

ATTACHMENT A
REQUIRED FINDINGS FOR GENERAL PLAN, SPECIFIC PLAN, AND ZONING CODE

FINDINGS FOR APPROVAL OF GENERAL PLAN LAND USE DIAGRAM AMENDMENTS

An amendment to the General Plan’s diagram or text may be approved only after first finding that:

- 1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan;*
- 2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City; and*
- 3. For General Plan diagram amendments only, the site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land use/developments.*

The proposed amendment to the General Plan Land Use Diagram is consistent with the goals, policies, and objectives of the General Plan as follows:

Land Use Element

- **Goal 1. Sustainable Growth.** *Sustainable growth and change in orderly and well-planned developments within targeted areas that allow for higher density development in an urban core setting and in close proximity to transit that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, and makes efficient use of land, energy, and infrastructure.*
 - **Policy 1.1 (Basic Growth Policy).** *Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena’s unique residential neighborhoods, business districts, and open spaces.*
 - **Policy 1.2 (Targeted Growth).** *Target growth and new construction in infill areas and away from Pasadena’s residential neighborhoods and open spaces by redeveloping underutilized and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.*
 - **Policy 1.8 (Unimproved Streets).** *No developments on unimproved streets will be approved until adequate infrastructure improvements are in place or will be made.*
- **Goal 2. Land Use Diversity.** *A mix of land uses meeting the diverse needs of Pasadena’s residents and businesses, fostering improved housing conditions, offering a variety of employment and recreation opportunities, and supporting a healthy population while protecting the environment.*

- **Policy 2.1 (Housing Choices).** Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community's fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena's commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.
- **Policy 2.3 (Commercial Businesses).** Designate sufficient land to enable a broad range of viable commercial uses in Pasadena's Central District, Transit and Neighborhood Villages, and commercial corridors. These uses will serve both local and regional needs, reducing the need for residents to travel to adjoining communities, capturing a greater share of local spending, and offering a diversity of employment opportunities.
- **Policy 2.4 (Job Choices).** Provide opportunities for the development of a broad range of land uses that offer job opportunities for Pasadena's residents, including professional and creative office, institutional and research and development (R&D) flex space.
- **Policy 2.5 (Mixed Use).** Create opportunities for development projects that mix housing with commercial uses to enable Pasadena's residents to live close to businesses and employment, increasing non-auto travel, and interact socially.
- **Policy 2.6 (Transit-Related Land Uses).** Promote the development of uses that support and capture the economic value induced by the presence of transit corridors and stations.
- **Policy 2.7 (Civic and Community Services).** Provide diverse uses and services supporting Pasadena's residents such as facilities for civic governance and administration, public safety (police and fire), seniors and youth, community gatherings, and comparable activities.
- **Policy 2.8 (Equitable Distribution of Community Devices and Amenities).** Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.
- **Policy 2.11 (Health Facilities).** Accommodate a wide range of healthcare and mental health facilities that are transit-accessible and pedestrian-friendly
- **Policy 2.13 (Parks).** Maintain existing and develop new parks and recreational facilities within walking distance of residents, supporting healthy lifestyles.
- **Goal 3. Compatible Land Uses.** A mix and distribution of land uses characterized by their compatibility.

- **Policy 3.1 (High-impact Uses).** Avoid the concentration of uses and facilities in any neighborhood or district where their intensities, operations, and/or traffic could adversely impact the character, safety, health, and quality of life.
- **Policy 3.5 (Hazardous Uses).** Prohibit or control land uses which pose potential health and environmental hazards to Pasadena’s neighborhoods and districts.
- **Policy 3.6 (Non-Conforming Uses).** Encourage the replacement of non-conforming uses to achieve groupings of compatible uses that conform to the current zoning standards.
- **Goal 4. Elements Contributing to Urban Form.** A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work, shop and recreate.
 - **Policy 4.1 (Sustainable Urban Form).** Provide an overall pattern of land uses and densities that encourages sustainable development; offers convenient alternatives to auto travel; ensures compatibility among uses; enhances livability and public health; sustains economic vitality; and reduces air pollution, greenhouse gas emissions, and energy consumption.
 - **Policy 4.2 (A Diversity of Places).** Maintain and enhance the City’s urban form with distinct, compact, and walkable areas with a diversity of uses, densities, and characters. Offer choices for living, working, shopping, and recreation consistent with community values, needs, and demographics
 - **Policy 4.4 (Transit Villages).** Accommodate and intensify a mix of local and regional commercial, residential, and public uses close to the Metro Gold Line stations. Design these areas to accommodate safe and convenient walking, bicycling, and transit use. Include gathering places and amenities to enhance their quality and livability.
 - **Policy 4.5 (Transit Villages in Context).** Differentiate the mix and development intensities of the Transit Villages to reflect their setting, with the highest intensities at Fillmore, Del Mar, Memorial Park and Lake Metro Gold Line stations, moderate intensities at Sierra Madre Villa station and lowest intensities at the Allen Avenue station.
 - **Policy 4.6 (Neighborhood Villages).** Support neighborhoods through the intensification of development at major intersections to serve as centers of neighborhood identity and activity. Encourage the clustering of community-oriented commercial services, housing, and community gathering places with pedestrian-oriented amenities that are accessible and walkable.
 - **Policy 4.7 (Strengthen Major Corridors).** Encourage the economic improvement of underused parcels along Pasadena’s corridors by clustering

more intense uses at major intersections and lower intensity mixed-use or commercial development between major intersections.

