

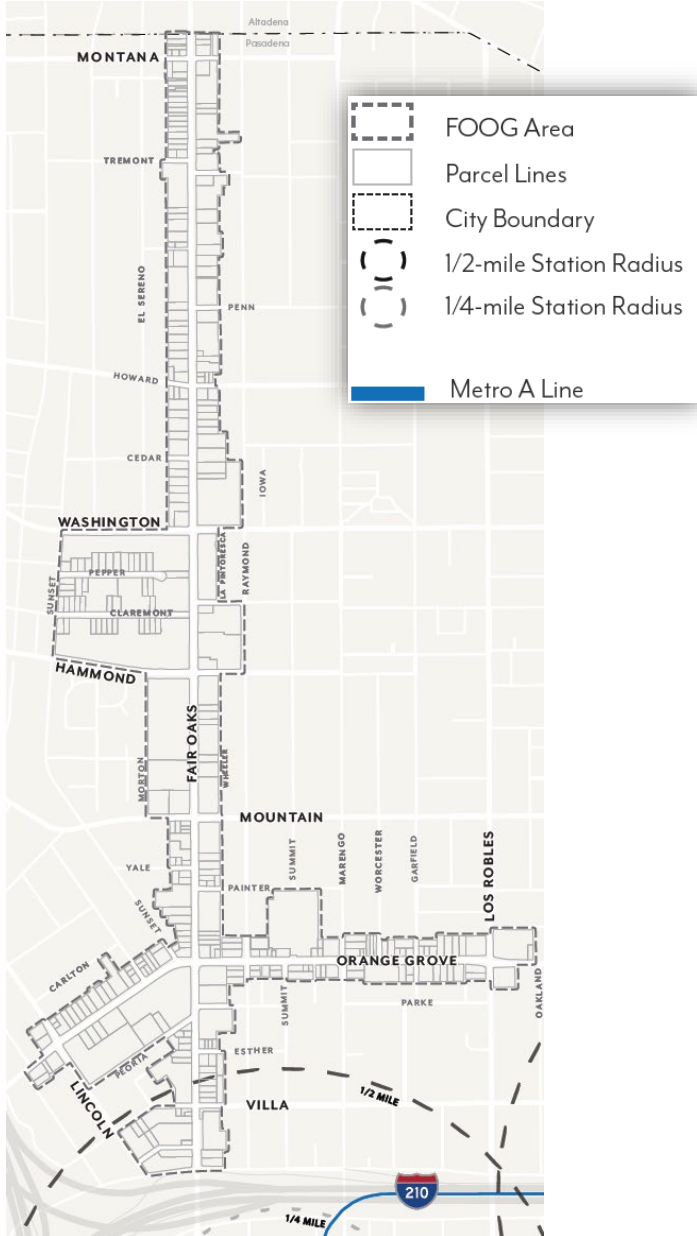
# FAIR OAKS ORANGE GROVE SPECIFIC PLAN

*Planning Commission Hearing  
April 22, 2026*



**OUR PASADENA**  
PUTTING THE PLAN IN MOTION

# Fair Oaks / Orange Grove (FOOG) Specific Plan Area

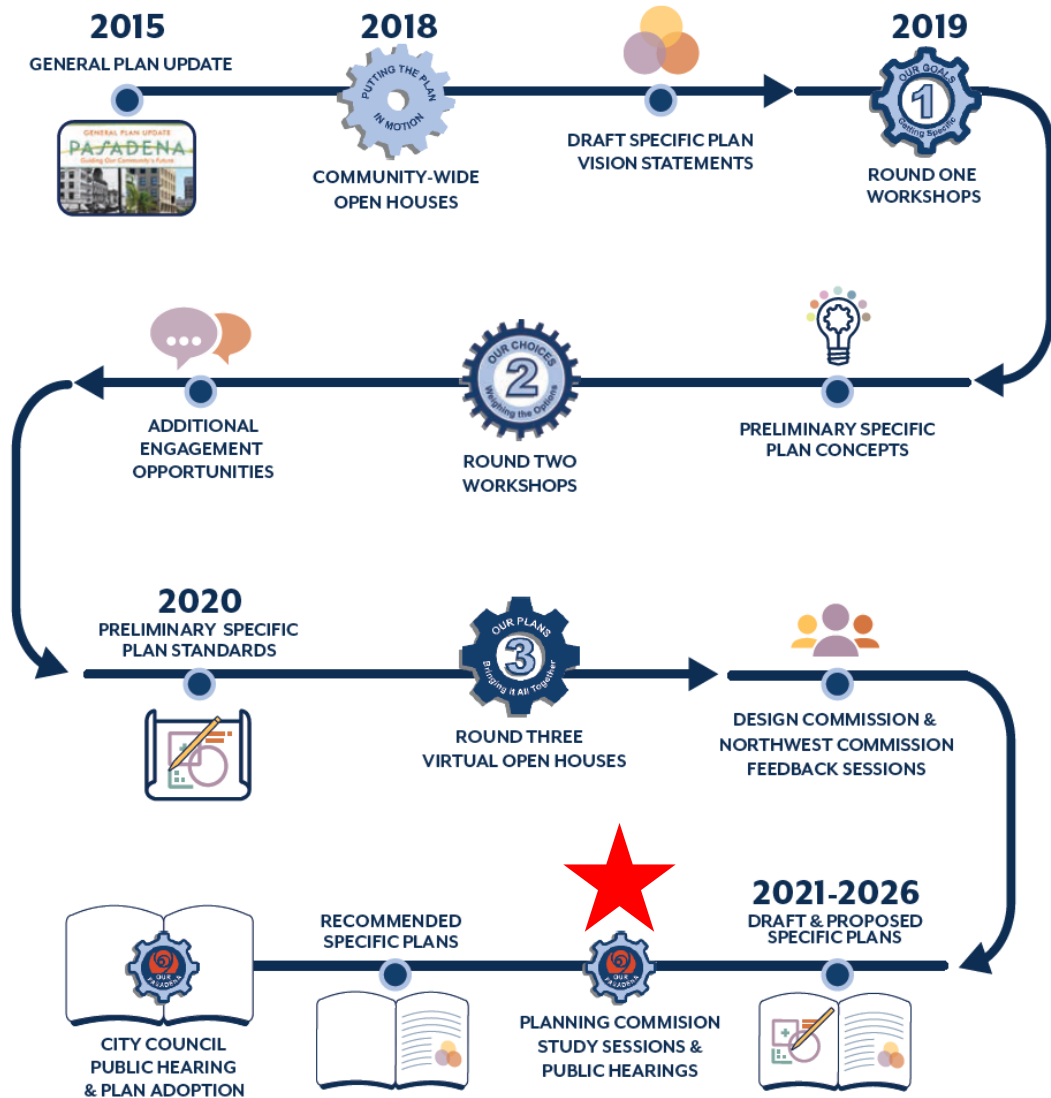


- Fair Oaks Ave between Montana and Maple St
- Orange Grove Blvd between Lincoln and Oakland Ave
- Southern portion of the plan area is within 1/2 mile of the Metro A Line Memorial Station
- Notable assets include La Pintoresca Park and Library, and Robinson Park Recreation Center

# PLANNING PROCESS AND COMMUNITY ENGAGEMENT



# Planning Process and Community Engagement



Photos of Community Events

# Planning and Northwest Commissions Study Sessions

- **Planning Commission Meeting #1:**
- March 2025 – Discussion on the Plan background, vision, and subarea concepts. At that meeting, the Planning Commission directed staff to study increasing permitted residential density north of Washington Boulevard as supported by public comments.
- **Planning Commission Meeting #2:**
- October 2025 – Continued discussion to increase the permitted density and height north of Washington Boulevard, as well as other key development standards.
- **Northwest Commission Meeting:**
- November 2025 – Discussion on the Plan vision, subarea names, street safety improvements, housing density, and other development standards.

