

Pasadena Multi - Family Housing Design Standards

Partial Draft

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PASADENA MULTI-FAMILY HOUSING DESIGN STANDARDS

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SECTION 1: INTRODUCTION

1.1 BACKGROUND

The residential fabric of Pasadena contains an architectural heritage which is not only at the heart of her sense of community but is also an important element of the architectural history of the United States. In recent years this fabric, in Pasadena as in other American towns, has been damaged by forces of disintegration. These forces prevent new housing, a crucial component of the social and economic vitality of Pasadena, from becoming assimilated as a part of her heritage.

Historically, the public quality of American towns has been the aggregation of the activities of individual builders on individual lots. In Pasadena large scale land assembly and planned developments have not occurred and the architecture of the lot has retained its importance. Disintegration of residential fabric is the result of new building types responding to contemporary density and parking standards within the historic lot pattern. Planning standards which deal only with land-use considerations such as density and lot coverage are not sufficiently specific to address the destruction of community caused by a transformation of building type. This ordinance has been written to redress these conditions.

DENSITY

If planning policy were restricted to generalized land-use standards, the only means to preserve the quality of Pasadena's neighborhoods would be through large scale downzoning. The intent here is to shape new buildings in ways that recapture the essential characteristics of Pasadena's heritage with adjustments in permitted densities only where they are necessary to achieve this end. There is neither a clear nor a necessary relationship between the density of new projects and the quality of neighborhoods. However, in the past there have been disruptive mismatches between new projects and their contexts. The density standards contained in this document adjust permitted densities to their surroundings and reflect the influence of other site planning factors.

An important step in the development of this ordinance has been the identification of the architectural elements and plan configurations upon which Pasadena's residential

character depends. These standards therefore are directed at the basic plan organization of buildings, their relationship to streets, to open space, to parking, and their patterns of entry and accommodation.

OPEN SPACE

More than any other single factor it is the quality of lawns and gardens that creates the ambiance of Pasadena's older neighborhoods. Neighborhood character depends upon the size and consistency of front yards, the coherence, visibility and embellishment of courtyards and the frequency and uniformity of street trees. Mandatory open space requirements regulating the size and configuration of yards and gardens are thus a central feature of this ordinance and are not subject to the same flexible system of adjustment and trade-off as the density standards.

SCALE AND ORIENTATION OF BUILDINGS

The comfortable, domestic quality of older Pasadena neighborhoods depends upon a two-story scale with its particular relationship between roof and ground and between roofline and pedestrian. The vitality of these neighborhoods depends upon the orientation of buildings toward the street. With entries, windows, and balconies facing it, the street is an inhabited place as opposed to the lifeless corridor it becomes when buildings are oriented to the side or the back. The architectural standards contained in the ordinance are designed to ensure appropriate scale and orientation.

RELATIONSHIP BETWEEN THE NEIGHBORHOOD AND THE CAR

The older neighborhoods accommodate automobiles gracefully and discretely. In the old city, many parking areas are attractive places, almost like minor backyards or patios. Driveways built in the old days, were narrow, useful, and pleasant, even as places to walk. There are driveways in Pasadena that are beautiful, like mysterious paths, leading through trees and shrubs, to some place in the back. Contemporary driveway standards and parking demands have done much to shape the recent building types which do damage to Pasadena's neighborhoods. The design standards and illustrative site plans

in this document show how automobiles can be accommodated in ways that will allow the best qualities of Pasadena's residential heritage to continue into the future.

The various sections of this ordinance coordinate these several factors – density in relation to context, open space, building scale, orientation to street, and parking configuration, – into a new pattern which allows Pasadena to grow in a manner consistent with both its economic reality and its heritage.

1.2 HOW TO USE THIS BOOK

This ordinance is not a rigid prescription. It allows individual designers a high degree of flexibility with respect to density, parking ratio, parking type and site configuration. It recognizes that in the past buildings were built that were detrimental to the character of Pasadena's neighborhoods. The destructive nature of these buildings was not due to any single factor but to the interaction of high density, high parking ratio and poorly configured open spaces, parking garages and driveways. The impact of inappropriate building types was frequently exacerbated by materials, and architectural detail that were unsympathetic to surrounding buildings and to Pasadena's heritage.

This ordinance has been organized to interrelate the several factors affecting the impact of new buildings on neighborhoods. This section explains how to use the ordinance to determine the size and type of development permitted on any parcel and to guide the layout of appropriate projects that will be approved by the Planning Commission and Design Review Board.

DENSITY

To determine the allowable density on a particular site one must consult Section 2, Density. To use the charts in Section 2 one must first know a property's density classification by zone. . Allowable density may then be affected up or down by several factors including site width (street frontage), site area, parking and driveway configuration, parking ratio, density of surrounding buildings, and whether the site is mid-block or on a corner.

This variable density system has been carefully adjusted to permit the maximum development and housing opportunities consonant with an appropriate fit to Pasadena's neighborhoods.

SITE LAYOUT

To begin the layout of a site plan an applicant should consult Section 3, Site Requirements. It is the intention of this ordinance that all residential site plans be developed with particular attention to the definition and location of a coherent main garden and that open space not be treated as a residual left over after dwelling units and automobiles are accommodated. Much of the quality of historic Pasadena derives from the generous and clearly organized character of its residential gardens. The requirements of Section 3.1.2 are intended to perpetuate this tradition.

Section 3.1.3 deals with a second fundamental factor in the creation of open space, that is the size and character of front yards in relation to neighboring front yards. The quality and consistency of front yards is an important element of Pasadena's character.

Sections 3.1.3 through 3.1.6 complete the open space requirements. These requirements are considered fundamental and function as a given for any particular site in any particular density zone. They are intended to determine, rather than be determined by, such factors as project density, parking ratio, and driveway configuration.

Section 3.2 will assist the applicant in the layout of parking and driveways and in minimizing the impact of both on public streets. Eliminating the dominance of the automobile on the public streetscape and on common areas within projects is a principal intention of this ordinance.

ARCHITECTURAL DEVELOPMENT AND DETAIL

Section 3.3 describes mandatory and recommended standards affecting building design. These standards are intended to insure that buildings do not create blank, lifeless streetscapes and that their design relates sympathetically to neighbors.

ILLUSTRATIVE EXAMPLES

Section 4 consists of illustrative designs of many possible combinations of

density, lot size and parking type. For most combinations there is more than one illustrative design, showing that this ordinance allows considerable flexibility for architects and permits a range of acceptable architectural solutions.

PERMIT APPLICATION FORM

Section 5 of the ordinance describes the application process and contains reduced copies of the application forms for a multi family housing design planning approval. The applicant should obtain 24" x 36" of these forms from the Pasadena Planning Department and complete them. Copies of the evaluation form used by city staff in reviewing these applications are available to the applicant from the department of City Planning upon request.

The application forms require information about six aspects of all projects proposed to be built in districts classified as RM-16, RM-32, and RM-48.

1. The context and how the proposed project responds to it
2. Permitted density and how the proposed project complies
3. Open space and how dwelling units relate to it
4. Off street parking and driveways
5. Materials and architectural features
6. Landscaping (separate submission at the time of building permit application)

Information is needed not only about the proposed new development but also about the existing development on neighboring lots because approval of any new design is contingent upon its suitability to the existing context. The application forms consist of:

1. Three preprinted sheets (24 x 36 inches), available from the Department of City Planning, to be completed (drawings and verbal information) in accordance with these instructions.
2. One white board (24 x 36 inches), to be provided by the applicant, for mounting photographs and providing verbal information in accordance with these instructions.
3. A landscape plan, to be included in the set submitted for the building permit application. The landscape plan is not required to be submitted with the drawings required for planning approval.

SECTION 2: DENSITY REQUIREMENTS

This draft presents two alternative methods for characterizing permitted density. The first is based on Square Footage of site area per Dwelling Unit (SF / DU). The second is based on Floor Area Ratio (FAR). Comparability between the methods has been achieved by assuming an average of 900 sf per dwelling unit. Separate charts present figures derived by CES and by DSA from illustrative examples. (See section 5.)

It is our intention that the ordinance contain only one of these density methods and that the separate CES and DSA charts merge into single charts with single, agreed upon entries.

2.1 PERMITTED DENSITY (FAR Version)

The following charts allow the computation of permitted density in RM-16, RM-32 and RM-48 Zones. Within each zone, the maximum square footage of construction that is allowed on a particular site is a function of several factors:

1. WIDTH OF SITE:

Sites are divided into three categories, depending on their street frontage. In general, the greater the frontage, the greater the allowed density. Sites composed of double lots, which are conducive to courtyard housing, are allowed the highest densities.

A. $W \leq 50$ FT

Sites with street frontage of 50 feet or less

B. $W > 50$ FT

$W < 80$ FT

Sites with street frontage of more than 50 feet but less than 80 feet.

C. $W > 80$ FEET

Sites with street frontage of more than 80 feet

2. PARKING TYPE:

Type of parking is divided into four categories with allowable densities increasing from category A to category D.

A. SURFACE PARKING:

Carports or garages with no dwelling space over them

B. PARKING WITH DWELLINGS OVER:

Garages at grade with dwelling space above some portion of them

C. NATURALLY VENTILATED PARKING GARAGE:

Garage space at grade or partially below grade where 75 per cent or more of the aisle space is covered

D. MECHANICALLY VENTILATED PARKING GARAGE:

Garage space at least 75 per cent below grade with mechanical ventilation

3. FLOOR AREA RATIO (FAR):

For each combination of lot width and parking type, the charts give a base FAR, the number of square feet of floor area that can be constructed per square foot of site area. The higher the FAR, the higher the density.

4. CONTEXT DENSITY (C):

The actual context density surrounding a site is reflected by the factor **C** which is used to mitigate the effect of high density zoning on low density neighborhoods. Instructions for computing **C** are given on each chart. Note that **C** may have different values in different density zones.

5. AREA OF SITE (A):

When the area of the site in square feet (**A**) is multiplied by **C** and by the appropriate **FAR**, the result is the square footage of construction allowed on the site. The equation for this calculation is given on each chart.

6. PARKING RATIO:

The maximum parking ratio allowed on a site is 2 spaces per dwelling unit. If this ratio is reduced to the minimum, 1.5 spaces per unit, a density bonus may be allowed. Instructions for calculating this bonus are given on each chart.

7. DRIVEWAY CONFIGURATION:

If no driveway is constructed on the site and access to parking is provided via an easement allowing use of an existing driveway on an adjoining site, a density bonus is allowed. The appropriate equation for calculating this bonus is given on each chart.

8. TYPE OF SITE

Separate charts are provided for mid block and corner sites.

CHART 2.2 A PERMITTED DENSITY IN RM-16 ZONES (FAR) MID BLOCK SITE

The chart below gives Floor Area Ratios (FAR) for sites as a function of their width (street frontage) and the type of parking to be provided by the project proposed for the site. These parking types are defined in Section 2.1

The maximum gross square footage of construction (GSF) allowed on the site is computed as follows:

$$GSF = A \times C \times (FAR + BONUS)$$

where

A is area of site in square feet

C is a factor that depends on actual context density

To Determine C: When the average density of all improved lots within or partially within 150 feet of a site's property line is less than 2 dwelling units per 7,500 square feet of lot area, C = 0.85. Otherwise, C = 1.

CHART OF FAR (DSA)

TYPE OF PARKING	WIDTH OF SITE		
	W ≤ 50 FT	W > 50 FT W < 80 FT	W > 80 FT
A. Surface	<u>0.33</u>	<u>-</u>	<u>0.33</u>
B. With Dwelling Over	<u>0.33</u>	<u>-</u>	<u>0.33</u>
C. Naturally Ventilated Garage	<u>-</u>	<u>-</u>	<u>-</u>
D. Mechanically Ventilated Garage	<u>0.44</u>	<u>-</u>	<u>0.49</u>

DENSITY BONUSES

Add to FAR when Applicable
See Section 2.1

1. Parking Ratio Bonus	<u>NA</u>	<u>-</u>	<u>-</u>
2. Driveway Configuration Bonus	<u>NA</u>	<u>-</u>	<u>-</u>

CHART 2.2 A PERMITTED DENSITY IN RM-16 ZONES (FAR) MID BLOCK SITE

The chart below gives Floor Area Ratios (FAR) for sites as a function of their width (street frontage) and the type of parking to be provided by the project proposed for the site. These parking types are defined in Section 2.1

The maximum gross square footage of construction (GSF) allowed on the site is computed as follows:

$$GSF = A \times C \times (FAR + BONUS)$$

where

A is area of site in square feet

C is a factor that depends on actual context density

To Determine C: When the average density of all improved lots within or partially within 150 feet of a site's property line is less than 2 dwelling units per 7,500 square feet of lot area, C = 0.85. Otherwise, C = 1.

CHART OF FAR (CES)

TYPE OF PARKING	WIDTH OF SITE		
	W ≤ 50 FT	W > 50 FT W < 80 FT	W > 80 FT
A. Surface	<u>0.24</u>	<u>-</u>	<u>0.32</u>
B. With Dwelling Over	<u>0.36</u>	<u>-</u>	<u>0.38</u>
C. Naturally Ventilated Garage	<u>0.54</u>	<u>-</u>	<u>0.58</u>
D. Mechanically Ventilated Garage	<u>0.62</u>	<u>-</u>	<u>0.58</u>

DENSITY BONUSES

Add to FAR when Applicable
See Section 2.1

1. Parking Ratio Bonus	<u>0.06</u>	<u>-</u>	<u>0.10</u>
2. Driveway Configuration Bonus	<u>0.10</u>	<u>-</u>	<u>0.10</u>

CHART 2.2 B PERMITTED DENSITY IN RM-32 ZONES (FAR) MID BLOCK SITE

The chart below gives Floor Area Ratios (FAR) for sites as a function of their width (street frontage) and the type of parking to be provided by the project proposed for the site. These parking types are defined in Section 2.1

The maximum gross square footage of construction (GSF) allowed on the site is computed as follows:

$$GSF = A \times C \times (FAR + BONUS)$$

where

A is area of site in square feet

C is a factor that depends on actual context density

To Determine C:

CHART OF FAR (DSA)

TYPE OF PARKING	WIDTH OF SITE		
	$W \leq 50 \text{ FT}$	$W > 50 \text{ FT}$ $W < 80 \text{ FT}$	$W > 80 \text{ FT}$
A. Surface	<u>0.35</u>	<u>0.45</u>	<u>-</u>
B. With Dwelling Over	<u>0.47</u>	<u>0.54</u>	<u>-</u>
C. Naturally Ventilated Garage	<u>-</u>	<u>-</u>	<u>-</u>
D. Mechanically Ventilated Garage	<u>0.70</u>	<u>0.72</u>	<u>-</u>

DENSITY BONUSES

Add to FAR when Applicable
See Section 2.1

1. Parking Ratio Bonus	<u>0.06</u>	<u>0.10</u>	<u>-</u>
2. Driveway Configuration Bonus	<u>0.12</u>	<u>-</u>	<u>-</u>

**CHART 2.2 B PERMITTED DENSITY IN RM-32 ZONES (FAR)
MID BLOCK SITE**

The chart below gives Floor Area Ratios (FAR) for sites as a function of their width (street frontage) and the type of parking to be provided by the project proposed for the site. These parking types are defined in Section 2.1

The maximum gross square footage of construction (GSF) allowed on the site is computed as follows:

$$GSF = A \times C \times (FAR + BONUS)$$

where

A is area of site in square feet

C is a factor that depends on actual context density

To Determine C:

CHART OF FAR (CES)

TYPE OF PARKING	WIDTH OF SITE		
	$W \leq 50$ FT	$W > 50$ FT $W < 80$ FT	$W > 80$ FT
A. Surface	<u>0.40</u>	<u>0.44</u>	<u>0.45</u>
B. With Dwelling Over	<u>0.52</u>	<u>0.55</u>	<u>0.61</u>
C. Naturally Ventilated Garage	<u>0.61</u>	<u>0.66</u>	<u>0.69</u>
D. Mechanically Ventilated Garage	<u>0.68</u>	<u>0.74</u>	<u>0.75</u>

DENSITY BONUSES

Add to FAR when Applicable
See Section 2.1

1. Parking Ratio Bonus	<u>0.10</u>	<u>0.10</u>	<u>0.13</u>
2. Driveway Configuration Bonus	<u>0.10</u>	<u>0.10</u>	<u>0.13</u>

2.1 PERMITTED DENSITY (SF / DU Version)

The following charts allow the computation of permitted density in RM-16, RM-32 and RM-48 Zones. Within each zone, the maximum number of dwelling units that is allowed on a particular site is a function of several factors:

1. WIDTH OF SITE:

Sites are divided into three categories, depending on their street frontage. In general, the greater the frontage, the greater the allowed density. Sites composed of double lots, which are conducive to courtyard housing, are allowed the highest densities.

A. $W \leq 50$ FT

Sites with street frontage of 50 feet or less

B. $W > 50$ FT

$W < 80$ FT

Sites with street frontage of more than 50 feet but less than 80 feet.

C. $W > 80$ FEET

Sites with street frontage of more than 80 feet

2. PARKING TYPE:

Type of parking is divided into four categories with allowable densities increasing from category A to category D.

A. SURFACE PARKING:

Carports or garages with no dwelling space over them

B. PARKING WITH DWELLINGS OVER:

Garages at grade with dwelling space above some portion of them

C. NATURALLY VENTILATED PARKING GARAGE:

Garage space at grade or partially below grade where 75 per cent or more of the aisle space is covered

D. MECHANICALLY VENTILATED PARKING GARAGE:

Garage space at least 75 per cent below grade with mechanical ventilation

3. SITE AREA PER DWELLING UNIT (SF / DU)

For each combination of lot width and parking type, the charts give the minimum square footage of site area that is required for each dwelling unit. The lower the required SF / DU, the higher the density.

4. CONTEXT DENSITY (C):

The actual context density surrounding a site is reflected by the factor **C** which is used to mitigate the effect of high density zoning on low density neighborhoods. Instructions for computing **C** are given on each chart. Note that **C** may have different values in different density zones.

5. AREA OF SITE (A):

When the area of the site in square feet (**A**) is multiplied by **C** and by the appropriate **SF / DU**, the result is the number of units allowed on the site. The equation for this calculation is given on each chart.

6. PARKING RATIO:

The maximum parking ratio allowed on a site is 2 spaces per dwelling unit. If this ratio is reduced to the minimum, 1.5 spaces per unit, a density bonus may be allowed. Instructions for calculating this bonus are given on each chart.

7. DRIVEWAY CONFIGURATION:

If no driveway is constructed on the site and access to parking is provided via an easement allowing use of an existing driveway on an adjoining site, a density bonus is allowed. Instructions for calculating this bonus are given on each chart.

8. TYPE OF SITE

Separate charts are provided for mid block and corner sites.

CHART 2.2 A PERMITTED DENSITY IN RM-16 ZONES (SF / DU) **MID BLOCK SITE**

The chart below gives the required square footage of site area per dwelling unit (SF / DU) for sites as a function of their width (street frontage) and the type of parking to be provided by the project proposed for the site. These parking types are defined in Section 2.1

The maximum number of units (N) allowed on the site is computed as follows:

$$N = \frac{A \times C}{SF / DU - BONUS}$$

where

N must be a whole number. Fractional units of .75 or more may be rounded up to a full unit.

A is area of site in square feet

C is a factor that depends on actual context density

To Determine C: When the average density of all improved lots within or partially within 150 feet of a site's property line is less than 2 dwelling units per 7,500 square feet of lot area, **C** = 0.85. Otherwise, **C** = 1.

CHART OF SF / DU (DSA)

TYPE OF PARKING	WIDTH OF SITE		
	W ≤ 50 FT	W > 50 FT W < 80 FT	W > 80 FT
A. Surface	<u>2,150</u>	<u>-</u>	<u>2,150</u>
B. With Dwelling Over	<u>2,150</u>	<u>-</u>	<u>2,150</u>
C. Naturally Ventilated Garage	<u>-</u>	<u>-</u>	<u>-</u>
D. Mechanically Ventilated Garage	<u>2,060</u>	<u>-</u>	<u>1,830</u>

DENSITY BONUSES

Add to **FAR** when Applicable
 See Section 2.1

1. Parking Ratio Bonus	<u>NA</u>	<u>-</u>	<u>-</u>
2. Driveway Configuration Bonus	<u>NA</u>	<u>-</u>	<u>690</u>

CHART 2.2 B PERMITTED DENSITY IN RM-32 ZONES (SF / DU) MID BLOCK SITE

The chart below gives the required square footage of site area per dwelling unit (SF / DU) for sites as a function of their width (street frontage) and the type of parking to be provided by the project proposed for the site. These parking types are defined in Section 2.1

The maximum number of units (N) allowed on the site is computed as follows:

$$N = \frac{A \times C}{SF / DU - BONUS}$$

where

N must be a whole number. Fractional units of .75 or more may be rounded up to a full unit.

A is area of site in square feet

C is a factor that depends on actual context density

To Determine C:

CHART OF SF / DU (DSA)

TYPE OF PARKING	WIDTH OF SITE		
	W ≤ 50 FT	W > 50 FT W < 80 FT	W > 80 FT
A. Surface	<u>2,550</u>	<u>1,989</u>	<u>-</u>
B. With Dwelling Over	<u>1,910</u>	<u>1,654</u>	<u>-</u>
C. Naturally Ventilated Garage	<u>-</u>	<u>-</u>	<u>-</u>
D. Mechanically Ventilated Garage	<u>1,215</u>	<u>1,243</u>	<u>-</u>

DENSITY BONUSES

Add to FAR when Applicable
See Section 2.1

1. Parking Ratio Bonus	<u>325</u>	<u>411</u>	<u>-</u>
2. Driveway Configuration Bonus	<u>650</u>	<u>-</u>	<u>-</u>

SECTION 3: SITE REQUIREMENTS

CES as well as DSA open space charts are given in this section. Please note that since the CES charts differ from the DSA charts in how they characterize open space numerical standards are not directly comparable.

3.1 OPEN SPACE

3.1.1 Main Garden

3.1.2 Front Yard

3.1.3 Subsidiary Space

3.1.4 Total Open Space

Text for these sections is in the process of preparation.

3.1.5 OPEN SPACE AREA REQUIREMENTS

The following charts indicate the open space requirements in RM-16, RM-32, and RM-48 zones. Within each zone, the minimum area of open space that must be provided on a particular site is a function of several factors.

