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EXECUTIVE SUMMARY

Arcadia’s Downtown is going through some rethinking due to changing land use economics, and the introduction of the Gold Line transportation system.

This plan makes an effort to address these issues, utilizing a few categories of suggestions and ideas, so as to inform future decisions on how this part of town is developed. The categories are:

- IMPROVING WALKABILITY + MOBILITY
- INCREASING DENSITY
- IMPROVING DESIGN QUALITY FOR ALL FUTURE PROJECTS

The exhibits in this plan provide context, basic urban design principles and examples applicable to specific needs, along with illustrations showing the proposed scale and design concepts proposed by this plan to address these opportunities and concerns.

EXECUTIVE SUMMARY
PLAN OBJECTIVES

GOALS FOR DOWNTOWN ARCADIA

The City of Arcadia has undertaken this plan to determine how to improve its downtown, in part to take advantage of the economic, aesthetic, and quality of life advantages afforded by the newly opened Gold Line light-rail transit system stop. The introduction of this major amenity to the downtown calls into question a number of urban design issues, yet it also points out a number of potential opportunities.

Even without the advantage of the new transit stop, the area is in need of some new thinking to meet the demands of our time (specifically in terms of development), and is needed to keep the local businesses well supported so that they can continue to thrive and serve the community.

Note that the actual City General Plan Design Goals are excerpted on page 2 of this plan.

MAKING A WALKABLE DOWNTOWN

One of the opportunities and responsibilities afforded with the introduction of the connection to the rail transit within the downtown district is the need to make things more walkable- so more people will conduct more of their daily lives without the use of a passenger car. Increased density, a more thoughtful approach to parking, and paying attention to the experience of walking can help with that. Walking should be safe, easy, and fun to do. The study has been undertaken with this in mind.

MOBILITY

The Gold Line stop now makes the downtown a real transit hub. This important first step must be followed through with other elements put in place to improve mobility through the district, and indeed through the whole community. Improving walkability has been discussed, and is a key element to a new mobility plan. The existing street grid is already in place, and there are opportunities to improve on the work with sidewalks and landscaping that has already been done. This study will recommend that part of the design standards include mid-block passages, alcoves, and courtyards be part of new development to create interesting places for people and ‘shortcuts’ for those on foot to get to and from the transit stop.

Southern California has an ideal climate for the use of bicycles as part of the transportation system, and as part of the ‘last mile’ portion of a trip that includes the use of the

light rail system. The flat topography of Downtown Arcadia is also great for bicycle use. While this study makes a few references to this mode of transportation, additional study and implementation should be undertaken.

Car travel is part of the planning and the culture of Southern California. Yet we are now in an era where this form of transportation must be augmented by other forms of transportation, and we need to get smarter about how we use cars. Parking and deliveries of goods and services can make or break how one perceives and uses a place where more density is to occur. This study will recommend that the principles of centralized parking and delivery (use of larger and fewer facilities, shared by the varying facilities within the local district). These principles will greatly decrease the number of vehicle trips, and improve the walking experience by decreasing the number of driveways and other unattractive utilitarian elements.

INCREASING DENSITY

A basic increase in density is needed to provide sufficient residential occupants, along with the activity and support for commerce that this gives. It provides growth for the community while taking the pressure off the surrounding suburban neighborhoods, thereby helping preserve these places that the community is so rightly proud.

This area can support up to 80 dwelling units per acre in the appropriate locations with the appropriate design standards.

IMPROVING DESIGN STANDARDS

The trade-off for increasing density and affording development projects with increased economic upsides must be offset with the requirement of providing better design; the success of re-envisioning this district relies on thoughtful design responses in every new project.

Goals for the new design standards are:

- Embrace the scale and architecture of the existing downtown buildings, especially the ones that give the district its identity and character!
- Support the block-face and general scale and character of each of the streets, avenues, and even alleys of the district.
- Provide spaces for public interaction, and to encourage foot traffic through blocks.
- Interact with the City’s street design and citywide landscape design standards.

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The City’s General Plan Land Use and Community Design Element focuses on identifying, preserving and enhancing certain focus areas in the City by creating community design priorities that create identifiable places, and enhance and improve the Public and Private realm. One area of focus is the Downtown area. The Element’s goals and policies work towards achieving the City’s land use vision. In particular, Land Use Goal #10 identifies key elements, including the Gold Line Station to revitalize the Downtown Area. The City Center Design Plan builds upon these elements by providing additional criteria to determine how to improve the Downtown.

ARCADIA GENERAL PLAN (NOVEMBER 2010)
DOWNTOWN LAND USE AND COMMUNITY DESIGN
GOALS

- GOAL LU-I0: A thriving Downtown, with healthy commercial areas supported by high-quality, residential uses and supportive of the Metro Gold Line transit station.
- Policy LU-I0.1: Provide diverse housing, employment, and cultural opportunities in Downtown, with an emphasis on compact, mixed-use, transit- and pedestrian-oriented development patterns that are appropriate to the core of the City.
- Policy LU-I0.2: Promote the Metro Gold Line and establishment of a transit station in Downtown Arcadia, and take full advantage of the opportunities the Gold Line station will bring to Downtown and the City as a whole.
- Policy LU-I0.3: Work toward the establishment of public gathering areas in Downtown to bring public activities and civic events into Downtown.
- Policy LU-I0.4: Establish commercial uses that

complement the vision of the Downtown core with opportunities for more intense, quality development at key intersections that are unique from the regional offerings at the regional mall.

- Policy LU-I0.S: Encourage the transformation of Santa Anita Avenue into a premier office corridor by offering incentives for development while at the same time requiring the high-quality amenities that will attract the kinds of businesses the City would like to see.
- Policy LU-I0.6: Encourage high standards for property maintenance, renovation and redevelopment.
- Policy LU-I0.7: Provide accessible plazas and public spaces throughout Downtown that provide both intimate, outdoor rooms and larger spaces that could accommodate public gatherings and celebrations.
- Policy LU-I0.8: Establish an attractive and coordinated wayfinding sign program in Downtown with an overall consistent design theme.
- Policy LU-I0.9: Connect various activity areas and plazas via sidewalks, paseos, and pedestrian alleys to create a comprehensive pedestrian network.
- Policy LU-I0.I0: Establish a "park once" system in Downtown with a collection of shared surface and parking structures.
- Policy LU-I0.11: Buildings should be oriented to the pedestrian and the street.
- Policy LU-I0.12: Encourage architecture that uses quality, lasting building materials; provides building scale that relates to intimate nature of Downtown; and applies a unified theme.
- Policy LU-I0.13: Recognize that well-designed public open spaces are vital to the success of Downtown. Work with private

developers and landowners to facilitate the construction of such spaces.

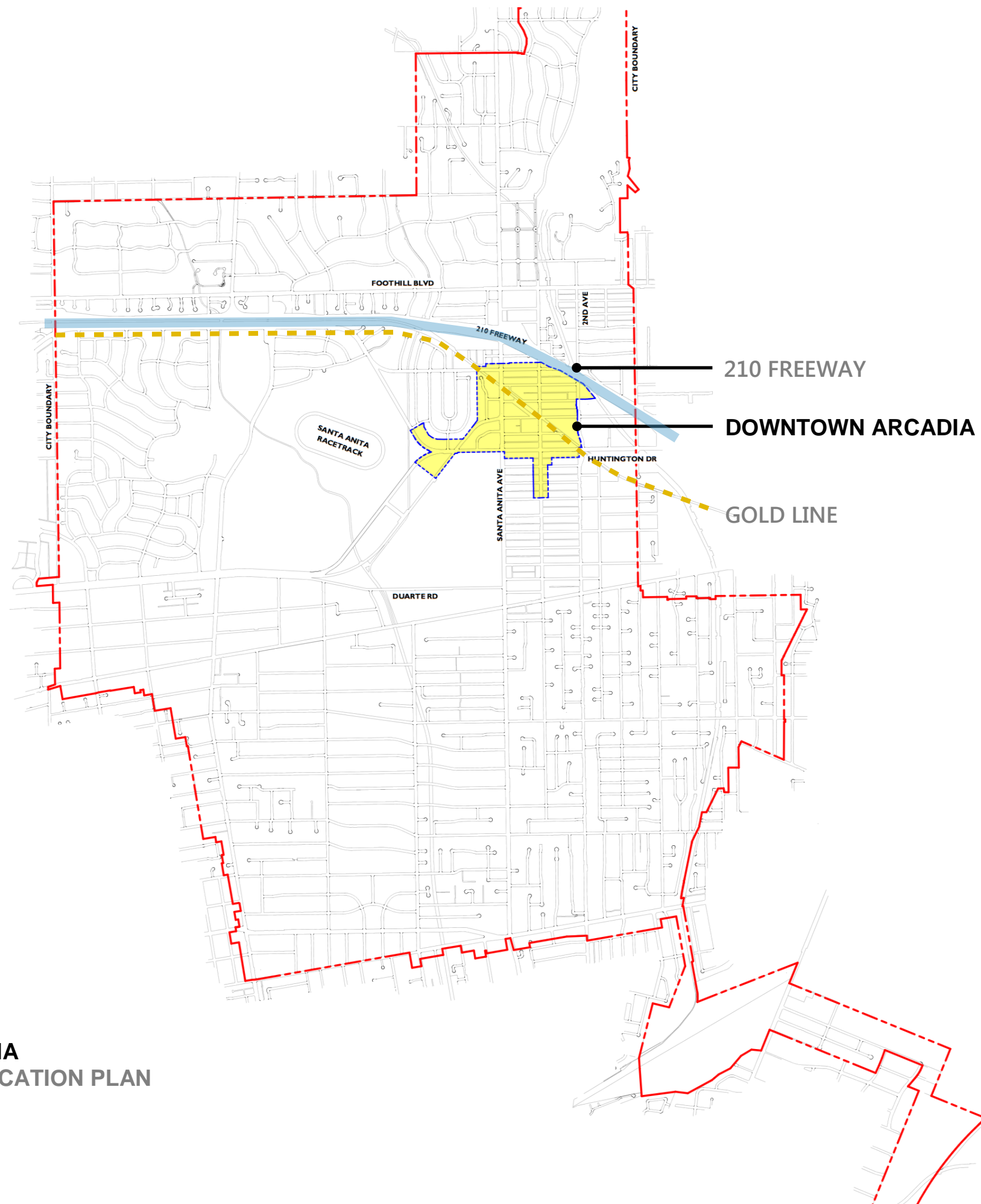
- Policy LU-I0.14: Create a high-quality pedestrian experience in Downtown through the use of street trees, public art, street furniture, and public gathering spaces. Using signage, art, and unique uses, entice and encourage people to walk and explore the commercial core of Downtown.

