by the developer or owner on to the pole which provides services to the property. Where no developed underground system exists, utilites ... Rest of section pending.

B. REFUSE

Section pending.

2.3.10 ACCESSORY STRUCTURES

Section Pending

CONSULTANTS DISAGREEMENTS ABOUT STANDARDS

The standards of sections 2.1, 2.2 and 2.3 have been drafted by DS. In general form and substance they reflect views held jointly by both consultants. However, there are fundamental disagreements about the balance of open space, parking ratio, and building height, together with certain other more minor disagreements.

In the CES view the following modifications must be incorporated in the standards:

2.1 OPEN SPACE STANDARDS

2.1.1 The table of open space standards must be replaced by main garden standards which are consistent with the discussion of chapter 1. This generally requires an increase of about 1000 sf, across the board. CES figures for open space and main garden standards are attached on page 89.

2.1.2 The provisions which require connection between the main garden and gardens on adjacent lots must be expressed as mandatory, not illustrative, so that each project must conform to at least one way of helping adjacent building projects.

2.1.3 The main garden must be at grade, over natural earth. Where patios and gardens are built up over subterranean parking, a maximum of 30% of such gardens may be included in the calculation of the required main garden area.

2.1.4 A context-sensitive factor C must be incorporated into open space standards, or into density standards, in order to protect low density existing buildings by reducing the volume of construction that can be built next to them. In the previous CES standards, this was accomplished with a density penalty.

2.1.5 The concept of the front yard is too strongly expressed. The idea that the two are distinct is inappropriate, and inconsistent with many observations of chapter 1. The standards must be reworded to express the idea that the front yard is either subsidiary, or else part of the main garden.

Sizes of front yards as expressed in DS table are also much too large in relation to main garden sizes, and are inconsistent with the observations presented in chapter 1.

2.1.6 The lower limit of 1000 sf for a main garden is far too low. The observations of chapter 1 indicate that almost no main garden of less than 3000 sf makes a useful contribution.

2.2 PARKING AND DRIVEWAY STANDARDS

2.2.1 The total area of at-grade parking (including half-depressed parking) and driveways may not exceed 39% of the lot area.

2.2.2 The parking ratio must be set at 1 space per bedroom, or 1.5 spaces per unit, for all at-grade parking and half depressed parking. Failure to do so, will reverse the substance of the argument on land coverage statistics presented in chapter 1.

2.2.3 An alternative may also be considered which allows 2:1 parking, but requires an increase in garden space to compensate for its effect.

Alternatively, the rule might be formulated in such a way that any project desiring to provide more than 1.5 parking spaces per unit, or more than 39% of the lot for both at-grade parking and driveways, must place excess parking underground.

2.2.4 Space designated as main garden may not be penetrated by any driveway. The so-called Hollywood driveway in the center of open space is not acceptable.

2.2.5 Driveways must be built to within 2' of property line (if further, additional space is wasted).

2.2.6 Parking at grade must be kept within rear 40% of lot.

2.2.7 Provision must be made to encourage naturally ventilated parking 4' below grade, under mezzanine courtyards or buildings, in the rear half of the lot. In the previous CES formulation this was accomplished by means of a density bonus. There are some minor unresolved problems of code in this proposal.

2.2.8 The standard for number of spaces served by a single 9' driveway may be increased to 30 cars, provided that a cut-out for passing is provided half way along the driveway length (needs Public Works agreement).

2.2.9 Double width driveways, or two driveways per lot, are never permitted except in cases where the lot has more than 130' frontage. (needs Public Works agreement).

2.2.10 In cases where an owner obtains a driveway easement from adjacent property he may build over the extra space released.

2.2.11 In RM32 and RM48 building volume may be built over driveways without restriction. In RM16 building volume may not be built over driveways.

2.3 ARCHITECTURAL STANDARDS

2.3.1 Height restrictions must be modified as follows:

In RM16 no three story buildings are permitted.

In RM32 three story construction is permitted in the rear 30% of the lot.

In RM48 three story construction is permitted in the rear 50% of the lot.

2.3.2 In RM16 and RM32 any building volume within 50' of the front property line, should be softened by one story porches, alcoves, room extensions or galleries for at least 50% of its length parallel to the street.

2.3.3 One story portions of building may encroach into the front setback, provided that they do not have a total area more than 250 sf.

2.3.4 Front setbacks must be reduced further, to conform to the discussion of chapter 1.3, if project demonstrates beneficial relation with neighborhood.

2.3.5 If main garden includes the front setback, then building front is not required to conform to line of building fronts on adjacent properties.

2.3.6 If buildings on two adjacent lots have the same height, building height in the front half of the lot may not exceed the height of these buildings. If buildings on two adjacent lots differ by one story, building height may not exceed the higher of the two. If buildings on two adjacent lots differ by more than one one story, building height may not exceed the average of the two.

2.3.7 To ensure adequate interior daylight, and good formation of outdoor spaces, no building volume may have a depth (measured at right angles to exterior wall) of more than 35'.

2.3.8 The 15' building separation as expressed by DS is too stringent. CES formulation is as follows: From the sidealk to a distance of 40' behind the front setback line, the minimum separation for buildings on adjacent lots must be at least 15 feet, when the lot has a frontage of more than 130'. The 15' separation between buildings is not required on the boundary of single lot with less than 120' frontage.

2.3.9 The 15' separation is also required between segments of a building project within an aggegated parcel of more than 130' frontage.

2.3.10 DS rules governing back and side aspects of a unit are inconsistent with other provisions of these standards and should be removed.

ADDITIONAL NOTES

Some incentive must be included, to encourage preservation of bungalows by development of second unit in back.

Some incentive must be included to encourage general preservation of existing buildings, in all zones, and to encourage small scale development, by owners.

Some incentive must be included, to encourage use of double lots (up to 120' frontage).

A sliding scale negative incentive must be included to discourage aggregation of lots above 120' frontage.

FINAL NOTE OF CAUTION

Because of schedule pressure, the most recent reformulation of standards without explicit density restrictions, reached a final form only one day before submission of this document to the task force, and has not yet had the benefit of any review whatsoever by CES. The full implication of the new density-free formulation may not yet be completely understood. In particular, the system of incentives based on density, and able to regulate driveways, parcel size, context sensitivity, etc, which was previously worked out by CES, has been eliminated. It has not yet been demonstrated that comparable incentives can be created within the density-free formulations.

Since CES has not had the opportunity to review the implications of the density-free standards, original CES tables for density, expressed in terms of allowable square feet of construction per lot, are presented for comparison.

OPEN SPACE STANDARDS FOR RM-16 ZONE

For a lot area of (A) square feet

		WIDTH OF LOT	<80'	>80'
			(1)	(2)
OPEN SPACE REQUIRE-MENTS	I	TOTAL REQUIRED OPEN SPACE	3,500 sf or 0.40x(A) sf whichever is greater	6,000 sf or 0.35x(A) sf whichever is greater
	II	MINIMUM REQUIRED MAIN GARDEN FRONT OR INTERIOR (Always at grade)	2,100 sf or 0.25x(A) sf whichever is greater	3,500 sf or 0.20x(A) sf whichever is greater
	III	RECOMMENDED SIZE OF SECONDARY GARDEN.	1,400 sf or 0.25x(A) sf whichever is greater	2,500 sf or 0.20x(A) sf whichever is greater

OPEN SPACE STANDARDS FOR RM-32 ZONE

For a lot area of (A) square feet

		WIDTH OF LOT	<50' & <9,900 sf.	<80'	>80'
			(1)	(2)	(3)
OPEN SPACE REQUIRE-MENTS	I	TOTAL REQUIRED OPEN SPACE	2,700 sf or 0.33x(A)sf whichever is greater	3,100 sf or 0.30x(A)sf whichever is greater	5,300 sf or 0.26x(A)sf whichever is greater
	II	MINIMUM REQUIRED MAIN GARDEN FRONT OR INTERIOR (Always at grade)*	2,100 sf or 0.25x(A)sf whichever is greater	2,300 sf or 0.22x(A)sf whichever is greater	3,500 sf or 0.17x(A)sf whichever is greater
	III	RECOMMENDED SIZE OF SECONDARY GARDEN.	600 sf or 0.08x(A)sf whichever is greater	800 sf or 0.08x(A)sf whichever is greater	1,800 sf or 0.09x(A)sf whichever is greater

* For exceptions see paragraph 2.2-A #3 of chapter 3.

OPEN SPACE STANDARDS FOR RM-48 ZONE

For a lot area of (A) square feet

		WIDTH OF LOT	<50' & <9,900 sf.	<80'	>80'
			(1)	(2)	(3)
OPEN SPACE REQUIRE-MENTS	I	TOTAL REQUIRED OPEN SPACE	2,700 sf or 0.33x(A)sf whichever is greater	3,100 sf or 0.30x(A)sf whichever is greater	5,300 sf or 0.26x(A)sf whichever is greater
	II	MINIMUM REQUIRED MAIN GARDEN FRONT OR INTERIOR (Always at grade)*	2,100 sf or 0.25x(A)sf whichever is greater	2,300 sf or 0.22x(A)sf whichever is greater	3,500 sf or 0.17x(A)sf whichever is greater
	III	RECOMMENDED SIZE OF SECONDARY GARDEN.	600 sf or 0.08x(A)sf whichever is greater	800 sf or 0.08x(A)sf whichever is greater	1,800 sf or 0.09x(A)sf whichever is greater

* For exceptions see paragraph 2.2-A #3 of chapter 3.

DENSITY STANDARDS FOR RM-16 ZONE

Density is expresses in
maximum allowed square feet of construction**
for a lot area of (A) square feet.

PARKING SPACES TO UNITS RATIO EQUALS 1.5 cars/unit

		WIDTH OF LOT	<80'	>80'
			(1)	(2)
		PARKING TYPE		
MAXIMUM ALLOWED SQUARE FEET OF CONSTRU-CTION IN RELATION SHIP TO CONTEXT DENSITY	A	SURFACE PARKING	0.30x(C)x(A)	0.42x(C)x(A)
	B	PARKING WITH DWELLINGS OVER	0.36x(C)x(A)	0.48x(C)x(A)
	C	NATURALLY VENTILATED	0.60x(C)x(A)	0.68x(C)x(A)
	D	MECHANICALLY VENTILATED	0.68x(C)x(A)	0.68x(C)x(A)

DENSITY BONUS for obtaing easement for the use of adjacent driveway.	+0.10x(C)x(A)	+0.10x(C)x(A)
DENSITY PENALTY for increasing parking spaces to units ratio to 2 cars/unit.	-0.06x(A)	-0.10x(A)

* VALUE OF (C): (C) is a factor that depends on context density, as shown below:	
Context density is expressed in average number of units per lot, for all lots any part of which is within 150' on any point on the lot under development.	1)Context density <2units/lot, then(C)=0.85
	2)Context density >2units/lot, then(C)=1.00

** Allowed square feet of construction includes the following: (a) All floor areas, (b) 50% of covered staircase areas, (c) 50% of areas of arcades under building, and (d) 50% of outdoor covered areas on the second floor.

DENSITY STANDARDS FOR RM-32 ZONE

Density is expresses in
maximum allowed square feet of construction**
for a lot area of (A) square feet.

PARKING SPACES TO UNITS RATIO EQUALS 1.5 cars/unit

		WIDTH OF LOT	<50' & <9,900 sf.	<80'	>80'
			(1)	(2)	(3)
		PARKING TYPE			
MAXIMUM ALLOWED SQUARE FEET OF CONSTRU-CTION IN RELATION SHIP TO CONTEXT DENSITY	A	SURFACE PARKING	0.50x(C)x(A)*	0.54x(C)x(A)	0.58x(C)x(A)
	B	PARKING WITH DWELLINGS OVER	0.62x(C)x(A)	0.65x(C)x(A)	0.74x(C)x(A)
	C	NATURALLY VENTILATED	0.71x(C)x(A)	0.76x(C)x(A)	0.82x(C)x(A)
	D	MECHANICALLY VENTILATED	0.78x(C)x(A)	0.84x(C)x(A)	0.88x(C)x(A)

DENSITY BONUS for obtaing easement for the use of adjacent driveway.	+0.10x(C)x(A)	+0.10x(C)x(A)	+0.13x(C)x(A)
DENSITY PENALTY for increasing parking spaces to units ratio to 2 cars/unit.	-0.10x(A)	-0.10x(A)	-0.13x(A)

* VALUE OF (C):
(C) is a factor that depends on context density, as shown below:

Context density is expressed in average number of units per lot, for all lots any part of which is within 150' on any point on the lot under development.	1)Context density <2units/lot,then(C)=0.75
	2)2<Context density<6units/lot,then(C)=0.85
	3)Context density >6units/lot,then(C)=1.00

** Allowed square feet of construction includes the following: (a) All floor areas, (b) 50% of covered staircase areas, (c) 50% of areas of arcades under building, and (d) 50% of outdoor covered areas on the second floor.

DENSITY STANDARDS FOR RM-48 ZONE

Density is expresses in
maximum allowed square feet of construction**
for a lot area of (A) square feet.

PARKING SPACES TO UNITS RATIO EQUALS 1.5 cars/unit

		WIDTH OF LOT	<50' & <9,900 sf.	<80'	>80'
			(1)	(2)	(3)
		PARKING TYPE			
MAXIMUM ALLOWED SQUARE FEET OF CONSTRU-CTION IN RELATION SHIP TO CONTEXT DENSITY	A	SURFACE PARKING	0.56x(C)x(A)*	0.66x(C)x(A)	0.74x(C)x(A)
	B	PARKING WITH DWELLINGS OVER	0.66x(C)x(A)	0.76x(C)x(A)	0.84x(C)x(A)
	C	NATURALLY VENTILATED	0.84x(C)x(A)	0.90x(C)x(A)	0.96x(C)x(A)
	D	MECHANICALLY VENTILATED	1.10x(C)x(A)	1.10x(C)x(A)	1.16x(C)x(A)

DENSITY BONUS for obtaing easement for the use of adjacent driveway.	+0.10x(C)x(A)	+0.10x(C)x(A)	+0.13x(C)x(A)
DENSITY PENALTY for increasing parking spaces to units ratio to 2 cars/unit.	-0.12x(A)	-0.12x(A)	-0.15x(A)

* VALUE OF (C):
(C) is a factor that depends on context density, as shown below:

Context density is expressed in average number of units per lot, for all lots any part of which is within 150' on any point on the lot under development.	1)Context density <3units/lot,then(C)=0.75
	2)3<Context density<7units/lot,then(C)=0.90
	3)Context density >7units/lot,then(C)=1.00

** Allowed square feet of construction includes the following: (a) All floor areas, (b) 50% of covered staircase areas, (c) 50% of areas of arcades under building, and (d) 50% of outdoor covered areas on the second floor.

CHAPTER 3

APPLICATION PROCEDURE

3.0

INTRODUCTION AND PROCEDURAL GUIDELINES

This chapter defines the procedures which are to be followed by an applicant for development permission in the multi-family housing zones. The chapter has two major sections.

Section 3.1 defines the application procedure which an applicant must use, together with the application forms.

Section 3.2 describes a recommended layout process for the design of apartment buildings.

The use of the procedure and materials in section 3.1 is mandatory. The use of materials in section 3.2 is highly recommended but not mandatory. It is a process which will most quickly enable a prospective applicant to lay out a project which is in compliance with the ordinance and standards. It is also intended as a guide for the applicant which makes it possible to use the application forms as effectively as possible.

The eleven step sequence embodied in the application procedure may not be changed without a legal modification of this ordinance. This would require a majority vote by the city board. However, administrative revision of certain details contained within section 3.1 (including printing of application forms, wording of checklist, and procedural details of the application process) may be made by city planning staff on the basis of field experience, provided that these revisions do not conflict with any provisions of chapter 2 or 3.2. Such administrative revisions must be approved by a two-thirds vote of the Planning Commission.