1. WIDTH OF SITE:

Sites are divided into three categories, depending on their street frontage. .

A. $W \leq 50$ FT

Sites with street frontage of 50 feet or less these are the same categories used in determining site density

B. $W > 50$ FT

$W < 80$ FT

Sites with street frontage of more than 50 feet but less than 80 feet.

C. $W > 80$ FEET

Sites with street frontage of more than 80 feet

2. TYPE OF OPEN SPACE:

Open Space is divided into four categories.

A. MAIN GARDEN

The main garden must be a single, well defined , roughly rectangular area.

See Section 3.1.1 for rules of main garden configuration.

B. FRONTYARD:

The area between the building setback and the street constitutes a separate category of open space which may be combined with but cannot overlap the main garden. See Section 3.1.2 for front setback requirements.

C. SUBSIDIARY SPACE:

Smaller, secondary gardens may be combined with the above categories to meet the total open space requirement as long as they have a minimum dimension of 8 feet. See Section 3.3.3

D. TOTAL OPEN SPACE:

The sum of the above three categories represents the total open space. If the required square footage can be achieved with the main garden and the front yard alone, subsidiary space is not required. See Section 3.3.4

3. OPEN SPACE RATIO (OSR):

For each combination of site width and open space type, the charts give the required square footage of open space in two ways. The first is a base square footage. The second is an Open Space Ratio (OSR), the number of square feet of open space that is required per square foot of site area.

4. AREA OF SITE (A):

When the area of the site in square feet (**A**) is multiplied by the appropriate OSR, the resulting figure is compared with the appropriate base square footage. When the site width is 50 feet or less, the required amount of open space is the lesser of the two figures. When the site width is greater than 50 feet, the required amount of open space is the greater of the two figures.

CHART 3.1.6 A REQUIRED OPEN SPACE IN RM-16 ZONES

The chart below gives Base Square Footage (BSF) and Open Space Ratios (OSR) for sites as a function of their width (street frontage) and the category of open space required.

Required open space (OS) is calculated as follows:

Site Width Category $W \leq 50$ FT: $OS = BSF$ or $OSR \times A$, Whichever is **lesser**

Site Width Category $W > 50$ FT
 $W < 80$ FT: $OS = BSF$ or $OSR \times A$, Whichever is **lesser**

Site Width Category $W > 80$ FT: $OS = BSF$ or $OSR \times A$, Whichever is **greater**

Where **A** is site area in square feet

CHART OF BSF / OSR (DSA)

TYPE OF OPEN SPACE	WIDTH OF SITE		
	$W \leq 80$ FT	$W > 50$ FT $W < 80$ FT	$W > 80$ FT
A. Main Garden	<u>1,000</u> 0.12	<u>-</u>	<u>1,500</u> 0.08
B. Front Yard	<u>1,400</u> 0.17	<u>-</u>	<u>2,300</u> 0.17
C. Subsidiary Space	<u>200</u> 0.02	<u>-</u>	<u>900</u> 0.05
D. Total Open Space	<u>2,600</u> 0.32	<u>-</u>	<u>5,000</u> 0.30

CHART 3.1.6 A REQUIRED OPEN SPACE IN RM-16 ZONES

The chart below gives Base Square Footage (BSF) and Open Space Ratios (OSR) for sites as a function of their width (street frontage) and the category of open space required.

Required open space (OS) is calculated as follows:

Site Width Category $W \leq 50$ FT: OS = BSF or OSR X A, Whichever is **lesser**

Site Width Category $W > 50$ FT
 $W < 80$ FT: OS = BSF or OSR X A, Whichever is **lesser**

Site Width Category $W > 80$ FT: OS = BSF or OSR X A, Whichever is **greater**

Where A is site area in square feet

CHART OF BSF / OSR (CES)

TYPE OF OPEN SPACE	WIDTH OF SITE		
	$W \leq 50$ FT	$W > 50$ FT $W < 80$ FT	$W > 80$ FT
A. Main Garden Front or Interior	$\frac{2,100}{0.25}$	—	$\frac{3,500}{0.20}$
B. Secondary Garden	$\frac{1,400}{0.15}$	—	$\frac{2,500}{0.15}$
C. Total Open Space	$\frac{3,500}{0.40}$	—	$\frac{6,000}{0.35}$

CHART 3.1.6 B REQUIRED OPEN SPACE IN RM-32 ZONES

The chart below gives Base Square Footage (BSF) and Open Space Ratios (OSR) for sites as a function of their width (street frontage) and the category of open space required.

Required open space (OS) is calculated as follows:

Site Width Category $W \leq 50$ FT: $OS = BSF$ or $OSR \times A$, Whichever is **lesser**

$W > 50$ FT

Site Width Category $W < 80$ FT: $OS = BSF$ or $OSR \times A$, Whichever is **lesser**

Site Width Category $W > 80$ FT: $OS = BSF$ or $OSR \times A$, Whichever is **greater**

Where **A** is site area in square feet

CHART OF BSF / OSR (DSA)

TYPE OF OPEN SPACE	WIDTH OF SITE		
	$W \leq 50$ FT	$W > 50$ FT $W < 80$ FT	$W > 80$ FT
A. Main Garden	<u>1,000</u>	<u>1,000</u>	<u>—</u>
B. Front Yard	<u>800</u>	<u>1,100</u>	<u>—</u>
C. Subsidiary Space	<u>500</u>	<u>400</u>	<u>—</u>
D. Total Open Space	<u>2,300</u>	<u>2,500</u>	<u>—</u>

CHART 3.1.6 B REQUIRED OPEN SPACE IN RM-32 ZONES

The chart below gives Base Square Footage (BSF) and Open Space Ratios (OSR) for sites as a function of their width (street frontage) and the category of open space required.

Required open space (OS) is calculated as follows:

Site Width Category $W \leq 50$ FT: OS = BSF or OSR X A, Whichever is **lesser**

Site Width Category $W > 50$ FT
 $W < 80$ FT: OS = BSF or OSR X A, Whichever is **lesser**

Site Width Category $W > 80$ FT: OS = BSF or OSR X A, Whichever is **greater**

Where A is site area in square feet

CHART OF BSF / OSR (CES)

		WIDTH OF SITE		
TYPE OF OPEN SPACE		$W \leq 80$ FT	$W > 50$ FT $W < 80$ FT	$W > 80$ FT
A.	Main Garden Front or Interior	$\frac{2,100}{0.25}$	$\frac{2,300}{0.22}$	$\frac{2,500}{0.17}$
B.	Secondary Garden	$\frac{600}{0.08}$	$\frac{800}{0.08}$	$\frac{1,300}{0.09}$
C.	Total Open Space	$\frac{2,700}{0.33}$	$\frac{3,100}{0.30}$	$\frac{5,300}{0.26}$

3.2 PARKING AND DRIVEWAY STANDARDS

3.3 ARCHITECTURAL STANDARDS

3.3.1 Requirements

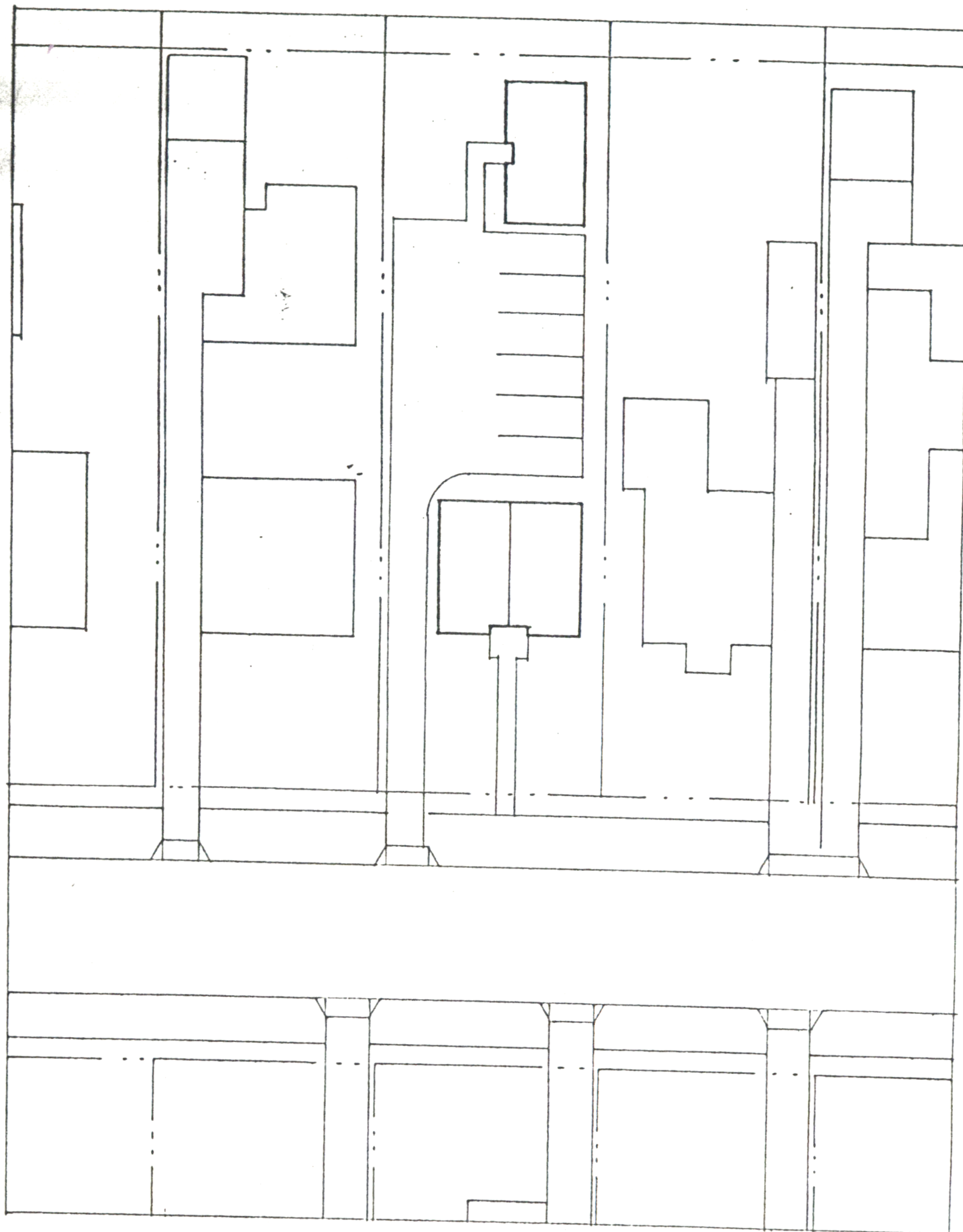
3.3.2 Recommendations

Text for these sections is in the process of preparation.

SECTION 4: ILLUSTRATIVE EXAMPLES

4.1 RM-16

NOT ACCEPTABLE



RM 16 $W \leq 50'$

Surface parking

Base case

Site area = 8250 ϕ

FAR = .33

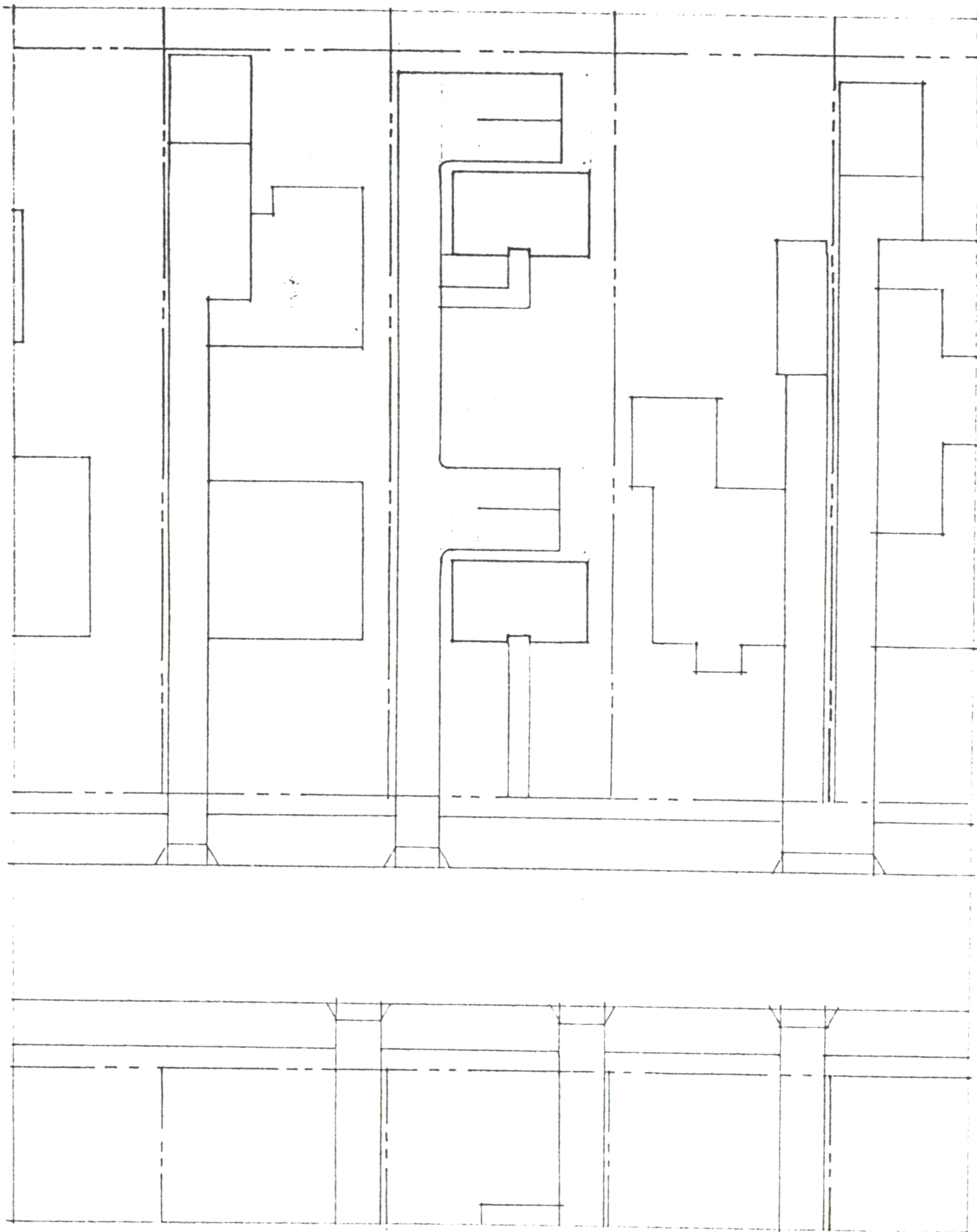
2750 ϕ Site/DU

Total Open Space 2400 ϕ

Main Garden 1000 ϕ

Front Yard 1400 ϕ

Subsidary ϕ ϕ

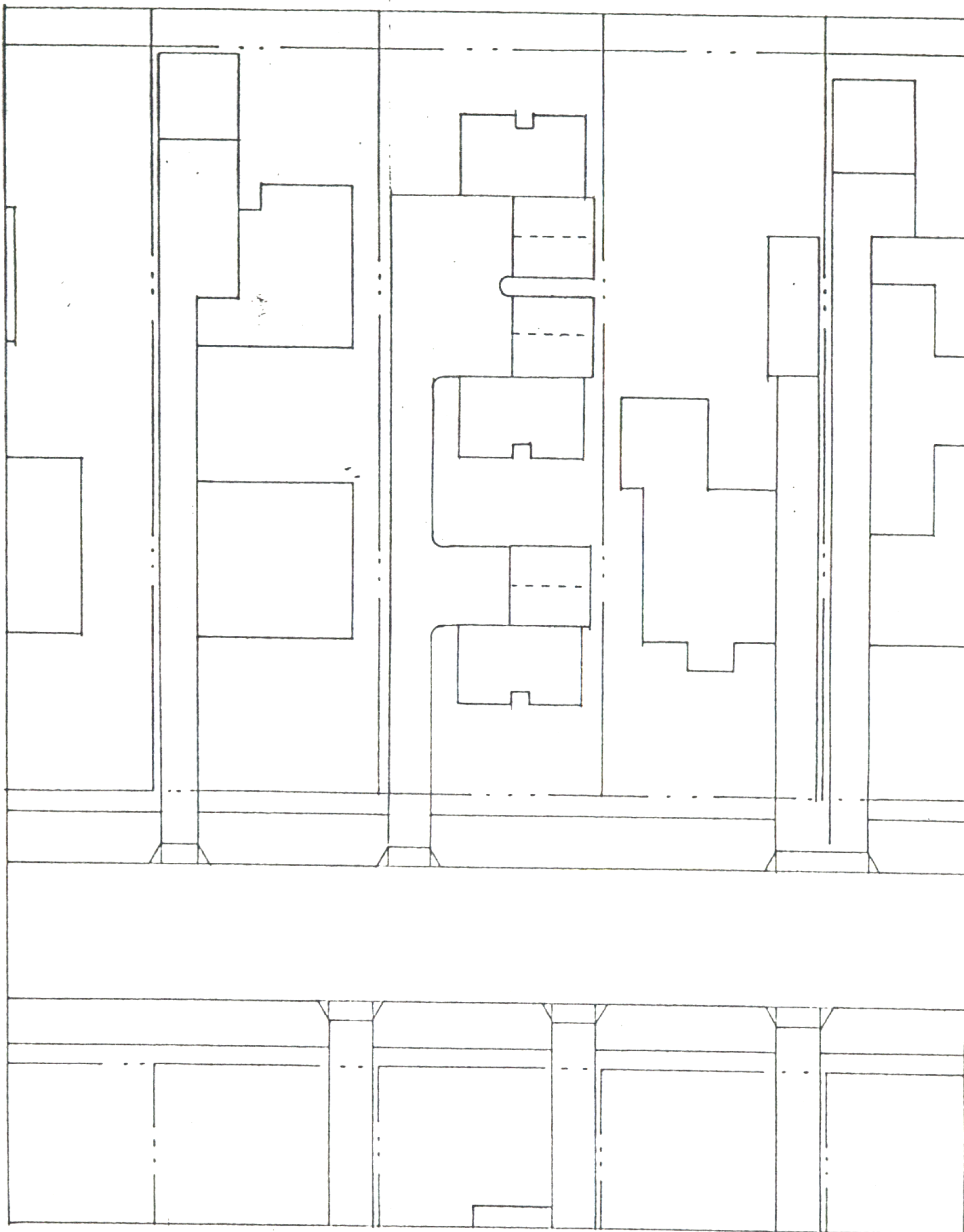


RM 16 $W \leq 50'$

Surface parking
 Contiguous to unit
 Site area = 8250 \pm
 FAR = .22
 4125 \pm site/du

Total Open Space 3655 \pm
 Main Garden 1880 \pm
 Front Yard 1295 \pm
 Subsidiary 480 \pm

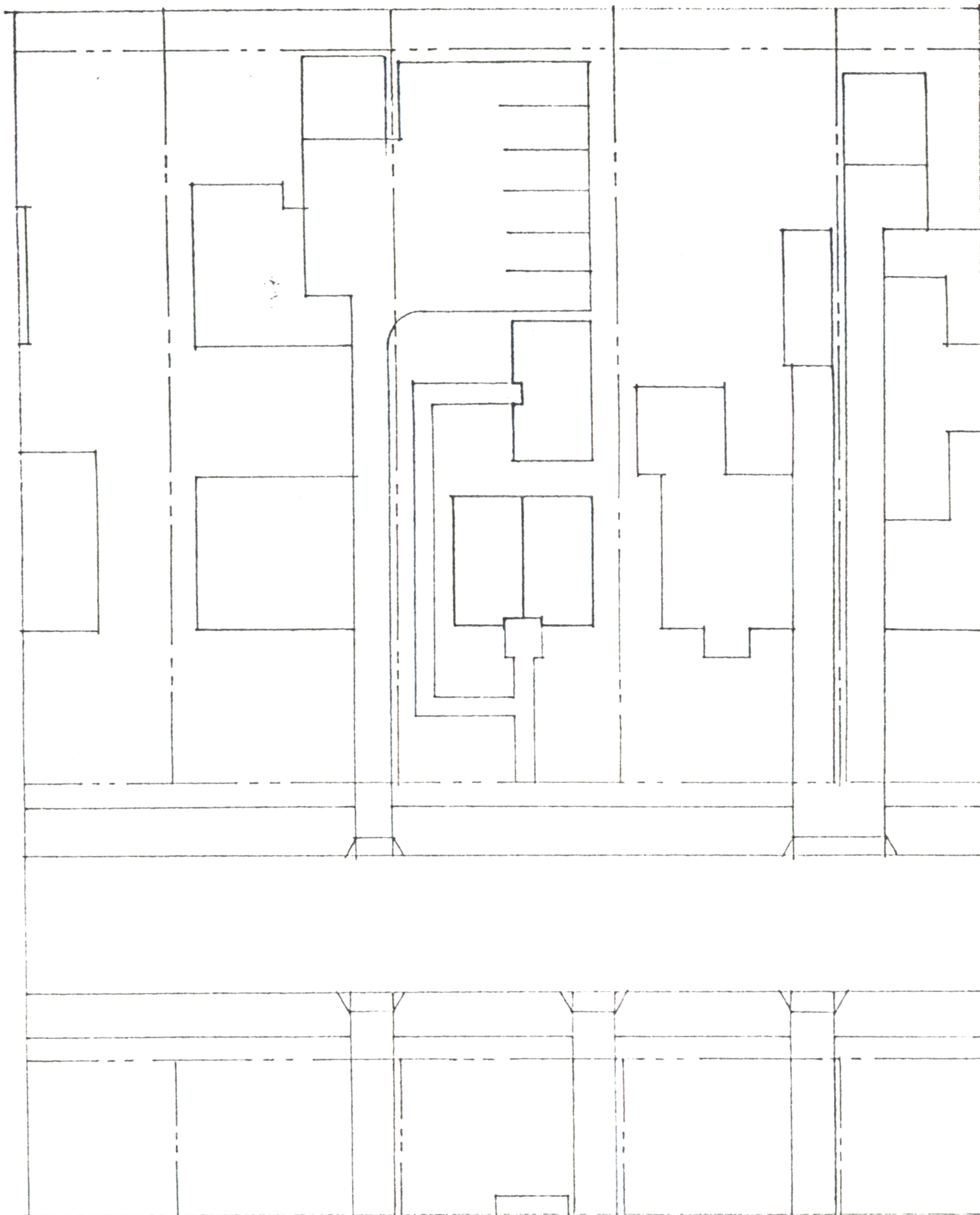
NOT ACCEPTABLE



RM 16 $W \leq 50'$

Surface parking
contiguous to unit
Site area = 8250 \pm
FAR = .33
2750 \pm Site/ DU