ARCADIA GENERAL PLAN
DESIGN GOALS

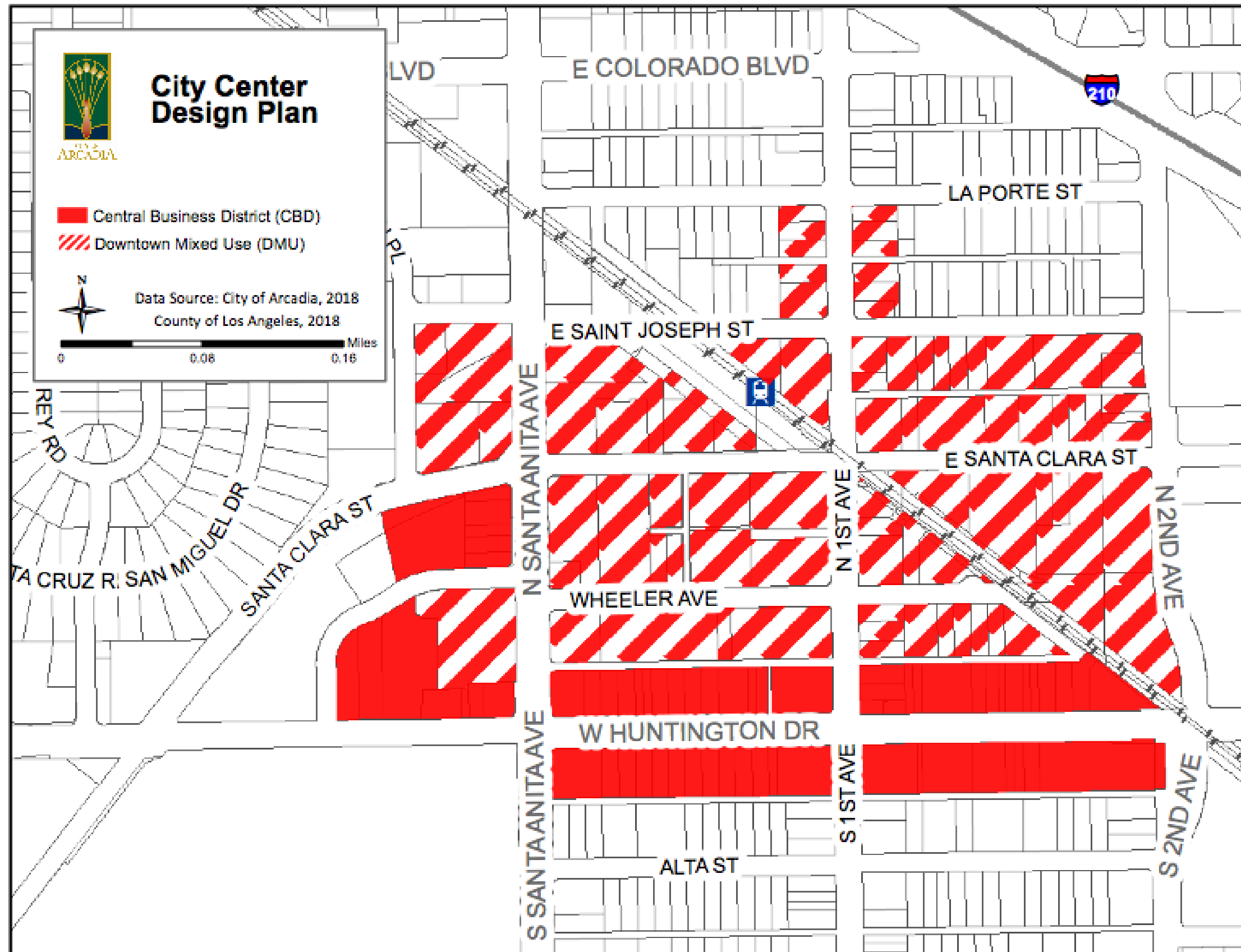


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CITY OF ARCADIA
DOWNTOWN LOCATION PLAN