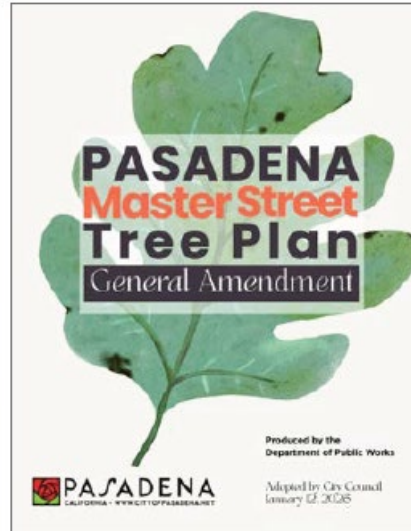
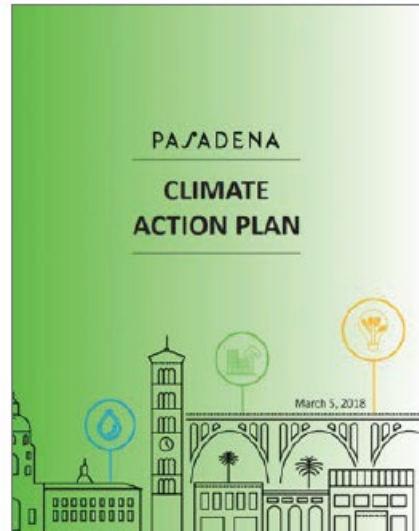
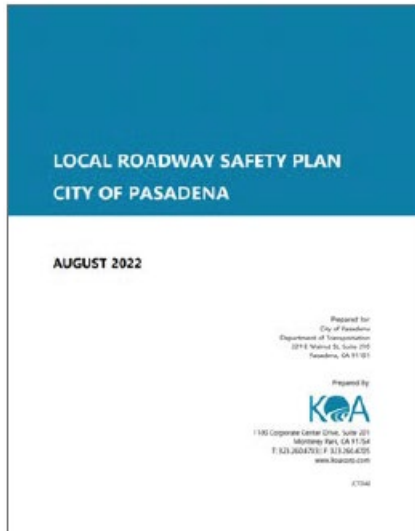


**Photos at Planning and Northwest Commissions**

Staff received many public comments around the naming of some of the subareas.

# Supporting Documents that Shaped the Proposed Plan

- Northwest Community Plan
- North Fair Oaks Vision Plan (community)
- La Pintoresca Vision Plan (community)
- Other City documents



## NORTH FAIR OAKS & LA PINTORESCA VISION PLANS

During the FOOG Specific Plan Update process, two groups presented their work in the Plan area:



North Fair Oaks Vision Plan



La Pintoresca Vision Plan

### North Fair Oaks Vision Plan

The North Fair Oaks Vision Plan was published in December 2023 and updated in February 2025. It shares a vision developed by Northwest Pasadena community members for North Fair Oaks Avenue between Washington Boulevard and the northern city limits – the northern portion of the FOOG area. It was produced by Making Housing and Community Happen, a local faith-based housing advocacy organization, and the Arroyo Group, a consulting firm.

Its vision calls for restoration of the corridor, which it describes as a middle road between gentrification and disinvestment. Community-guided revitalization would include the development of affordable housing, community entrepreneurship, and tenant protections. The plan also aims to promote restorative justice by recreating the main street that once existed and protecting what remains of Northwest Pasadena's African-American community.

The plan includes information about the area's background and history, existing conditions, and a future vision for the corridor through chapters on land use, streetscape, and culture, which includes independent businesses, public art and historic preservation. One of the primary findings of their analysis is that lower densities and higher parking requirements have helped cause further disinvestment in the community. Some of the major objectives of the plan include increasing density, reforming parking, and slowing traffic by reducing vehicle lanes.

### La Pintoresca Vision Plan

The La Pintoresca Vision Plan was published in December 2024 by a class of Cal Poly Pomona Landscape Architecture students, led by lecturer Cheryl Lough. It highlights La Pintoresca Park and the park's surrounding neighborhood to the north and east, including part of the FOOG Plan area.

The plan outlines suggested improvements to streetscapes, parks, schools, churches, homes and gardens that will create a resilient, inclusive and healthy community. It uses case studies of existing projects from both inside and outside the study area, and analyzes data such as crash statistics to inform its recommendations. It makes the case for building green infrastructure to solve immediate challenges and create a more sustainable future.



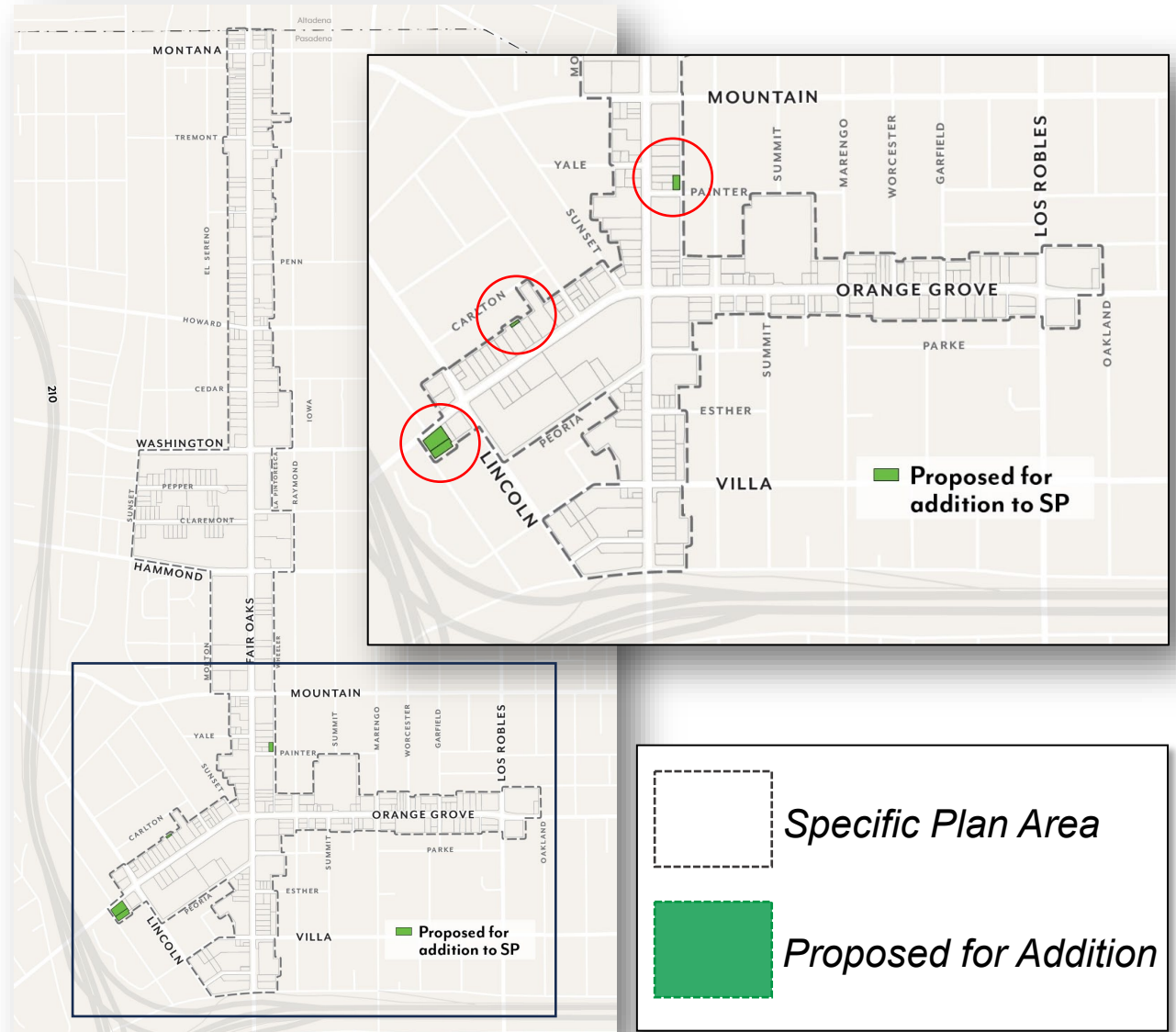
Ideas and inspiration from the students' plan.