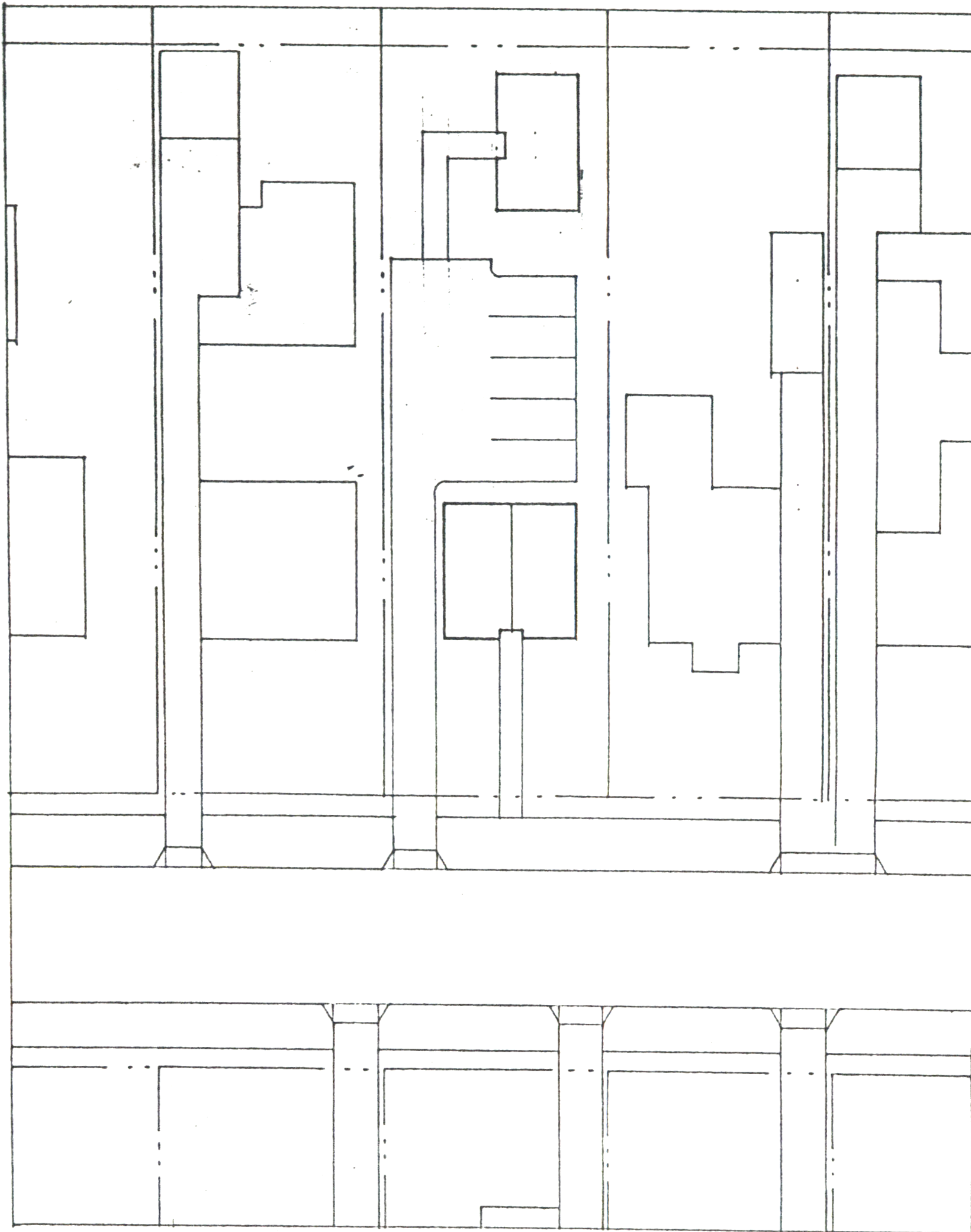
Total Open Space 2600 \pm
Main Garden \emptyset \pm
Front Yard 760 \pm
Subsidary 1840 \pm



RM 16 W ≤ 50'

Surface parking
 Shared driveway
 Site area = 8250 ϕ
 FAR = .33
 2750 ϕ Site/DU

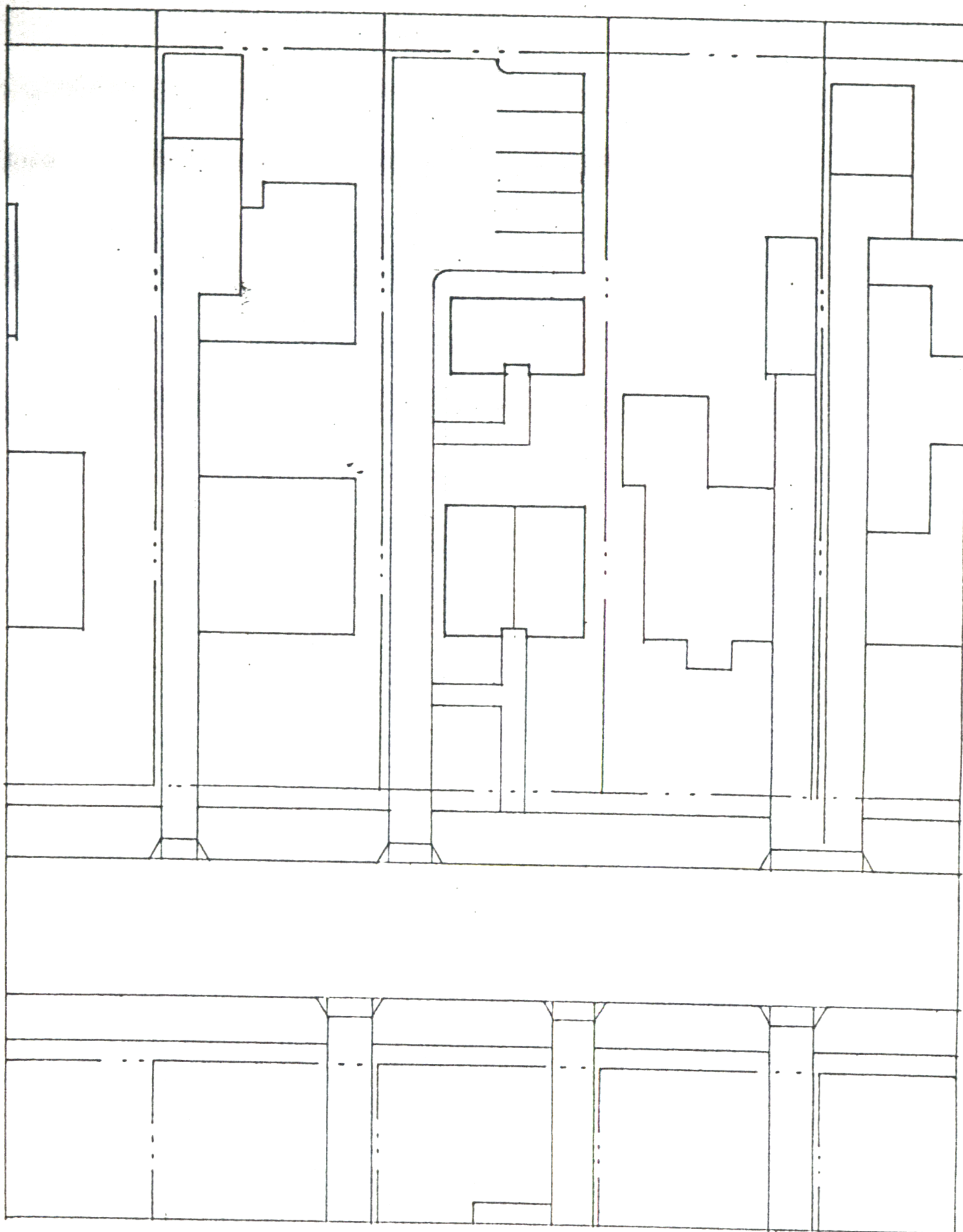
Total Open Space 3246 ϕ
 Main Garden 1000 ϕ
 Front Yard 1750 ϕ
 Subsidiary 496 ϕ



RM 16 $W \leq 50'$

Surface parking
 1.5:1 parking ratio
 Site area = 8250 ϕ
 FAR = .33
 2750 ϕ site/DU

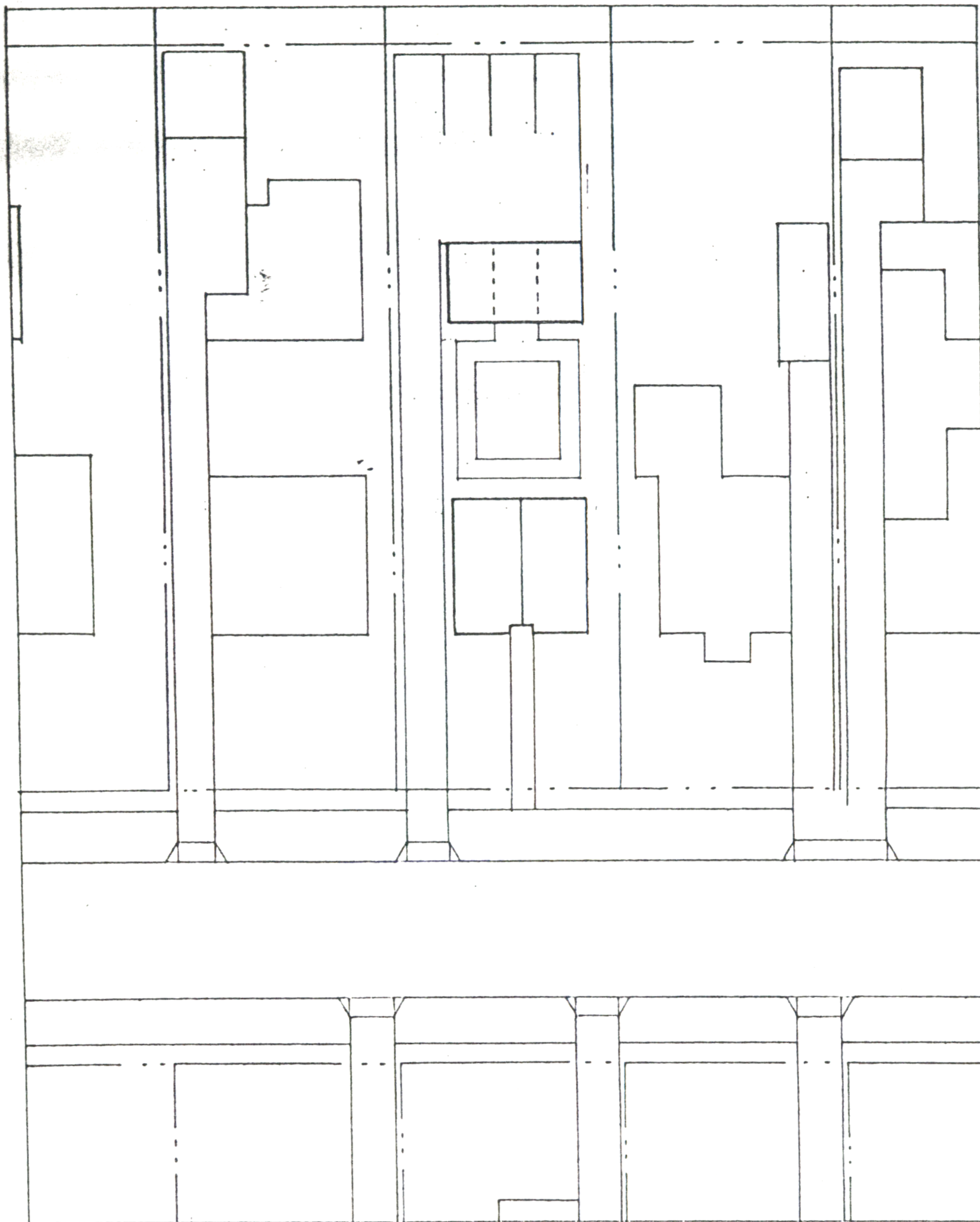
Total Open Space 2975 ϕ
 Main Garden 1125 ϕ
 Front Yard 1400 ϕ
 Subsidiary 450 ϕ



RM 16 $w \leq 50'$

Surface parking
 1.5 : 1 parking ratio
 Site area = 8250 $\#$
 FAR = .33
 2750 $\#$ Site/Du

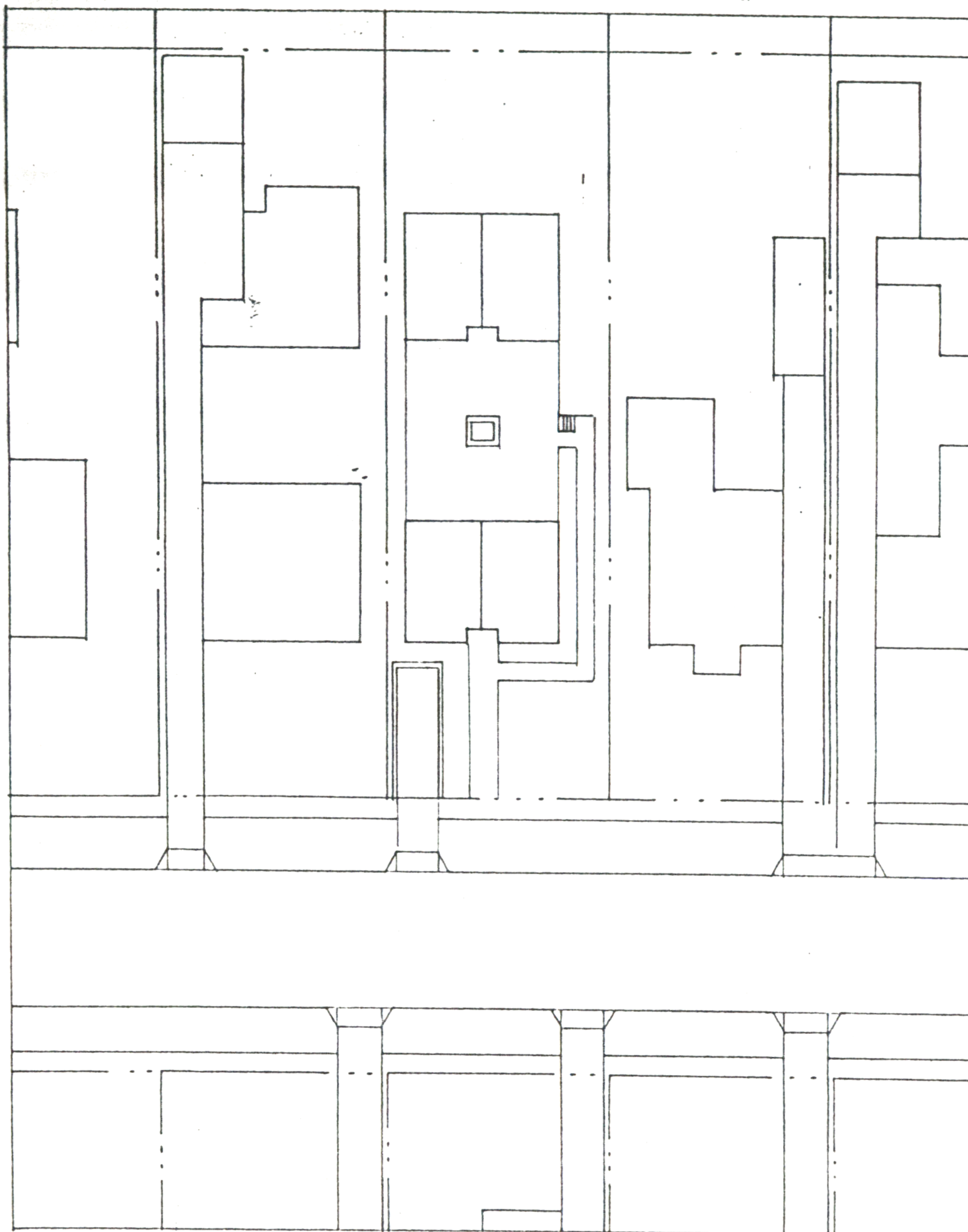
Total Open Space 2600 $\#$
 Main Garden 1200 $\#$
 Front Yard 1400 $\#$
 Subsidiary $\#$ $\#$



RM 16 $\leq 50'$

Parking w/dwelling over
Base case
Site area = 8250 ϕ
FAR = .33
2750 ϕ site/DU

Total Open Space 3720 ϕ
Main Garden 1600 ϕ
Front Yard 1400 ϕ
Subsidary 720 ϕ

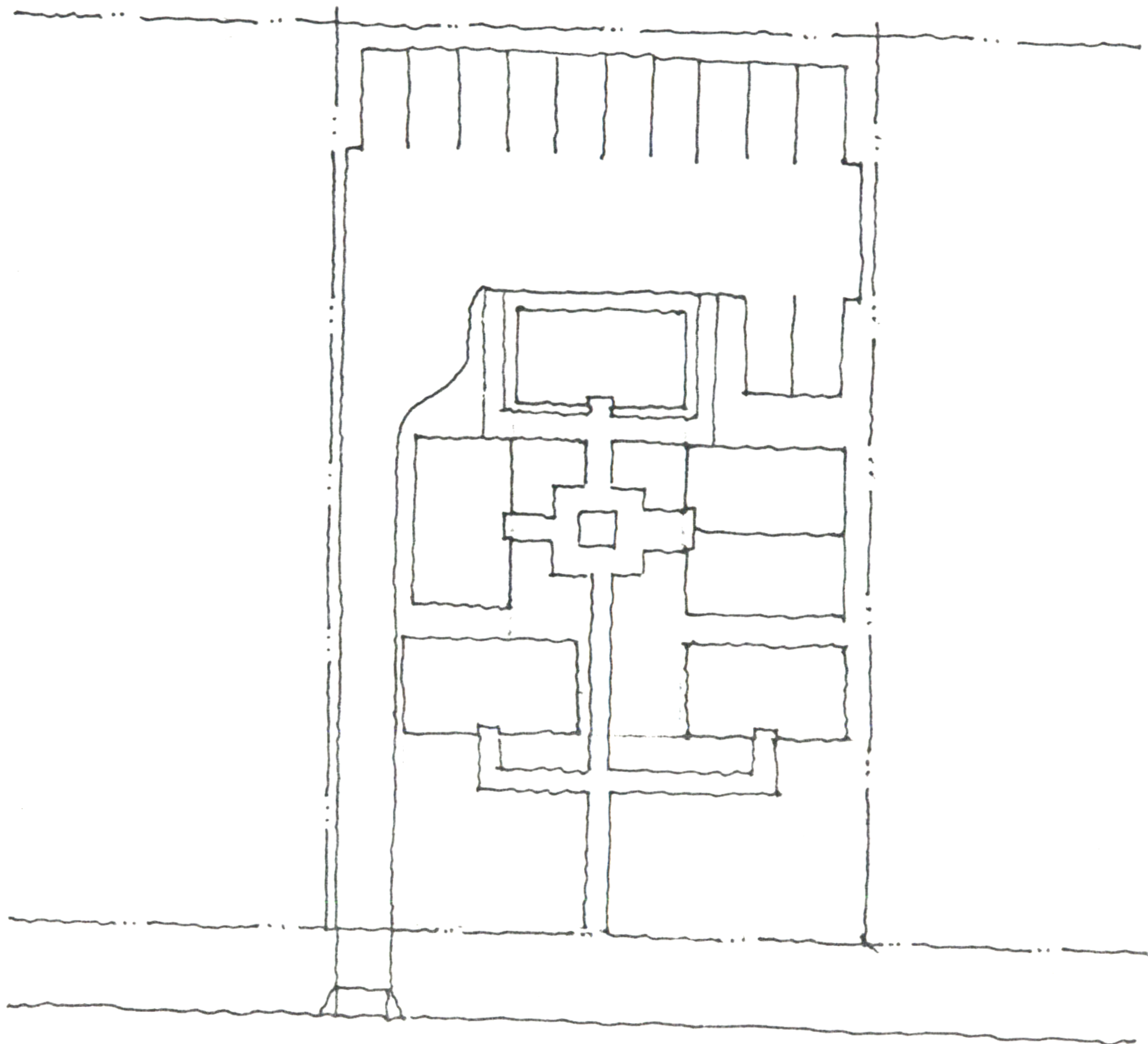


RM 16 W ≤ 50'

Mechanically Ventilated Garage
 Base Case
 Site area = 8250 #
 FAR = .44
 2060 # Site/Dn

Total Open Space 5425 #
 Main Garden 1500 #
 Front Yard 1225 #
 Subsidiary 2700 #

RM-16-B2*



RM 16 W 780'