CITY OF ARCADIA CALIFORNIA

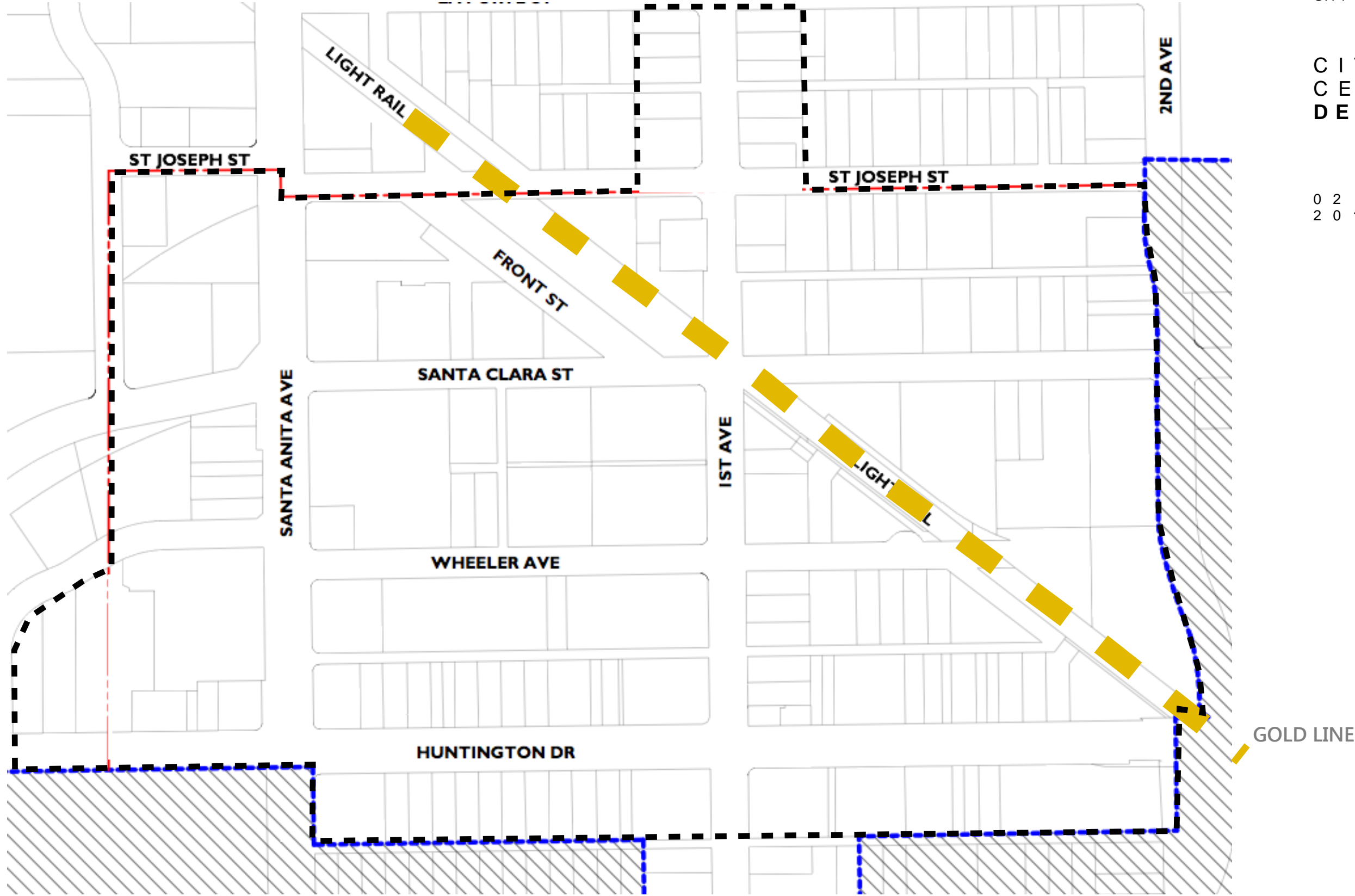
CITY CENTER DESIGN PLAN

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CITY OF ARCADIA
CITY CENTER DESIGN PLAN
ZONING

CITY
CENTER
DESIGN PLAN

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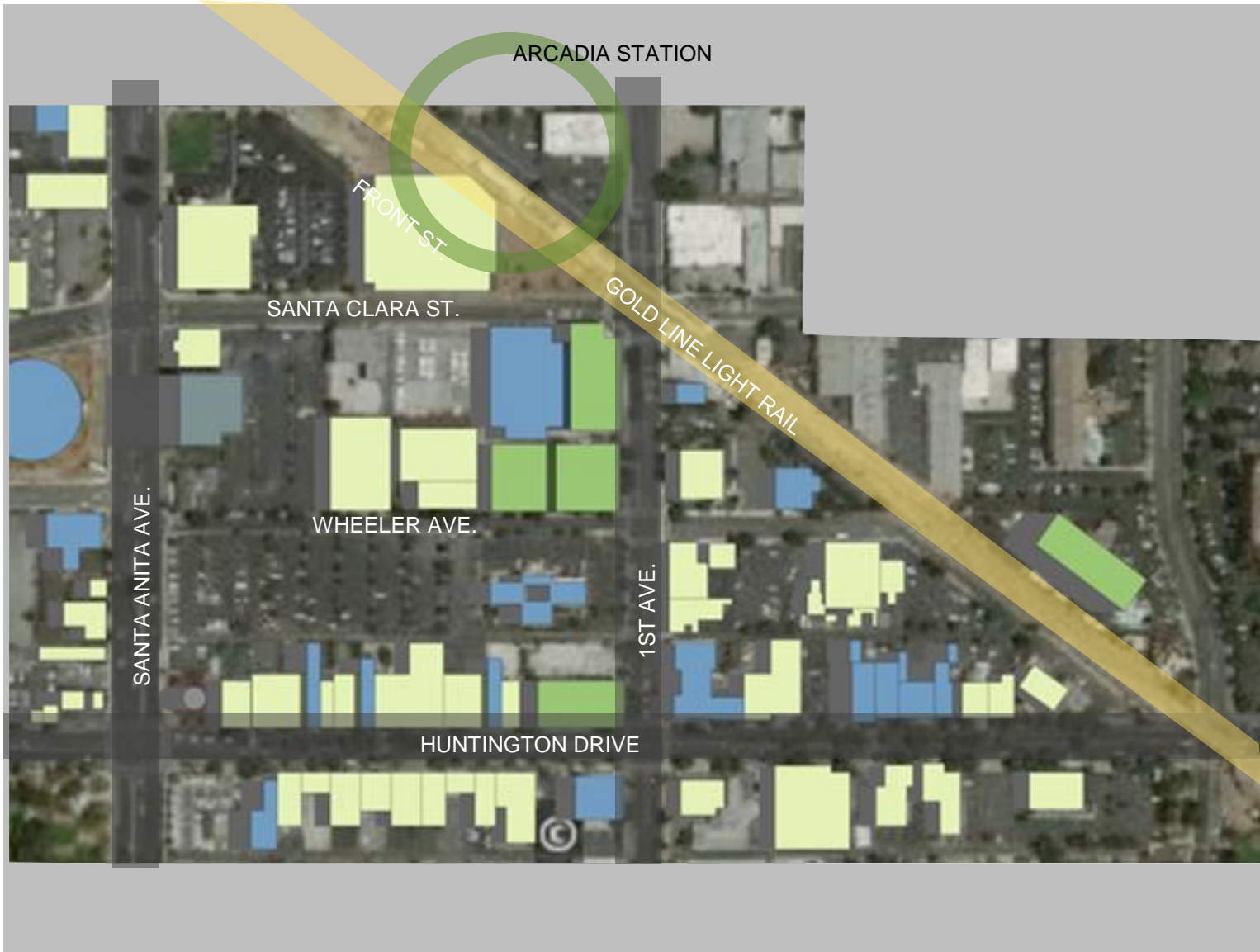


CITY OF ARCADIA
DOWNTOWN CORE / PLAN
AREA

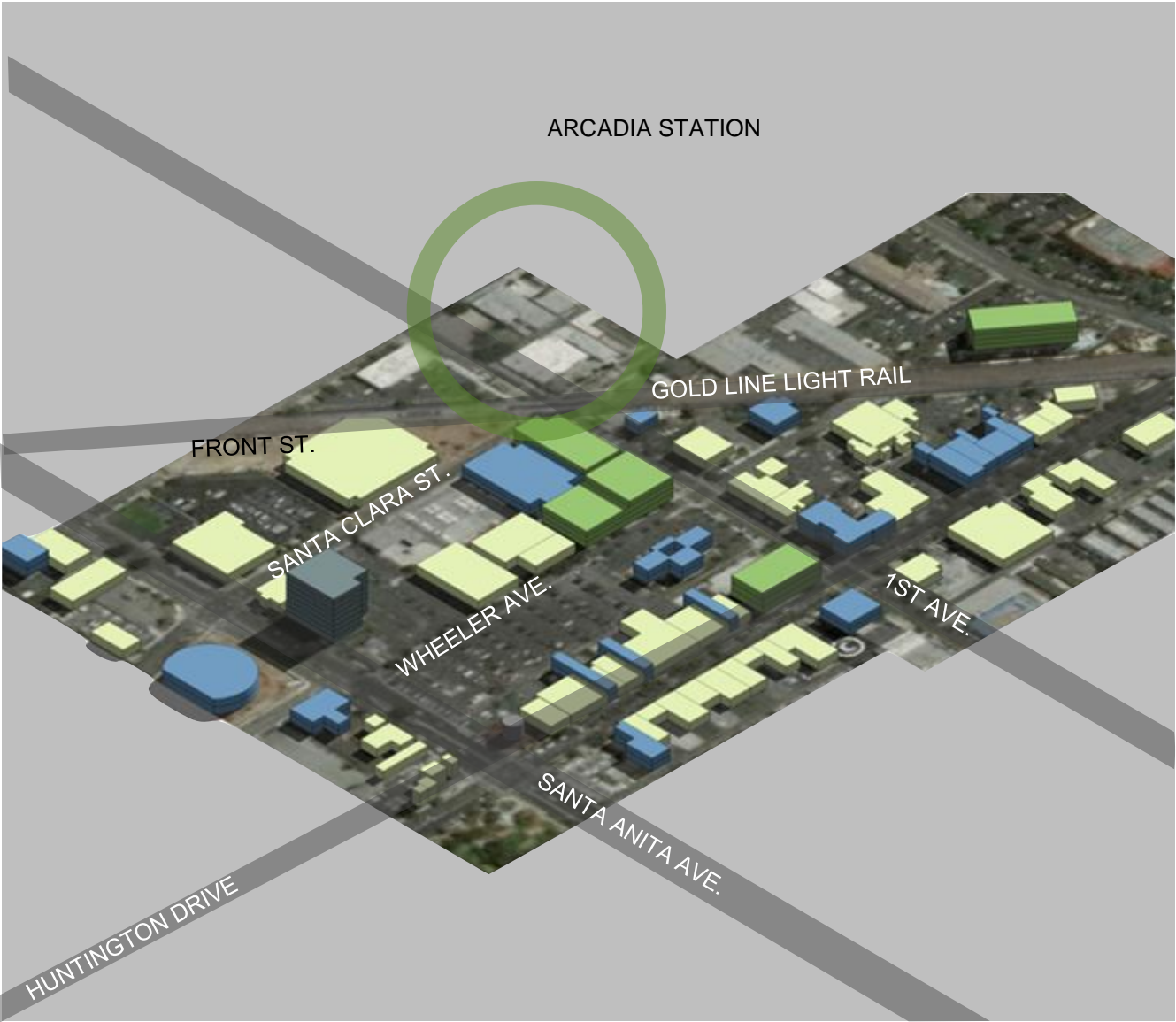


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DESIGN PLAN

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EXISTING MASSING DIAGRAM



BUILDING HEIGHT LEGEND:

- 1 STORY
- 2 STORIES
- 3 + 4 STORIES
- 5 OR MORE STORIES

CITY
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DESIGN PLAN

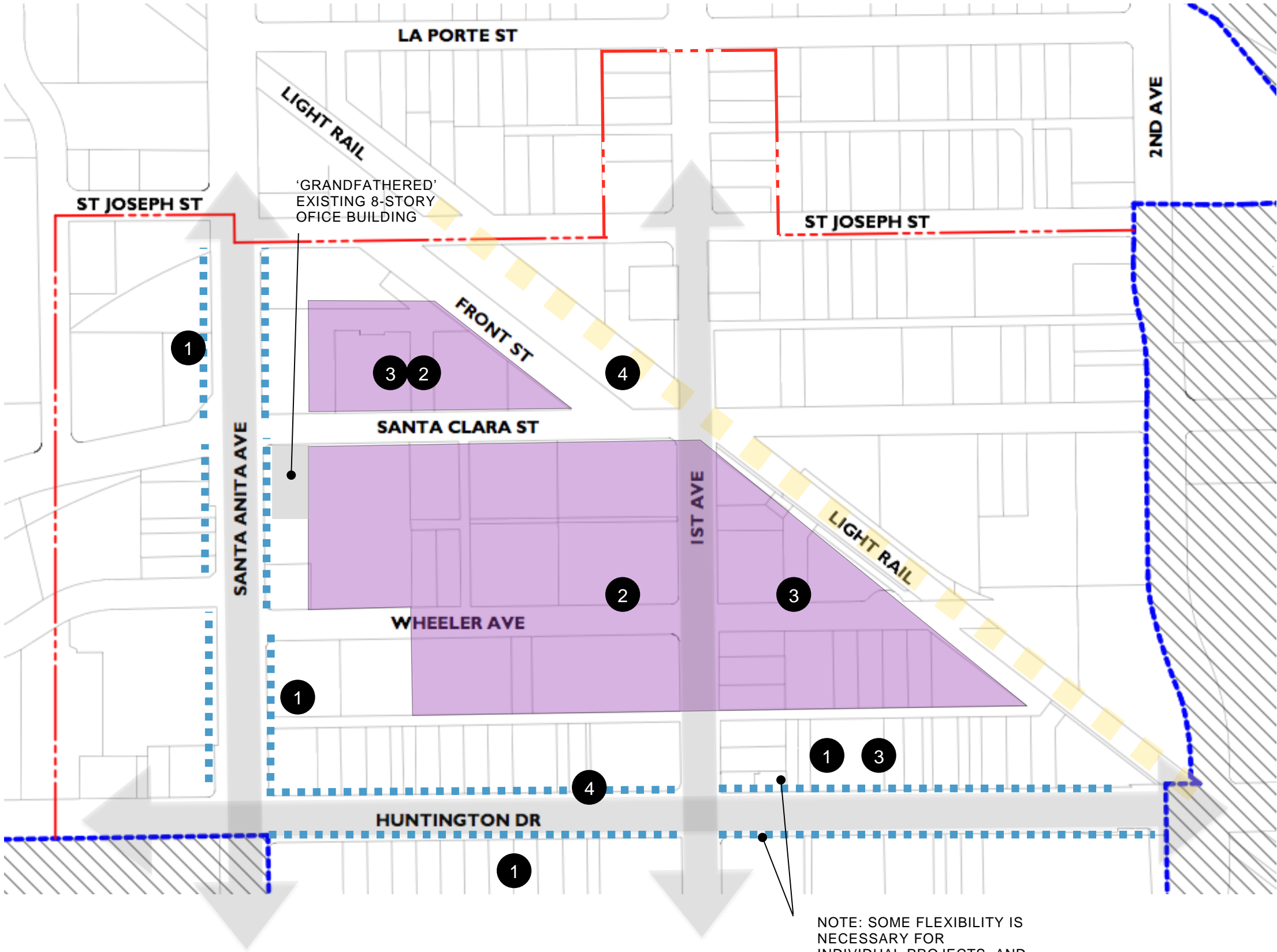
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COMMENTS:

- 1 GOAL 1: UTILIZE EXISTING 'URBAN FABRIC' (EXISTING LOW SCALE COMMERCIAL BUILDING) TO COMPLETE AN ATTRACTIVE LOW-SCALE BLOCK-FACE ALONG HUNTINGTON AND SANTA ANITA. INCENTIVIZE NEW DEVELOPMENT TO DO THIS
- 2 GOAL 2: ALLOW DEVELOPMENTS WITH UP TO THE MAXIMUM HEIGHT AND DENSITY AT THE CENTER OF THE DISTRICT + ADJACENT TO THE LIGHT RAIL STOP; INTRODUCE MF HOUSING INTO THE DISTRICT
- 3 GOAL 3: IMPROVE THE ARCHITECTURAL QUALITY OF BUILDINGS THROUGHOUT IN EXCHANGE FOR INCREASED DEVELOPMENT RIGHTS
- 4 GOAL 4: IMPROVE WALKABILITY AND MOBILITY IN GENERAL

AREA WHERE DEVELOPMENTS MAY BE DEVELOPED UP TO THE INCREASED HEIGHT AND DENSITY

IMPROVED BLOCK FACES; THE UTILIZATION OF EXISTING BUILDINGS IS DESIRABLE



CITY'S ARCHITECTURAL GOALS SITE PLAN
FUTURE PROJECTS CONFORM TO
THESE GOALS

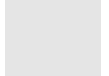
NOTE: SOME FLEXIBILITY IS
NECESSARY FOR
INDIVIDUAL PROJECTS, AND
WHERE PROJECTS ARE
INTERFACING WITH
EXISTING BUILDINGS AS TO
HEIGHT AND SETBACKS

CITY
CENTER
DESIGN PLAN

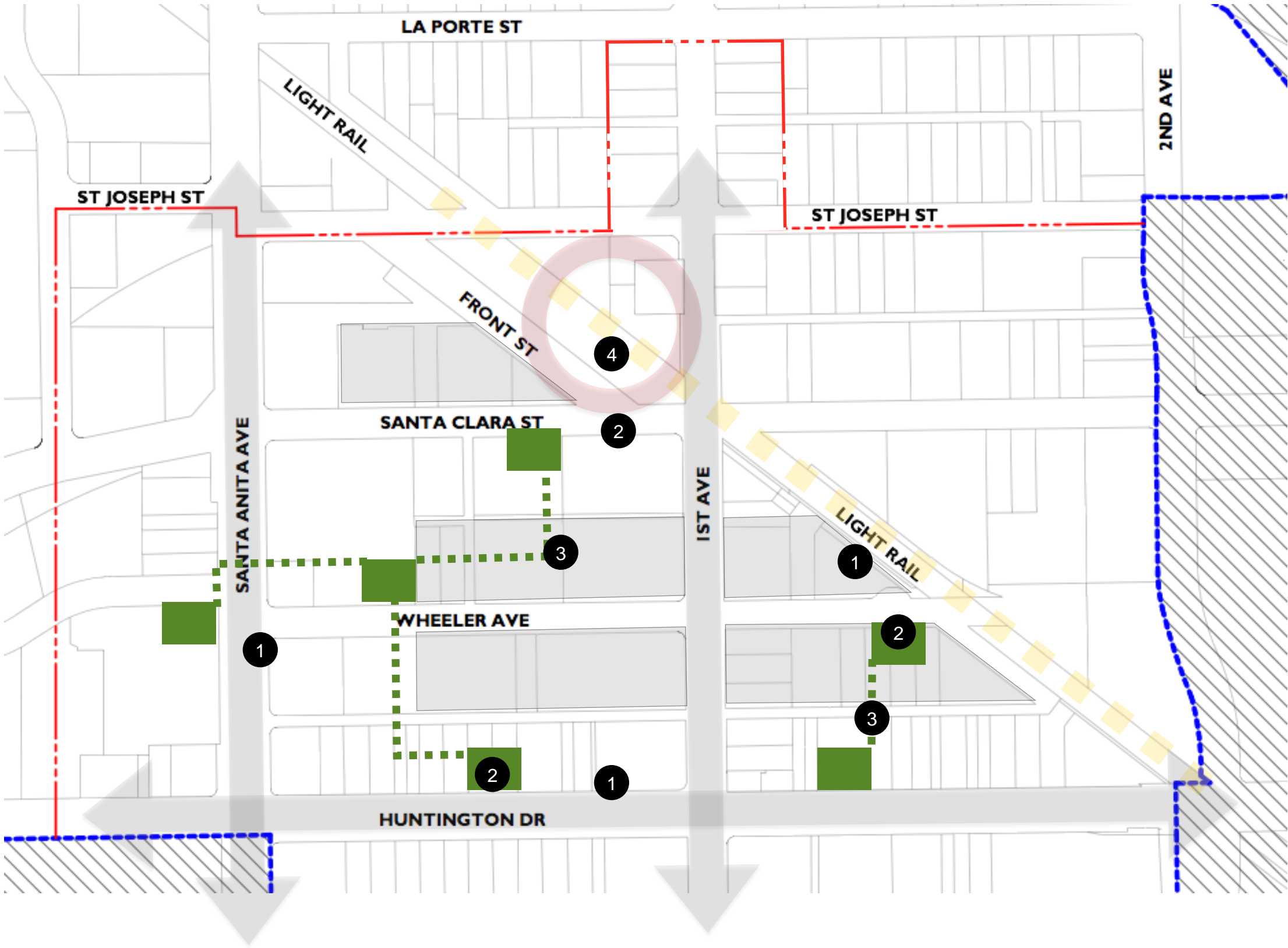
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COMMENTS:

- 1 BLOCK FACES ARE TO BE BUILT OUT TO THE GREATEST EXTENT POSSIBLE TO ALLOW FOR INTEREST AND SAFETY OF THOSE ON FOOT
- 2 BLOCK FACES ARE RELIEVED, NOT BY PARKING LOTS AND DRIVEWAYS, BUT BY PLAZAS AND PASSAGEWAYS
- 3 MID-BLOCK PASEOS ARE ENCOURAGED USING NEW PASSAGES AND EXISTING ALLEYS, ETC. IN ORDER TO PROMOTE EASY ACCESS TO THOSE ON FOOT.
- 4 SPECIAL EMPHASIS SHOULD BE PLACED ON PEDESTRIAN MOBILITY FROM THE GOLD LINE STATION TO THE EXTENT OF THE DISTRICT