For conceptual clarity, the numbering system of the parts in the application forms is keyed to the steps in the layout process which follows this section (section 3.2).

3.1

APPLICATION PROCEDURE

Application forms will be provided by the city planning department. These forms include four standard sheets 18"x24", for presentation of projects, together with a pamphlet containing a numbered sequence of eleven steps in flow chart form. The sequence of steps in the flow chart is the essence of this ordinance. The application forms, application procedure, layout process, and standards, are all based on the sequence of these eleven steps:

STAGE 1. RELATIONSHIP TO NEIGHBORHOOD CONTEXT
- 1.1 Map context and surroundings.
- 1.2 Locate main garden.
- 1.3 Calculate key numerical parameters.

STAGE 2. OVERALL ORGANIZATION OF PROJECT.
- 2.1 Choose driveway and parking location.
- 2.2 Fix precise position and shape of gardens.
- 2.3 Define volumetric configuration of buildings.

STAGE 3. DETAILED ORGANIZATION OF PROJECT
- 3.1 Fix details of parking.
- 3.2 Divide building into apartments.
- 3.3 Place and shape apartment entrances.

STAGE 4. CHARACTER OF PROJECT
- 4.1 Select building materials and details.
- 4.2 Fix details of gardens.

The eleven steps are arranged in four stages which correspond to the application forms. To make the meaning and purpose of the sequence clear, there follows a short explanation of the eleven steps as they appear on the application forms.

STAGE 1. RELATIONSHIP TO NEIGHBORHOOD CONTEXT

1. The applicant is required to demonstrate a conscious attempt to understand the context of the surroundings, and to demonstrate that his project establishes a useful and harmonious relationship with this context.

2. The applicant is required to decide the position for the main garden, before taking other steps. This is necessary in order to let the garden contribute in a helpful and useful way, to the overall continuum of open space in the neighborhood.

3. The applicant is required to present calculation of key numerical parameters in his project. These parameters fix total density of built space, number of parking spaces, and size of open space.

STAGE 2. OVERALL ORGANIZATION OF PROJECT.

4. The applicant is required to indicate position of parking and parking type, and to demonstrate that this parking is unobtrusive and not harmful to the neighborhood.

5. The applicant is required to define the shape of gardens, parking and open space in relation to gardens, parking and existing buildings on adjacent lots.

6. The applicant is required to show the overall volume of the buildings in his proposed project, in a way which is consistent with the previous decisions about open space and parking, and to demonstrate that the overall volume meets certain criteria for access of light and air.

STAGE 3. DETAILED ORGANIZATION OF PROJECT

7. The applicant must define details of driveway and parking spaces in a fashion which is consistent with the position of building volumes, choosing parking parameters that will maintain the necessary number of spaces, necessary visual modesty, and maintain the modest and small character of driveways and curb cuts.

8. The applicant must demonstrate the existence of useful and pleasant apartments, placing emphasis on key environmental criteria of daylight, access to outdoors, placing emphasis on the privacy and individuality of each apartment.

9. The applicant must demonstrate that location of apartment entrances gives pleasant and safe passage from parking, easily recognised individual apartments, with access wherever possible, to private outdoor space.

STAGE 4. PHYSICAL CHARACTER OF PROJECT

10. The applicant must show choice of materials, roofs, walls and windows, and demonstrate that these choices guarantee a reasonable and pleasant harmony to the neighborhood.

11. Finally the applicant must choose outdoor elements, including trees, lawns, plants, seats, walls, gates and benches, and explain how and why these choices will create useful and pleasant character for all outdoor space.

Each applicant is required to present the application forms 1, 2, 3, 4 with indications that these eleven steps have been satisfied. Adherence to the steps 1 through 11 is mandated by ordinance. It is also highly recommended that the steps be used in sequence. The city draws attention to the fact that these eleven steps are most useful when considered as steps in a sequence and are taken in numerical order. In addition the city recommends that applicants make use of this sequence in the following two practical ways:

A. Use of the sequence as an actual layout process.

B. Sequential visits to city hall with step-by-step approval.

A. Use of the sequence as an actual layout process.

The layout process is inherent in the application forms themselves. If the applicant fills out the forms in the proper order, and addresses the problems inherent in the eleven steps, one by one, in the prescribed numerical order, there is then a maximum likelihood that the project so created will successfully embody the values and standards of this ordinance. The layout process is described fully in section 3.2.

B. Sequential visits to city hall, with step-by-step approval.

One of the developer's burdens is the waste of money which occurs when the developer has to prepare a complete set of documents, before getting them approved by city planning staff. The city has an interest in reducing this burden on the developer, and simplifying, for the developer, the process of conforming to the ordinance.

For those developers who wish to do so, the city therefore encourages a four-step review procedure. As the applicant completes each of the four forms in the application sequence, this sheet may be reviewed by city staff, and given tentative approval on the appropriate form.

As a minimum, the city requires that developers must obtain approval of application form 1, before going ahead to present forms 2,3, and 4 for approval. This is intended to ensure that effective ways of making each project help the neighborhood may be agreed on between City and developer, together with any necessary negotiations, before time and money are spent committing the developer to details of plan and construction.

APPLICATION FORM--MULTIFAMILY HOUSING

Project Address _____

FORM 1: RELATIONSHIP TO NEIGHBORHOOD CONTEXT

Required drawings: Context map, with proposed location of main garden, at 1"=32'.

This drawing is required to show the following features: The lot, and all surrounding lots, with footprints of buildings on adjacent lots. All trees and bushes with leaf diameter more than 15'. All paths, and all previously existing parking spaces. Entrances of all apartments on surrounding lots. Those gardens on adjacent land which are important or pleasant should be identified. Roofs should be shown.

Drawing conventions for these items should follow the conventions provided in the samples below. Accompanying the drawings, the applicant should provide written explanation or annotation in support of the following steps:

1. The applicant is required to demonstrate a conscious attempt to understand the context of the surroundings, and to demonstrate that his project establishes a useful and harmonious relationship with this context.

2. The applicant is required to decide the position for the main garden, before taking other steps. This is necessary in order to let the garden contribute in a helpful and useful way, to the overall continuum of open space in the neigbborhood.

3. The applicant is required to present calculation of key numerical parameters in his project. These parameters fix total density of built space, number of parking spaces, and size of open space.

The following standards apply to step 1:

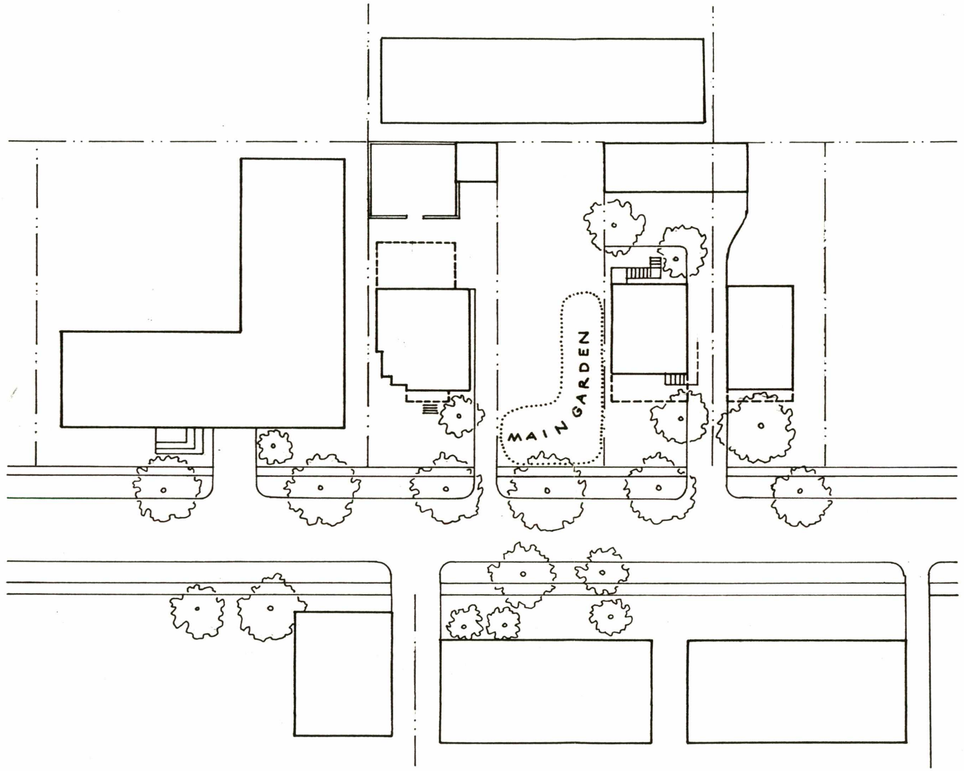
To be inserted.

The following standards apply to step 2:

To be inserted.

The following standards apply to step 3:

To be inserted.



APPLICATION FORM--MULTIFAMILY HOUSING

Project Address _____

FORM 2: OVERALL ORGANIZATION OF PROJECT

Required drawings: Site plan and axonometric drawing of project and surroundings at 1"=16' showing parking, building volumes and gardens.

Accompanying the drawings, the applicant should provide written explanation or annotation in support of the following steps::

4. The applicant is required to indicate position of parking and parking type, and to demonstrate that this parking is unobtrusive and not harmful to the neighborhood.

5. The applicant is required to define the shape of gardens, parking and open space in relation to gardens, parking and existing buildings on adjacent lots.

6. The applicant is required to show the overall volume of the buildings in his proposed project, in a way which is consistent with the previous decisions about open space and parking, and to demonstrate that the overall volume meets certain criteria for access of light and air.

The following standards apply to step 4:

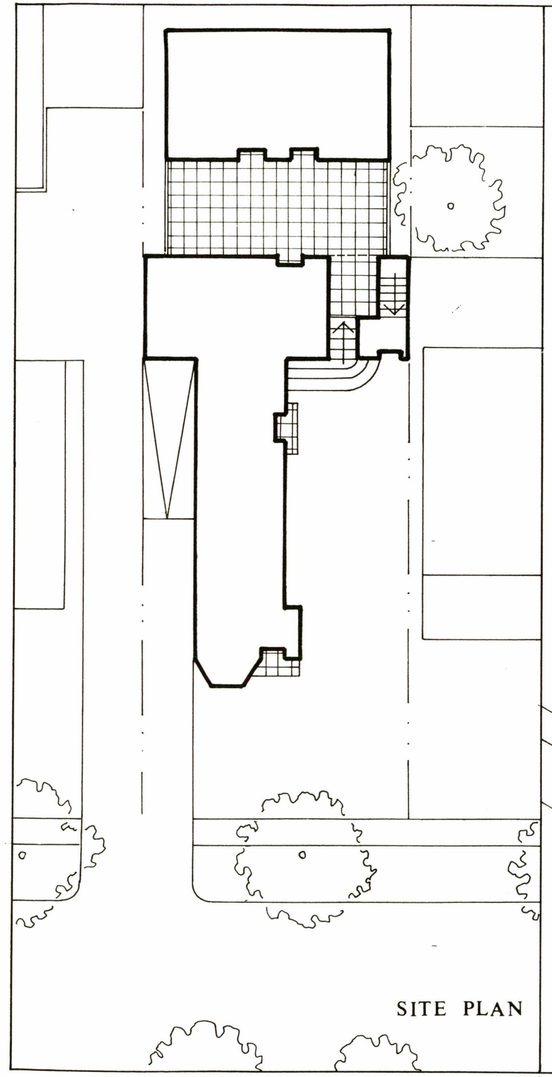
To be inserted.

The following standards apply to step 5:

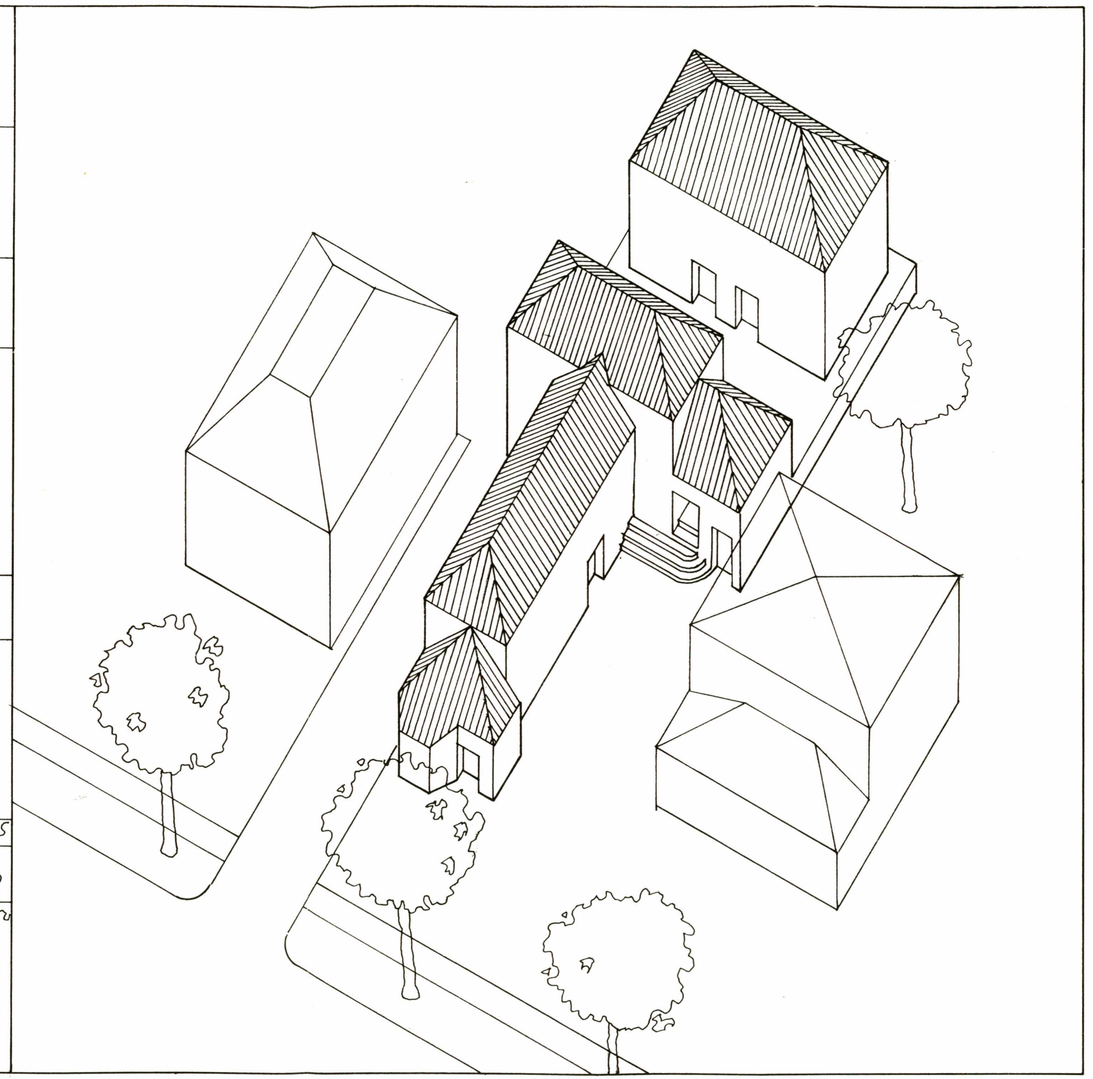
To be inserted.

The following standards apply to step 6:

To be inserted.



SITE PLAN



APPLICATION FORM--MULTIFAMILY HOUSING

Project Address _____

FORM 3: DETAILED ORGANIZATION OF PROJECT

Required drawings: All floor plans and parking plan at 1"=8', showing individual apartments and apartment entrances.

7. The applicant must define details of driveway and parking spaces, in a fashion which is consistent with the position of building volumes, choosing parking parameters that will maintain the necessary number of spaces, necessary visual modesty, and maintain the modest and small character of driveways and curb cuts.