Surface parking

Base case

Site area = 16,500 #

FAR = .33

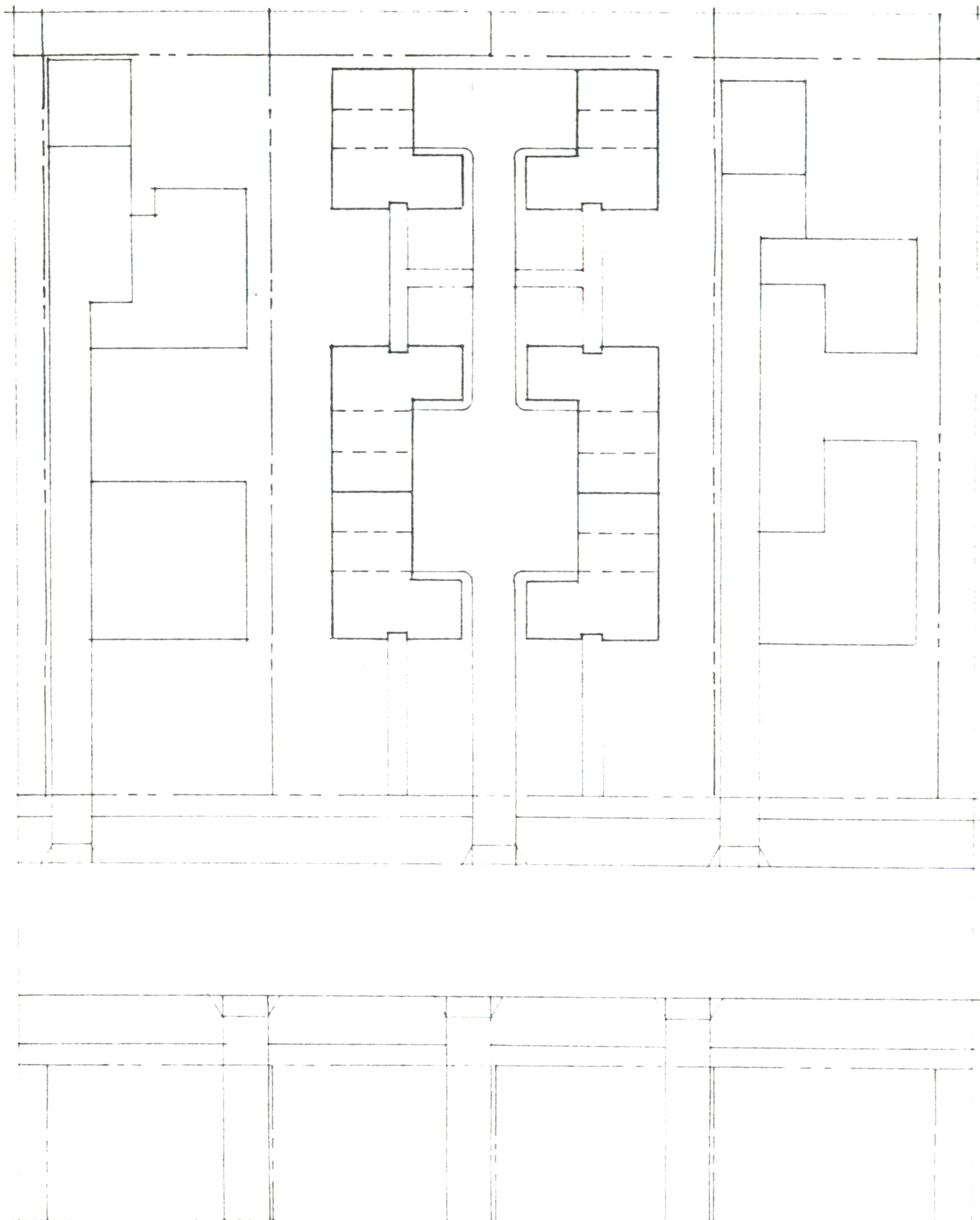
2750 # site/du

Total Open Space 24775 #

Main Garden 1575 #

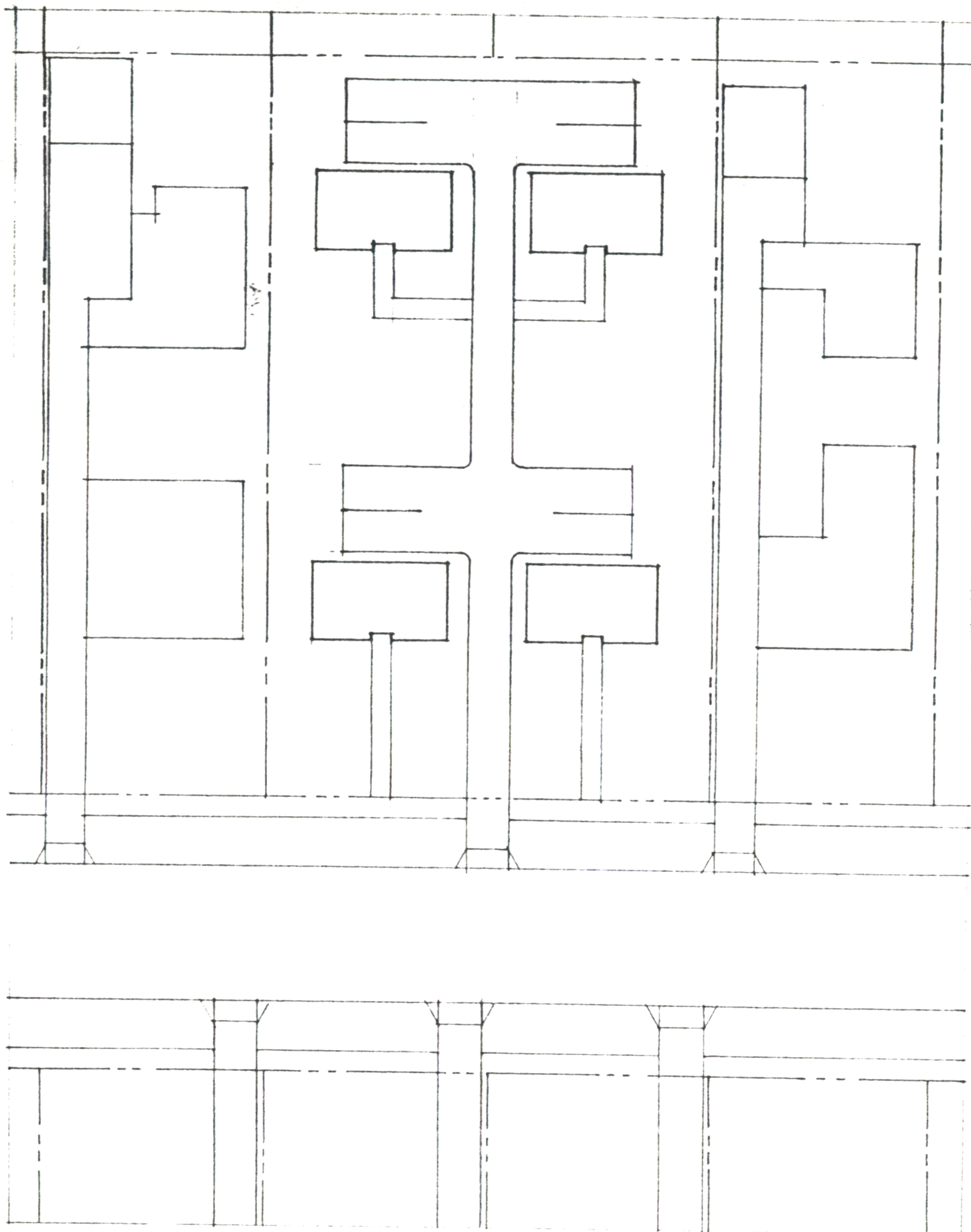
Front Yard 2900 #

Subsidiary 400 #



RM 16 W 780'
 Parking with dwellings over
~~Surface parking~~
 Continuing to unit
 Site area = 16,500 #
 FAR = 33
 2750 # Site/DU

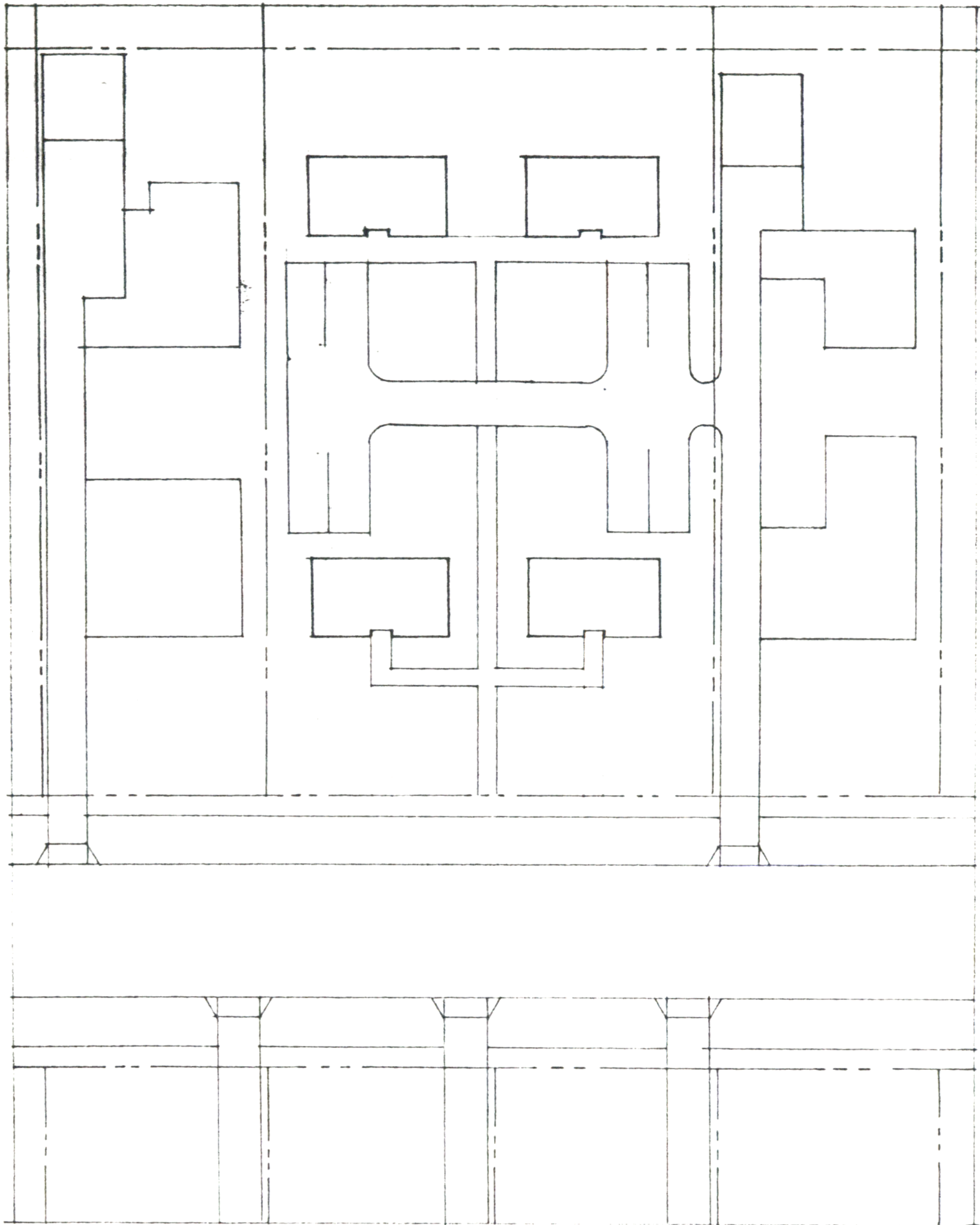
Total Open Space 9550 #
 Main Garden 3000 #
 Front Yard 350 #
 Subsidiary 2400 #



RM 16 W 780'

Surface Parking
 Contiguous to unit
 Site area = 16,500 #
 FAR = .22
 4125 # site/DU

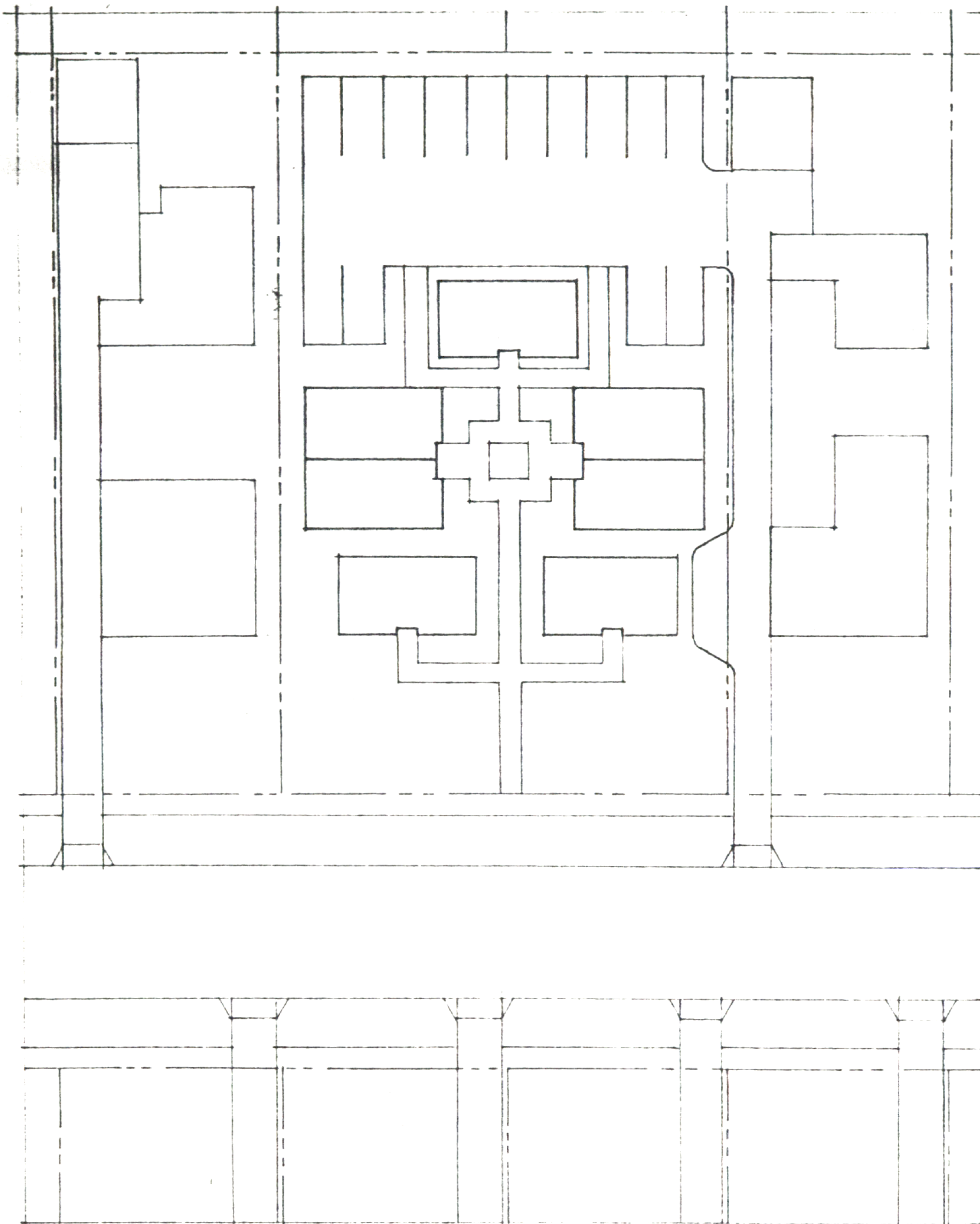
Total Open Space 9,510 #
 Main Garden 4500 #
 Front Yard 3150 #
 Subsidiary 1920 #



RM 16 W 780'

Surface parking
 Contiguous to unit
 Site area = 16,500 \pm
 FAR = .22
 4125 \pm Site/DU

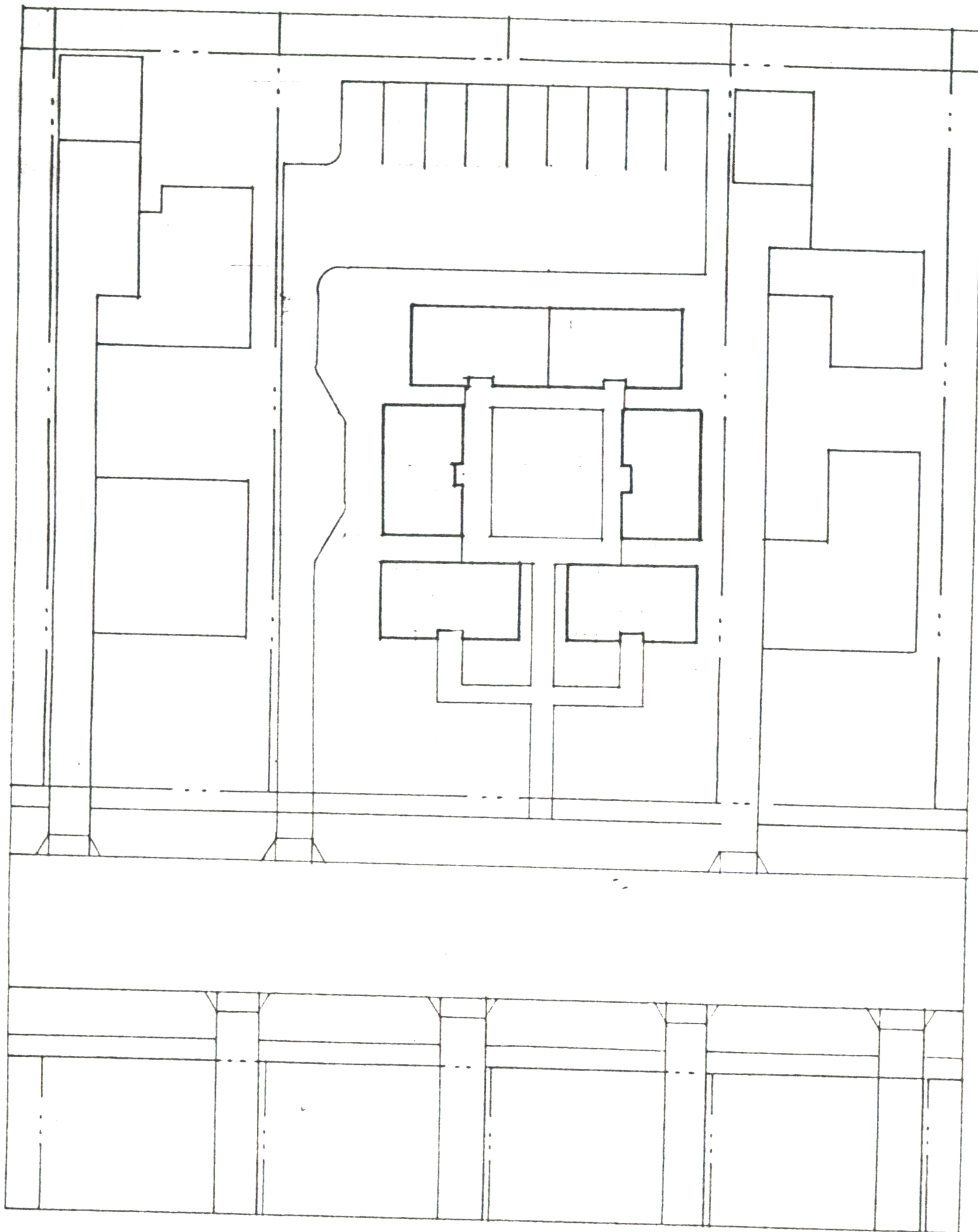
Total Open Space 11326 \pm
 Main Garden 4500 \pm
 Front Yard 3500 \pm
 Subsidiary 3326 \pm



RM 16 W 780'

Surface parking
 Shared driveway
 Site area = 16,500 \pm
 FAR = .38
 2350 \pm Site/ DU

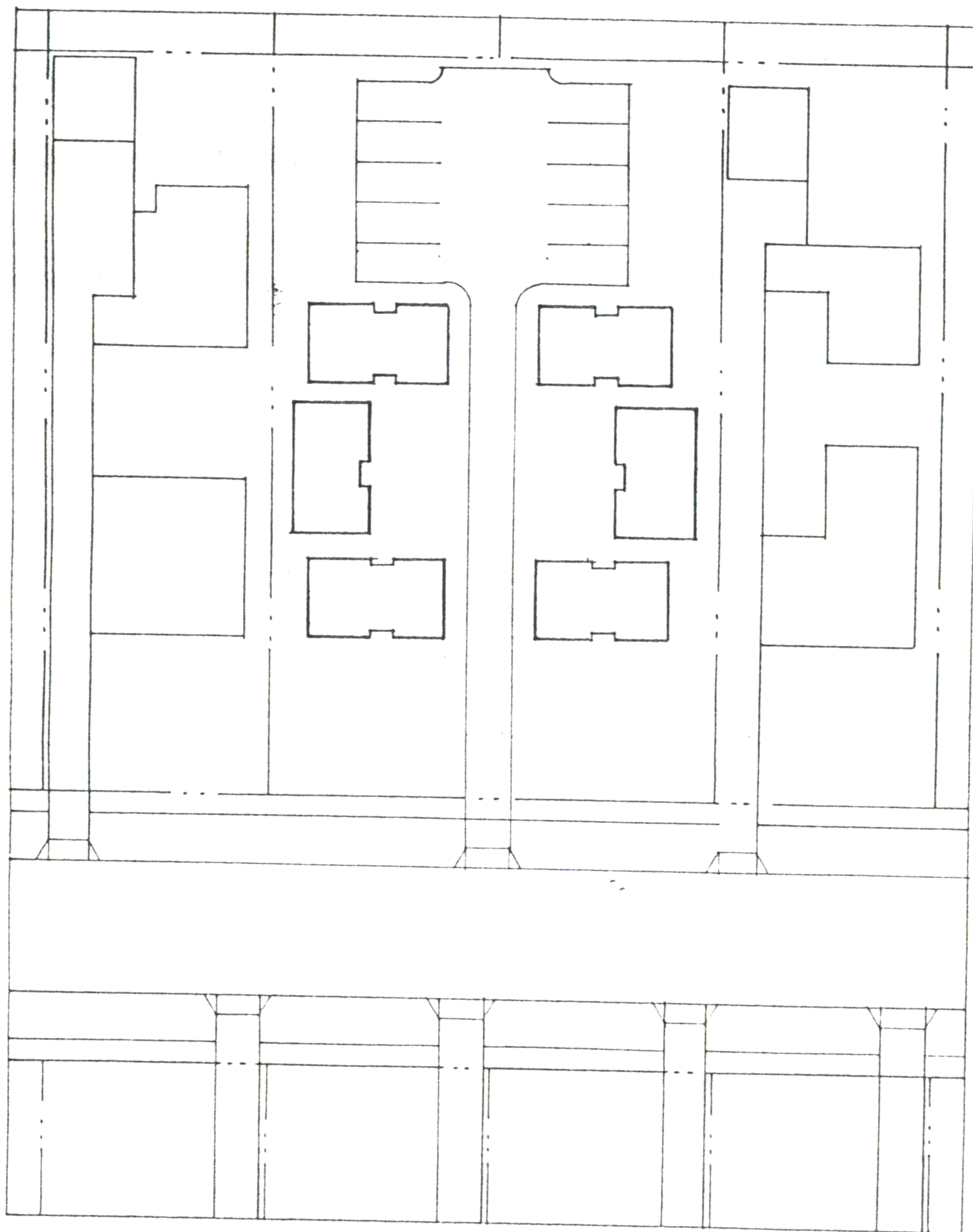
Total Open Space 6132 \pm
 Main Garden 1350 \pm
 Front Yard 3500 \pm
 Subsidiary 1282 \pm