- NORMAL BLOCK DEVELOPMENT; AVOID PARK LOTS AND APPROACHES
- OPEN PLAZA AREAS
- AREAS FOR CENTRALIZED PARKING



MOBILITY / OPEN SPACE PLAN
FUTURE PROJECTS CONFORM TO THESE
GOALS



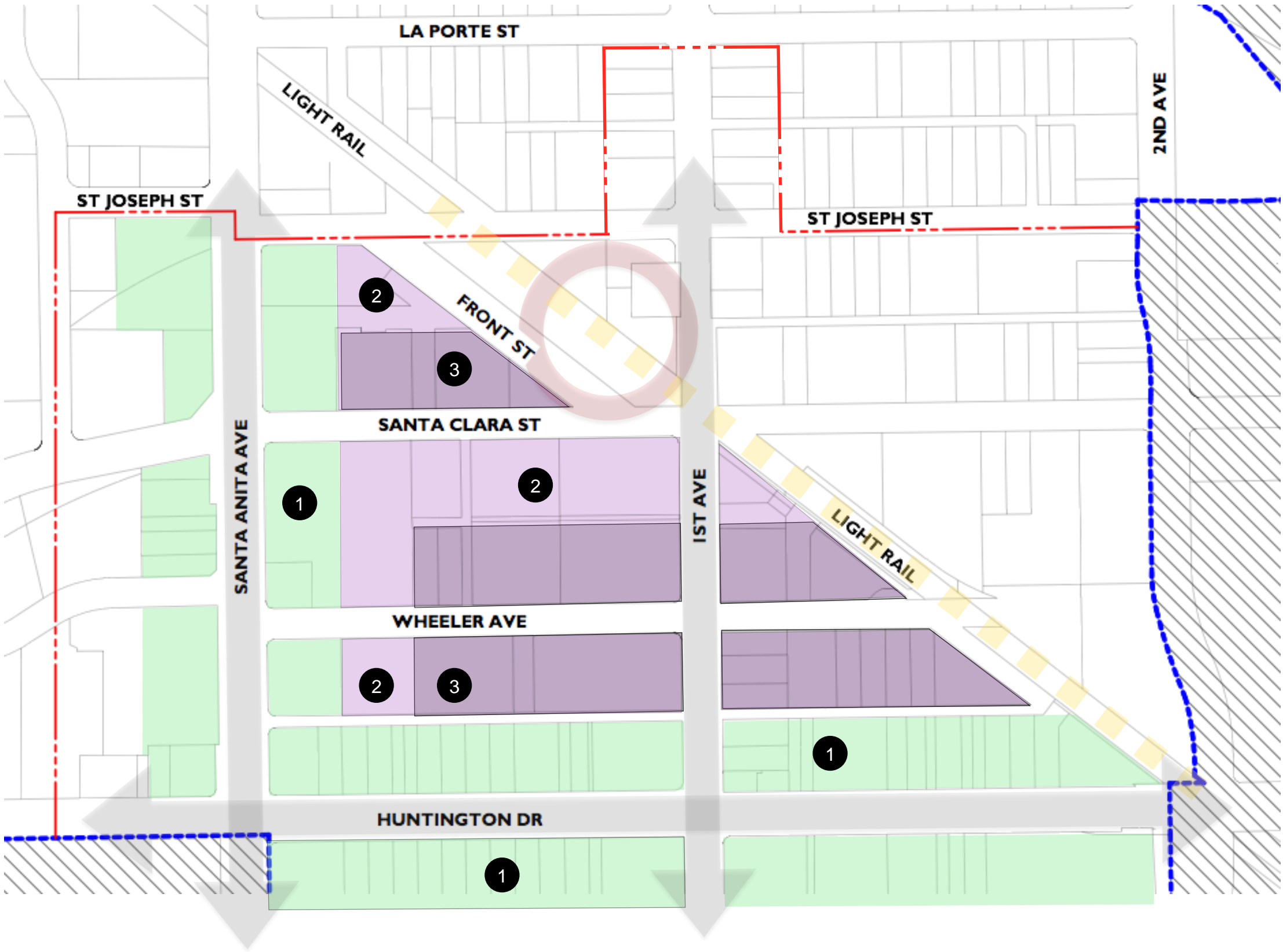
CITY
CENTER
DESIGN PLAN

0 2 A P R I L
2 0 1 8

COMMENTS:

- 1 LOWER DENSITY AND MAXIMUM HEIGHT ARE PRESCRIBED ALONG SANTA ANITA AVENUE + HUNTING TON DRIVE TO ALLOW NEW DEVELOPMENT TO BLEND IN WITH EXISTING BUILDINGS (INCLUDING STAND ALONE BUILDINGS) AND SURROUNDING LOWER SCALE NEIGHBORHOODS
- 2 HIGHER BUILDING MASS IN THE CENTER OF THE AREA, ALONG THE GOLD LINE LIGHT RAIL
- 3 PROVIDING CENTRALIZED PARKING FACILITIES ALLOWS FOR FEWER INTERRUPTIONS IN THE PEDESTRIAN PATHWAYS; CONNECTIVITY WITHIN BLOCKS SHOULD NOT BE INTERRUPTED

- 2-3 STORY DEVELOPMENT
- 4-5 STORY DEVELOPMENT
- CENTRALIZED PARKING / BELOW 4-5 STORY DEVELOPMENT / SHARED WITHIN NEIGHBORHOOD; THE ULTIMATE PARKING GOALS FOR THE DISTRICT ARE TO ALLOW A 'PARK-ONCE' APPROACH—EVERY PARKING STALL CAN SERVE SEVERAL USES WITHIN THE AREA— AS MUCH AS POSSIBLE



CITY GOALS SITE PLAN
FUTURE PROJECTS CONFORM TO
THESE GOALS

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PROPOSED MASSING DIAGRAM

NOTE: SOME FLEXIBILITY IS
NECESSARY FOR
INDIVIDUAL PROJECTS, AND
WHERE PROJECTS ARE
INTERFACING WITH
EXISTING BUILDINGS AS TO
HEIGHT AND SETBACKS



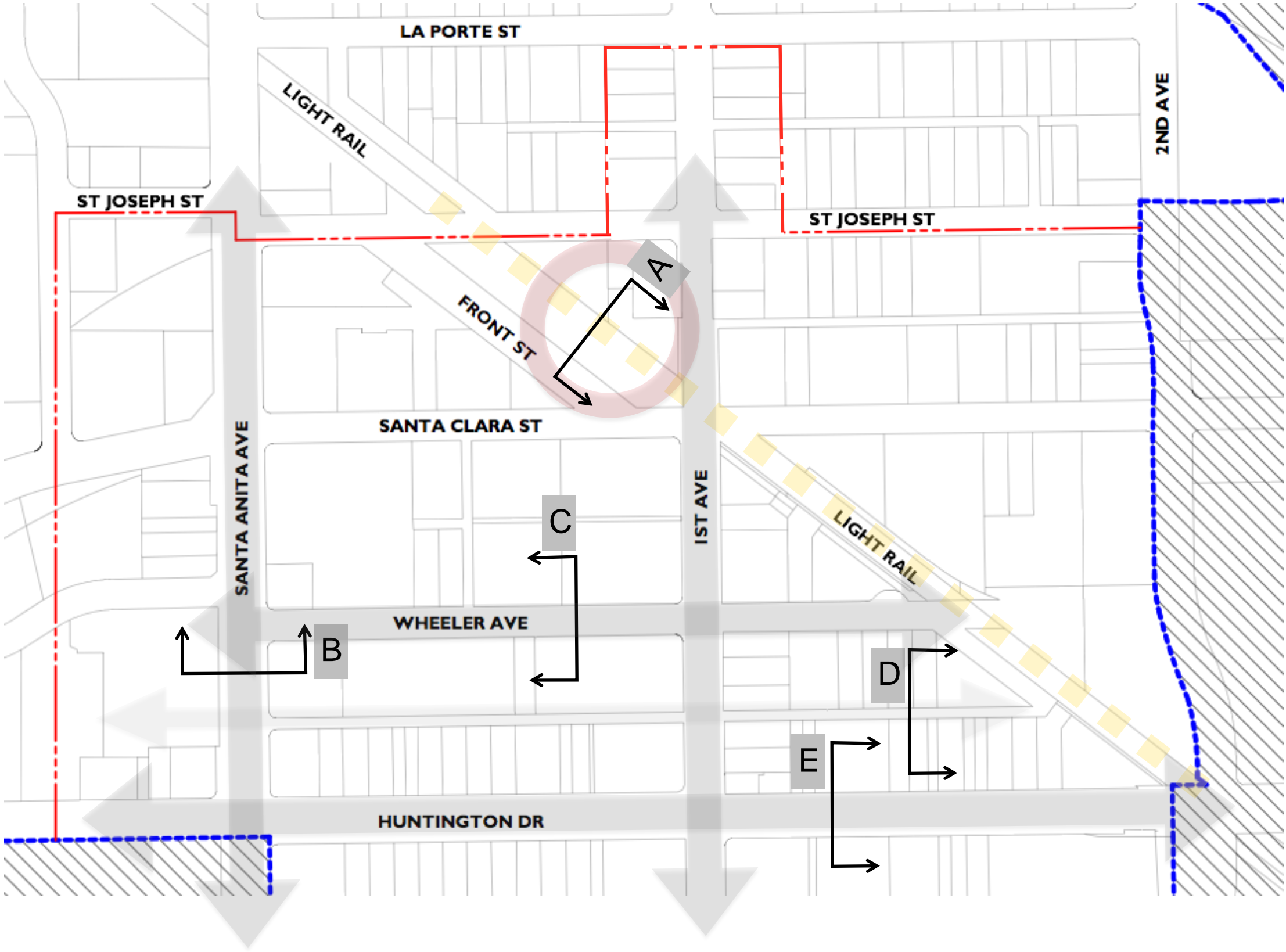
BUILDING HEIGHT LEGEND:

- 1 STORY
- 2 STORIES
- 3 STORIES MAX
- UP TO 5 STORIES MAX



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STREETSCAPE 'PROFILE' MAP
REFERENCING SECTIONS SHOWN ON
FOLLOWING PAGES



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COMMENTS:

- 1

UP TO 5 STORY MAX HEIGHT ZONE. MASSING INDENTATIONS, COURTYARDS, PASSAGEWAYS, AND OTHER VARIABLES TO THE BLOCK FACE ARE ENCOURAGED, AND REQUIRED BY THE DESIGN PLAN
- 2

3 STORY MAX HEIGHT ZONE. MASSING INDENTATIONS, COURTYARDS, PASSAGEWAYS, AND OTHER VARIABLES TO THE BLOCK FACE ARE ENCOURAGED, AND REQUIRED BY THE DESIGN PLAN
- 3