8. The applicant must demonstrate the existence of useful and pleasant apartments, placing emphasis on key environmental criteria of daylight, access to outdoors, placing emphasis on the privacy and individuality of each apartment.

9. The applicant must demonstrate that location of apartment entrances gives pleasant and safe passage from parking, easily recognised individual apartments, with access wherever possible, to private outdoor space.

The following standards apply to step 7:

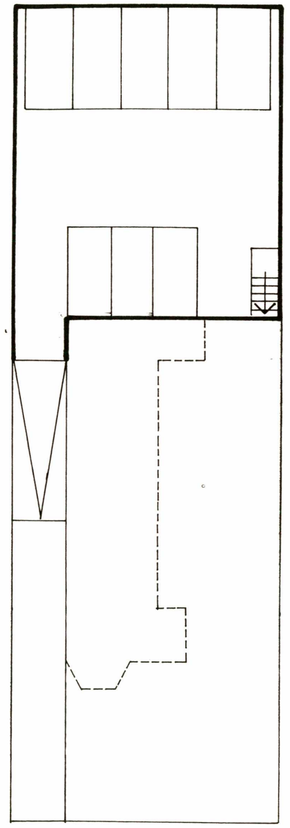
To be inserted.

The following standards apply to step 8:

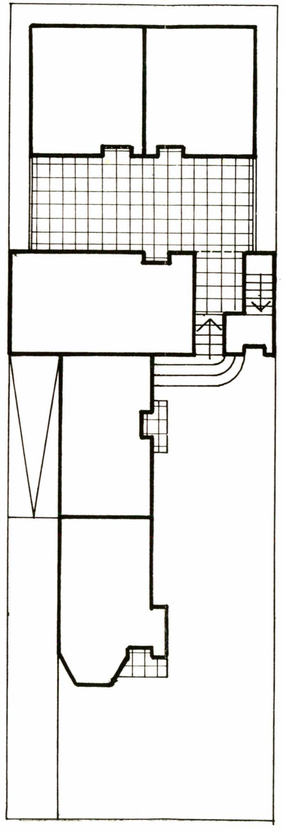
To be inserted.

The following standards apply to step 9:

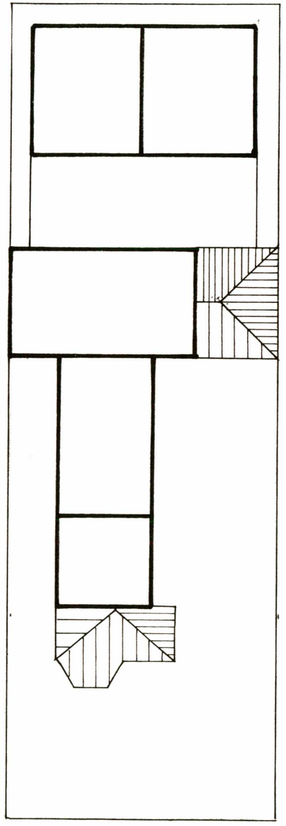
To be inserted.



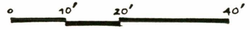
PARKING PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



APPLICATION FORM--MULTIFAMILY HOUSING

Project Address

FORM 4: PHYSICAL CHARACTER OF PROJECT

Required drawings: Detailed garden plan at 1"=8' with landscaping schedule, also showing schedule of building materials.

10. The applicant must show choice of materials, roofs, walls and windows, and demonstrate that these choices guarantee a reasonable and pleasant harmony to the neighborhood.

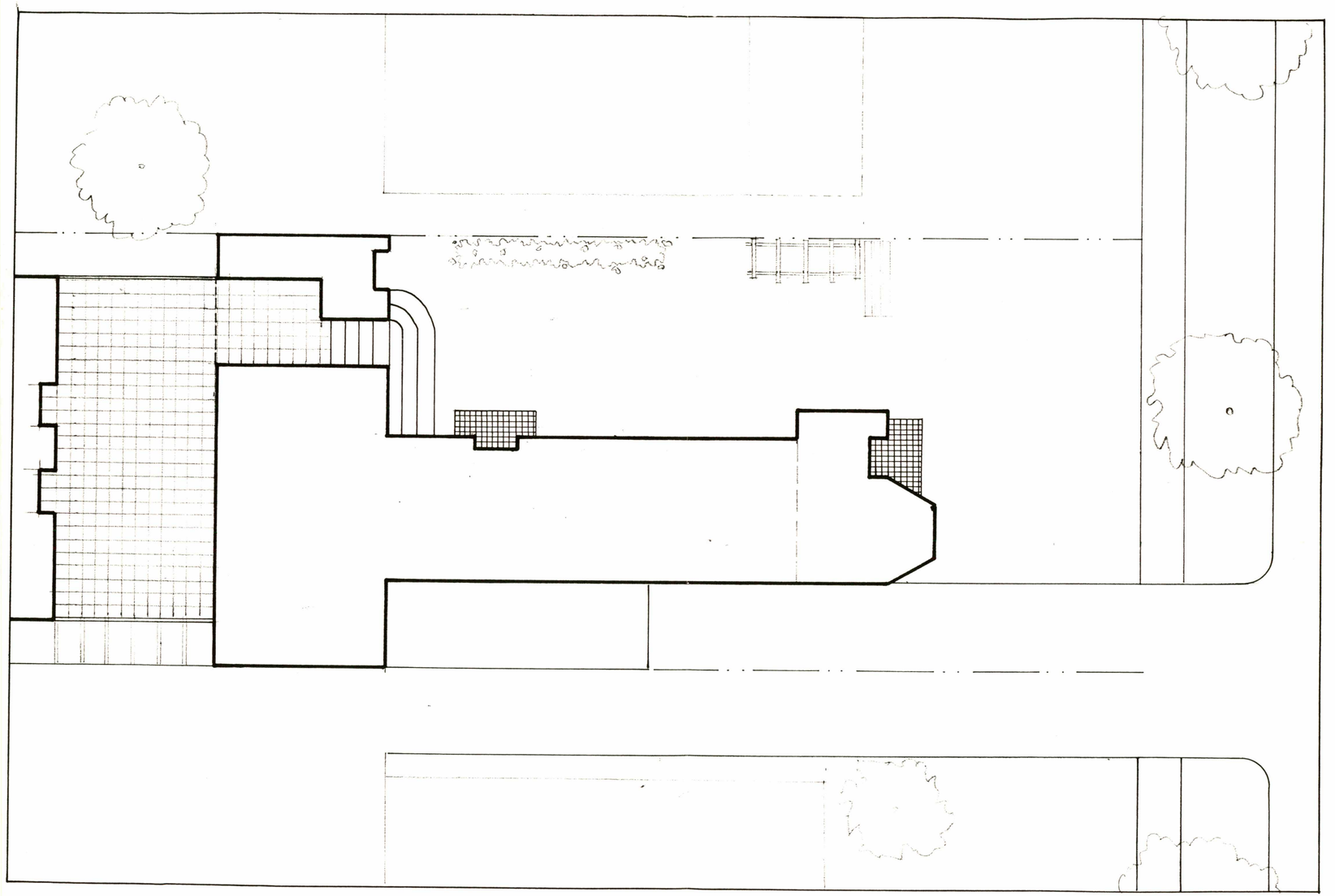
11. Finally the applicant must choose outdoor elements, including trees, lawns, plants, seats, walls, gates and benches, and explain how and why these choices will create useful and pleasant character for all outdoor space.

The following standards apply to step 10:

To be inserted.

The following standards apply to step 11:

To be inserted.



3.2

LAYOUT PROCESS

The layout process defined in this section is not mandatory. It is intended as a guide for the applicant, and to make it possible for the applicant to use the application forms as effectively as possible.

The backbone of the layout process lies in its structure and sequence. Like the application forms it has four main stages, and within these four stages there are eleven steps.

1. RELATIONSHIP TO NEIGHBORHOOD CONTEXT

1. Map the context and surroundings.
2. Decide basic arrangement and position of main garden to enhance surrounding projects and the neighborhood.
3. Calculate numerical parameters.

2. OVERALL ORGANIZATION OF PROJECT.

4. Locate parking and driveway.
5. Shape gardens precisely in relationship with adjacent gardens.
6. Place building volumes.

3. DETAILED ORGANIZATION OF PROJECT

7. Lay out details of parking.
8. Division into apartments.
9. Locate and shape apartment entrances.

4. CHARACTER OF PROJECT

10. Choose building details and materials.
11. Design details of gardens.

These steps are designed to be simple, smooth, and coherent in their sequence, so that the applicant can fill out the application forms, easily, and with a minimum of interpretation. An applicant who undertakes the eleven steps in the required order, will be able to establish conformity with the legal requirements of the zoning ordinance with a minimum of effort. The process is also designed to reduce the amount of interpretation and discretion required from city staff.

The process is also designed to facilitate the actual design and planning of new development projects, and to encourage new projects of high quality. The sequence of steps in the layout process has been chosen with care, so that a developer who wishes to check the possibility of a project on a new site can pencil out a feasible project within a short time, simply by following the steps in the order given. This will then enable him to create a project which meets all legal requirements, and to examine the possible results of a conforming project, quickly and economically.

At the end of this chapter, there are four worked examples, showing projects which have been generated by this layout process.

NOTE: Since design standards have not yet been been finalised, reconciliation between the layout steps and the numbered paragraphs in chapter 2 has not yet taken place.

STAGE 1

RELATIONSHIP TO NEIGHBORHOOD CONTEXT

STEP 1. MAP THE CONTEXT AND SURROUNDINGS.

To begin the layout process, and to make sure that your project does something useful for the neighborhood, it is necessary to start by understanding the essential structure of what exists, both on your lot and in the immediate vicinity.

Draw a map at a scale of 1 inch equals 50 feet. The map must show your lot, two lots on either side, the back 50' of the lots behind these five lots, and the front 100' of the five lots across the street.

On this drawing survey and identify the following structures:

A. Lot boundaries.

B. Footprints of all buildings on surrounding lots. Each building or part of a building must be shown with its approximate height in feet.

C. All gardens on surrounding lots. Examine how big they are, where they are located, what their shapes are. In particular, you must identify adjacent gardens which are worth while for you to make a connection to them, or worth while sitting and looking in their direction and enjoying them.

D. Beautiful open space in the street, which helps to create the atmosphere of the neighborhood.

E. Parking structures on surrounding lots.

F. Big trees on your site or on the street, and on adjacent lots.

G. Existing driveways and back-alleys on nearby lots, with special reference to any possible pattern of access in which these existing driveways and alleys might serve the back of your lot.

H. Setback dimensions on adjacent lots.

I. Any windows on next door buildings facing your lot, which serve living areas, and must have good light preserved.

J. Groups of doors or other entrances on next door lots, which create a pattern of movement and pleasantness that must be preserved, and which may form the basis of a new space or focus in your project.

K. Walkways and entrance paths on surrounding lots.

STEP 2. DECIDE BASIC ARRANGEMENT AND POSITION OF MAIN GARDEN TO ENHANCE SURROUNDING PROJECTS AND THE NEIGHBORHOOD.

The character of the neighborhood which is described in chapter 1 of this ordinance can only be obtained when each individual project is made to work together with its adjacent lots. The beauty of character which the city hopes for will only arise as a result of coherent relationship and connection between parcels with regard to gardens, courtyards, parking, buildings, and driveways.

In particular the following types of connection between adjacent lots are all critical:

1. Connection between position of gardens or open spaces, either on the interior or front of the lot, to form larger gardens and open spaces.

2. Spatial cooperation between building volume positions, to maintain the coherency of open space and light access, and to permit growth of relatively long stretches of building volume parallel to the street.

3. Sharing between driveways and back alleys, with the possibility of obtaining easements on adjacent driveways, to reduce the number of driveways.

4. Connection between parking lot positions, to improve accessibility from driveways and alleys.

To achieve these types of connections, examine the context map with regard to these matters:

1. Identify next door gardens facing towards your lot, with which the proposed garden in your lot can connect in order to create a larger garden; or any beautiful open space along the street on the adjacent lots, front lawns or deep front gardens, which is worthwhile preserving and extending by your acts.

2. Examine the position and configuration of building volumes on adjacent lots and consider the possibility of placing your volumes in a way that creates continuity of building volumes along the street.

3. Consider the possibility of obtaining easement for the use of existing driveway on an adjacent lot.

4. Examine the configuration of existing parking on adjacent lots, to see if any possibility exists for combined use of parking, or combined access to parking.

After considering these possibilities, and before beginning the detailed design and layout of your project, it is necessary to get a single basic vision of the project. This vision must hinge on the position, size, and nature of the main garden.

The garden must be large according to the provisions of the ordinance. In addition: Choose the position for this large main garden which does the most possible to connect with existing spaces on next-door lots, and which also does the most possible to provide a balanced variety of space in the neighborhood.

There are numerous ways according to which the main garden can do this. For example:

A. If there is an existing large interior garden on the adjacent lot, the proposed main garden should be placed so that these two spaces work together to form one single internal garden.

B. If there is beautiful front garden in the street, or the feeling of a broad lawn, with the frontage of the buildings at least 30' to 35' back from the sidewalk, the proposed main garden should connect with existing front garden on at least one side, so as to form a "long" garden along the street.

C. If there is a need for a deep open space on the street, part of proposed building frontage should be located at least 75' back from the sidewalk, so as to form a "deep" garden on the street. In this case, the front garden must be enclosed by existing buildings of adjacent lots on at least one side.

D. If there is a need for spacious internal courtyard on the block, proposed main garden should be an internal courtyard entirely contained within the lot. This is mainly possible on a lot wider than 80', and is difficult on a narrower lot.

In addition:

E. If there is a beautiful tree or stand of trees, the proposed main garden should be placed so that the trees form a focal point of the main garden.

F. If there is an apartment building on an adjacent lot, with entrances facing the proposed building, the main garden should be placed so that those entrances are on the edge of a large shared space which includes the main garden.

G. If there is a single family house next door, the main garden should be placed so that there is a large space next to the house, for light and view.

-oOo-

Of course the way in which the main garden can best improve the positive qualities of the existing place depends on the specific site itself, and there may be some other important feature, not listed above, which could be helped by the placement of the main garden.

Or it may be that the site has more than one important, positive features -- for example, a stand of trees on one side and the entrances to an adjacent apartment building on the other side. In such a case it is preferable that the main garden takes account of both. But, if this is not possible, then the main garden must respond to at least one of these positive features.

STEP 3. CALCULATE NUMERICAL PARAMETERS.

Once the position and size of the main garden are approximately clear, calculate overall areas which will be devoted to building volume, parking, and driveways.

First obtain context restrictions on size of garden and building heights, as a result of adjacent projects. Then calculate the maximum possible volume of built space, by considering setbacks, garden size, and building height restrictions, in combination with number of parking spaces and parking type.

At the end of this step, you should have a definition of the areas which will be devoted to the following:

A. Main garden:

B. Other open space:

C. Surface and/or half-depressed parking:

D. Underground parking (if any):

E. Driveways:

F. Footprint of building at grade:

G. Building footprint built over parking:

H. Total area of built space:

I. Number of units:

J. Number of parking spaces:

Assume, at this stage of the calculation, that the building has two stories overall. Later adjustments will be made to correct for volume and building height.

(Note: The final procedure for this calculation will depend on the ultmate form in which standards are expressed, and cannot be provided until then).

STAGE 2

OVERALL ORGANIZATION OF PROJECT.

STEP 4. LOCATE PARKING AND DRIVEWAY

A. Locate required parking in a position where it cannot be seen from the street.

After getting the numerical parameters, choose the parking type in relation to these numerical parameters. Once parking type is clear, it is possible to decide on position of parking, and on position and type of driveway.