RM 16 W 780'

Surface parking
 1.5:1 parking ratio
 Site area = 16,500 #
 FAR = .33
 2750 # Site/DU

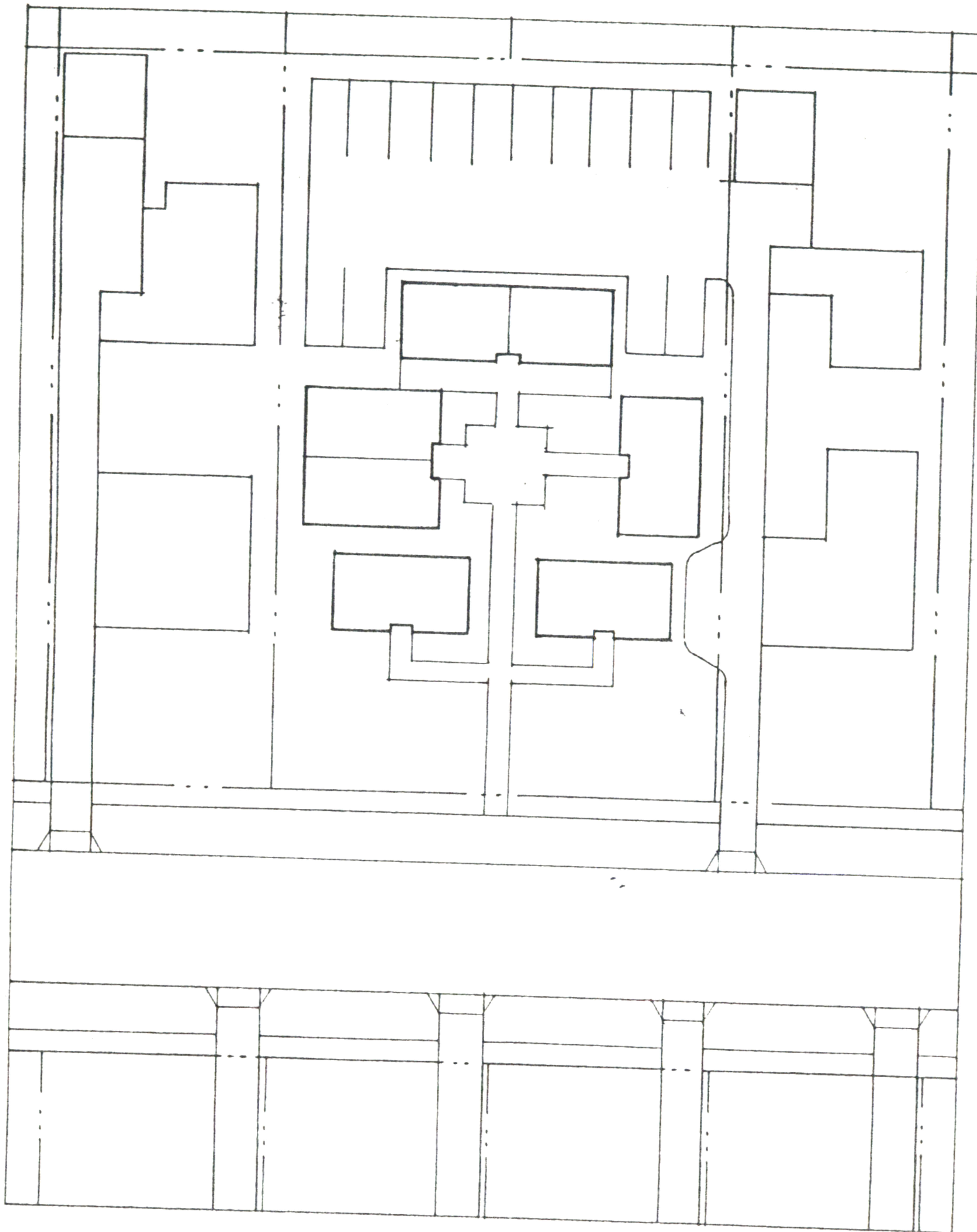
Total Open Space 5000 #
 Main Garden 1400 #
 Front Yard 2800 #
 Subsidiary 800 #



RM 16 W 780'

Surface parking
 1.5:1 parking ratio
 Site area = 16,500 ϕ
 FAR = .33
 2750 ϕ Site/DU

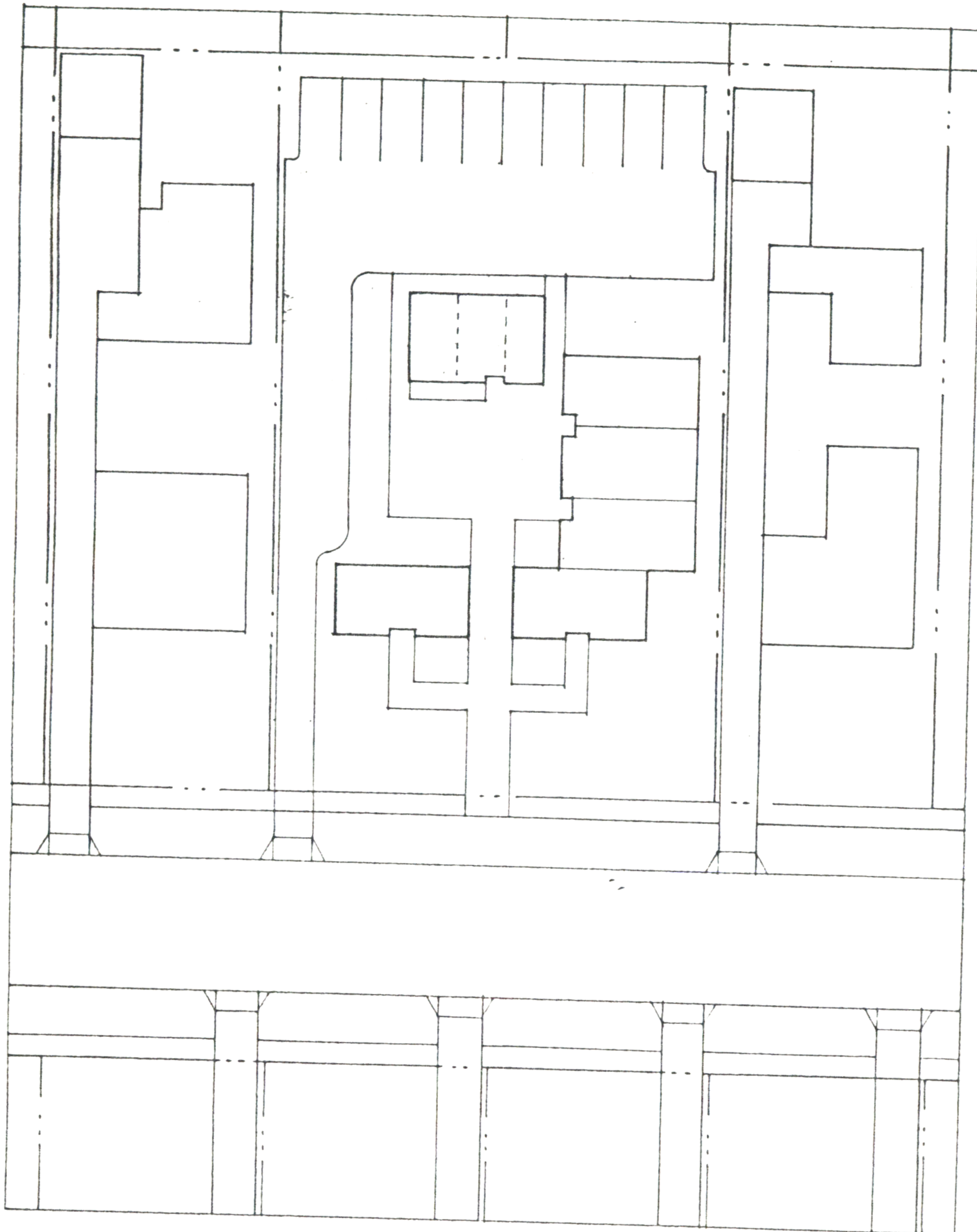
Total Open Space 7550 ϕ
 Main Garden 2200 ϕ
 Front Yard 3150 ϕ
 Subsidiary 2200 ϕ



RM 16 W 780'

Surface parking
 Shared driveway
 Site area = 16,500 ϕ
 FAR = .38
 2350 ϕ site/du

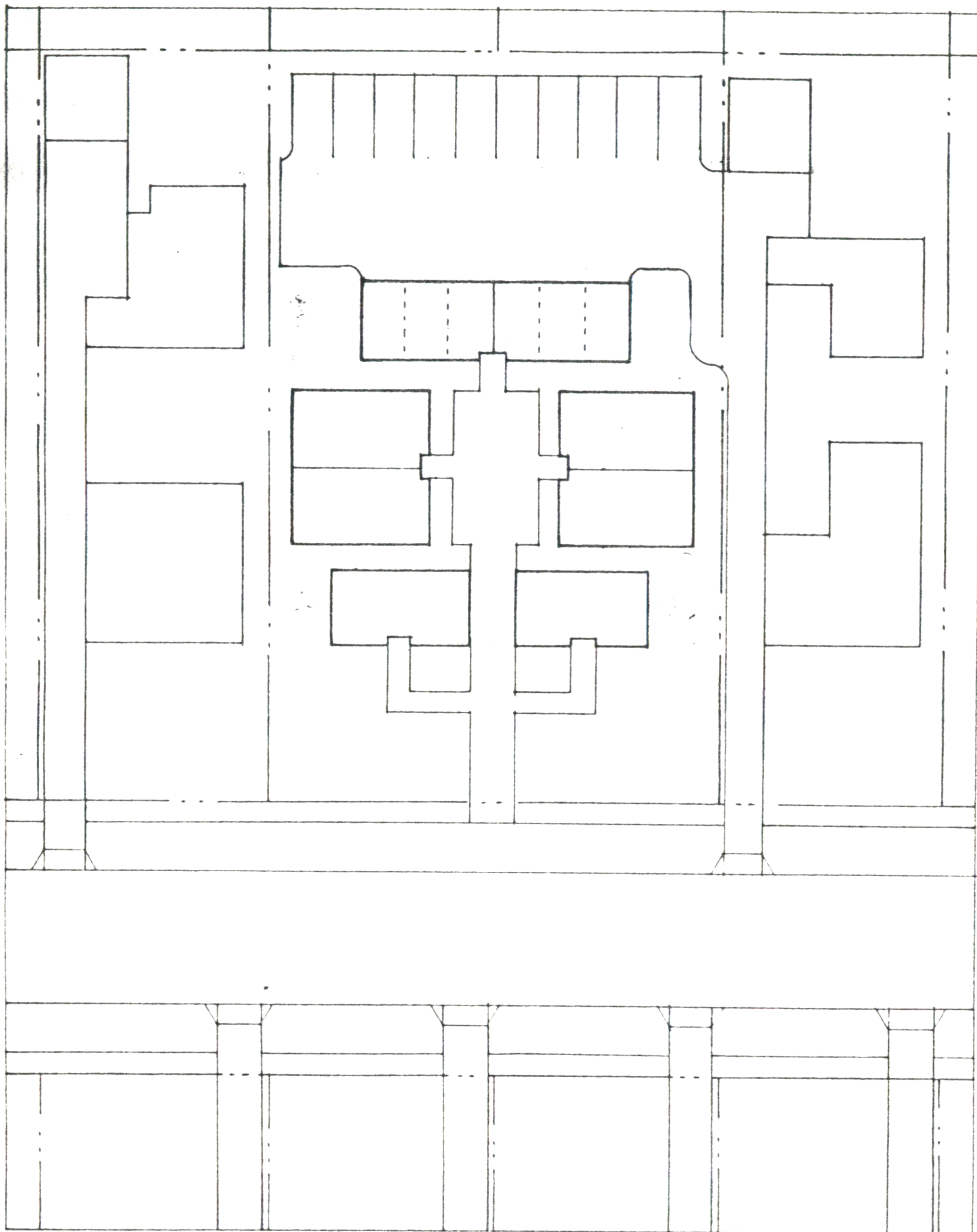
Total Open Space 6055 ϕ
 Main Garden 1800 ϕ
 Front Yard 3500 ϕ
 Subsidiary 755 ϕ



RM 16 W > 80'

Parking w/ dwelling over
Base Case
Site area = 16,500 ϕ
FAR = .33
2750 ϕ Site/DU

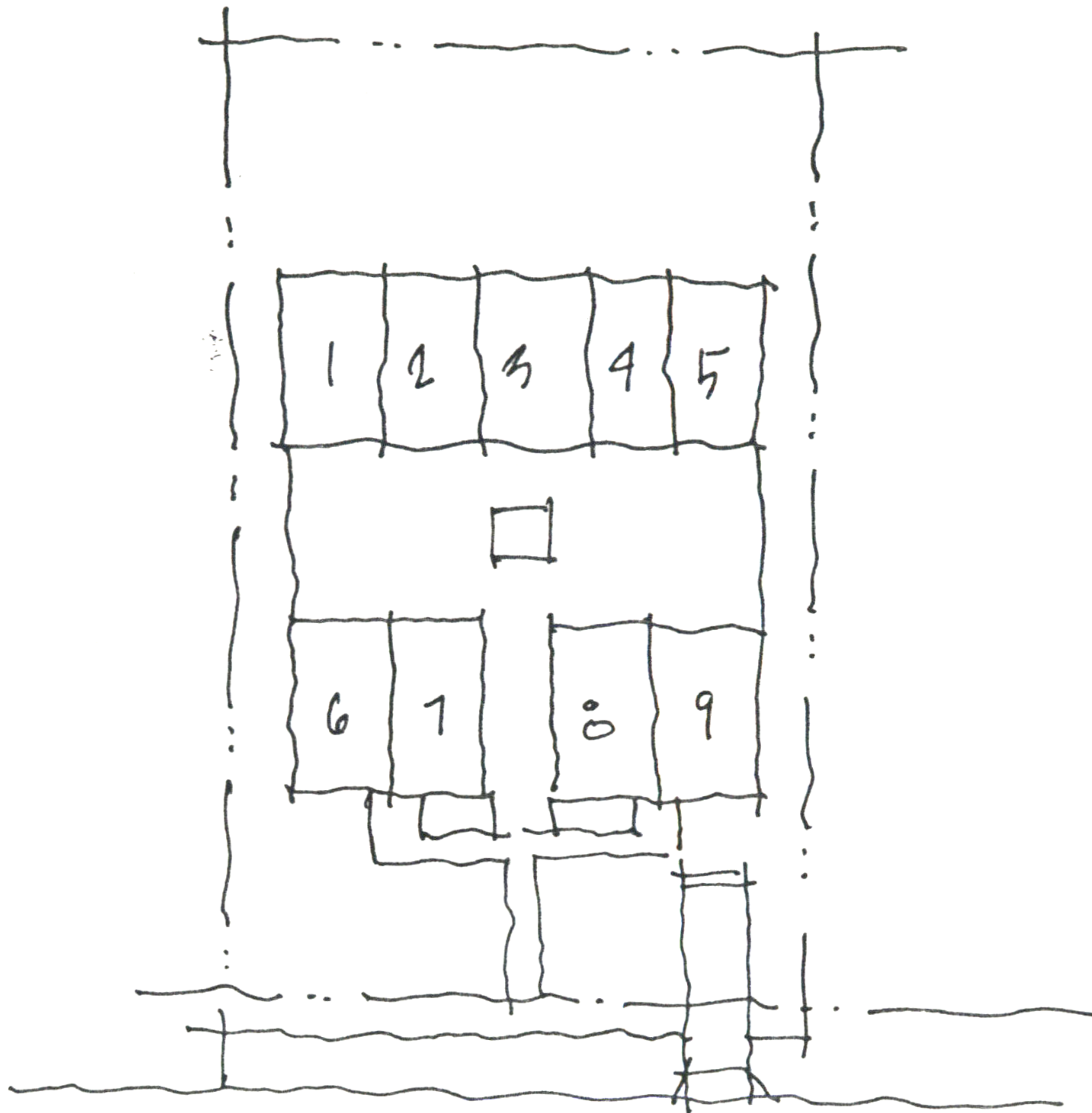
Total Open Space 5745 ϕ
Main Garden 2000 ϕ
Front Yard 3150 ϕ
Subsidary 595 ϕ



RM 16 W 780'

Parking w/ Dwelling Over
 Shared Driveway
 Site area = 16,500 \pm
 FAR = .44
 2060 \pm Site/DU

Total Open Space 6150 \pm
 Main Garden 1350 \pm
 Front Yard 3500 \pm
 Subsidiary 1300 \pm



Subterranean
RM. 16. R

RM 16 W780'