# PROPOSED FOOG SPECIFIC PLAN



# FOOG Specific Plan Boundary

- Plan boundary is proposed to be modified
- Add four parcels:
  - 27 Painter St
  - 824 N Orange Grove Blvd
  - 690 N Orange Grove Blvd
  - 556 Cypress Ave



# FOOG Specific Plan Subareas

Plan consists of 4 Subareas:

- **Black Legacy District**  
(Fair Oaks Ave, north of Washington Blvd)
- **Robinson District**  
(Fair Oaks between Washington Blvd and Mountain St)
- **Robles District**  
(Orange Grove Blvd, east of Fair Oaks Ave)
- **Arboleda District**  
(Fair Oaks Ave, south of Mountain St, and Orange Grove Blvd, west of Fair Oaks Ave)



# FOOG Specific Plan Vision

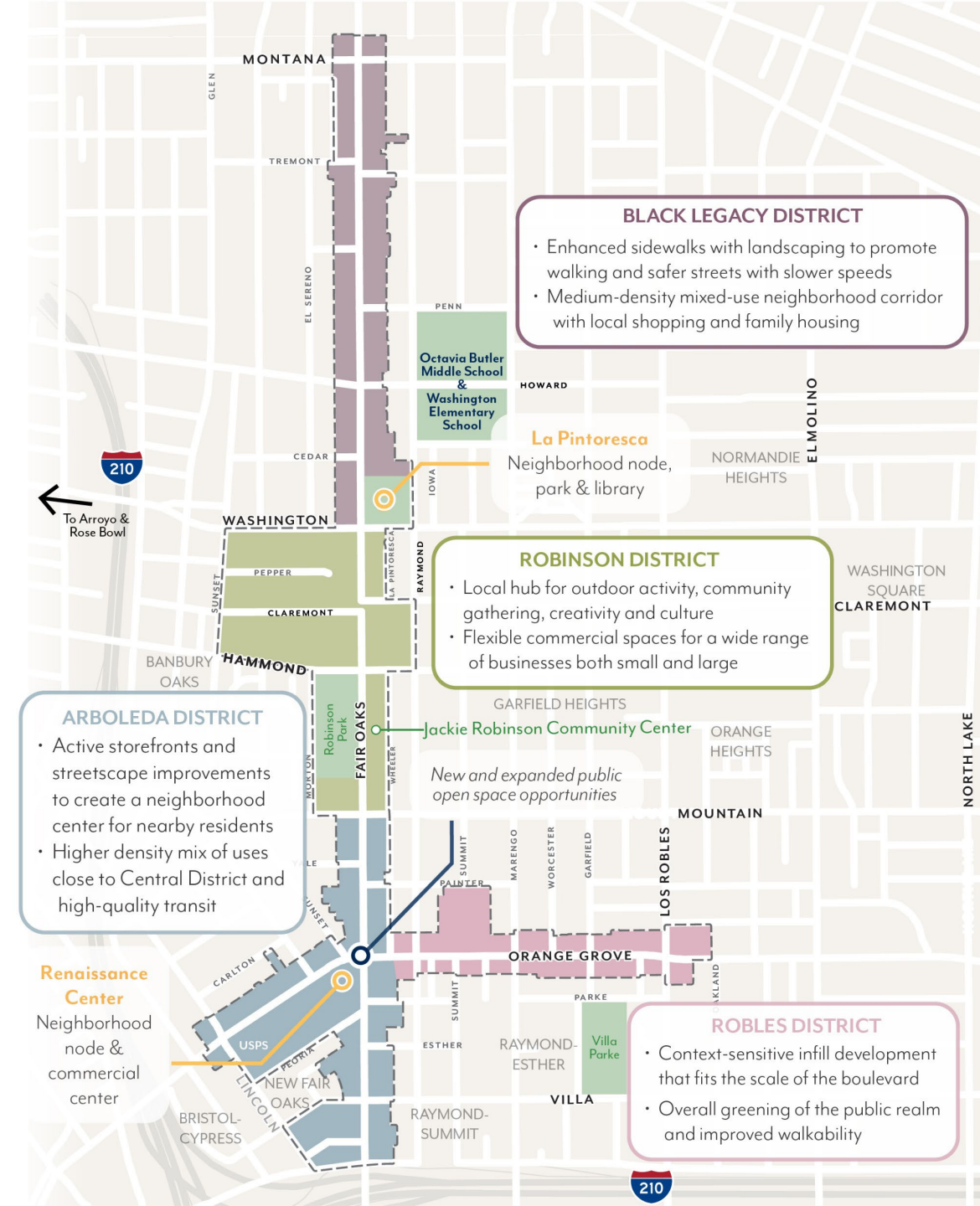
Fair Oaks Avenue and Orange Grove Boulevard will offer a variety of housing options and flexible commercial, recreational, and community-building spaces around active, people-oriented corridors that celebrate the neighborhood's rich history.



# FOOG Specific Plan Vision

Overall concept includes:

- Mixed-use neighborhood corridors with local shopping and variety of housing
- Local hub for outdoor activity, community gathering, creativity and culture at key nodes
- Enhanced sidewalks with landscaping to promote walking
- Traffic calming interventions to make the corridors safer and greener for users of all transportation modes



# Black Legacy District Subarea

## Goals:

- A northern gateway that reflects and celebrates Black history and the community's intercultural heritage through public art, community activities, and creative economic and educational opportunities.
- A complete, walkable, mixed-use neighborhood with diverse housing, shops, and services connected by an enhanced public realm with high-quality amenities.



Rendering of new development at the northwest corner of Fair Oaks and Washington

# Robinson District Subarea

## Goal:

- A thriving cultural and recreational core for Fair Oaks, featuring vibrant gathering places and walkable streetscapes that connect the neighborhood with a premier hub for innovation, research, and creative industries.



# Arboleda District Subarea

## Goal:

- A higher-density, pedestrian-oriented neighborhood that celebrates its diverse, working-class identity and historic orange grove heritage, featuring a walkable commercial core and green streets with community gathering spaces that provide seamless connectivity to the rest of the Specific Plan area and Central Pasadena.



Rendering of new mixed-use development at the northwest corner of Fair Oaks and Orange Grove

# Robles District Subarea

## Goal:

- A residential corridor supported by vibrant local businesses and an active public realm, where public art and landscape design honor the area's majestic oak grove heritage while celebrating the rich Latino culture that defines the neighborhood's identity.