All at-grade parking, when aggregated, must be located at the rear 40% of the lot. There are limited exceptions. All naturally ventilated half underground parking must be located at the rear 50% of the lot. There are no exceptions. Mechanically ventilated parking must be located under building volumes. It should not be built under the main garden, with some exceptions (30% of the main garden).

Details of parking layout are to be worked out later.

B. If possible, acquire an easement on a driveway on an adjacent lot.

The city encourages the acquisition of easements for the use of adjacent driveway, and makes it permissible to meet parking access in this fashion.

If either of the two adjacent lots has a driveway which is capable of providing access to the rear of your lot, then you may be able to share the use of this driveway, if the owner will agree to give an easement. It is recommended that there be a negotiation between yourself and the adjacent property owner, in which you try to plan your main garden and building volume so as to protect your neighbors property values, in exchange for a driveway easement.

If you succeed in obtaining an easement for the use of an adjacent lot driveway, then you are entitled to a density bonus as specified on the density charts, shown on pages xxx.

C. If no easement is available, you must provide a new driveway.

If you have chosen not to use an existing driveway, then you must provide an eight to ten foot driveway. No more than one driveway is allowed per lot. Locate the new driveway along the property line.

STEP 5. SHAPE GARDEN PRECISELY IN RELATION TO ADJACENT GARDENS.

A. Now shape and size the main garden.

Adjust and refine the exact size, extent and shape of the main garden, taking into account the following:

The main garden is to be aggregated in the form of a single rectangular entity of space, as specified by the open space standards.

70% of the main garden must be at ground level, not over subterranean parking. There are limited exceptions, specified in paragraphs xxx.

It is also important that the main garden, can itself be enlarged and extended by other future actions, by other developers on the neighboring lots on either side. To make this possible, the main garden must always open onto one side lotline, except in cases where the lot is more than 80' wide.

B. Place secondary gardens to encourage connection between gardens.

There must always be some garden touching one of the two side lotlines. Where this requirement is fulfilled by the main garden, there need not be any secondary garden. All required open space can be used for the formation of the main garden.

On a lot which is less than 80' wide, where the main garden must touch one side yard, a secondary garden is not required. On a lot more than 80' wide, if the main garden does not touch at least one side lotline, a secondary garden must be created along one of the side lotlines.

STEP 6. PLACE BUILDING VOLUMES.

A. Now locate and shape your buildings according to the beauty of the garden and the character of the street.

Locate the building volumes in a way that provide substantial enclosure to the garden. At least 60% of the perimeter of the garden must be enclosed by buildings.

At the same time, allow for connections and passages between gardens and open spaces.

In addition, if appropriate to the configuration of the main garden, try to place one of your building volumes parallel to the direction of the street, to enclose the garden and contribute to the shaping of the street front.

Bear in mind that in order to give good daylight to apartment units, and to enclose outdoor space effectively, the maximum width of building volumes is 35'. You must therefore surround the open space defined in step 5, with a long narrow volume of building. At this stage you may assume that this volume has an average height of two stories.

B. While locating and shaping your building volumes make sure that your interior garden is visible from the street.

Interior courtyards and gardens should be experienced from the street, and be visible from it, so that they contribute to the beauty and liveliness of the street.

Some interior gardens will be wide open on the street and some will feel secluded, connected to the street through a passage. This type of variety is extremely desirable.

At the time your project reaches this step, the feeling of the whole street, from the point of view of visibility of gardens, has to be assessed. The new building should open or enclose its garden towards the street to a degree that contributes mainly to the liveliness and character of the street as a whole.

C. Pay attention to the front setback line.

Limited amount of single storey building volumes are allowed to project forward existing front setbacks of adjacent buildings. These volumes or portions of volumes must be built in such a way that the front is 10' from the property line.

If there is no other building on your side of the street, within 200' in either direction, that projects forward beyond existing front setbacks, then you are strongly encouraged to place part of your building out to within 10' from the front property line.

D. You may build closer than 5' to the rear and side lot line in order to create continuity of building volumes.

While placing your building volumes you should bear in mind that you are strongly encouraged to build closer than 5' to the side and rear lot lines, provided that you meet all requirements concerning light access to windows in adjacent buildings.

There are two major reasons for allowing and encouraging zero setbacks. No open space is wasted on leftover strips of unusable space. The fact that a building volume can be on a side lot line allows for connection between adjacent building volumes in the sense that building volumes can extend most of the width of the lot, or they can touch each other. So, it is possible to introduce building volumes parallel to the street together with building volumes prependicular to the street, thus enabling the formation and enclosure of gardens and courtyards.

E. Make sure that minimum separation requirements between proposed and adjacent buildings are satisfied.

If you have placed the building volume closer than 5' from side or rear lot line, you must pay attention to existing major windows and entrances of adjacent buildings.

F. Now, re-calculate your total building volume again, and adjust story height in different parts of the building volume.

Throughout the building volume you have defined, the average building height will need to be two stories, to get the maximum allowable density. There will be occasional exceptions to one story, and some exceptions to three stories.

In order to bring the building volume into line with the allowed development, the following adjustments must now be made.

1. Any building volume projecting forward adjacent front setbacks must be one story.

2. Any building volume within 50' of the street, for at least 50% of its length along the street, must be softened by one story porches, alcoves, room extensions or galleries.

3. Any three story construction needed to complete the full allowable density, must be placed on the back 30% of the lot (see standards). Three story construction may be built over parking.

STAGE 3

DETAILED ORGANIZATION OF PROJECT.

STEP 7. LAY OUT DETAILS OF PARKING.

A. Locate parking spaces, following the design standards specified in xxx.

B. Design driveway and curb-cuts following the design standards specified in paragraph xxx.

C. If driveway is adjacent to the main garden, give it detailed position and treatment to protect the garden.

D. Shape parking space as positive and usable space.

STEP 8. DIVISION INTO APARTMENTS.

Within the overall building volume which has been established, the apartments permitted by the ordinance, may now be identified.

A. First define the location of the apartments.

Cut up the total volume into apartments in such a way as to define the best and most pleasant aspartments. There should be no attempt to make apartments of standard shape. Rather, each apartment should take a shape which is appropriate to its unique position in the building volume and with respect to daylight, access to outdoors and entrances.

The living room or main room of apartment should have a garden view if possible.

In addition, at least one, and possibly two apartments should be entered directly from the street side, with entrances visible from the street.

In as many cases as possible, the apartments should have access from the main garden.

B. Provide for access from the parking to the apartments through the garden.

The pattern of circulation which is created, should encourage very simple access from the parking lot, through the main garden, to the apartments.

STEP 9. PLACE AND SHAPE APARTMENT ENTRANCES

A. Provide apartment entrances from the street.

At least one, and possibly two apartments should be entered directly from the street side, with entrances visible from the street.

B. Place entrances facing main garden.

In as many cases as possible, the apartments should have access from the main garden.

C. Make apartment entrances individually identifiable.

Some entrances to apartments should be embellished with porches, stoops, steps, or stairs. This should be done only for those cases where this element helps the overall structure.

STAGE 4

CHARACTER OF PROJECT.

STEP 10. CHOOSE BUILDING DETAILS, MATERIALS AND COLOR.

To be inserted.

STEP 11. DESIGN DETAILS OF GARDEN.

A. Locate path from street to units.

B. Locate path from parking to units.

C. Place low walls, trellises, hedges, trees, etc. to provide additional enclosure for main garden.

D. Place low walls, trellises, hedges, along building front, if necessary.

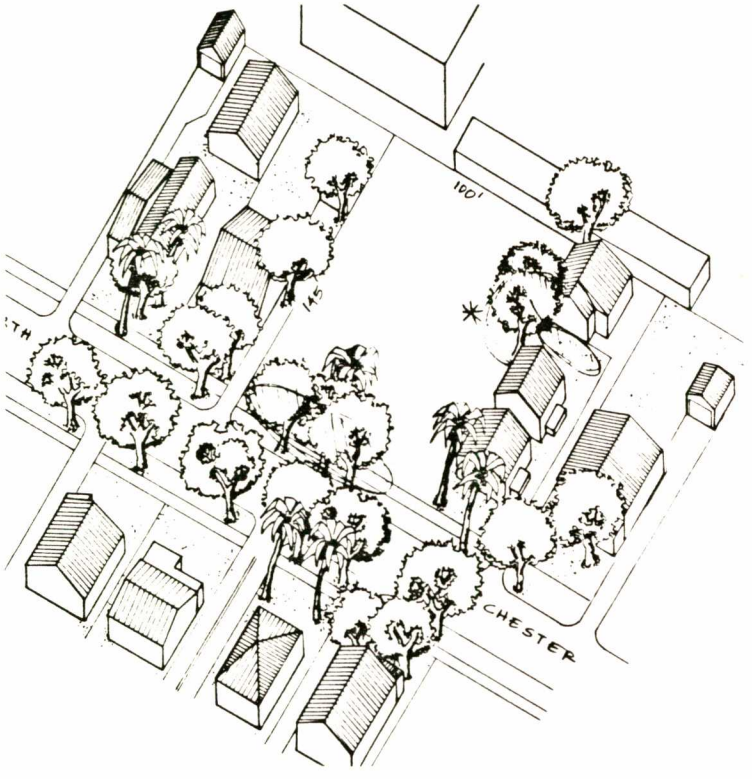
E. Define position of major trees in the main garden and along the street.

F. Locate lawn areas and paved areas in the garden.

WORKED EXAMPLE #1
146-148 North Chester

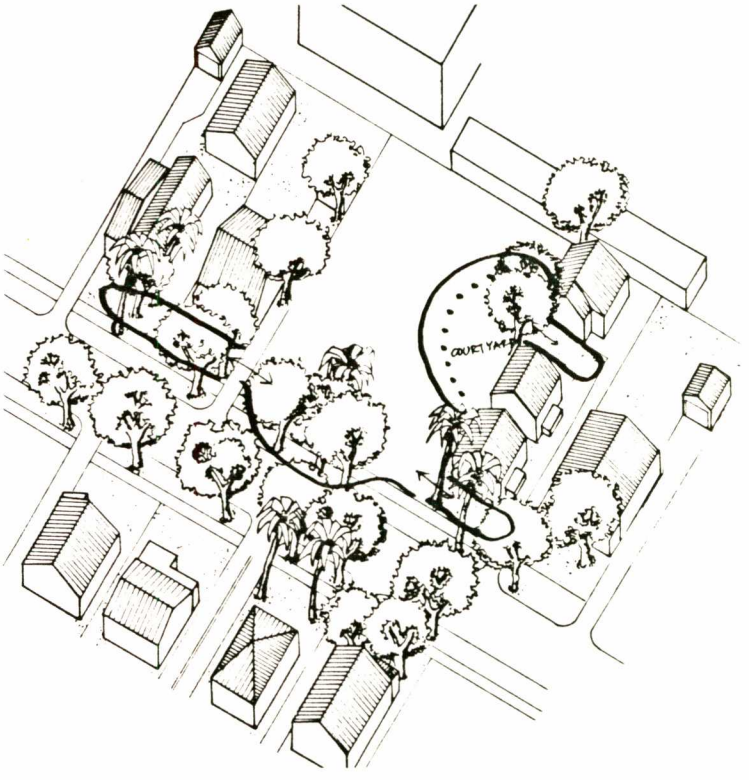
STAGE 1

1. Map the context and surroundings.



STAGE 1

2. Decide arrangement and position of main garden.



STAGE 1

3. Calculate numerical parameters.

CALCULATE THE FOLLOWING KEY NUMERICAL PARAMETERS, AS REQUIRED BY THE ZONING ORDINANCE.

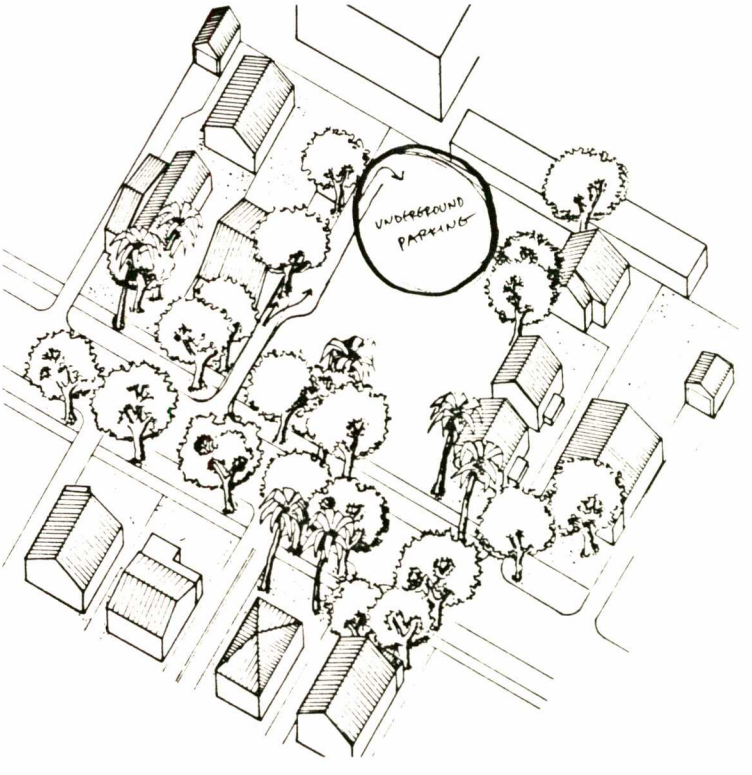
Refer to Step 13 of the Process

Density Zone: RM-48

1)	Lot area:	15,400 sf
2)	Context FAR:	0.31
3)	Multiplier:	—
4)	Allowable lot FAR:	0.90
5)	Allowable built space:	13,087 sf
6)	Number of units:	12
7)	Required # of parking spaces:	18
8)	Required parking area:	7,200 sf
9)	Total required area of gardens:	6,200 sf
10)	Required area of main garden:	3,750 sf