Mechanically Ventilated Garage

Base case

Site area = 16,500 sq ft

FAR = .49

1830 sq ft Site/DU

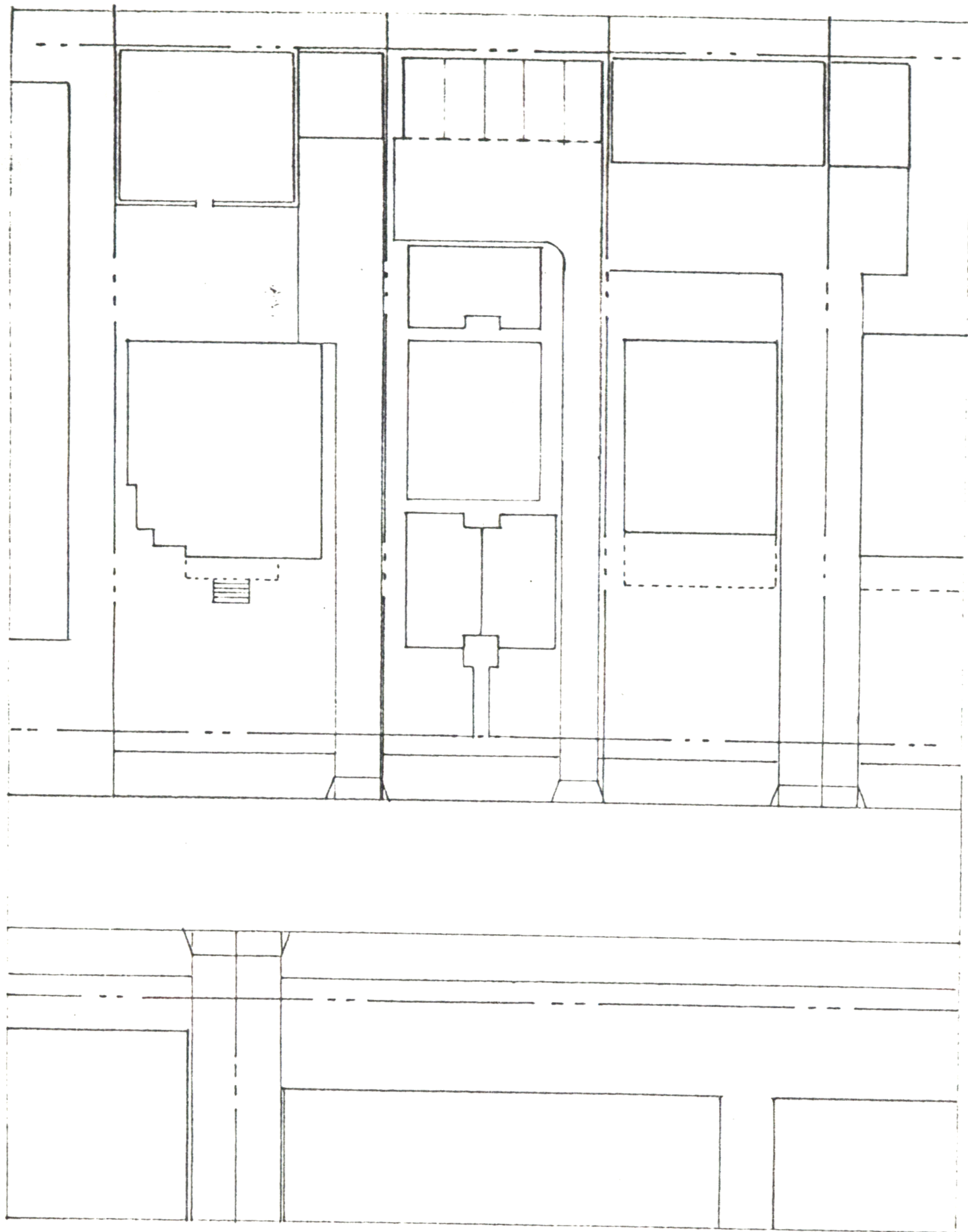
Total Open Space 9800 sq ft

Main Garden 3000 sq ft

Front Yard 2800 sq ft

Subsidary 4000 sq ft

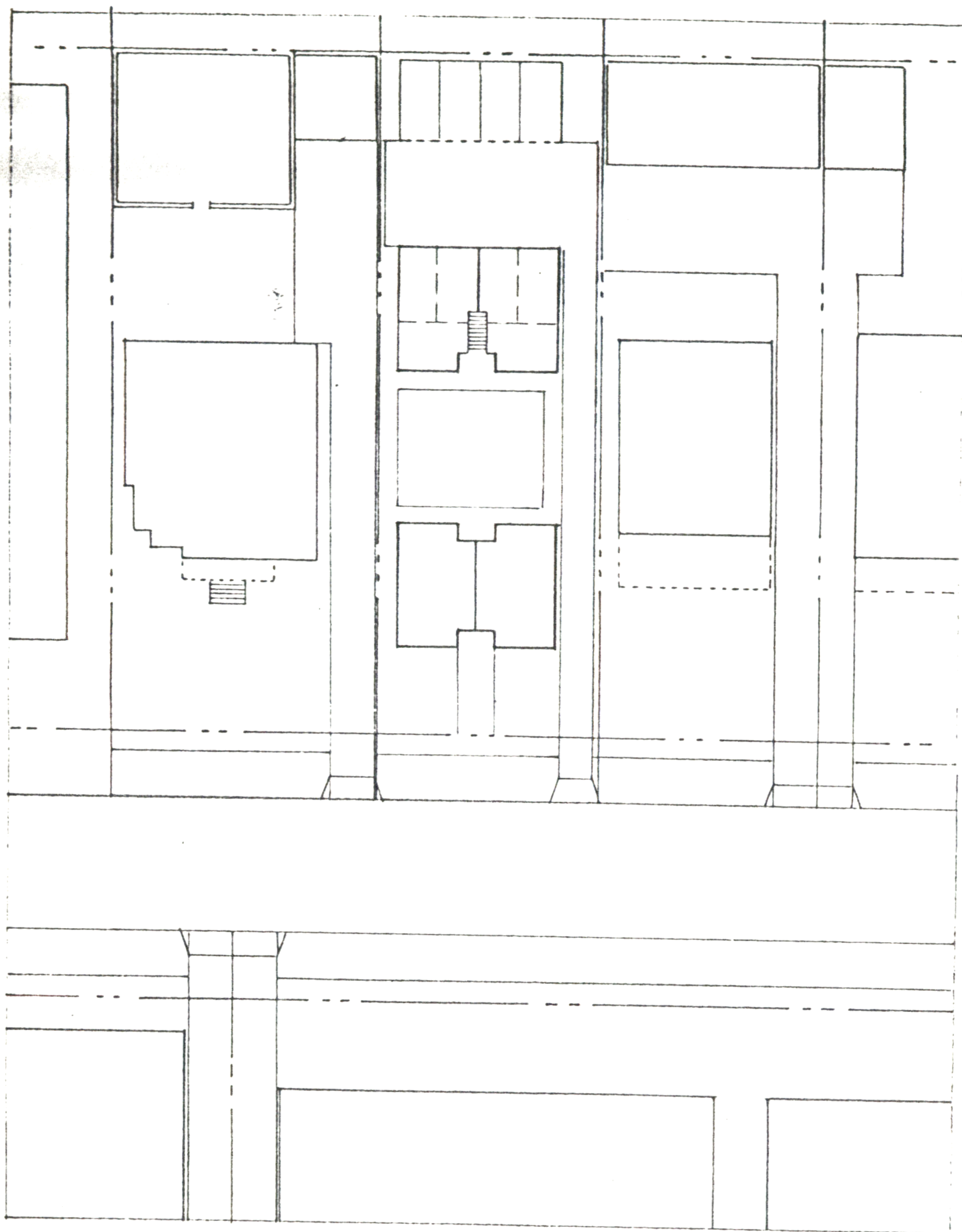
4.2 RM-32

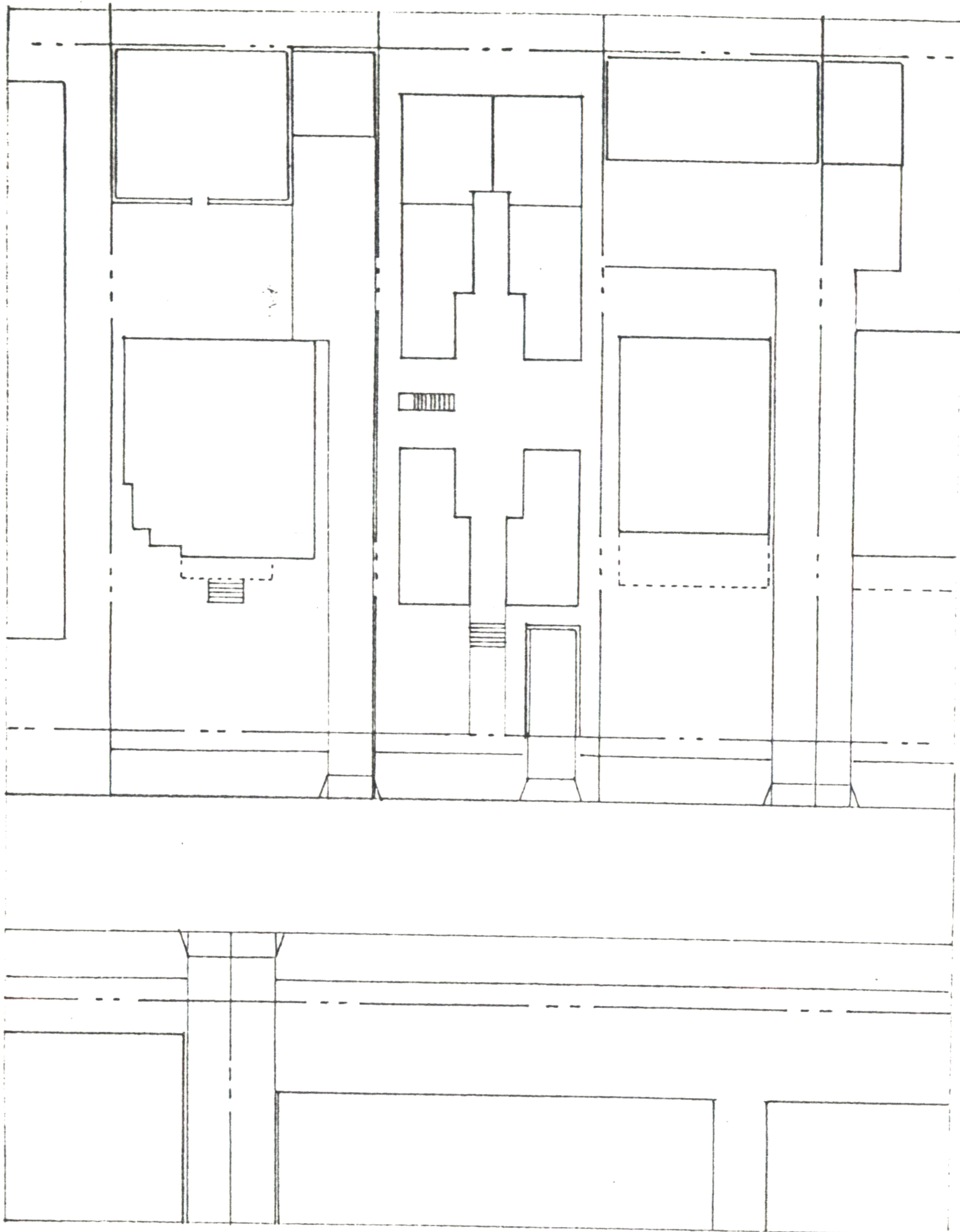


RM 32 W 550'

Surface parking
 1.5 : 1 parking ratio
 Site area = 7650 #
 FAR = .35
 2550 # site/DU

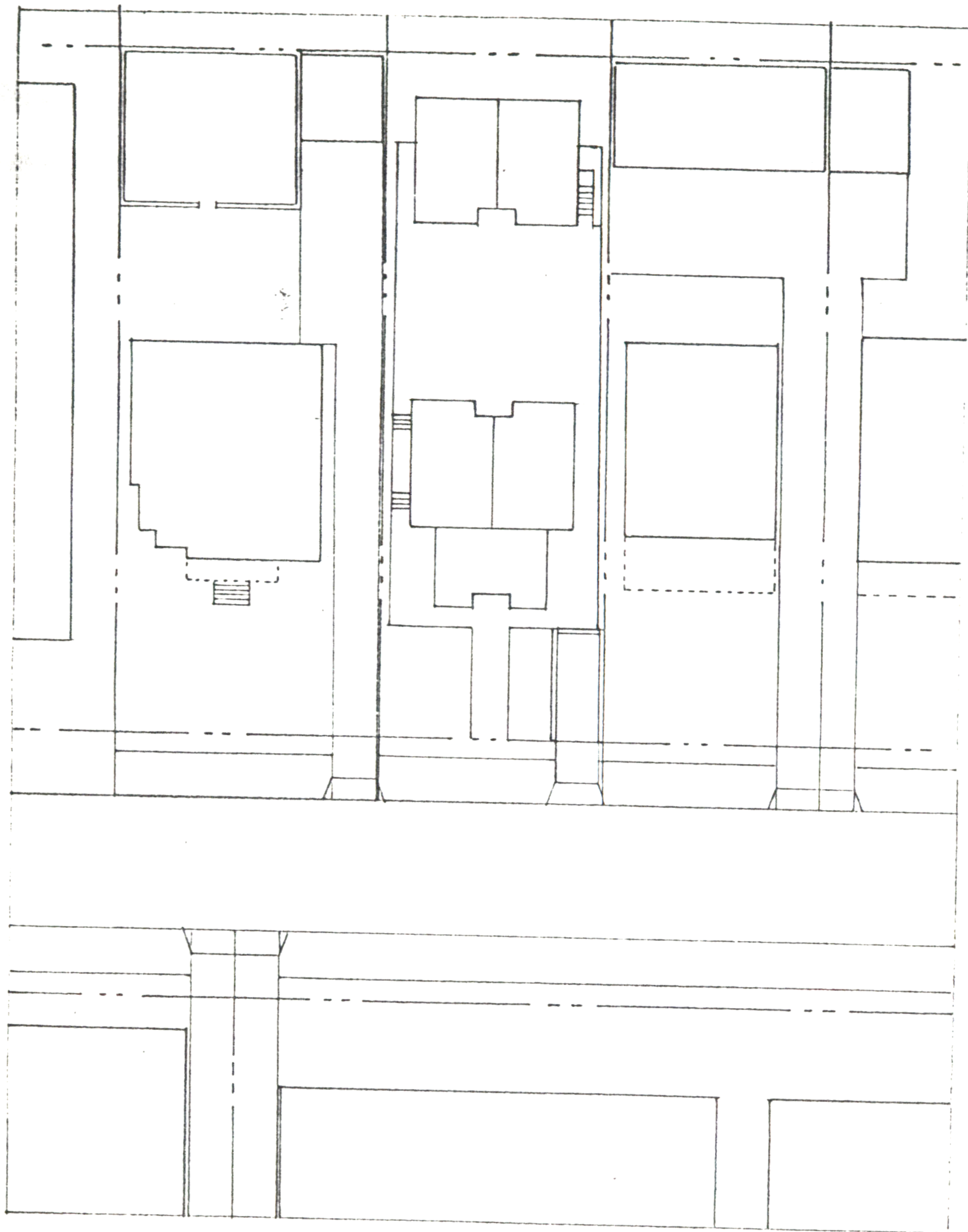
Total Open Space 2480 #
 Main Garden 1680 #
 Front Yard 800 #
 Subsidiary 0 #





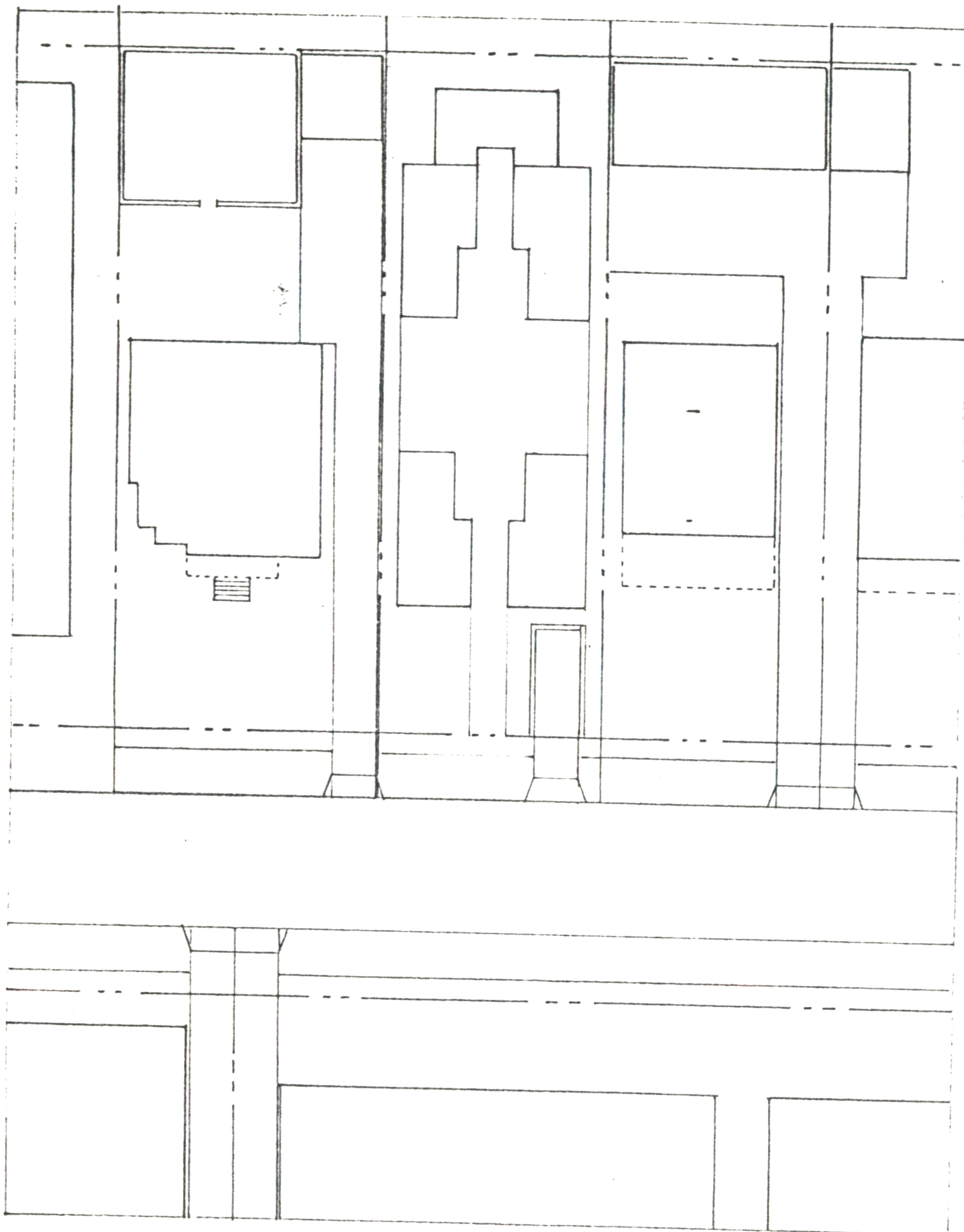
RM 32 W ≤ 50'

Mechanically Ventilated Garage	Total Open Space	32600
Base case	Main Garden	10000
Site area = 7650	Front Yard	10500
FAR = .70	Subsidiary	12100
1275 # site / Ou		



RM 32 W ≤ 50'

Mechanically Ventilated Garage	Total Open Space	4080 #
	Main Garden	2000 #
	Front Yard	1200 #
	Subsidiary	880 #
Site area = 7650 #		
FAR = .59		
1530 # Site/DU		



RM 32 W ≤ 50'

Mechanically ventilated Garage

Total Open Space 4192 #

Site area = 7650 #

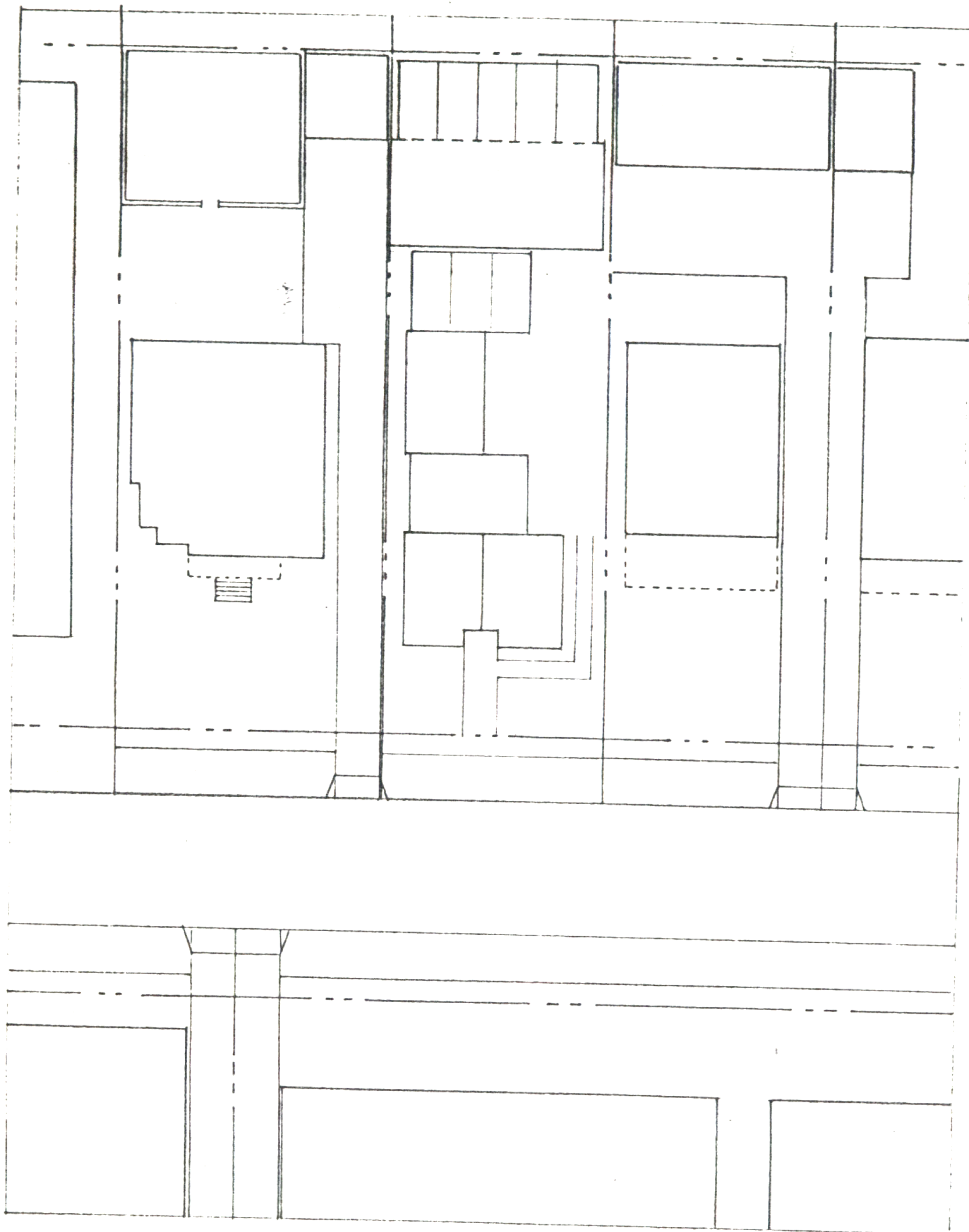
Main Garden 1500 #

FAR = .59

Front Yard 1050 #

1530 # site / DU

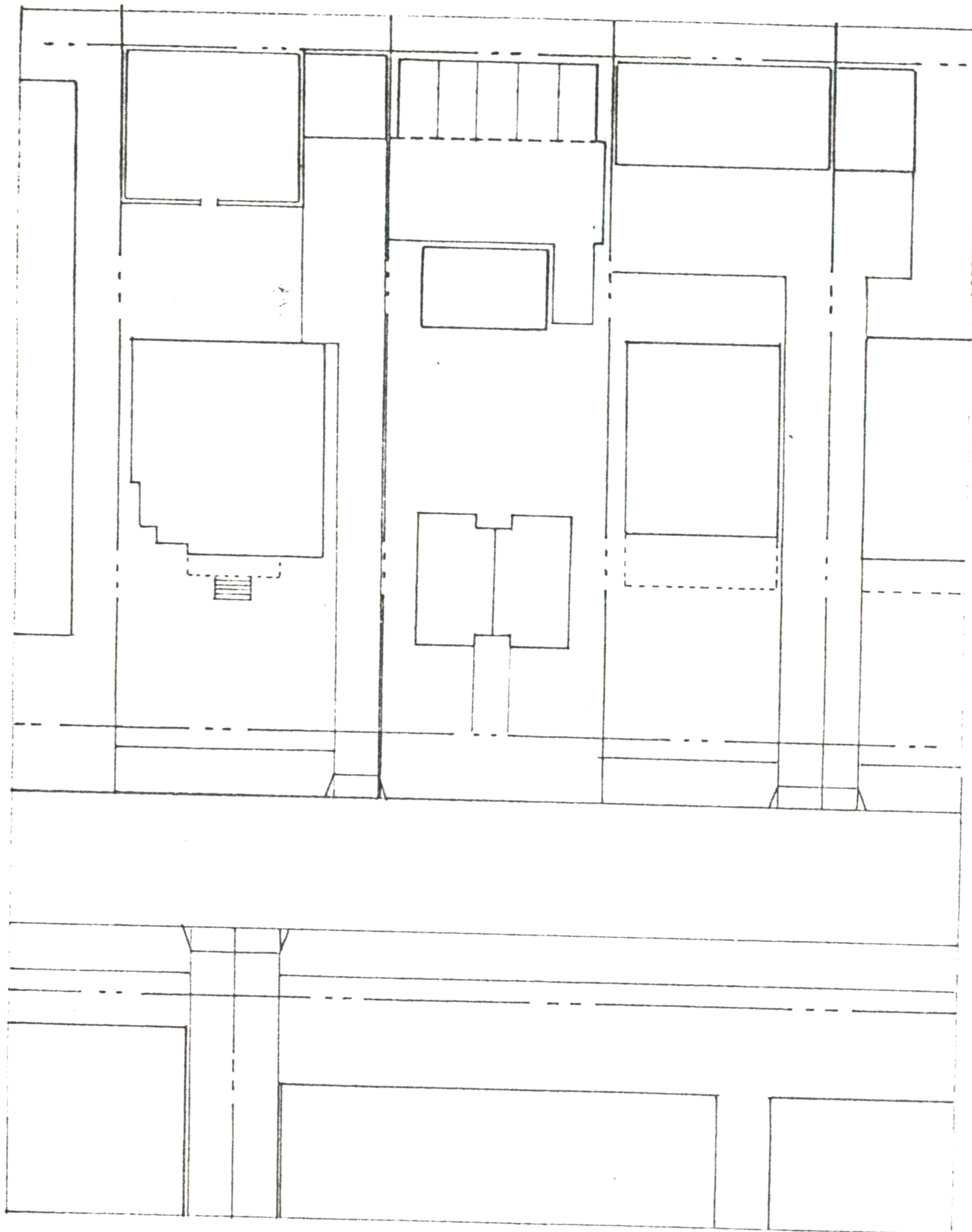
Subsidiary 1642 #



RM 32 W ≤ 50'