GOLD LINE TRACK ROW
- 4

VEHICLE TRAFFIC LANE
- 5

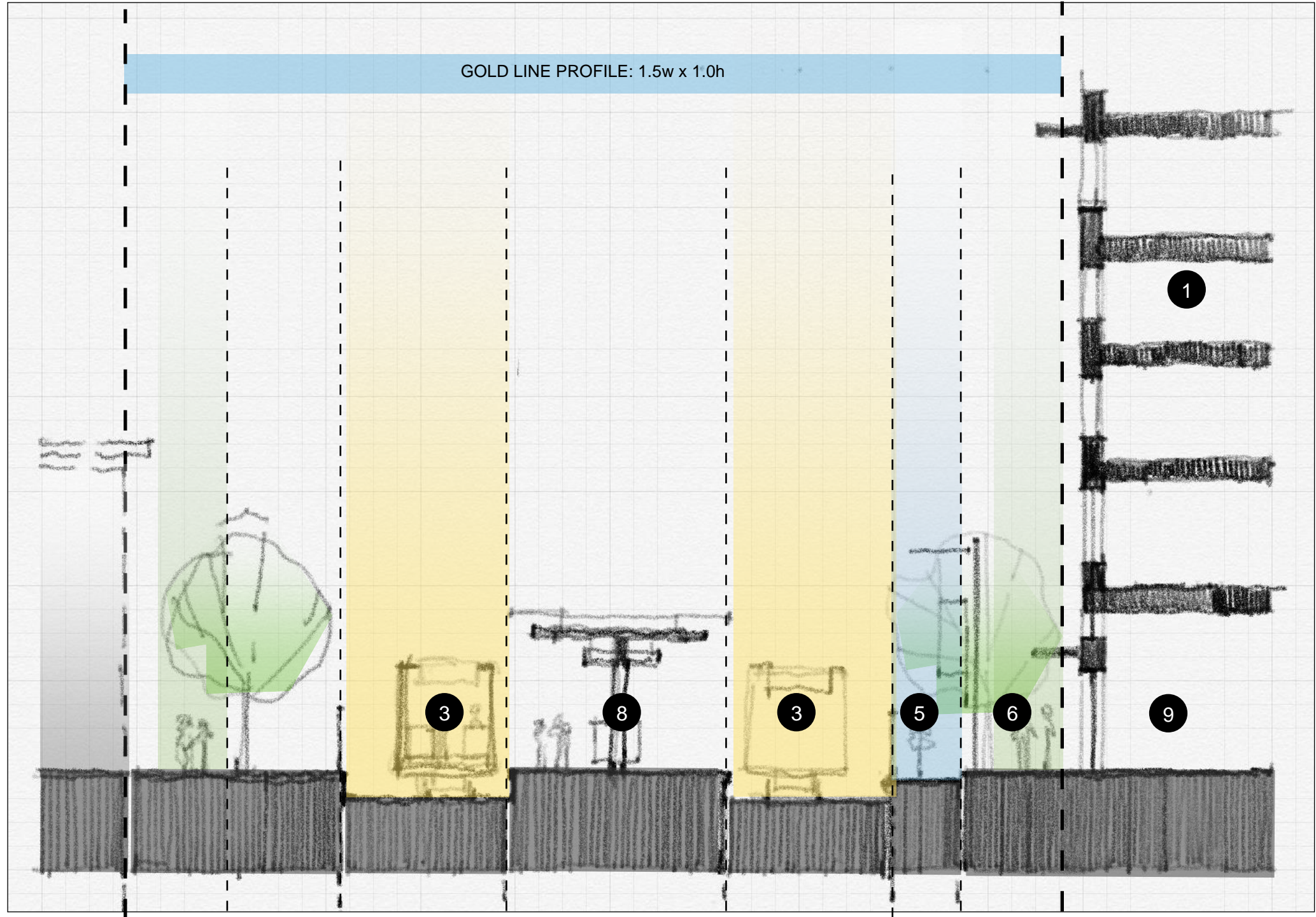
BIKE LANE (ONE SIDE)
- 6

PEDESTRIAN SIDEWALK, SHELTERED BY TREES AND BUILDING CANOPIES / HIGH QUALITY LANDSCAPE AND HARDSCAPE, SIGNAGE AND 'STREET FURNITURE' TO BE USED; MINIMIZE INTERRUPTIONS TO IMPROVE WALKABILITY
- 7

CENTRAL MEDIAN: HIGH QUALITY LANDSCAPE AND SIGNAGE TO BE USED; MINIMIZE INTERRUPTIONS TO IMPROVE WALKABILITY
- 8

TRANSIT STOP
- 9

GROUND FLOOR TO PROVIDE COMMERCIAL OR RESIDENTIAL INTERFACE THAT CONTRIBUTE LIFE AND ACTIVITY TO THE STREET



STREET SECTION A
GOLD LINE ROW
STREET PROFILE

THE GOLD LINE 'OUTDOOR ROOM' IS ONE OF THE MAJOR 'ENTRANCES' INTO THE CITY. IT IS PROPORTIONED IN A MUCH WIDER WAY THEN MANY OF THE SURROUNDING STREETS. AN IMPORTANT OBJECTIVE IS TO PROVIDE EASY TO USE PASSAGEWAYS AND AMENITIES, ALLOWING ACCESS THROUGHOUT THE DISTRICT



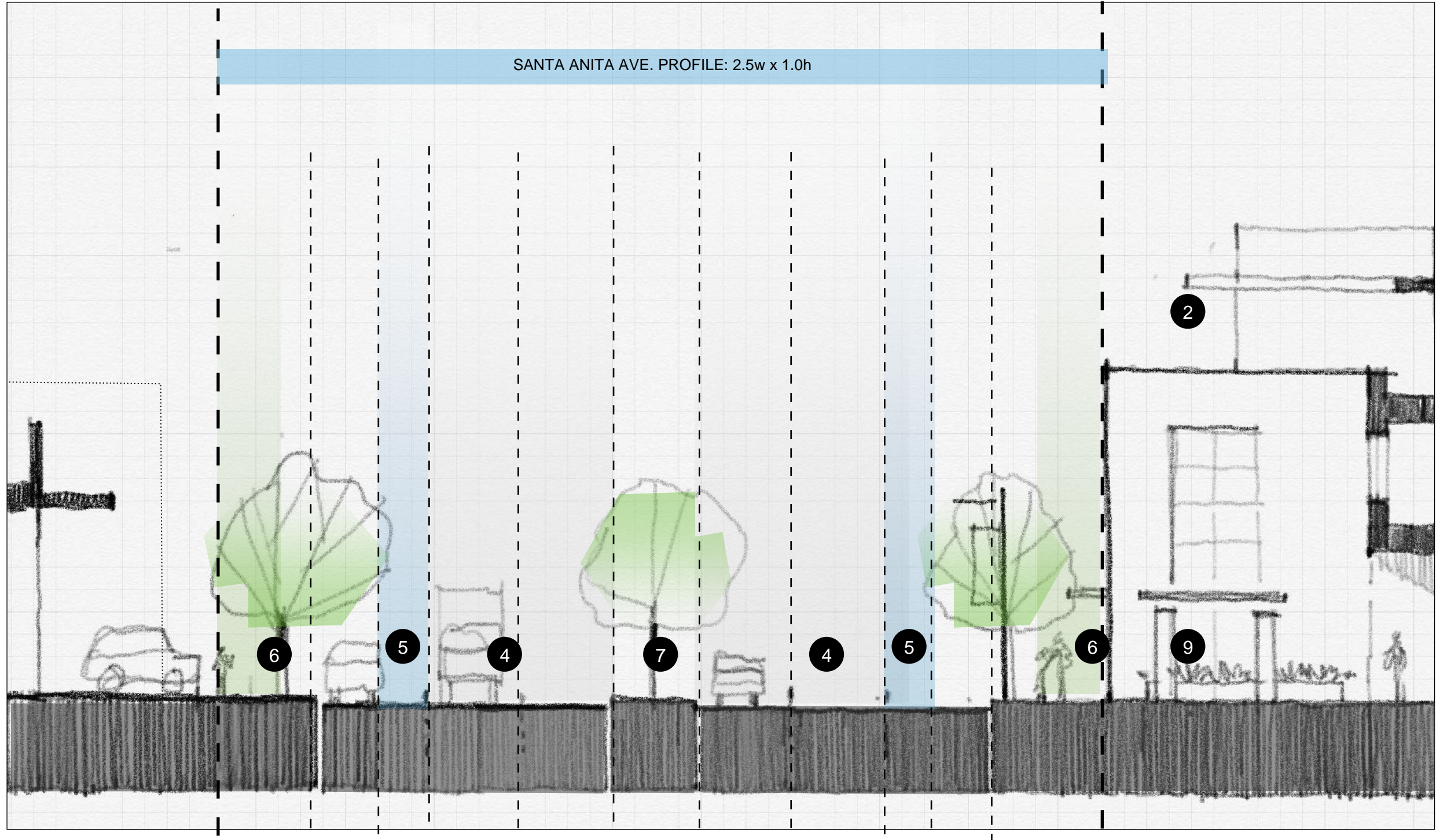
CITY
CENTER
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COMMENTS:

- 1 UP TO 5 STORY MAX HEIGHT ZONE. MASSING INDENTATIONS, COURTYARDS, PASSAGEWAYS, AND OTHER VARIABLES TO THE BLOCK FACE ARE ENCOURAGED, AND REQUIRED BY THE DESIGN PLAN
- 2 3 STORY MAX HEIGHT ZONE. MASSING INDENTATIONS, COURTYARDS, PASSAGEWAYS, AND OTHER VARIABLES TO THE BLOCK FACE ARE ENCOURAGED, AND REQUIRED BY THE DESIGN PLAN
- 3 GOLD LINE TRACK ROW
- 4 VEHICLE TRAFFIC LANE
- 5 BIKE LANE (BOTH SIDES)
- 6 PEDESTRIAN SIDEWALK, SHELTERED BY TREES AND BUILDING CANOPIES / HIGH QUALITY LANDSCAPE AND HARDSCAPE, SIGNAGE AND 'STREET FURNITURE' TO BE USED; MINIMIZE INTERRUPTIONS TO IMPROVE WALKABILITY
- 7 CENTRAL MEDIAN: HIGH QUALITY LANDSCAPE AND SIGNAGE TO BE USED; MINIMIZE INTERRUPTIONS TO IMPROVE WALKABILITY
- 8 TRANSIT STOP
- 9 GROUND FLOOR TO PROVIDE COMMERCIAL OR RESIDENTIAL INTERFACE THAT CONTRIBUTE LIFE AND ACTIVITY TO THE STREET

SANTA ANITA AVE. PROFILE: 2.5w x 1.0h



STREET SECTION B
SANTA ANITA AVENUE
STREET PROFILE

THE SANTA ANITA 'OUTDOOR ROOM' TIES THE DOWNTOWN DISTRICT INTO THE SURROUNDING COMMUNITY, AND SHOULD BE PROPORTIONED AS A TRANSITION INTO THE REST OF THE COMMUNITY. IT IS PROPORTIONED IN A MUCH WIDER WAY THAN MANY OF THE SURROUNDING STREETS.