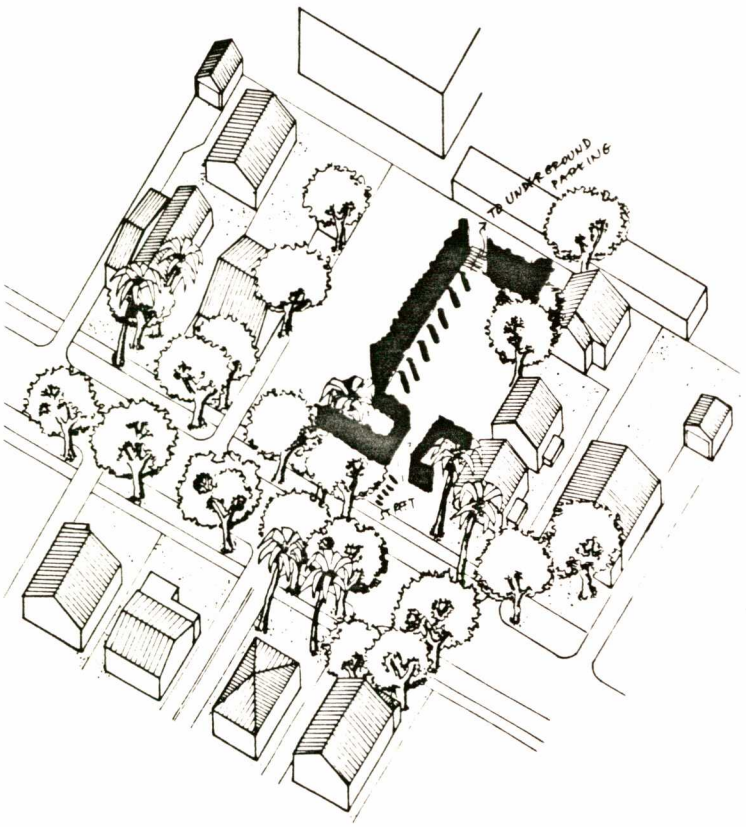
STAGE 2

4. Provide driveway and locate parking.



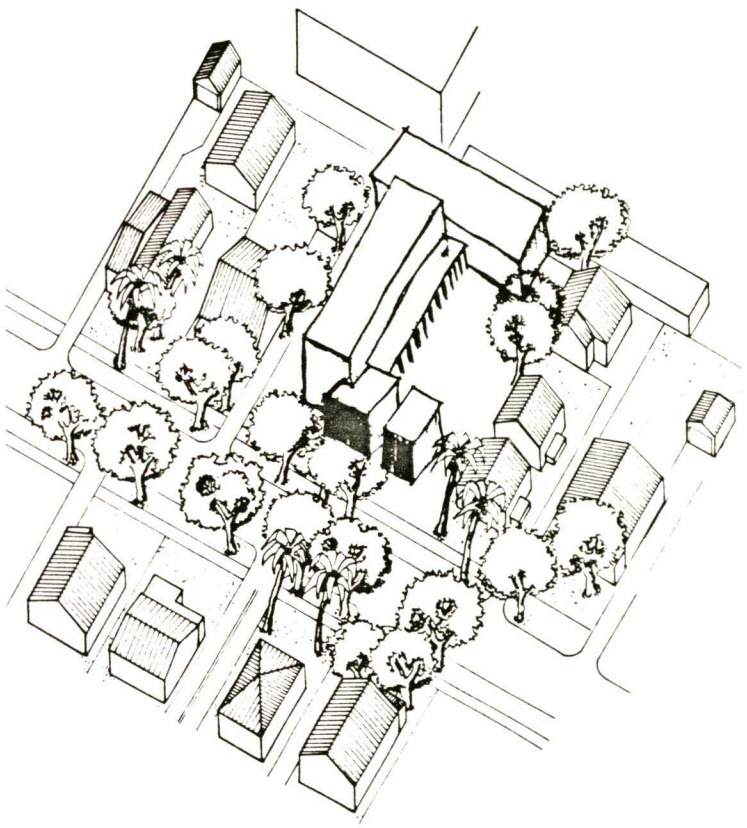
STAGE 2

5. Shape gardens precisely.



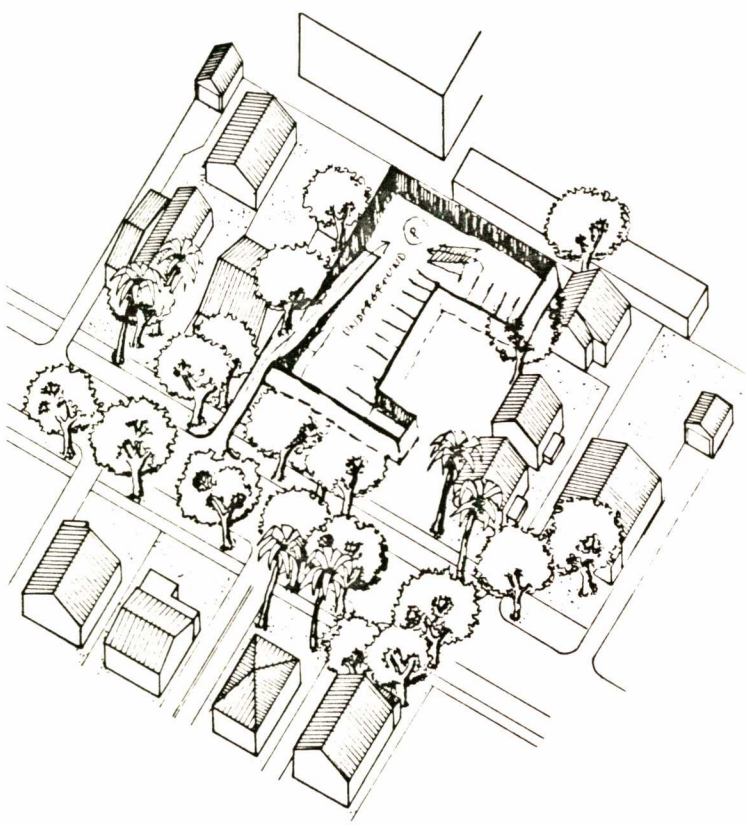
STAGE 2

6. Place building volumes.



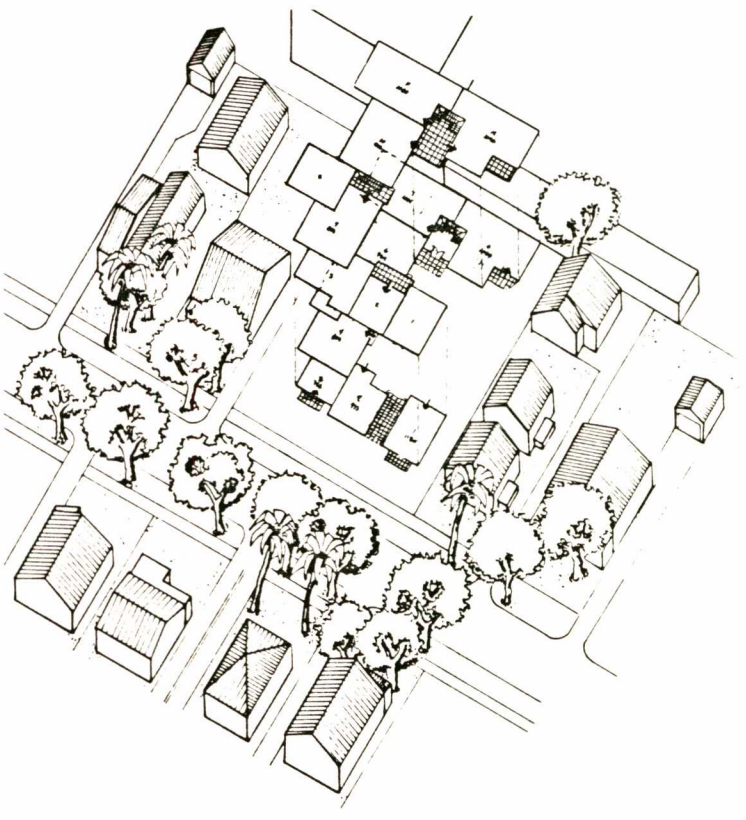
STAGE 3

7. Lay out details of parking.

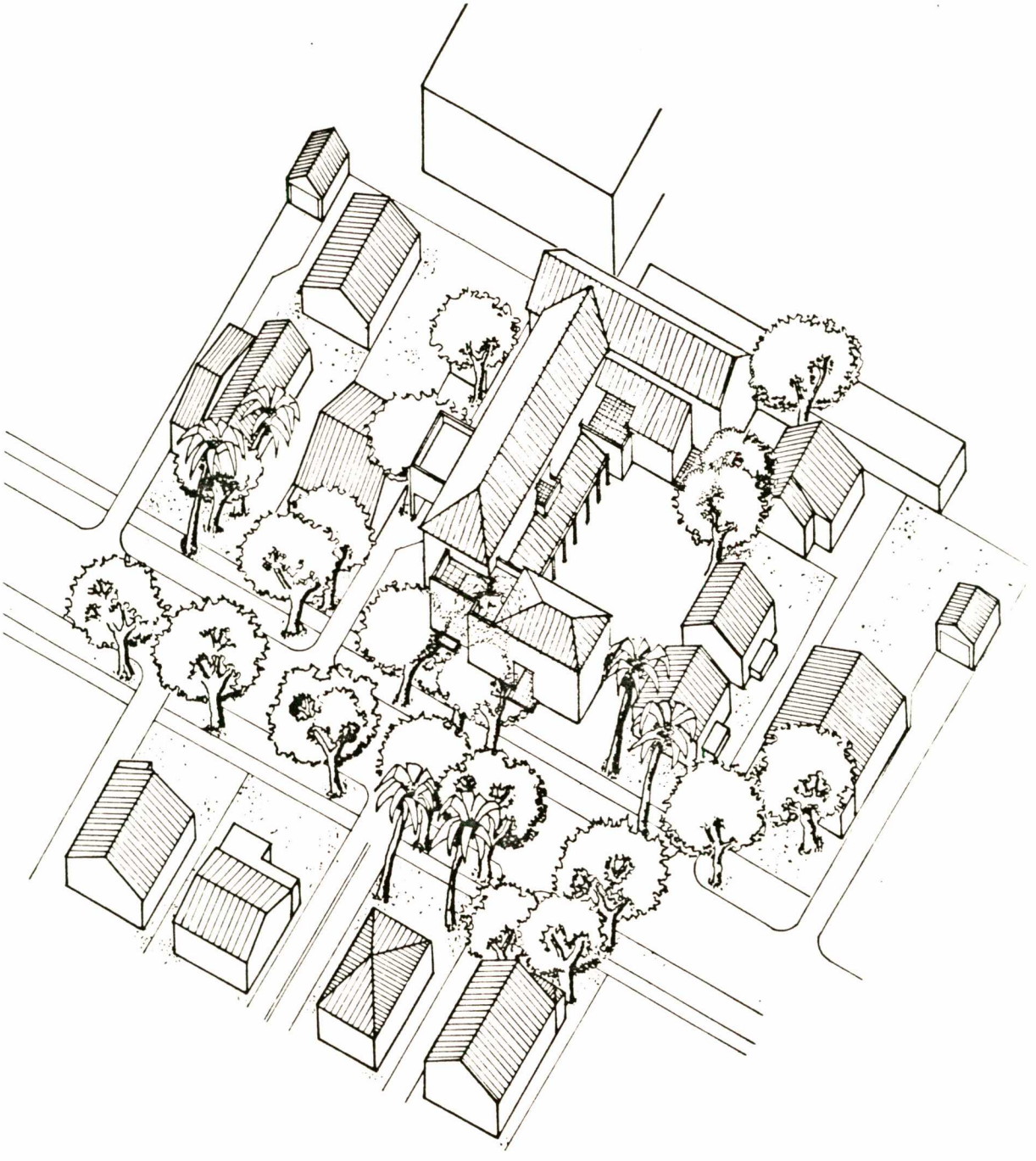


STAGE 3

8 and 9. Divide into apartments and locate entrances.

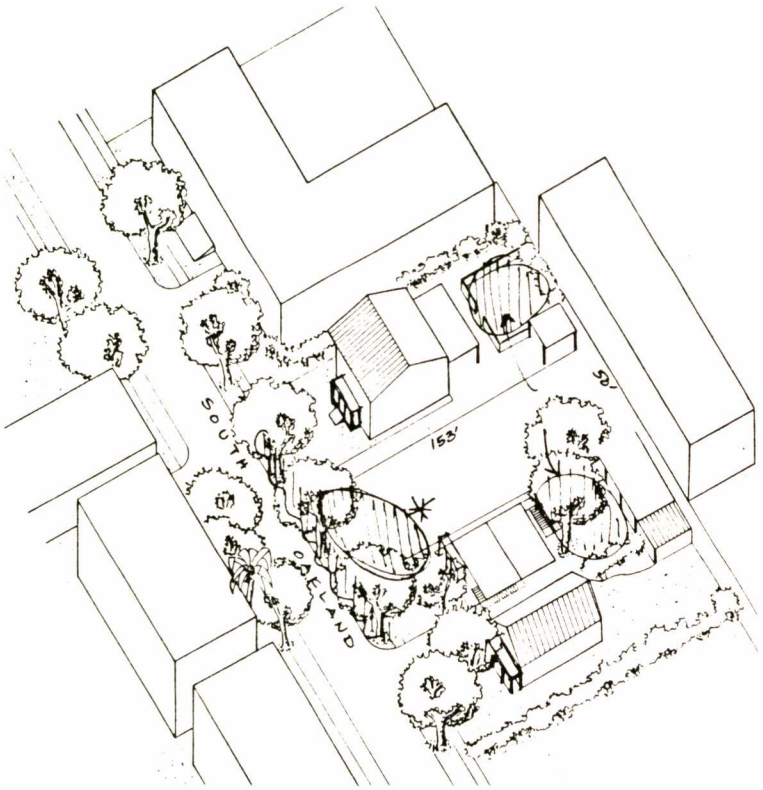


FINAL CHARACTER OF PROJECT

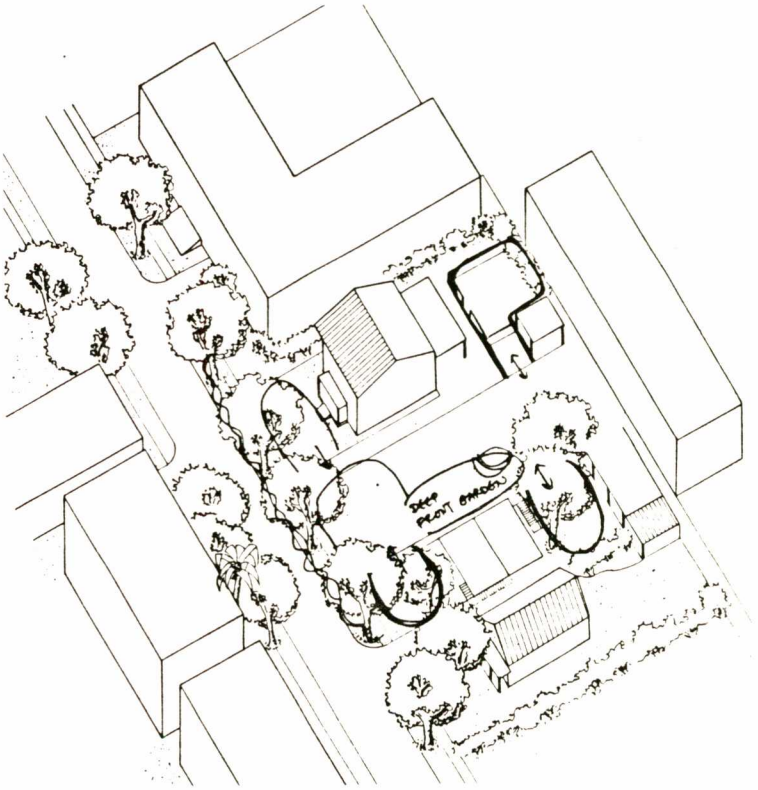


WORKED EXAMPLE #2
376 South Oakland

STAGE 1
1. Map the context and surroundings.



STAGE 1
2. Decide arrangement and position of main garden.



STAGE 1
3. Calculate numerical parameters.

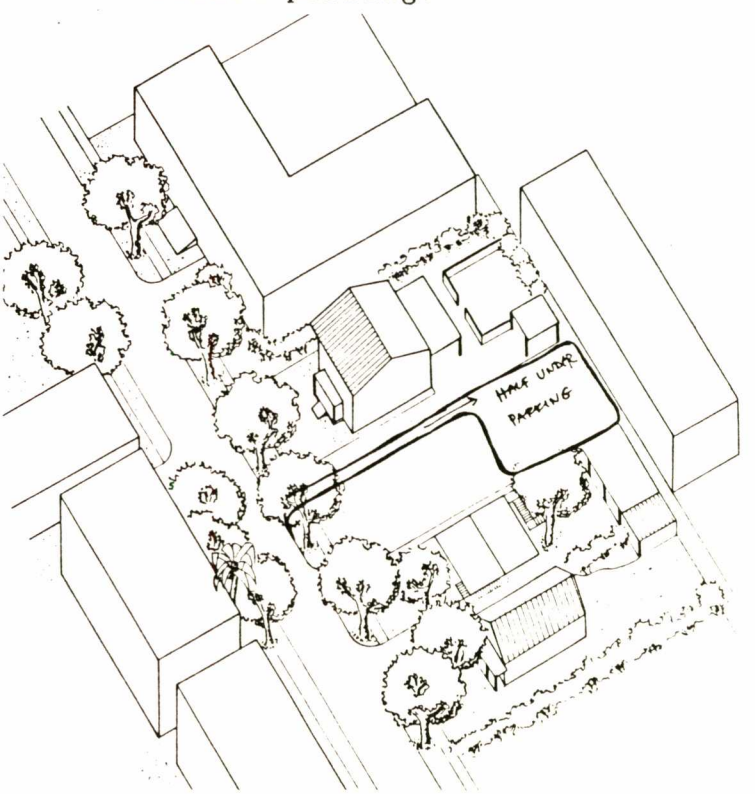
CALCULATE THE FOLLOWING KEY NUMERICAL PARAMETERS, AS REQUIRED BY THE ZONING ORDINANCE.