Parking w/ Dwelling over
 shared driveway
 site area = 7650 #
 FAR = .59
 1530 # site 10A

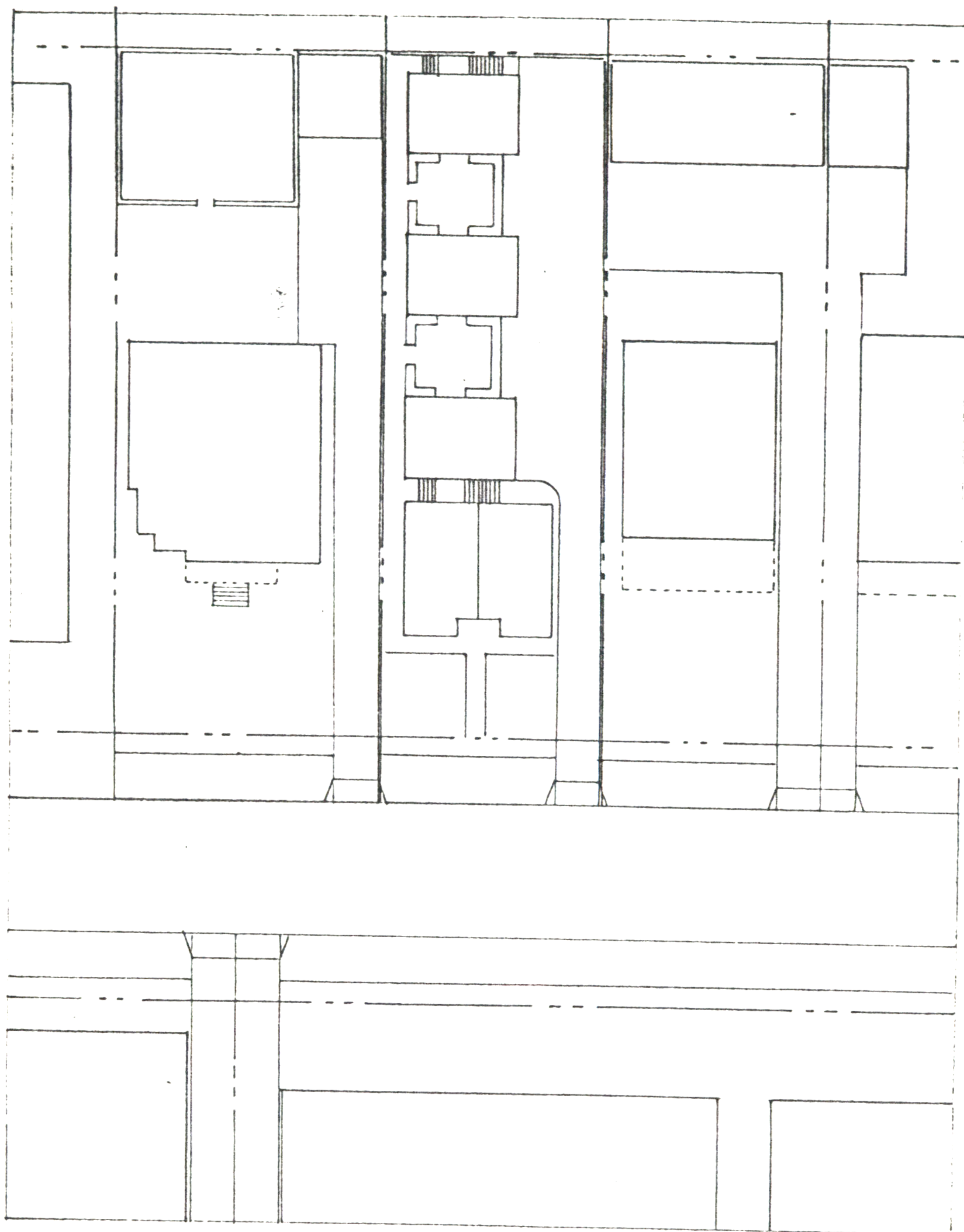
Total Open Space 2700 #
 Main Garden 1150 #
 Front Yard 1000 #
 Subsidiary 550 #



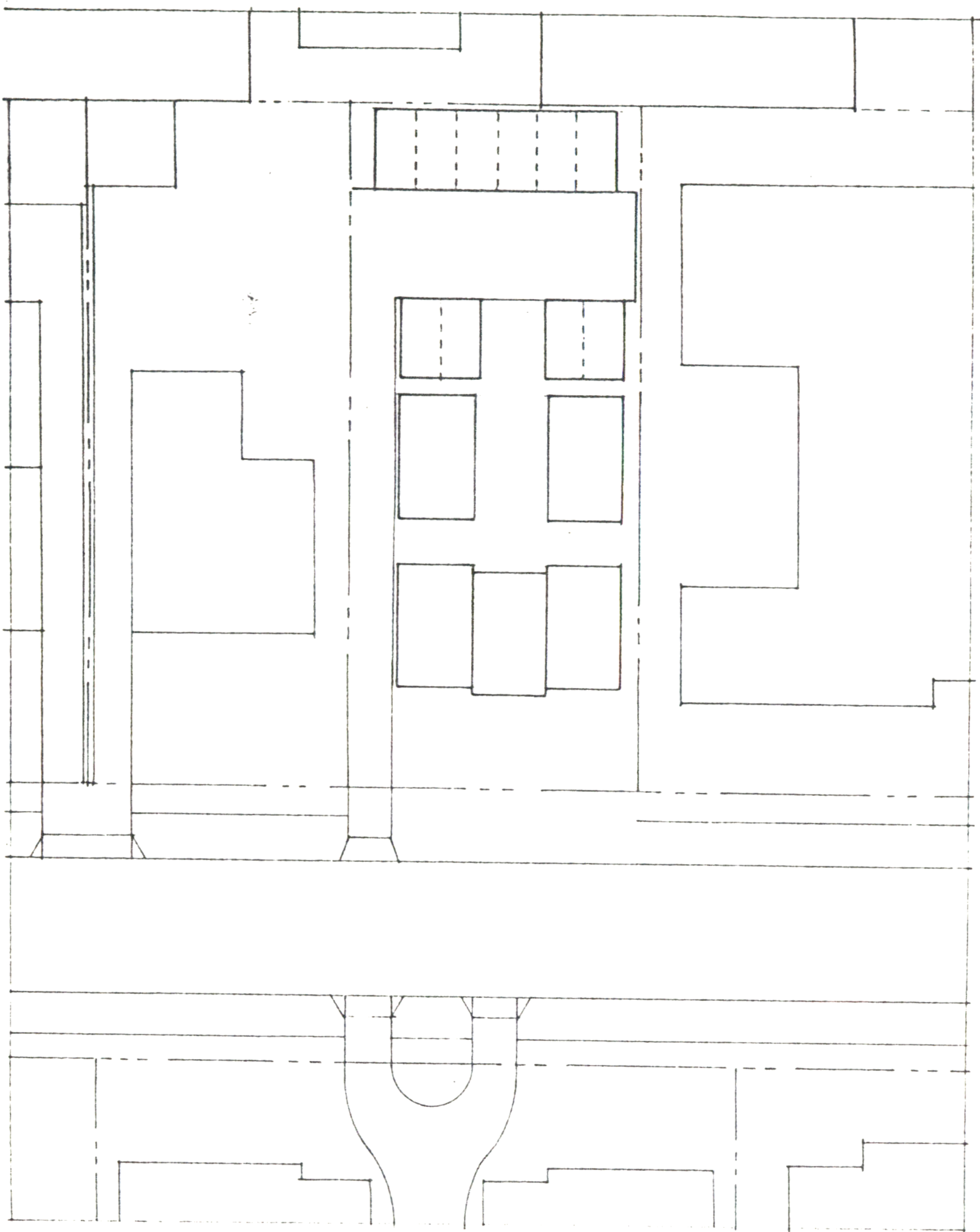
RM 32 W ≤ 50'

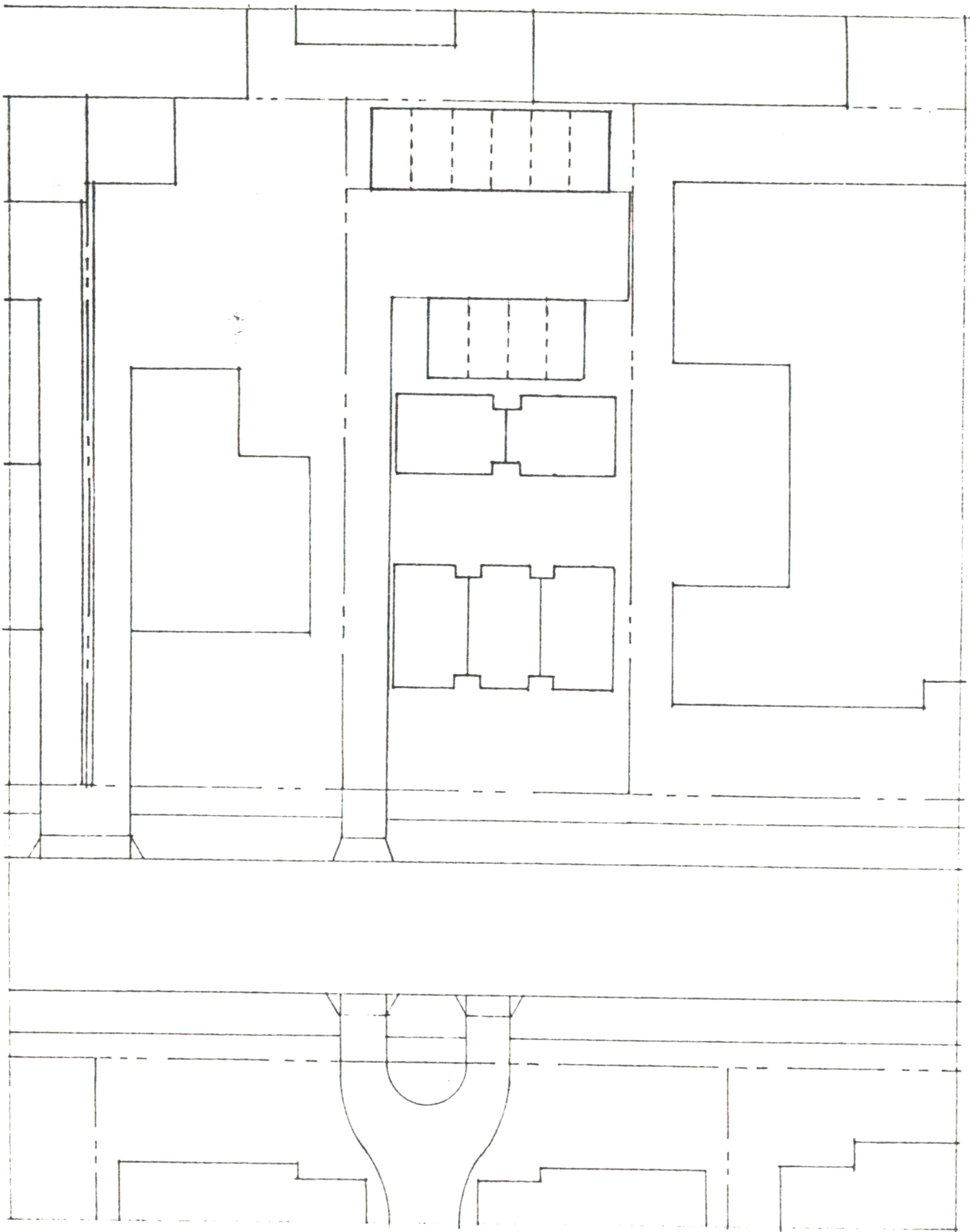
Surface parking
 Shared driveway
 Site area = 7650 #
 FAR = .35
 2550 # site/DU

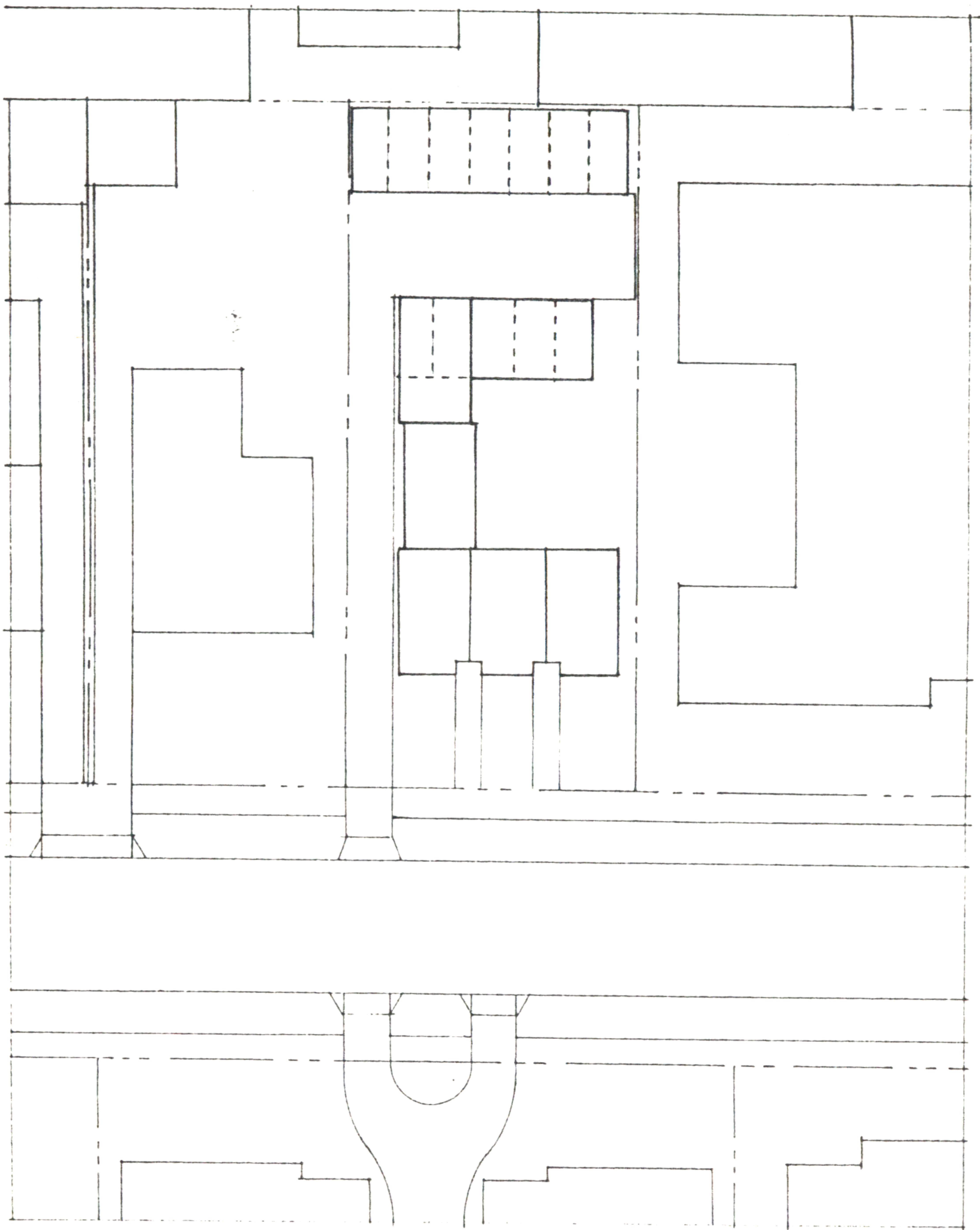
Total Open Space 3580 #
 Main Garden 2100 #
 Front Yard 1000 #
 Subsidiary 480 #