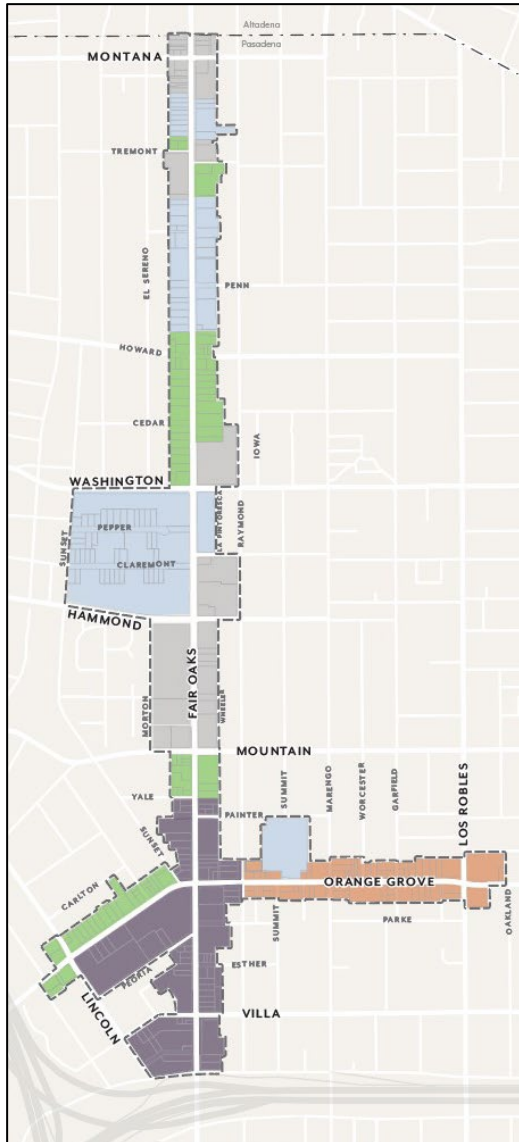


# RESIDENTIAL DENSITY AND OTHER DEVELOPMENT STANDARDS



# Residential Density

## Existing Density



## Proposed Density Changes:

**Area A:** 16 & 32 du/ac to 48 du/ac

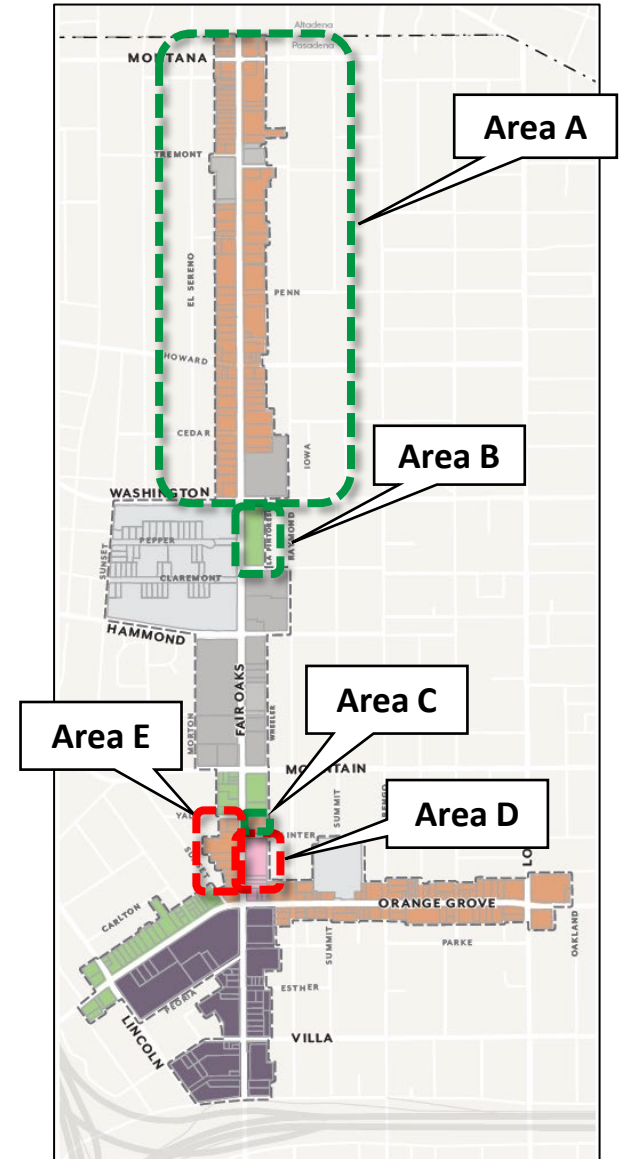
**Area B:** 16 du/ac to 32 du/ac

**Area C:** 32 du/ac to 64 du/ac

**Area D:** 87 du/ac to 64 du/ac

**Area E:** 87 du/ac to 48 du/ac

## Proposed Density

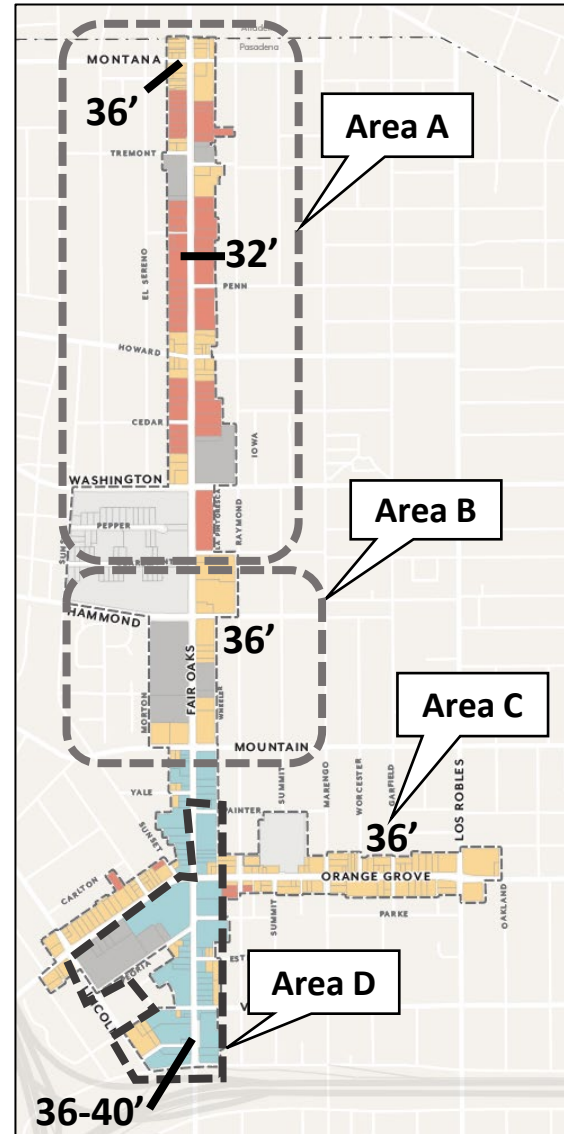


# Building Heights

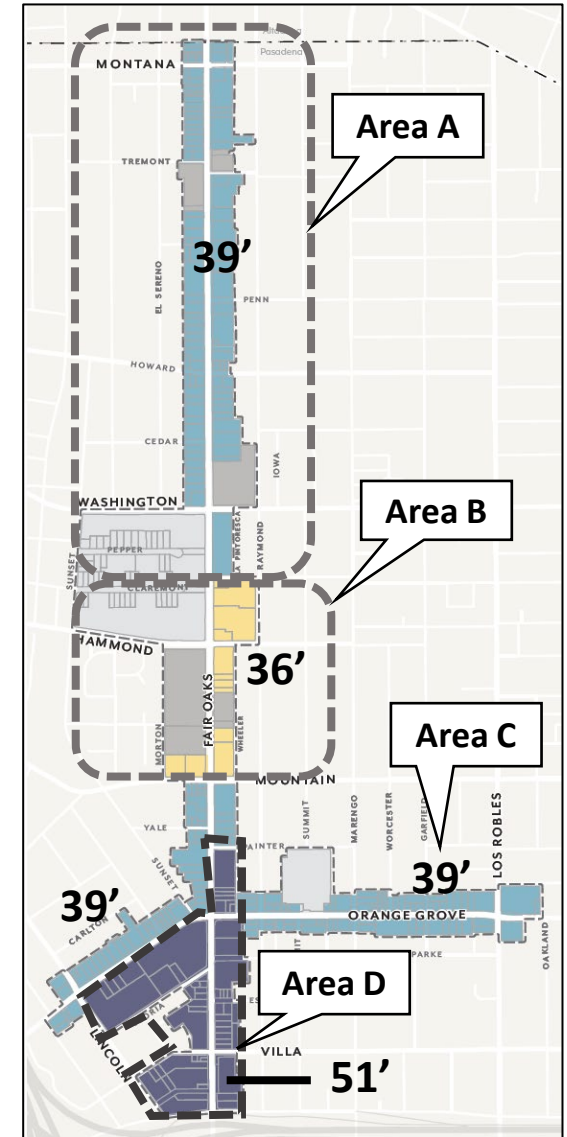
## Proposed Heights

- **Area A:** 39 feet from 32 or 36 feet
- **Area B:** 36 feet (no change)
- **Area C:** 39 feet from 36 or 40 feet
- **Area D:** 51 feet from 36 or 40 feet