Refer to Step 13 of the Process

Density Zone: RM-32

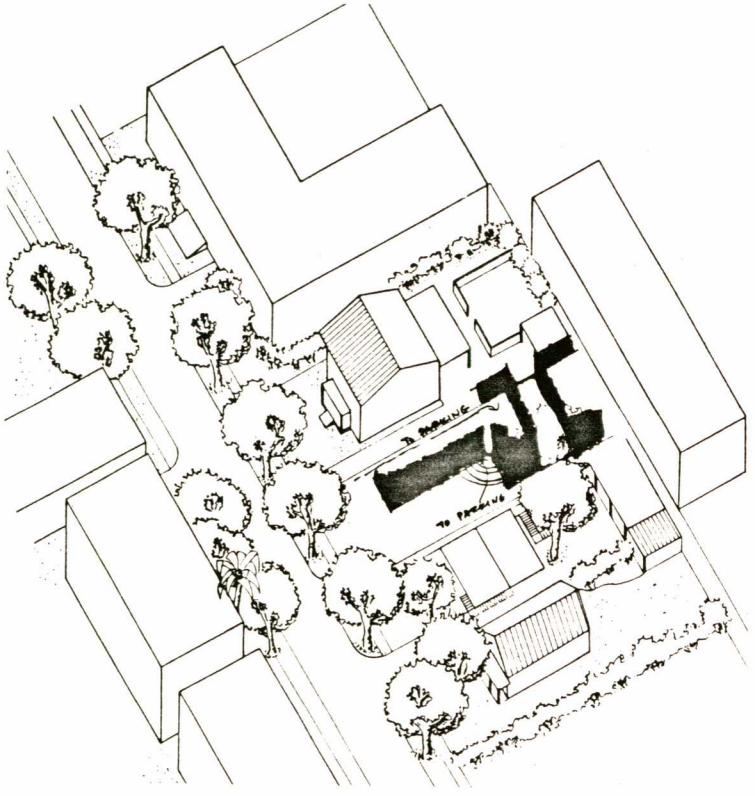
1)	Lot area:	7,650 sf
2)	Context FAR:	0.89
3)	Multiplier:	—
4)	Allowable lot FAR:	0.79
5)	Allowable built space:	6,069 sf
6)	Number of units:	6
7)	Required # of parking spaces:	9
8)	Required parking area:	2,950 sf
9)	Total required area of gardens:	3,670 sf
10)	Required area of main garden:	2,670 sf

STAGE 2
4. Provide driveway and locate parking.



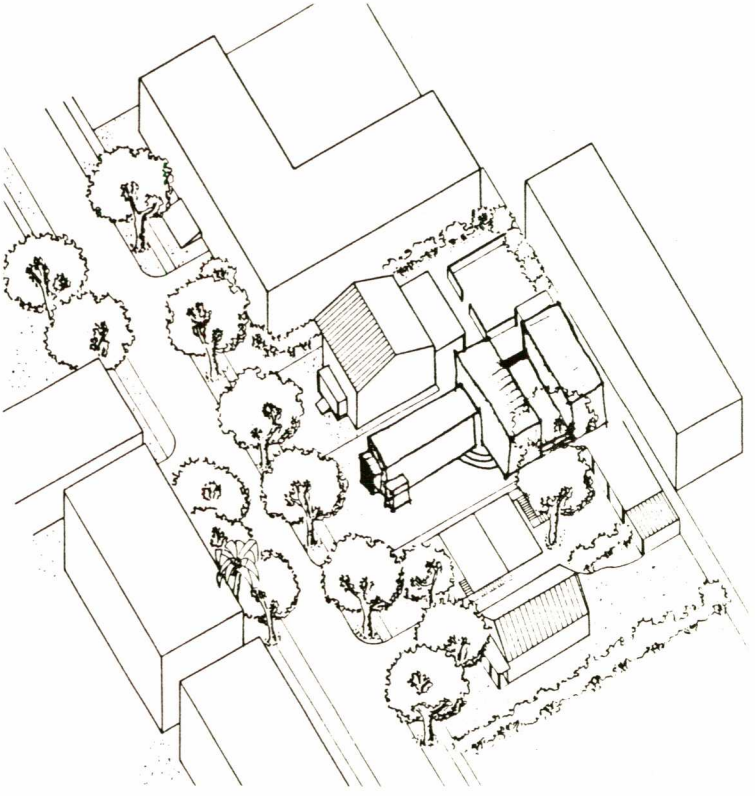
STAGE 2

5. Shape gardens precisely.



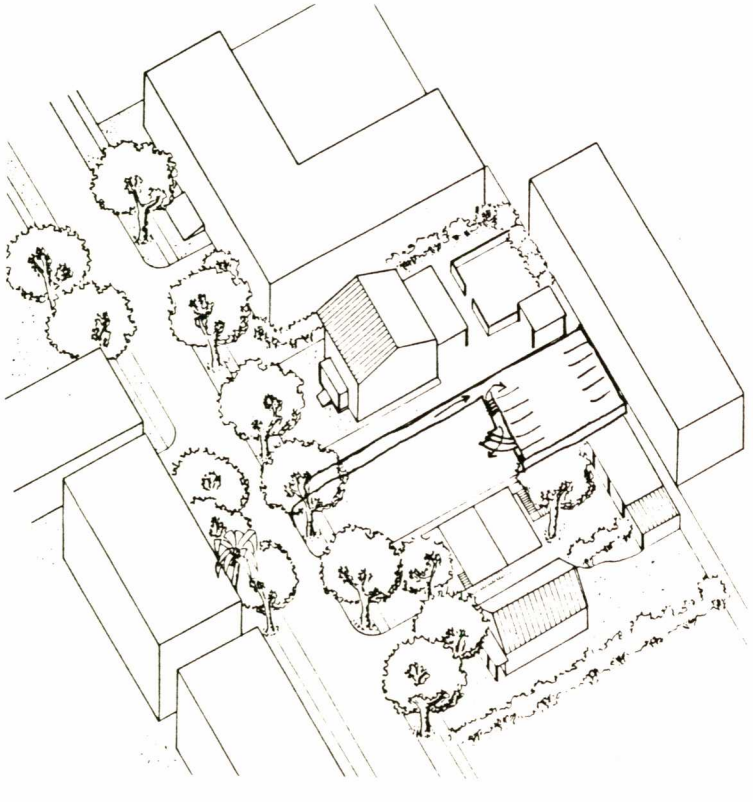
STAGE 2

6. Place building volumes.



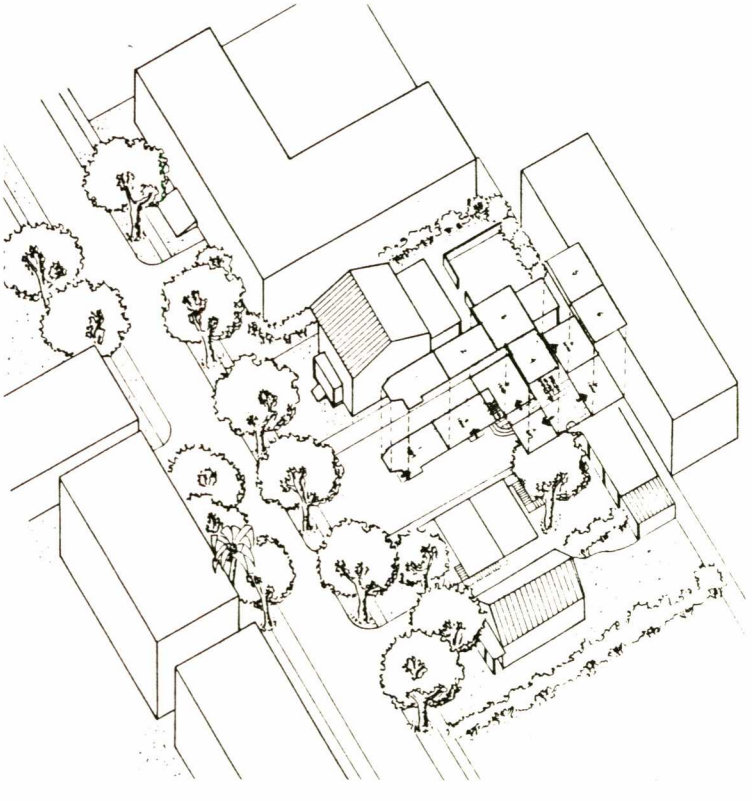
STAGE 3

7. Lay out details of parking.

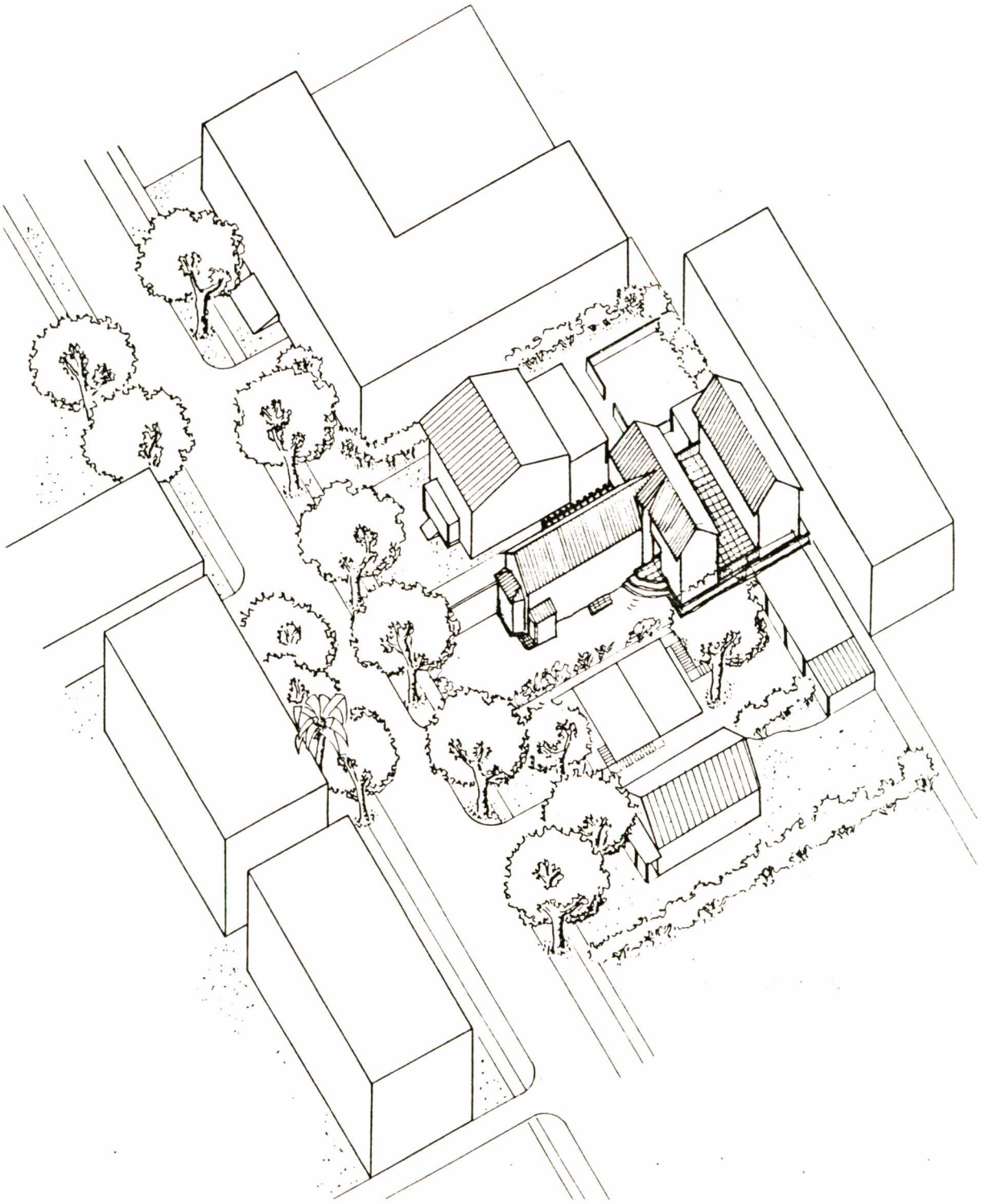


STAGE 3

8 and 9. Divide into apartments and locate entrances.



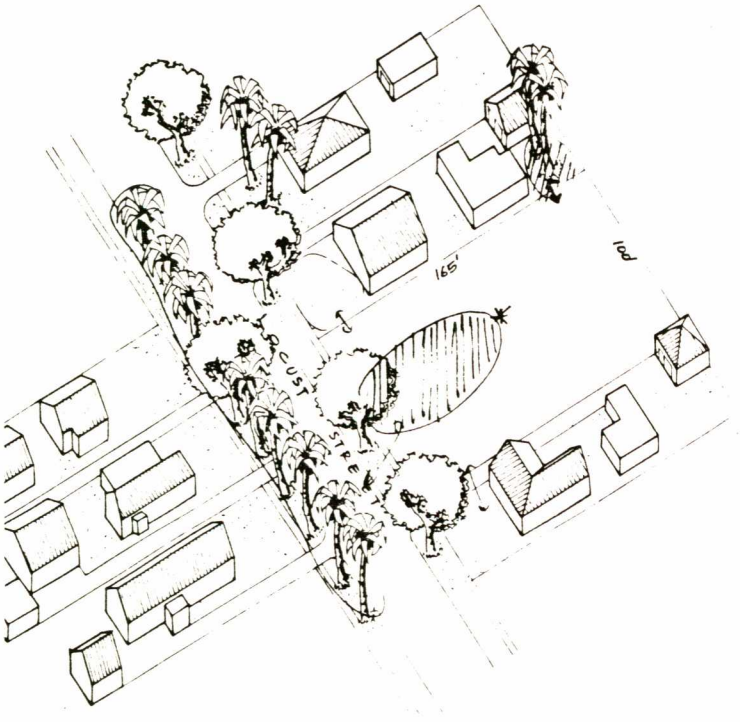
FINAL CHARACTER OF PROJECT



WORKED EXAMPLE #3
1543-1551 Locust

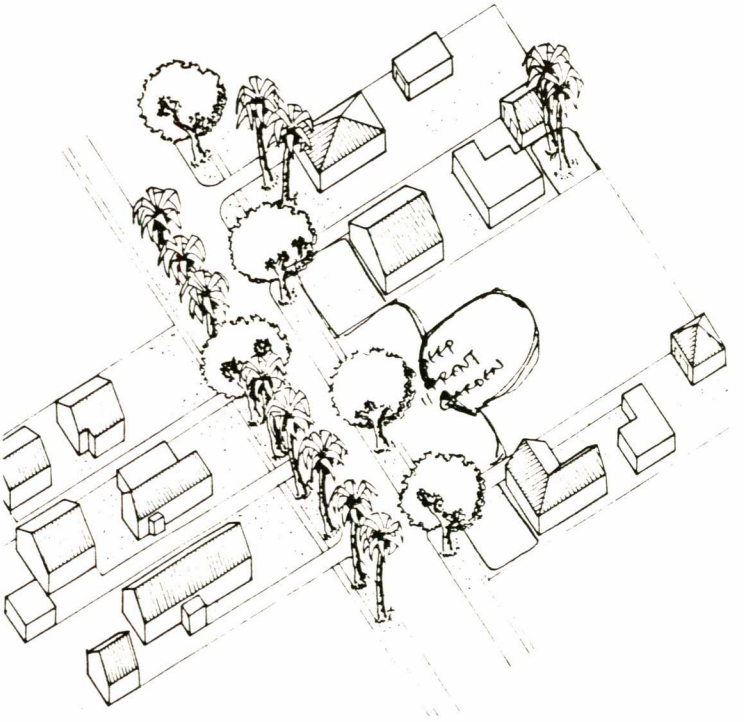
STAGE 1

1. Map the context and surroundings.



STAGE 1

2. Decide arrangement and position of main garden.



STAGE 1

3. Calculate numerical parameters.

CALCULATE THE FOLLOWING KEY NUMERICAL PARAMETERS, AS REQUIRED BY THE ZONING ORDINANCE.