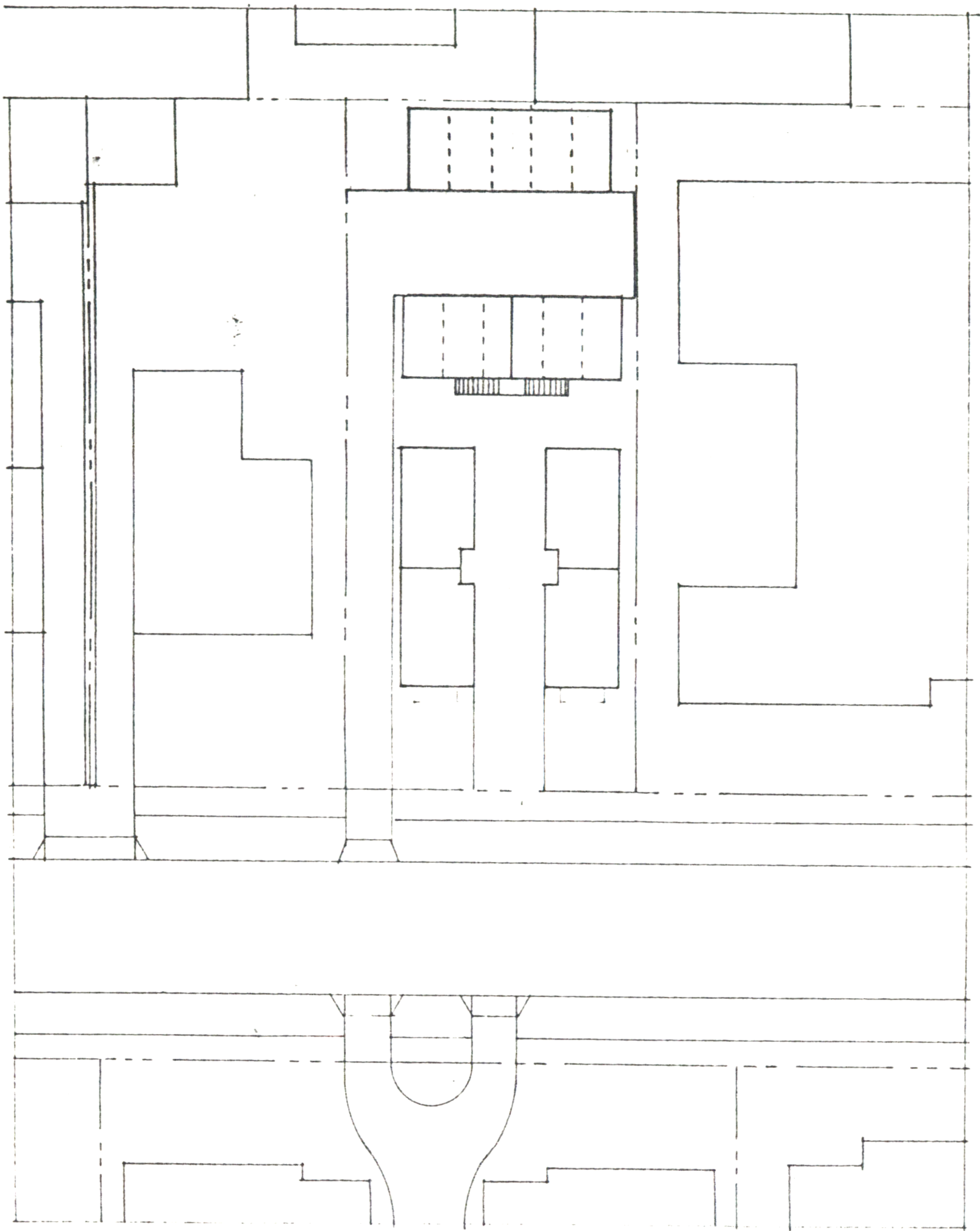


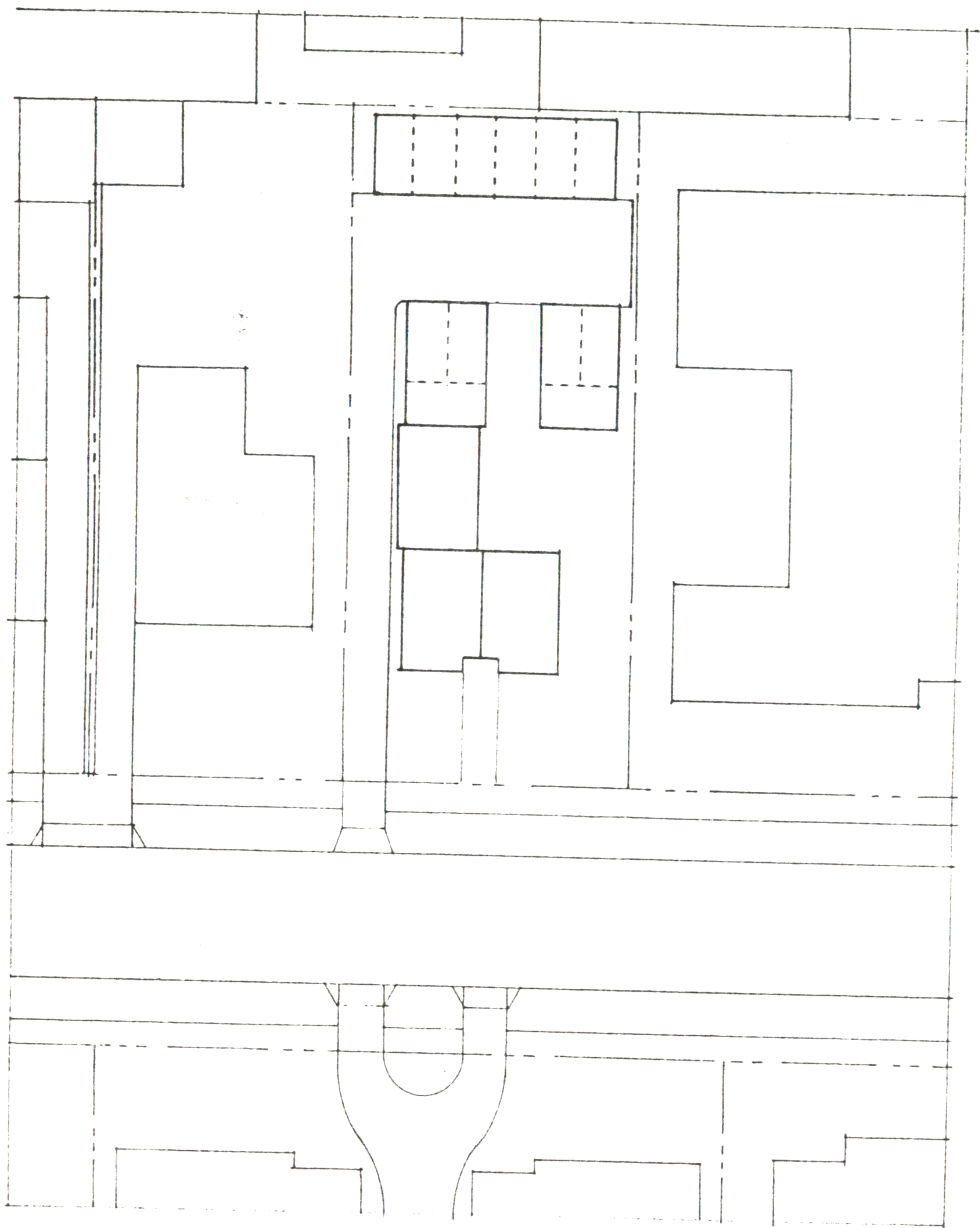
not recommended

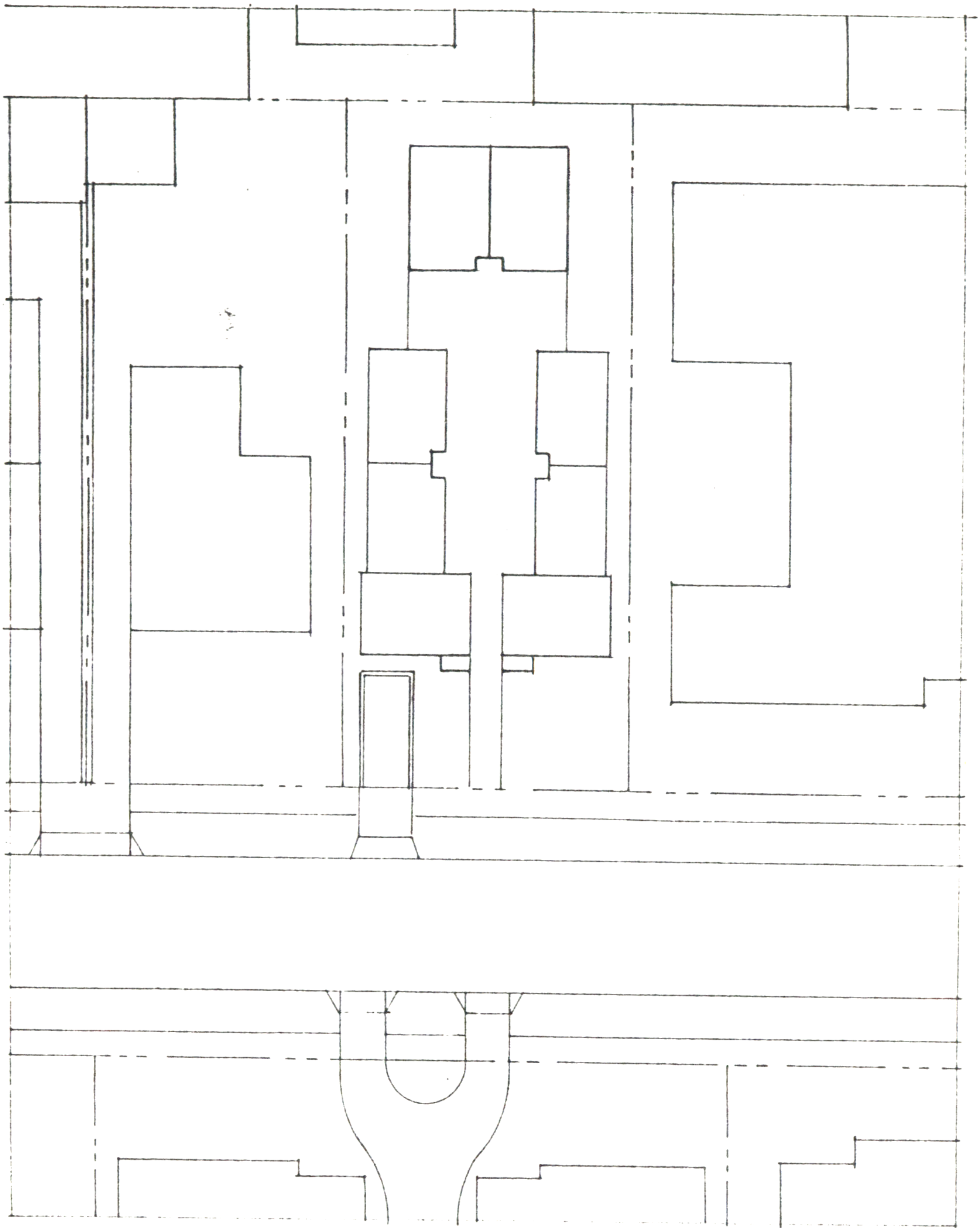


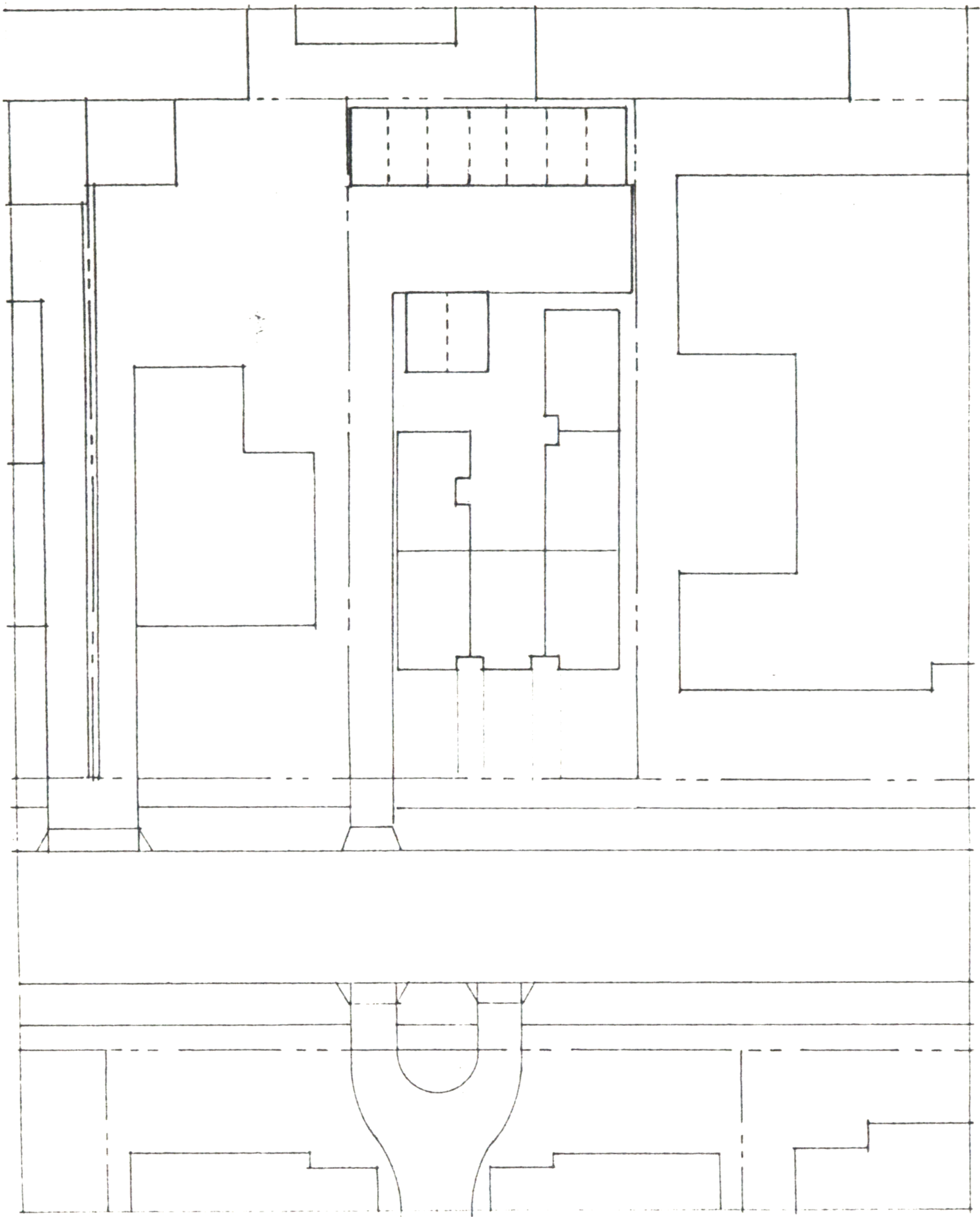


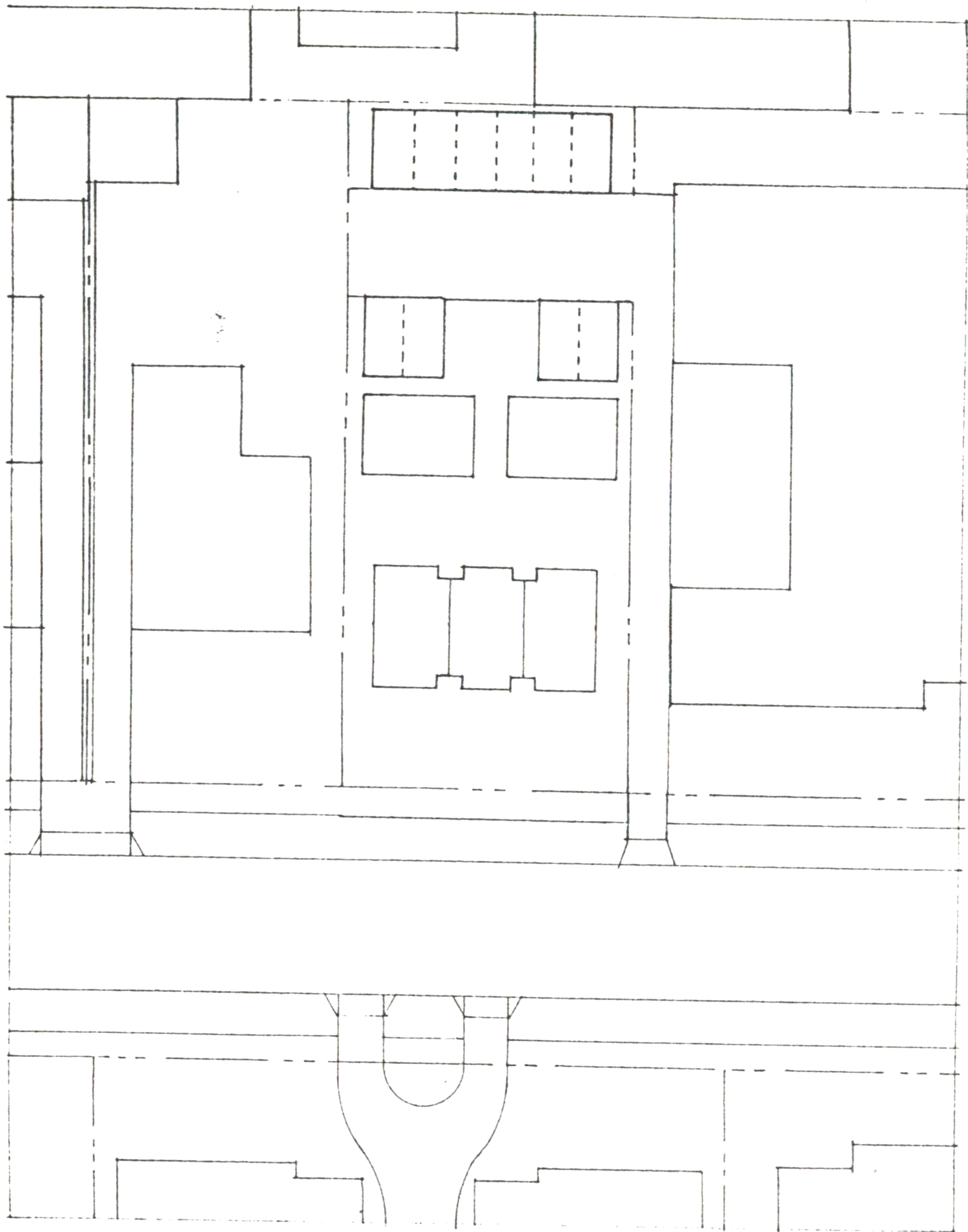


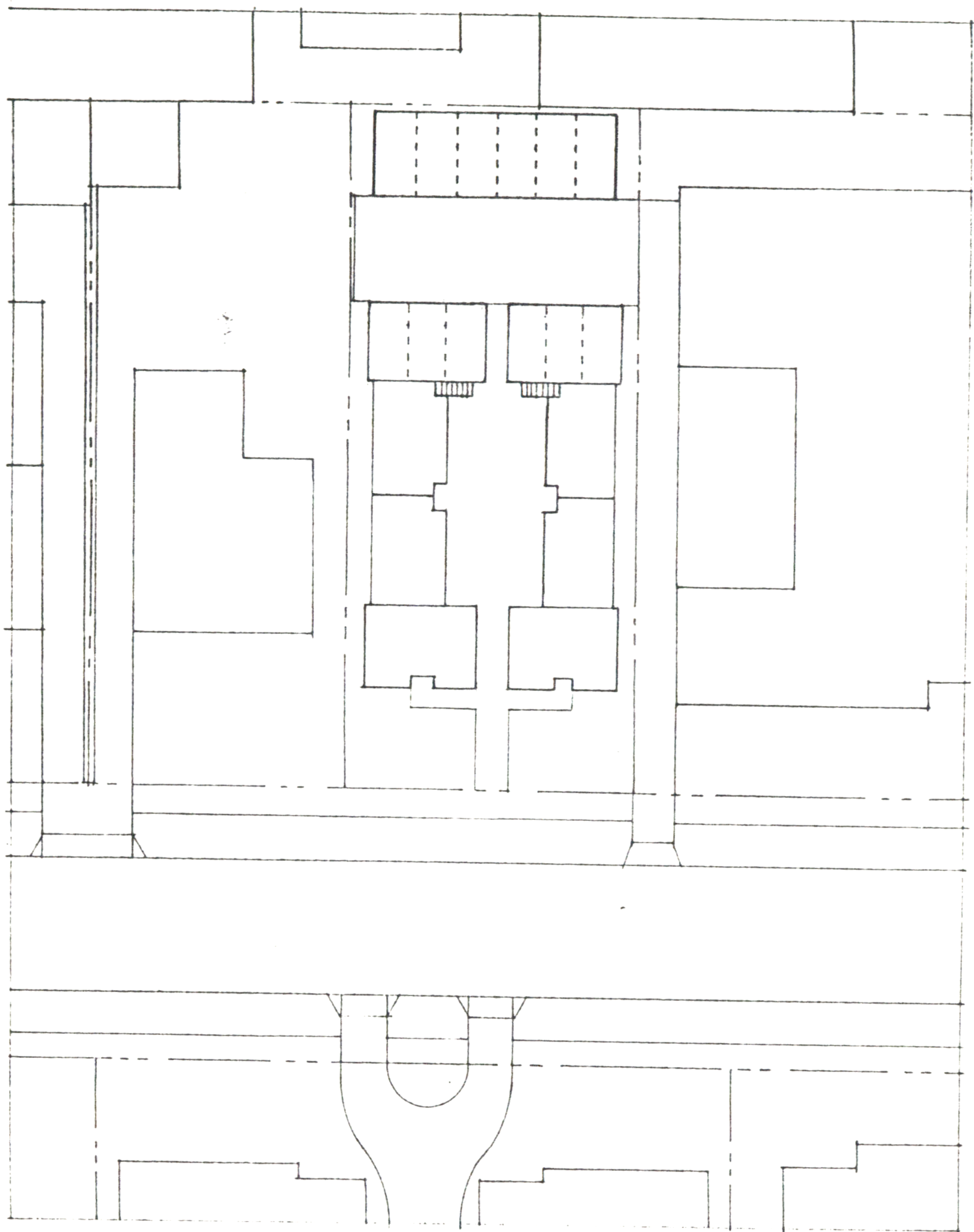












SECTION 5: IMPLEMENTATION

CITY OF PASADENA

INSTRUCTIONS FOR COMPLETING THE PLANNING PERMIT APPLICATION FOR RM-16, RM-32, AND RM-48 DISTRICTS

HOW TO COMPLETE THE FORMS

These instructions are to be used in conjunction with the Zoning Ordinance. Information is required about six aspects of all projects proposed to be built in districts classified as RM-16, RM-32, and RM-48.

1. The context and how your design responds to it.
2. Planning requirements and how you have met them.
3. Open space and how dwelling units relate to it.
4. Off-street parking and driveways.
5. Materials and architectural features.
6. Landscaping.

Information is needed not only about your proposed new development but also about the existing development on neighboring lots because approval of any new design is contingent upon its suitability to the existing context. The application forms you are required to complete consist of:

1. Three preprinted sheets (24 x 36 inches), available from the Department of City Planning, to be completed (drawings and verbal information) in accordance with these instructions.
2. One white board (24 x 36 inches), to be provided by the applicant, for mounting photographs and providing verbal information in accordance with these instructions.
3. A landscape plan, to be included in the set submitted for the building permit application. The landscape plan is not required to be submitted with the drawings required for planning approval.

To guide you in filling out the forms, these instructions include:

1. A reference to the pages in the Zoning Ordinance that describe in greater detail city requirements.
 2. ~~One or more~~ questions to be answered.
 3. Instructions about what form the answer(s) should take (drawings, verbal description, or fill-in-the-blank).
 4. Further instructions about the the type of information that must be included and indications of city requirements regarding desirable design features.
- NOTE: To keep these instructions concise, only the most important city requirements can be included here. Refer to the relevant pages of the Zoning Ordinance for more complete information.

3.2 HOW WILL YOUR NEW BUILDING OR BUILDINGS RELATE TO THE MATERIALS, COLORS, AND ARCHITECTURAL DESIGN FEATURES OF EXISTING BUILDINGS NEARBY?

street elevation

1/8" = 1'-0" or 1/16" = 1'-0"

1.2 HOW DO YOU PLAN TO RELATE TO THE CHARACTER OF THE NEIGHBORHOOD?

2.1 HOW LARGE IS YOUR PROPERTY AND WHERE IS IT LOCATED?

1. Dimensions _____ feet
2. Area _____ sq. feet
3. Acreage _____ acres
4. Street address _____
5. Zoning classification _____

2.2 WHAT PLANNING AND ZONING REQUIREMENTS APPLY TO YOUR PROPERTY?

1. Allowable number of units (without bonus) _____ units
2. Allowable number of additional units (with bonus) _____ units
3. Required setbacks
 - a. front _____ feet
 - b. side 1 (specify _____) _____ feet
 - c. side 2 (specify _____) _____ feet
 - d. back _____ feet
 - e. other (specify _____) _____ feet

2.3 HOW DO YOU INTEND TO FULFILL THOSE REQUIREMENTS?

1. Number of units in total _____ units
 - a. studio units _____ units
 - b. one-bedroom units _____ units
 - c. two-bedroom units _____ units
 - d. three-bedroom or larger units _____ units
2. What features you are including to earn the density bonus you are claiming? _____
3. Actual setbacks of your buildings:
 - a. front _____ feet
 - b. side 1 (specify _____) _____ feet
 - c. side 2 (specify _____) _____ feet
 - d. back _____ feet
 - e. other (specify _____) _____ feet
4. Average floor area of all dwelling units _____ sq. feet
5. Floor area of smallest dwelling unit _____ sq. feet

1.1 WHAT IS THE CHARACTER OF THE NEIGHBORHOOD AROUND YOUR PROPERTY?
1.2 HOW DO YOU PLAN TO RELATE TO THE CHARACTER OF THE NEIGHBORHOOD?

DRAFT
AUG 7 1987

site context map

1/32" = 1'-0"

3.2 HOW WILL YOUR NEW BUILDING OR BUILDINGS RELATE TO THE MATERIALS, COLORS, AND ARCHITECTURAL DESIGN FEATURES OF EXISTING BUILDINGS NEARBY?

1. Roof shape _____
2. Roof pitch and orientation to street _____
3. Roof height at ridge and eaves _____ feet
4. Overhang depth(s) _____ feet
5. Roof materials and colors _____
6. Exterior wall materials and colors _____
7. Window materials and colors _____
8. Door materials and colors _____
9. Is there a front entrance porch? Yes No
10. Stair materials and colors _____
11. Path paving materials _____
12. Driveway paving materials _____

- 3.1 HOW LARGE IS THE TOTAL AREA OF OPEN SPACE YOU PLAN TO PROVIDE?
- 3.3 HOW ARE THE VARIOUS OPEN SPACES ON YOUR PROPERTY RELATED TO EACH OTHER?
- 3.4 HOW DO PEDESTRIANS MOVE FROM ONE OPEN SPACE TO ANOTHER?
- 3.5 HOW ARE THE BUILDINGS ON THE SITE CONFIGURED?
- 3.6 HOW DO THE DWELLING UNITS RELATE TO THE OPEN SPACE AND TO EACH OTHER?

DRAFT
AUG 7 1987

open space drawing
1/16" = 1'-0"

2.2 WHAT PLANNING AND ZONING REQUIREMENTS APPLY TO YOUR PROPERTY?

4. Required open space
a. as a percentage of net floor area _____ %
b. in square feet _____ sq. feet
5. Required area of main garden _____ sq. feet

2.3 HOW DO YOU INTEND TO FULFILL THOSE REQUIREMENTS?

6. Area of all open space
a. as a percentage of net floor area _____ %
b. in square feet _____ sq. feet
7. Area of main garden _____ sq. feet

3.2 HOW IS YOUR MAIN OPEN SPACE CONFIGURED?

- 4.1 WHERE DO YOU INTEND TO PLACE PARKED CARS ON YOUR SITE?
- 4.2 HOW WILL CARS MOVE FROM THE STREET TO OFF-STREET PARKING SPACES?

DRAFT
AUG 7 1987

parking drawing
1/16" = 1'-0"

2.2 WHAT PLANNING AND ZONING REQUIREMENTS APPLY TO YOUR PROPERTY?

6. Required number of parking spaces for:
- a. studio units _____ spaces
 - b. one-bedroom units _____ spaces
 - c. two-bedroom units _____ spaces
 - d. three-bedroom and larger units _____ spaces

2.3 HOW DO YOU INTEND TO FULFILL THOSE REQUIREMENTS?

8. Number of parking spaces _____ spaces