### Existing Building Heights

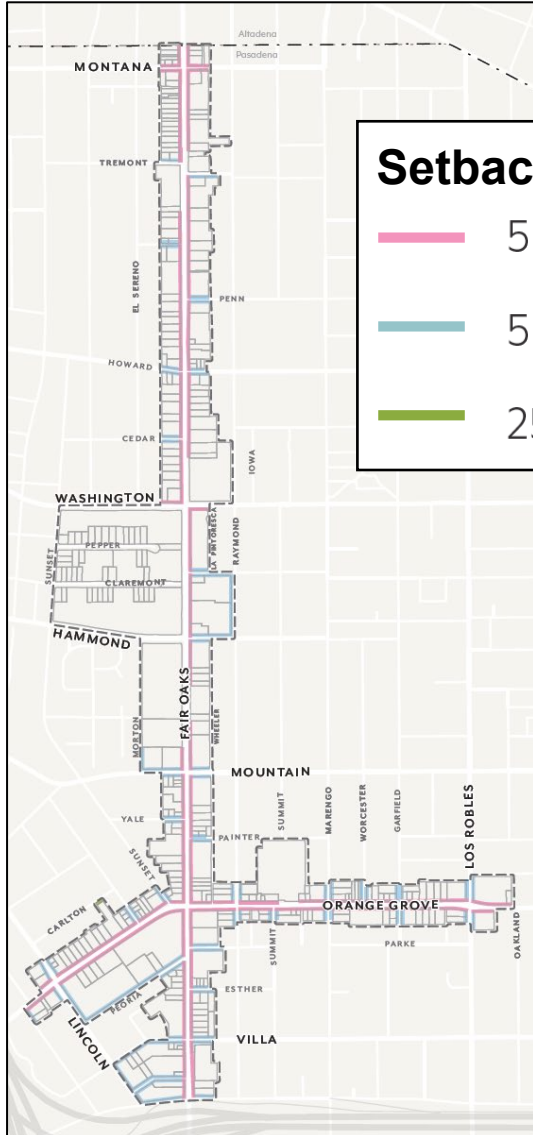


### Proposed Building Heights



# Building Setbacks

## Proposed Street Setbacks



**Setbacks**

- 5-10' for 50%
- 5' min.
- 25' min.

### SETBACKS TO SUPPORT A HEALTHY TREE CANOPY

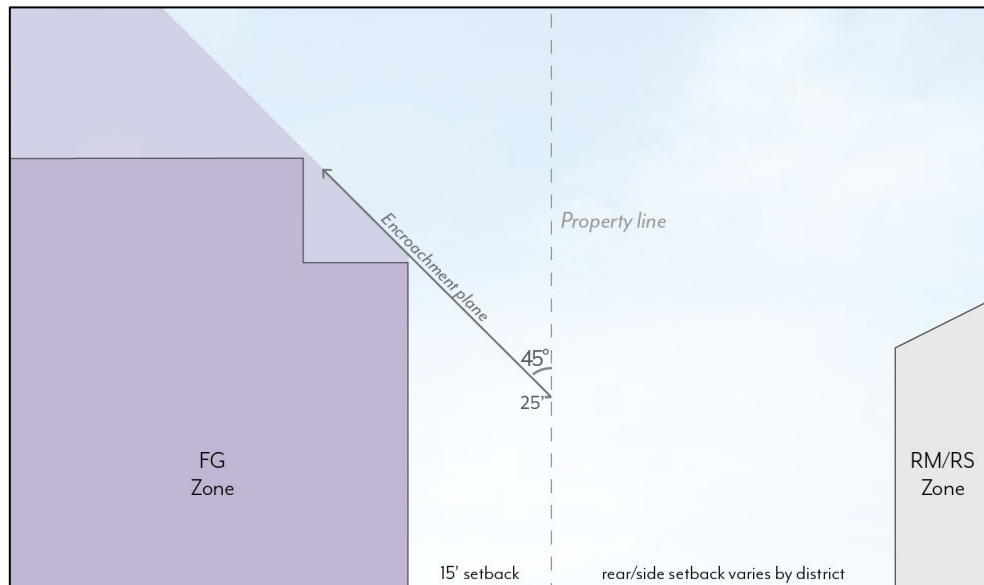
Employing an increased street setback within the established range can support street trees by creating additional space for tree canopies to grow. Street setbacks can encourage sensitive building design to accommodate both existing and new street trees, leading to healthy tree growth, additional shade, and greenery.



# Interior Setbacks/Stepbacks and Varied Roof Lines

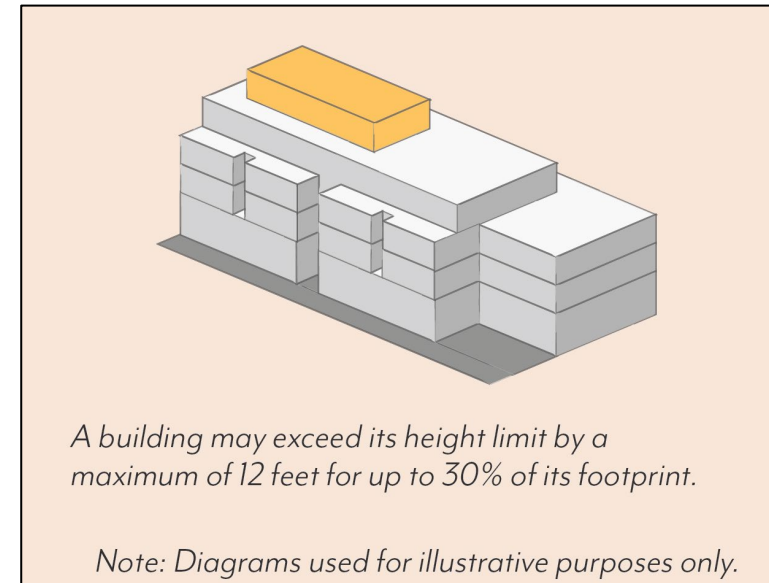
## Proposed Interior Setbacks and Stepbacks

- Applicable if adjacent to RS/RM zoning district and/or historic resource to provide appropriate transitions
- Setback: 15 feet
- Stepback: Encroachment plane (15 feet above existing grade at 45-degree angle)



## Varied Roof Lines

- Encourage architectural variety by allowing up to 30% of a building's footprint to exceed height limit by 12 feet