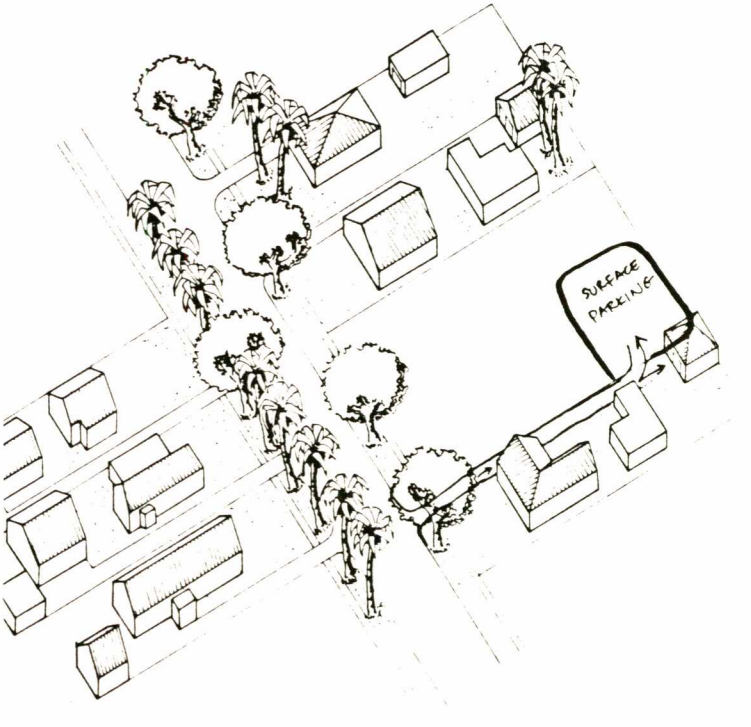
Refer to Step 13 of the Process.

Density Zone: RM-16

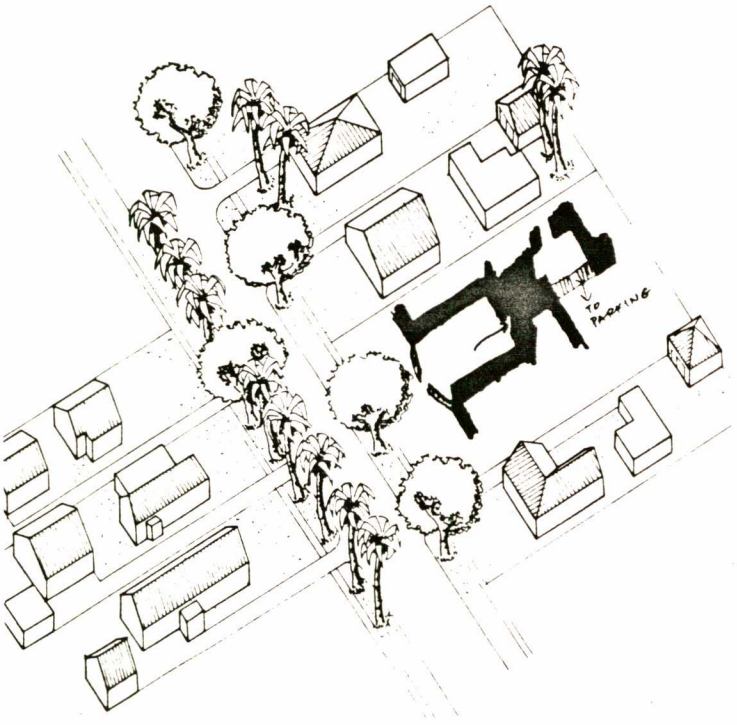
1)	Lot area:	16,500 sf
2)	Context FAR:	0.18
3)	Multiplier:	—
4)	Allowable lot FAR:	0.48
5)	Allowable built space:	7,962 sf
6)	Number of units:	8
7)	Required # of parking spaces:	12
8)	Required parking area:	____ sf
9)	Total required area of gardens:	6,658 sf
10)	Required area of main garden:	2,308 sf

STAGE 2

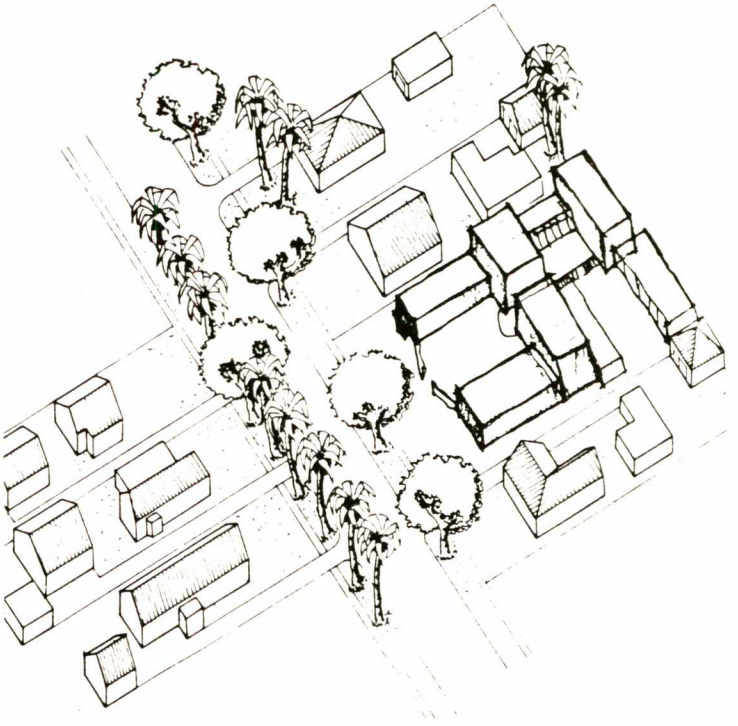
4. Provide driveway and locate parking.



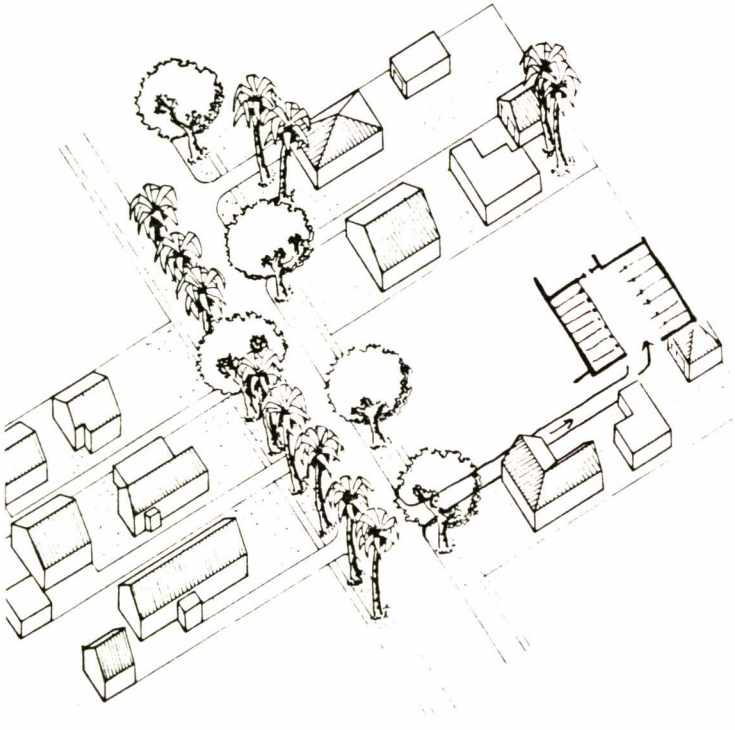
STAGE 2
5. Shape gardens precisely.



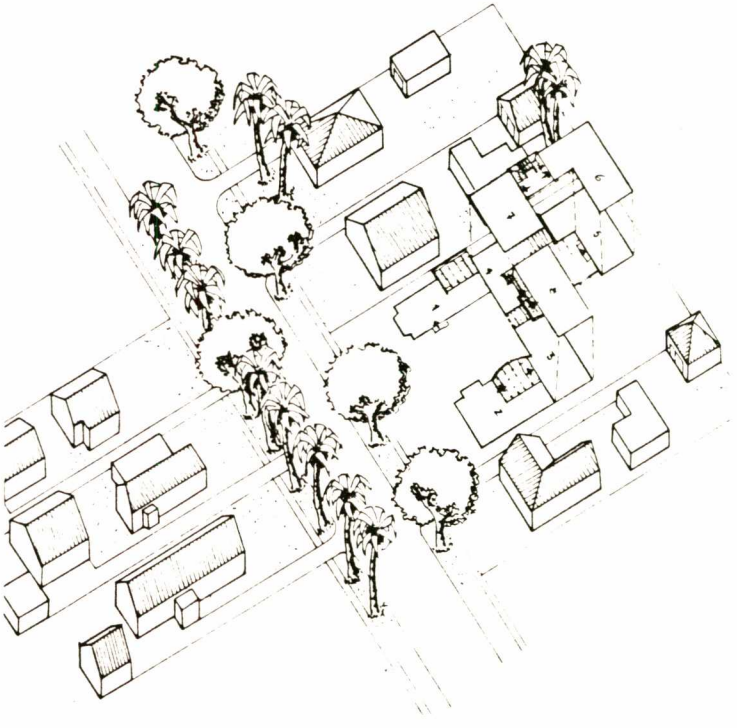
STAGE 2
6. Place building volumes.



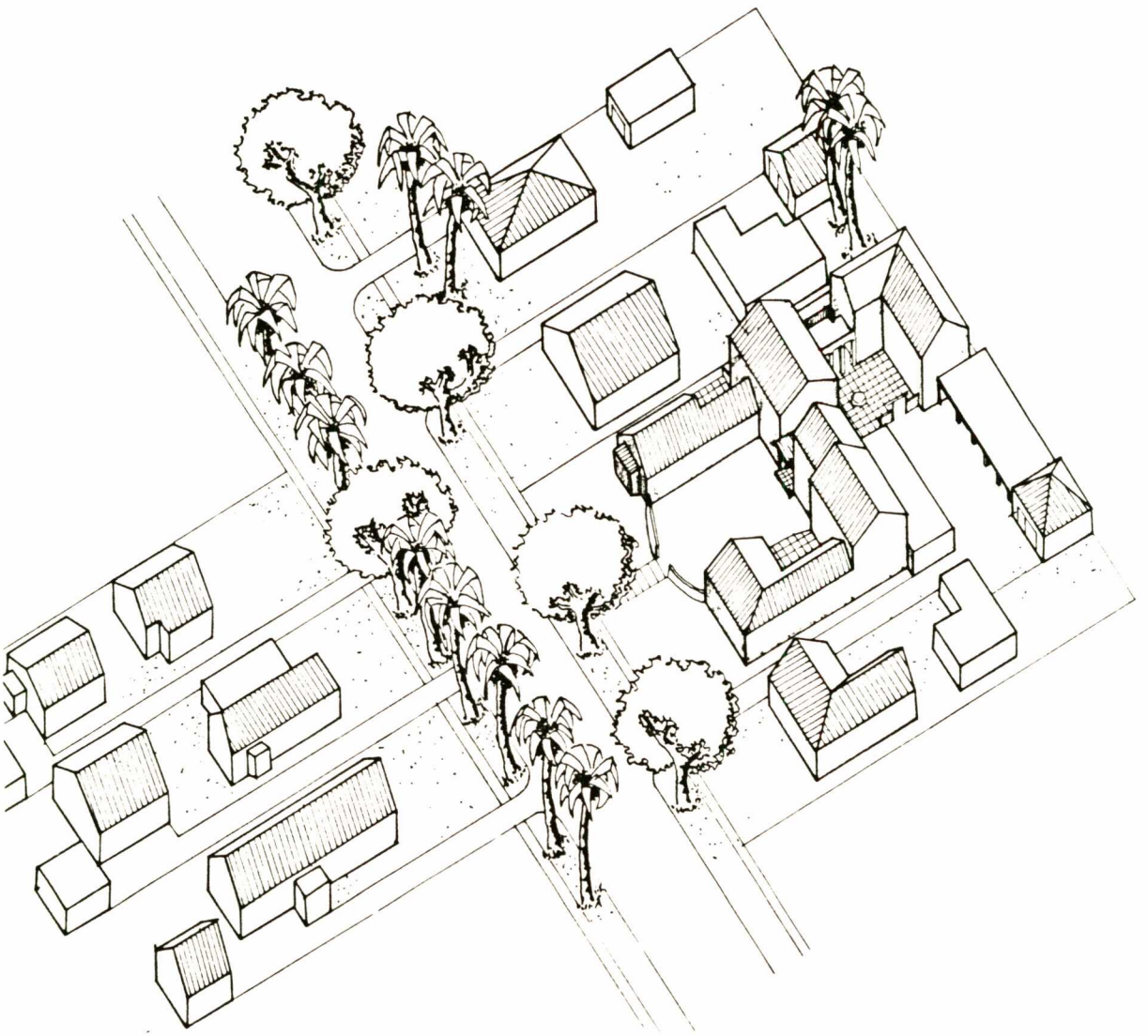
STAGE 3
7. Lay out details of parking.



STAGE 3
8 and 9. Divide into apartments and locate entrances.



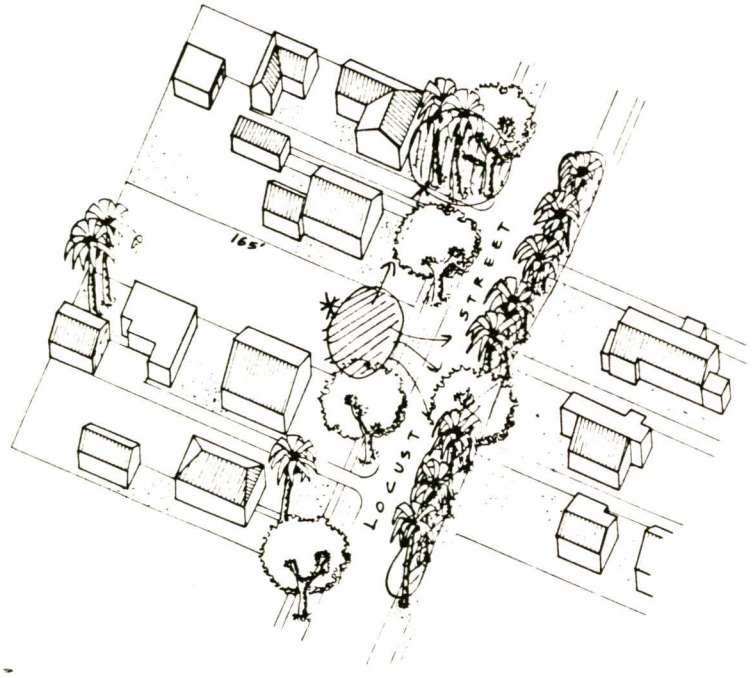
FINAL CHARACTER OF PROJECT



WORKED EXAMPLE #4
1543-1549 Locust

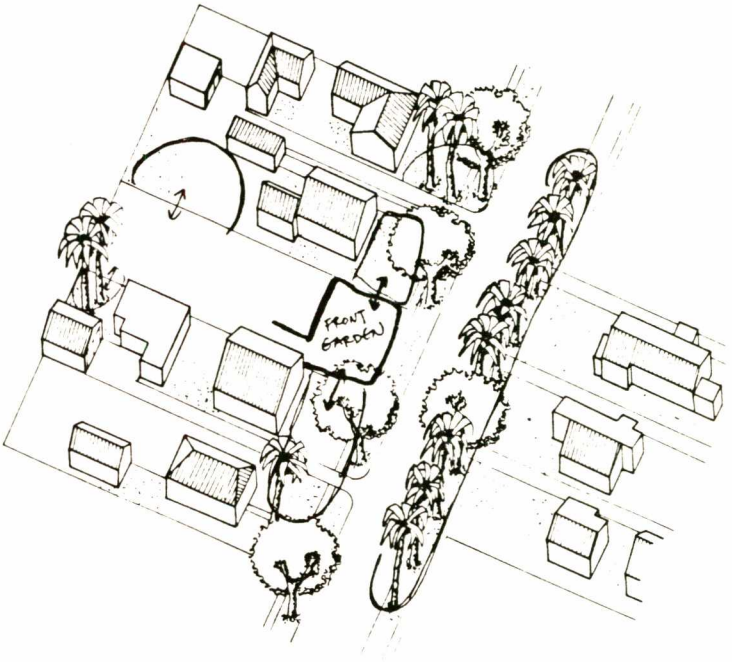
STAGE 1

1. Map the context and surroundings.



STAGE 1

2. Decide arrangement and position of main garden.



STAGE 1

3. Calculate numerical parameters.

CALCULATE THE FOLLOWING KEY NUMERICAL PARAMETERS, AS REQUIRED BY THE ZONING ORDINANCE.