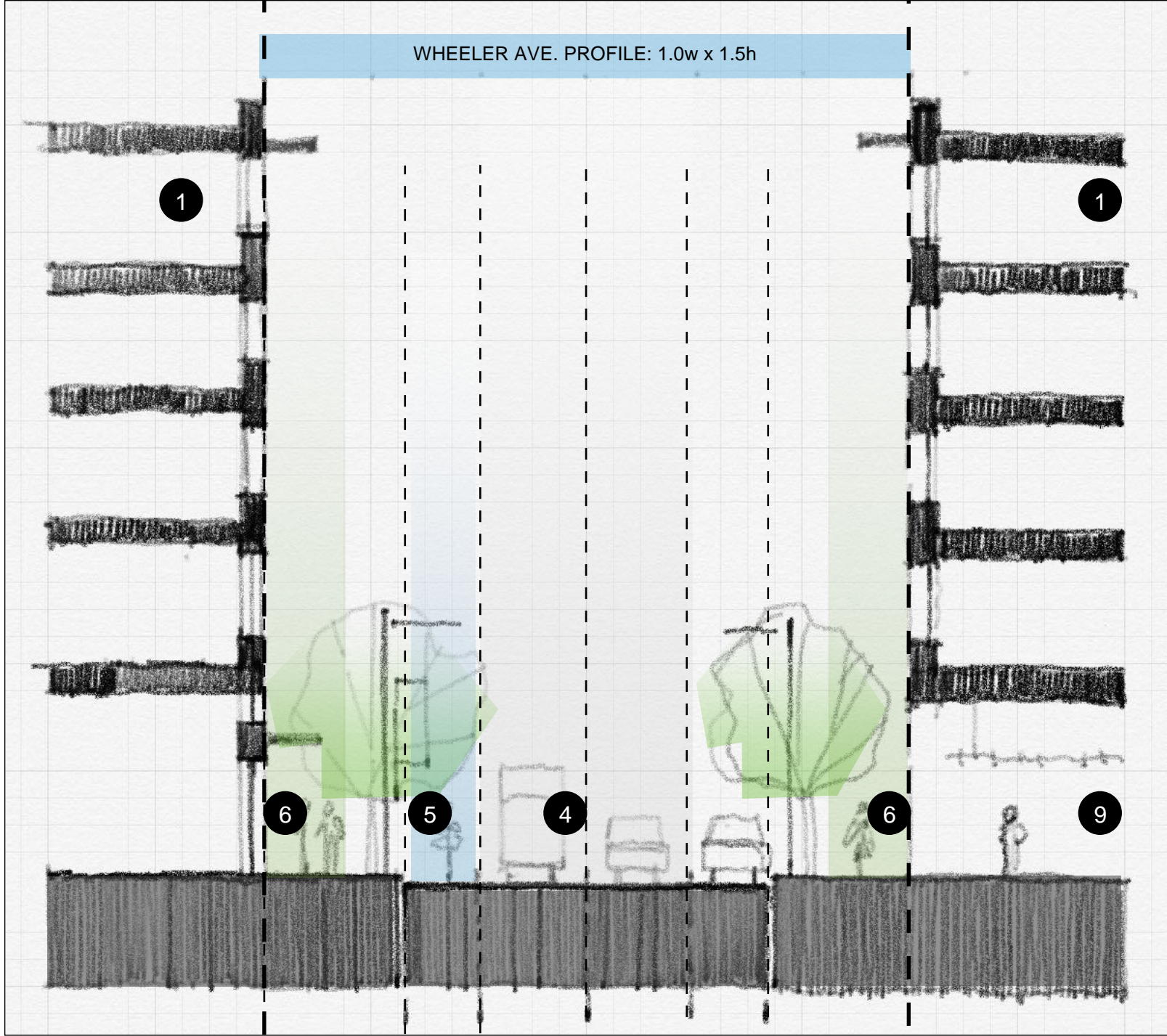


CITY
CENTER
DESIGN PLAN

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2018

COMMENTS:

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- 3
- GOLD LINE TRACK ROW
- 4
- VEHICLE TRAFFIC LANE
- 5
- BIKE LANE (ONE SIDE)
- 6
- PEDESTRIAN SIDEWALK, SHELTERED BY TREES AND BUILDING CANOPIES / HIGH QUALITY LANDSCAPE AND HARDSCAPE, SIGNAGE AND 'STREET FURNITURE' TO BE USED; MINIMIZE INTERRUPTIONS TO IMPROVE WALKABILITY
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- 8
- TRANSIT STOP
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- GROUND FLOOR TO PROVIDE COMMERCIAL OR RESIDENTIAL INTERFACE THAT CONTRIBUTE LIFE AND ACTIVITY TO THE STREET

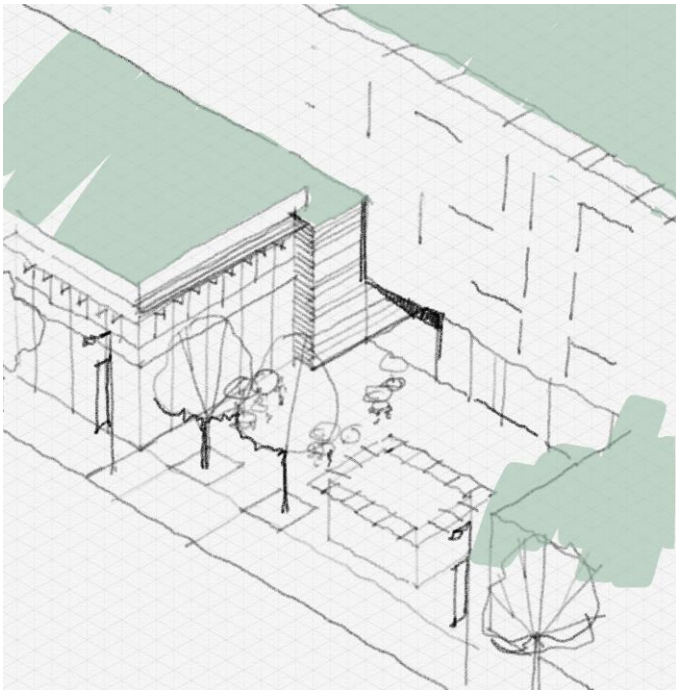


STREET SECTION C
WHEELER AVE
STREET PROFILE



THE FIRST STREET 'OUTDOOR ROOM' HAS THE FEEL OF BEING IN THE CENTER OF THE DISTRICT. AS SUCH, IT IS PROPORTIONED HIGHER AND NARROWER. COURTYARDS AND RECESSES ARE REQUIREMENTS OF FUTURE PROJECTS TO RELIEVE THESE PROPORTIONS

MASSING OF 5 STORY HEIGHT IS RELIEVED BY THE REQUIREMENT OF STREET FACING COURTYARDS AND PASEOS



CITY
CENTER
DESIGN PLAN

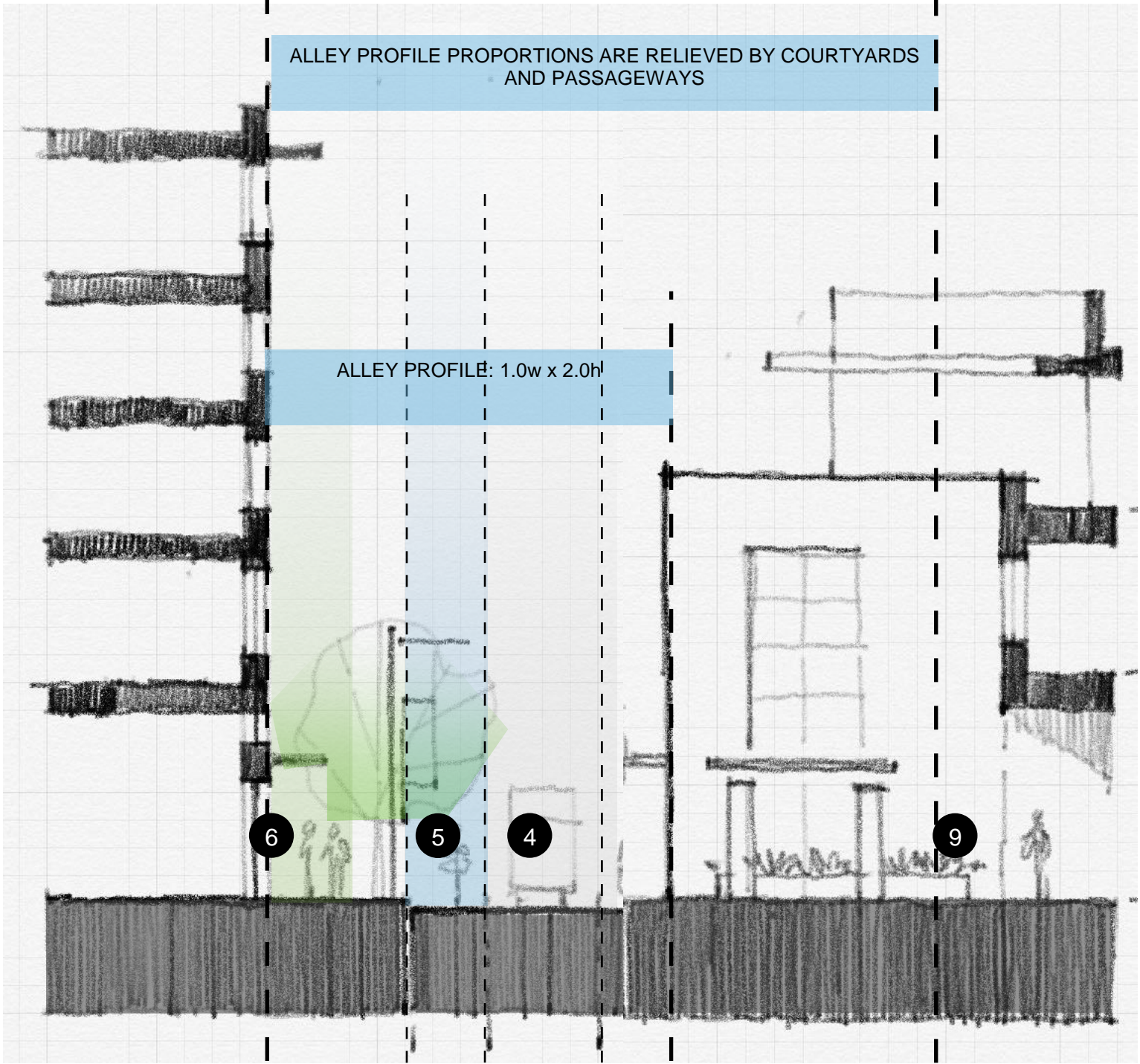
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- 4
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- 5
- BIKE LANE (ONE SIDE)
- 6
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- 7
- CENTRAL MEDIAN: HIGH QUALITY LANDSCAPE AND SIGNAGE TO BE USED; MINIMIZE INTERRUPTIONS TO IMPROVE WALKABILITY
- 8
- TRANSIT STOP
- 9
- GROUND FLOOR TO PROVIDE COMMERCIAL OR RESIDENTIAL INTERFACE THAT CONTRIBUTE LIFE AND ACTIVITY TO THE STREET