# Open Space Types

## Private Open Space



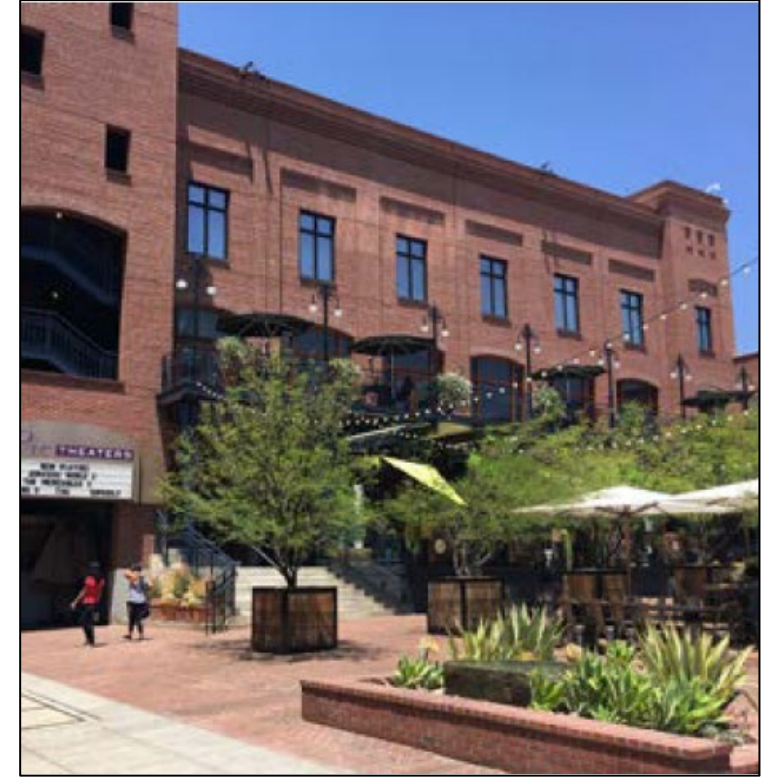
**Private.** Exclusively used by residents and their guests.  
Examples: Patios and balconies

## Common Open Space



**Common.** Usable spaces shared among tenants of a building.  
Examples: Courtyards and pools

## Publicly Accessible Open Space



**Publicly Accessible.** Privately owned but open for public use.  
Examples: Plazas and pocket parks

# Other Development Standards

- Floor Area Ratio
- Historic Adjacency
- Modulation
- Ground Floor Frontages
- Ground Floor Design
- Transparency
- Walls and Fences
- Parking

## GROUND FLOOR FRONTAGES

A vibrant street-level atmosphere is created through pedestrian-oriented ground floors and well-designed frontages. Creating a comfortable and inviting pedestrian environment is essential to promote other means of transportation such as walking. This experience is directly influenced by design treatments and ground floor uses working together to create a visually-engaging sidewalk environment. To accomplish this, ground floor use standards are established for each block that are complementary to the land use permissions in Chapter 4, Section 4.3. Successful ground floor design creates an inviting, visually engaging, shaded sidewalk and pedestrian environment that supports the intended commercial, residential, or mixed use character of each district.



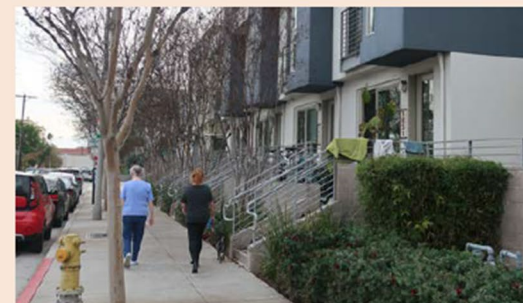
*Ground floor frontage with commercial use, shade awnings, and a transparent entrance*



*Ground floor commercial use with outdoor dining*



*Ground floor frontage with combination of commercial and gym for occupants of residential building*



*Residential units on the ground floor accessible from the sidewalk*

# **PUBLIC REALM STANDARDS AND DESIGN GUIDELINES**



# Public Realm Guidelines

## Creating Streets for People

Cities are reimagining streets not just as routes for vehicles, but as essential public spaces that shape how people live, move, and connect. The "Streets for People" approach challenges the idea that streets exist solely for transportation efficiency and instead embraces their role as vibrant, multifunctional places. Through strategies that prioritize safety, mobility, sustainability, and equity—and by applying placemaking principles that invite community life—this approach transforms streets into spaces where people feel welcome, engaged, and empowered.

**Safety** is at the heart of this vision. Streets designed with people in mind reduce traffic injuries and fatalities by calming vehicle speeds, improving visibility, and providing dedicated space for walking and biking. Features such as curb extensions, protected bike lanes, and well-marked crosswalks help prevent collisions and support vulnerable users, including children, older adults, and people with disabilities. A safe street is one where everyone feels comfortable moving through it, whether on foot, on wheels, or using public transit.

**Equity** is another foundational goal of people-centered street design. Historically, low-income neighborhoods and communities of color have borne the brunt of disinvestment and harmful infrastructure decisions, often facing unsafe conditions, limited transit access, and poor air quality. A more equitable street strategy actively works to reverse these patterns by prioritizing investment in historically marginalized areas, engaging community voices in the design process, and ensuring that the benefits of safe, green, and vibrant streets are shared by all. Equity means not only fair access to transportation options but also creating spaces that reflect and respect the identities of the people who live there.



**Sustainability** can be a key outcome of designing streets for people. By incorporating natural elements such as trees, rain gardens, and permeable paving, streets can manage stormwater, lower urban heat, and improve air quality. Encouraging walking, biking, and transit use helps reduce greenhouse gas emissions, supporting broader climate goals. These green and active design strategies not only address environmental challenges but also create healthier and more attractive public spaces.

**Mobility** is equally important. A "Streets for People" approach promotes freedom of movement by offering real choices beyond the car. Reliable transit access, inviting pedestrian environments, and connected cycling networks support more equitable transportation options and reduce dependency on private vehicles. These multimodal networks increase access to jobs, services, and recreation for all residents, particularly those in underserved communities, while also reducing traffic congestion and travel time for everyone.

Ultimately, "Streets for People" is about transforming streets into places where communities can thrive. It's a holistic framework that uses tools like complete street design, green infrastructure, and placemaking not as isolated strategies, but as interconnected ways to achieve safer, more mobile, and more sustainable cities. As urban challenges grow more complex, the street remains a powerful starting point for building healthier, more inclusive communities.



## Neighborhood Street Design

### GATEWAY ELEMENTS



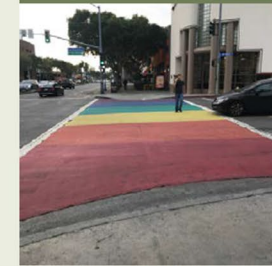
Creative signage and public art can provide a unique, welcoming entry point to different neighborhoods

### CURB EXTENSIONS



Curb extensions (or bulb-outs) increase sidewalk width and can contribute to traffic calming

### ARTISTIC CROSSWALKS



Crosswalk art can highlight neighborhood identity while improving pedestrian safety

### MID-BLOCK CROSSINGS



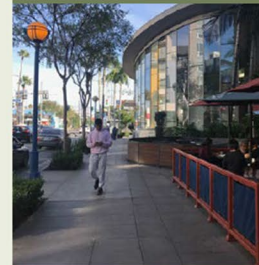
Signalized crossings in-between major intersections can improve pedestrian safety and facilitate connectivity by breaking up long blocks

### BIKE FACILITIES



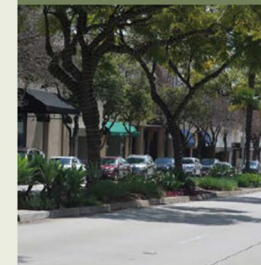
Bike racks, corrals, lockers create an environment where people feel encouraged to use alternative modes of transportation (and confident in the security of their bike)