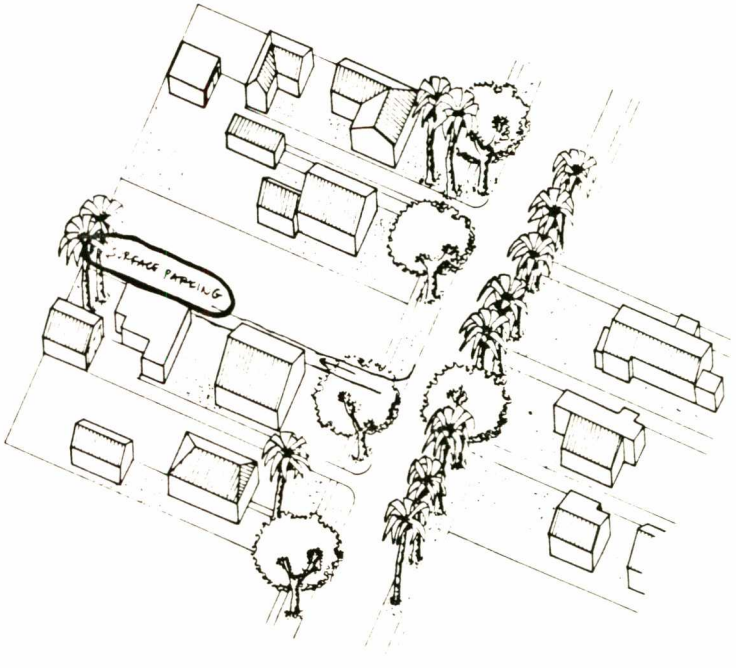
Refer to Step 13 of the Process

Density Zone: RM-16

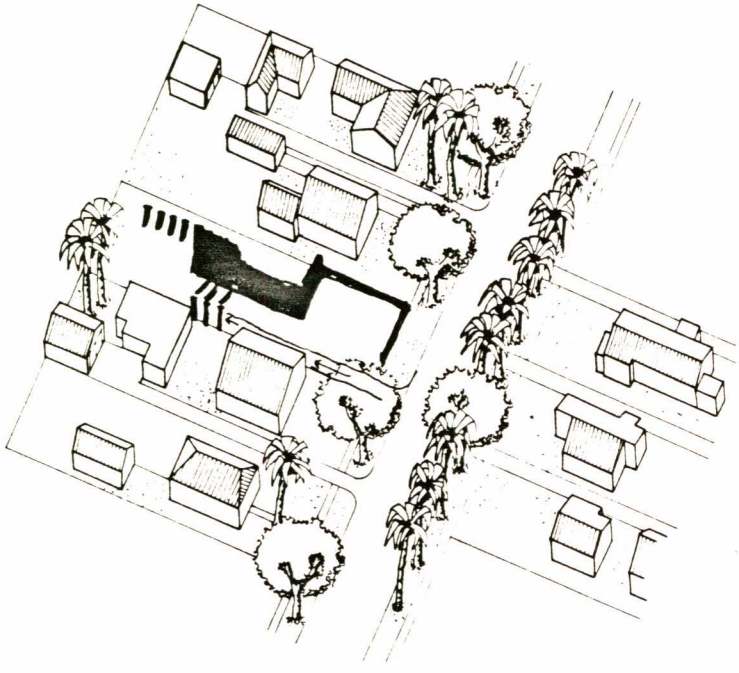
1)	Lot area:	8,250 sf
2)	Context FAR:	0.18
3)	Multiplier:	-
4)	Allowable lot FAR:	0.36
5)	Allowable built space:	3,000 sf
6)	Number of units:	3
7)	Required # of parking spaces:	5
8)	Required parking area:	1,500 sf
9)	Total required area of gardens:	3302 sf
10)	Required area of main garden:	2576 sf

STAGE 2

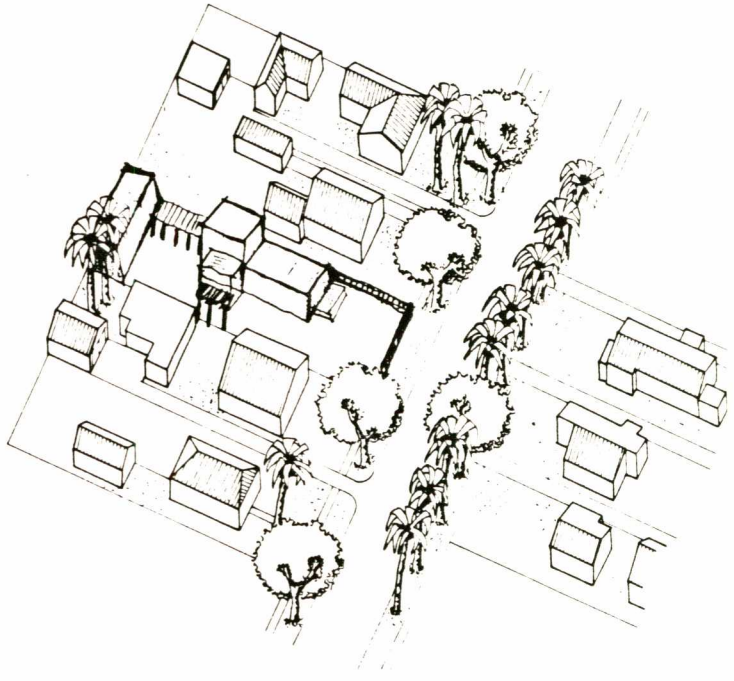
4. Provide driveway and locate parking.



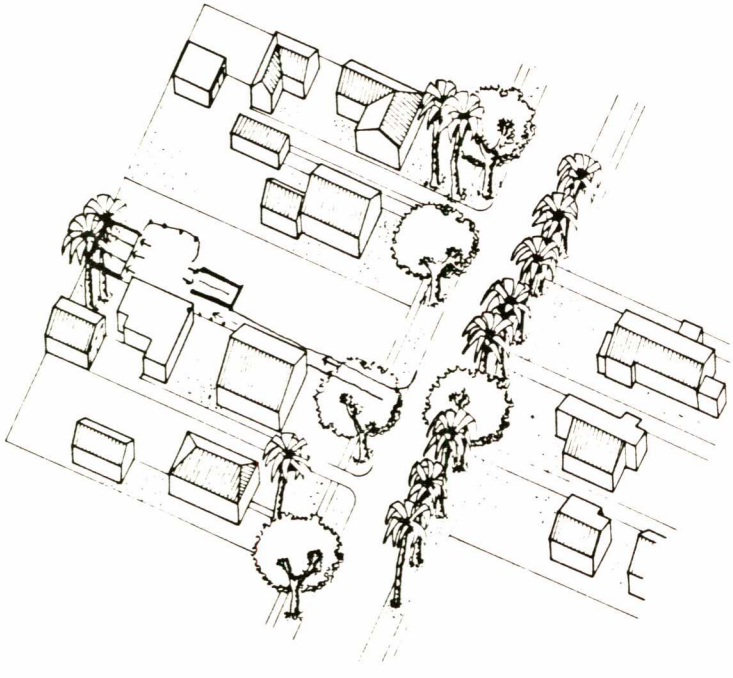
STAGE 2
5. Shape gardens precisely.



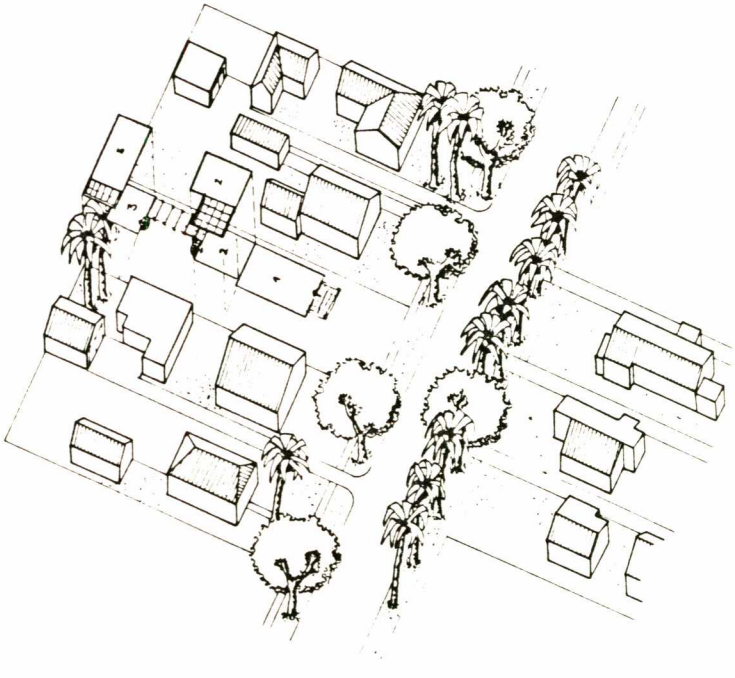
STAGE 2
6. Place building volumes.



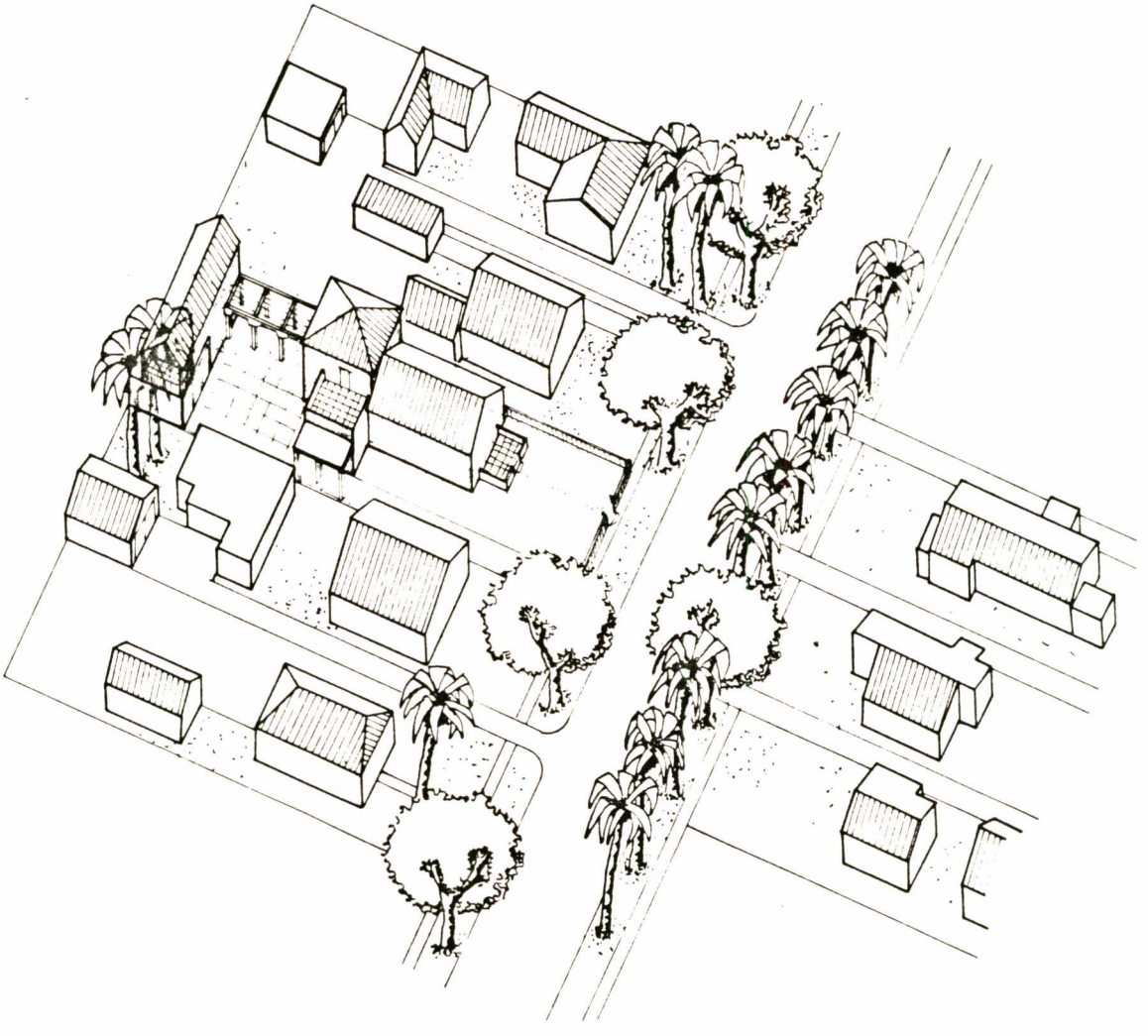
STAGE 3
7. Lay out details of parking.



STAGE 3
8 and 9. Divide into apartments and locate entrances.



FINAL CHARACTER OF PROJECT



CHAPTER 4

MISCELLANEOUS PROVISIONS

4.0

4.1 LAND USE REGULATIONS CHART

section to be taken from existing ordinance and coordinated with proposed standards

4.2 ADDITIONAL USE REGULATIONS CHART

section to be taken from existing ordinance and coordinated with proposed standards

4.3 CONDITIONAL USE PROVISIONS

section pending

4.4 REQUIREMENTS FOR LOW AND MODERATE INCOME UNITS (from existing ordinance)

Solely applicable to projects including 5 or more units in which at least 25 percent are made affordable to low and moderate income households, as defined by the California Health and Safety Code, Section 50093 and which have filed a covenant or other recordable document approved as to form by the city attorney which ensures these units remain affordable to the income groups.

4.5 RELOCATED BUILDINGS

section to be taken from existing ordinance and coordinated with proposed standards

4.6 MAXIMUM DWELLING UNIT OCCUPANCY (from existing ordinance)

To ensure consistency with the density policies of the general plan and with the rights of individuals living as a single housekeeping unit, occupancy by persons living as a single household in a dwelling unit shall be limited as follows:

A. A dwelling unit shall have a minimum of 150 square feet of gross floor area for each of the first 10 occupants and a minimum off 300 square feet for each additional occupant to a maximum of 20. In no case shall a dwelling unit be occupied by more than 20 persons.

B. A code compliance certificate shall be required for occupancy of a dwelling unit by more than 10 persons 18 years or older. The zoning administrator shall not issue a code compliance unless evidence is presented that all vehicles used by occupants will be stored on the site in conformance with the provision of this title.