THE ALLEY 'OUTDOOR ROOM' HAS THE FEEL OF BEING IN THE CENTER OF THE DISTRICT. AS SUCH, IT IS PROPORTIONED HIGHER AND NARROWER. COURTYARDS AND RECESSES ARE REQUIREMENTS OF FUTURE PROJECTS TO RELIEVE THESE PROPORTIONS **AIR-RIGHTS CONSTRUCTION OVER ALLEYS MAY BE APPROVED IF ALL FIRE DEPARTMENT, PUBLIC WORKS, DESIGN AND OTHER CONSIDERATIONS ARE MET**



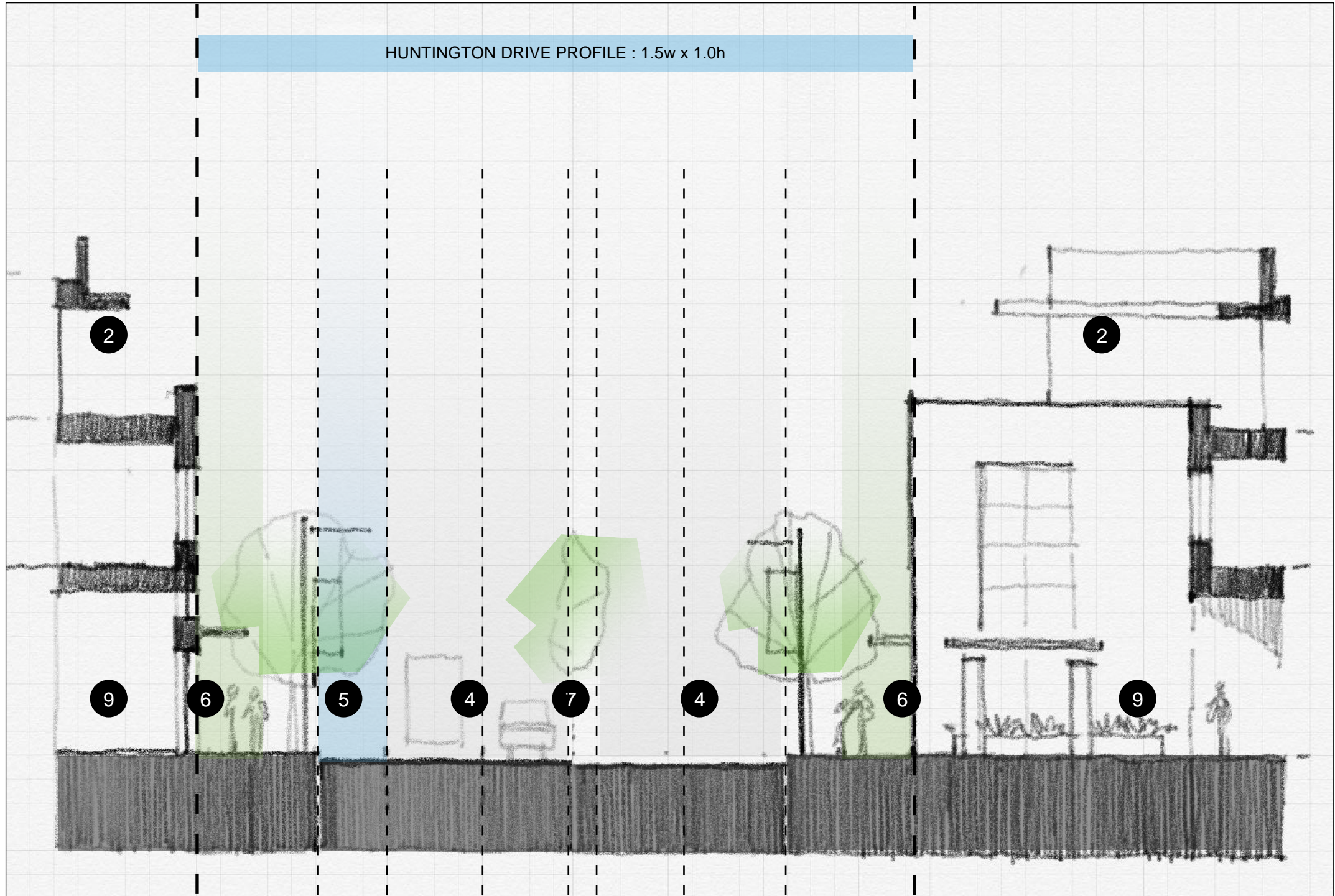
STREET SECTION D
ALLEY
STREET PROFILE

CITY
CENTER
DESIGN PLAN

02 APRIL
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COMMENTS:

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STREET SECTION E
HUNTINGTON DRIVE
STREET PROFILE

THE HUNTINGTON DRIVE 'OUTDOOR ROOM' TIES THE DOWNTOWN DISTRICT INTO THE SURROUNDING COMMUNITY, BUT IS MORE INTIMATE AND PEDESTRIAN SCALED THAN SANTA ANITA.



CITY CENTER DESIGN PLAN

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COMMENTS:

- 1** UP TO 5 STORY MAX HEIGHT ZONE. MASSING INDENTATIONS, COURTYARDS, PASSAGEWAYS, AND OTHER VARIABLES TO THE BLOCK FACE ARE ENCOURAGED, AND REQUIRED BY THE DESIGN PLAN
- 2** 3 STORY MAX HEIGHT ZONE. MASSING INDENTATIONS, COURTYARDS, PASSAGEWAYS, AND OTHER VARIABLES TO THE BLOCK FACE ARE ENCOURAGED, AND REQUIRED BY THE DESIGN PLAN
- 3** GOLD LINE TRACK ROW
- 4** VEHICLE TRAFFIC LANE
- 5** BIKE LANE
- 6** PEDESTRIAN SIDEWALK, SHELTERED BY TREES AND BUILDING CANOPIES / HIGH QUALITY LANDSCAPE AND HARDSCAPE, SIGNAGE AND 'STREET FURNITURE' TO BE USED; MINIMIZE INTERRUPTIONS TO IMPROVE WALKABILITY
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- 9** GROUND FLOOR TO PROVIDE COMMERCIAL OR RESIDENTIAL INTERFACE THAT CONTRIBUTE LIFE AND ACTIVITY TO THE STREET



FIRST STREET
CONCEPTUAL VIEW

CITY CENTER DESIGN PLAN

02 APRIL
2018

COMMENTS:

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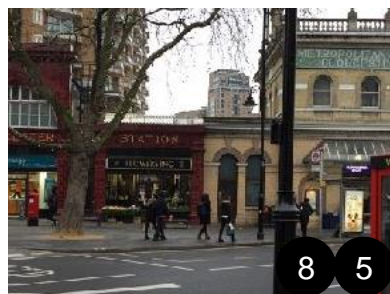
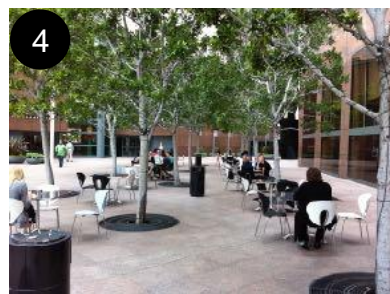
**HUNTINGTON DRIVE
CONCEPTUAL VIEW**

CITY CENTER DESIGN PLAN

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2018

IMAGE COMMENTARY:

- 1 ENCOURAGE PEOPLE GATHERING SPACES
- 2 PASSAGES THROUGH BLOCKS TO IMPROVE PEDESTRIAN EXPERIENCES AND IMPROVE ACCESS TO THE GOLD LINE
- 3 ALLEY AND NARROWER STREET RIGHTS-OF-WAYS CAN TAKE ON A MORE VERTICAL BLOCK-FACE AS A COMPELLING CONTRAST TO THE HORIZONTAL CHARACTER OF THE SURROUNDINGS
- 4 CREATE BLOCK-FACE ALCOVES AND COURTYARDS TO PROVIDE INTEREST AND PLACES FOR PEOPLE
- 5 ADAPTATION OF THE NEW WITH THE EXISTING; EACH NEW DESIGN MUST HONOR THE EXISTING URBAN FABRIC
- 6 ENCOURAGE THE 'PROCESSIONAL'; GOOD DESIGN ENCOURAGES THE EXPLORATION OF URBAN SPACES
- 7 PAY ATTENTION TO LANDSCAPING, HARDSCAPE, AND WELL DESIGNED 'STREET FURNITURE
- 8 ESTABLISHING AND MAINTAINING GOOD BLOCK-FACES ARE IMPORTANT IN KEEPING THE CHARACTER AND INTEREST OF THE DISTRICT



ARCADIA DOWNTOWN DISTRICT INSPIRATIONAL IMAGERY