### LIGHTING



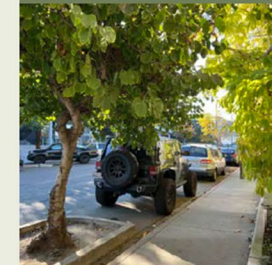
Street lamps and other forms of lighting play a major role in the safety and identity of a street after dark

### MEDIANS



Landscaped medians provide a variety of benefits including visual interest, stormwater capture, and traffic calming

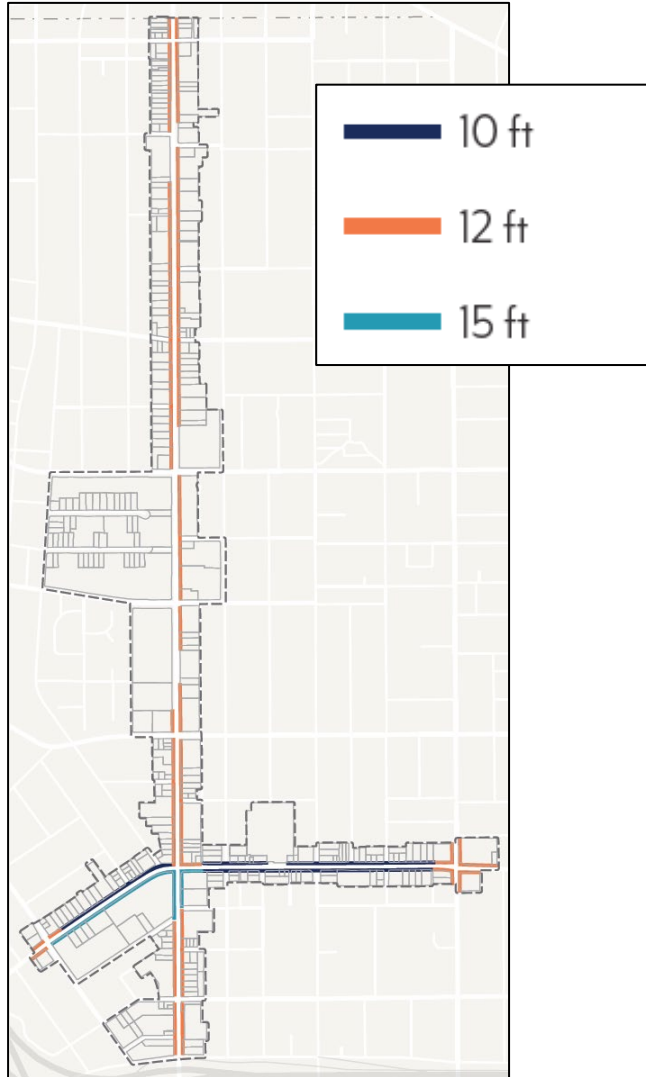
### TREE ISLANDS



Tree islands, or space for trees in mid-block curb extensions, provide additional opportunities for shade

# Sidewalk Widths

## Proposed Sidewalk Widths



### SIDEWALK WIDTHS

Sidewalk widths of at least 10' are required throughout the FOOGSP area to provide space for a clear walk zone and basic amenities such as landscaping, lighting, signage, and bicycle parking. Sidewalks of 12' to 15' are required in certain areas to increase flexibility of amenity placement and clear paths of travel.



Example of approximately 10' sidewalk



Example of approximately 12' sidewalk

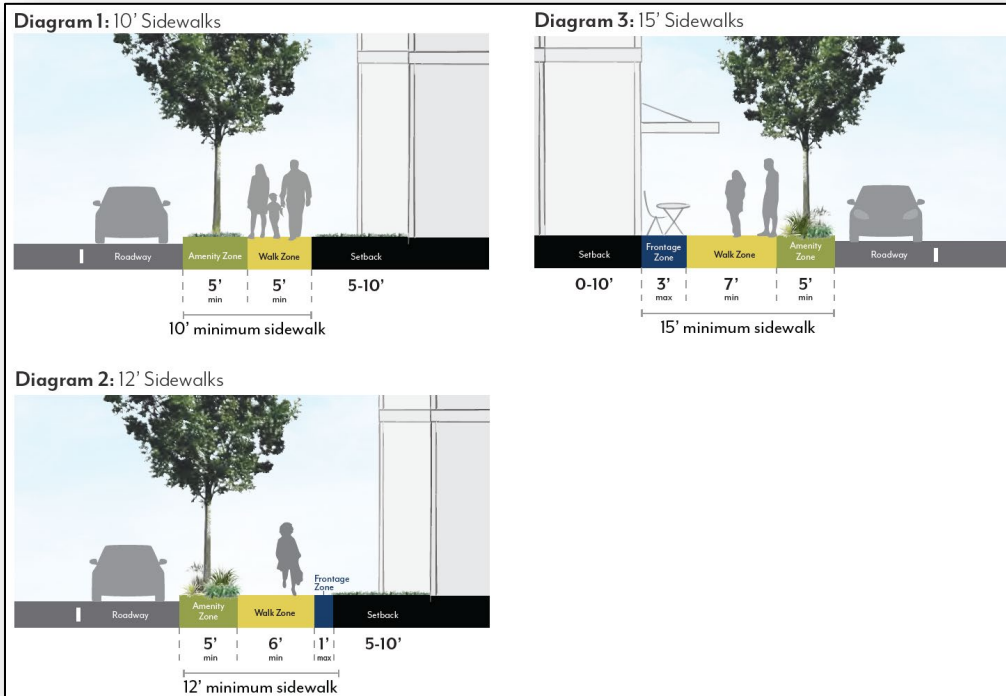


Example of approximately 15' sidewalk

# Public Realm Standards and Guidelines

## Additional Public Realm Standards also address:

- Sidewalk Zones
- Parkways and Street Trees
- Landscaped Medians
- Stormwater Management



### PARKWAYS & STREET TREES

Parkways and street trees provide numerous benefits and are an indispensable part of the NLSP environment. Most obviously, landscaping enhances the visual quality of the area. But parkways bring sustainable benefits such as stormwater capture, while street trees provide cooling effects and contribute to the spatial definition of the street that creates a human-scaled space with a comfortable sense of enclosure. Trees also provide overhead cover to pedestrians, offering shade and reasonable protection from the sun and rain. In general, parkways and street trees add a gracious quality to Pasadena.



Existing parkways should be maintained or expanded with the use of California native plants, softening the public realm and providing opportunities for stormwater capture.



Consistent tree size and spacing along a sidewalk creates a pleasant rhythm and reinforces the space of the street.

### LANDSCAPED MEDIANS

Street medians may be used to incorporate landscaping and additional trees, providing many of the same benefits as landscaped parkways, while enhancing the street's overall shade canopy, visual character, and safety. Flowering accent trees in street medians complement street tree recommendations and add to the streetscape's distinct identity and seasonal variation.



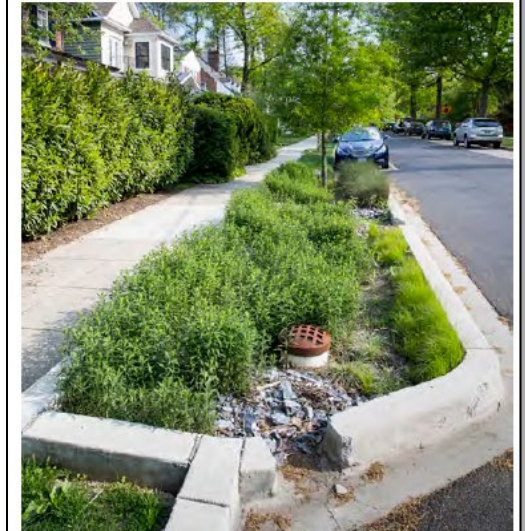
Landscaped medians add a variety of benefits including visual interest, cooling, stormwater capture, and traffic calming.



While trees in the parkway should provide a pedestrian shade canopy, street medians are more appropriate for planting decorative trees that provide visual accent and add to the streetscape's distinct identity.

### STORMWATER & IRRIGATION GUIDELINES

- » Parkways should be designed to treat and/or capture stormwater run-off from the adjacent to the greatest extent feasible given soil conditions.
- » Suspended pavement systems are encouraged as a means of controlling runoff volume and should be implemented under and adjacent to large pedestrian walkways.
- » If impermeable surfaces are used within parkways, they shall be constructed to drain to permeable areas.
- » Low-volume, sub-surface/drip irrigation or other non-spray irrigation systems or hand-watering is preferred where irrigation is needed.



Mid-block curb extensions can be used for street trees and stormwater retention.

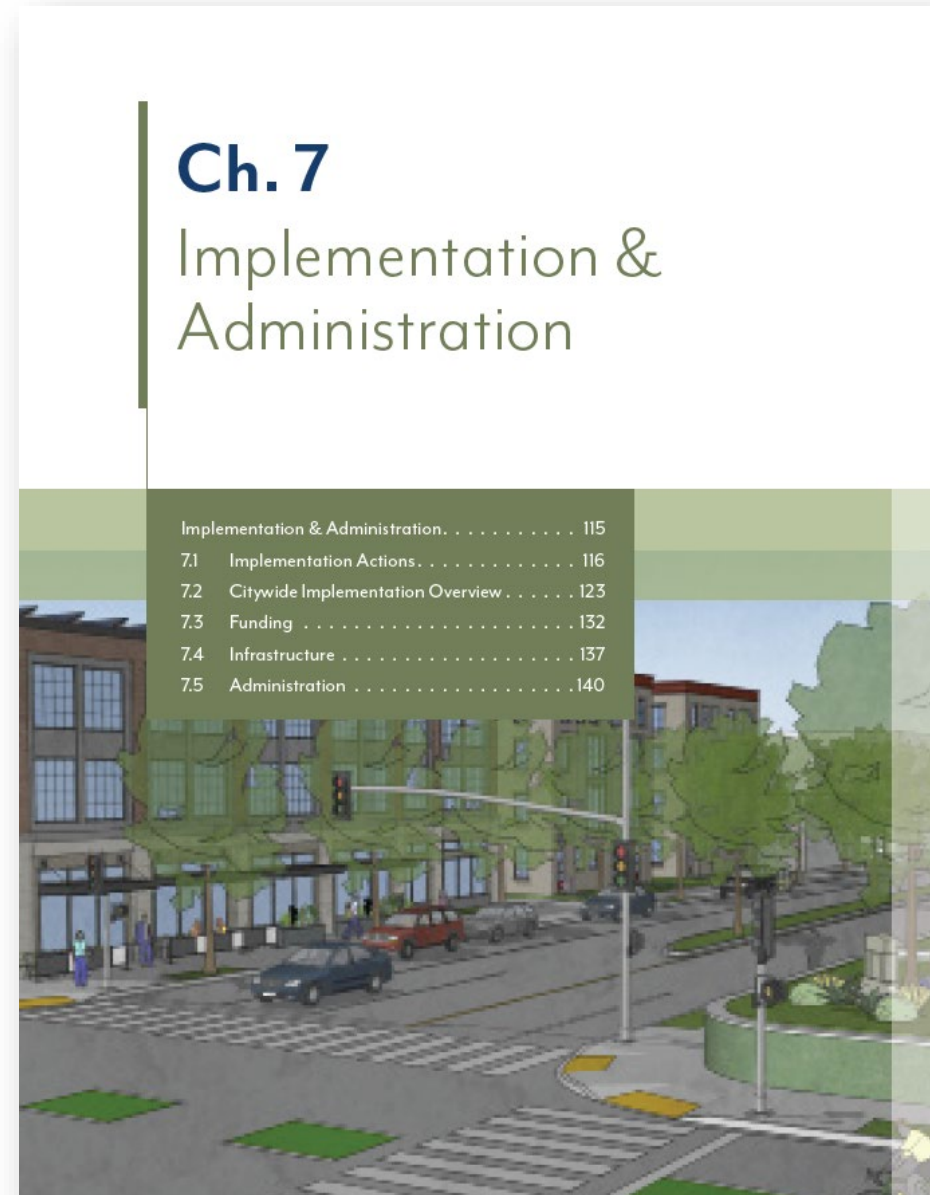
# **SPECIFIC PLAN IMPLEMENTATION**



# Specific Plan Implementation

## Implementation Actions

- Amendments  
(e.g., Zoning Code and Map Amendments)
- Infrastructure, Mobility, and Sustainability  
(e.g., Development of a streetscape plan, exploring opportunities for gateway signage, and analyzing new bike facilities)
- Community Identity, Programming, and Public Art  
(e.g., establish a placemaking program and explore opportunities for pedestrian-oriented art on streets)



# Implementation

## Implementation Chapter identifies actions by category, timeframe, and responsible parties

- Example

PA-4: Explore opportunities for pedestrian-oriented art on commercial and mixed-use portions of streets in the plan area through artist-designed crosswalks, utility boxes, and murals, as well as enhancements to blank facades, light poles, medians, and parking strips.

Timeframe: Medium-term

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Depts.
<b>Community Identity, Programming and Public Art (PA)</b>				
PA-1: Placemaking Program	Establish a placemaking program to work with residents, businesses, and private investors, and other City departments to support the development and installation of capital improvements and public realm improvements and their viability over time. Work with the Housing and Economic Development departments to support housing opportunities and community-serving retail to support residents.	Medium-Term	General Fund	TBD
PA-2: Citywide Rotating Public Art Program	Consider placing temporary public art within the plan area as part of the Citywide Rotating Public Art Program.	Ongoing - Medium-Term	Rotating Public Art Exhibition Program	A&CAD
			Cultural Affairs Annual Grant Program	
PA-3: Historic Resources Survey	Conduct a historic resources survey in the FOOG SP area to identify and evaluate potentially eligible historic resources, including buildings, districts, structures, objectives, and sites.	Near-Term	General Fund	P&CDD
PA-4: Pedestrian-Oriented Art in Public Realm	Explore opportunities for pedestrian-oriented art on commercial and mixed-use portions of streets in the plan area through artist-designed crosswalks, utility boxes, and murals, as well as enhancements to blank facades, light poles, medians, and parking strips.	Medium-Term	Public Art Program	A&CAD
PA-5: Temporary Art Installations in Empty Storefronts	Connect building owners with arts organizations to develop new temporary art installations in empty storefronts along streets in the plan area.	Medium-Term	BID Membership Fees	A&CAD
			Cultural Affairs Annual Grant Program	
PA-6: Robinson Park Recreation Center Public Art Project	Support the installation of permanent public artworks at the Robinson Park Recreation Center.	Near-Term	Public Art Program	A&CAD

# STAFF RECOMMENDATION



# Staff Recommendation

It is recommended that the Planning Commission:

1. **Recommend** that the City Council consider an Addendum to the 2015 Pasadena General Plan Environmental Impact Report (EIR), along with the EIR, and find that the Addendum properly discloses only minor technical changes or additions to the EIR, and none of the conditions triggering a subsequent or supplemental EIR are present, as set forth in State CEQA Guidelines Section 15164; and
2. **Recommend** that the City Council make the Findings for Approval for the General Plan Map Amendment, Specific Plan Adoption, and Zoning Code Map and Text Amendments (Attachment F) and approve the proposed Fair Oaks Orange Grove Specific Plan (Attachment B).

**THANK YOU**