- **Policy 4.8 (Complete and Livable Neighborhoods).** *Maintain the pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected to and walkable from neighborhood-serving businesses and public transit.*
- **Policy 4.9 (Gateways).** *Define prominent points of entry to the city with high quality, distinctive architecture or engineering (consider entry points like the intersection of South Orange Grove Boulevard and West Colorado Boulevard, the Colorado Street Bridge, or North Fair Oaks at Woodbury). Other elements, including art installations, landscaping, and light elements are also encouraged.*
- **Policy 4.10 (Architecture that Enhances).** *Locate and design buildings to relate to and frame major public streets, open spaces, and cityscape. New development at intersections should consider any number of corner treatments, and should balance safety and accessibility concerns with the vision of the area and the need for buildings to engage the street and create a distinct urban edge.*
- **Policy 4.11 (Development that is Compatible).** *Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.*
- **Policy 4.12 (Transitions in Scale).** *Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.*
- **Goal 5. Pedestrian-Oriented Places.** *Development that contributes to pedestrian vitality and facilitates bicycle use in the Central District, Transit Villages, Neighborhood Villages, and community corridors.*
 - **Policy 5.1 (Walkable City).** *Maintain and improve sidewalks and pedestrian paths in Pasadena’s neighborhoods and business districts by incorporating street trees, landscaping, and pedestrian-oriented amenities.*
 - **Policy 5.2 (Pedestrian-Oriented Development).** *Require buildings in the Central District, Transit Villages, Neighborhood Villages, and along corridors specified by the adopted specific plans to be located along the street/sidewalk and designed to promote pedestrian activity. This can be accomplished by incorporating transparent facades, small plazas, and dining areas; while locating parking to the rear or underground and placing primary entries on the street.*

- **Policy 5.3 (Community Greenways).** *Improve Pasadena’s public sidewalks as “greenway” corridors with extensive tree canopies, connecting its neighborhoods, Transit Villages, Neighborhood Villages, neighborhoods, parks, schools, and open spaces.*
- **Policy 5.4 (Community Connectivity).** *Improve corridors crossing the 210 Freeway to accommodate safe and convenient walking and bicycling with landscape, trees, street furniture, and other amenities. This will improve the visual and physical connectivity of neighborhoods to the north and south. Consider the feasibility for constructing a landscaped deck over the freeway as an open space amenity and as a means of improving the connections between neighborhoods on either side of the 210 freeway.*
- **Policy 5.6 (Property Access).** *Discourage vehicle driveways on streets with higher pedestrian volumes within the Central District, Transit Villages, and Neighborhood Villages.*
- **Policy 5.7 (Pedestrian Connections).** *Support and enhance the pedestrian experience along public and private pedestrian passages, pathways, courtyards, paseos, alleys, and public walkways with increased connectivity and infrastructure, as well as businesses located along these pedestrian corridors.*
- **Goal 6. Character and Scale of Pasadena.** *A built environment that evolves while maintaining Pasadena’s unique sense of place, character, and the urban fabric.*
 - **Policy 6.1 (Sense of Place and History).** *Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena’s character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
 - **Policy 6.2 (Established Neighborhoods).** *Preserve, protect, and enhance established residential neighborhoods by providing appropriate transitions between these and adjoining areas. Require new development to complement and respond to the existing physical characteristics that contribute to the overall character and livability of the neighborhood.*
 - **Policy 6.3 (Form-Based Code).** *Establish standards regulating the form and scale of development to assure that new construction is sensitive to the massing, scale, architectural character, landscape design, and relationships to street frontages of existing uses.*
 - **Policy 6.5 (Public Art).** *Integrate public art in private projects and in public spaces, including streetscapes, parks, and civic spaces.*

- **Policy 6.7 (Public Safety and Community Design).** Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ownership.
- **Goal 7. Architectural Design and Quality.** Encourage an architecturally distinguished city with a diversity of building styles. New development will recognize this by supporting a variety of materials, forms, and construction techniques while demonstrating contextual relationship to its surroundings through traditional physical concepts (orientation, scale, materials) and non-physical concepts (cultural, climactic, economic).
 - **Policy 7.1 (Architectural Quality).** Design each building as a high-quality, long term addition to the City’s urban fabric; exterior design and buildings material shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building.
 - **Policy 7.2 (Architectural Diversity & Creativity).** Allow for the development of a diversity of buildings styles. Support innovative and creative design solutions to issues related to context and environmental sustainability.
 - **Policy 7.3 (Compatibility).** Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.
 - **Policy 7.4 (Design Review).** Require design review for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.
- **Goal 8. Historic Preservation.** Preservation and enhancement of Pasadena’s cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.
 - **Policy 8.1 (Identify and Protect Historic Resources).** Identify and protect historic resources that represent significant examples of the City’s history.
 - **Policy 8.4 (Adaptive Reuse).** Encourage sensitive adaptive re-use including continuing the historic use of historic resources to achieve their preservation, sensitive rehabilitation, and continued economic and environmental value.
 - **Policy 8.6 (Infrastructure and Street Design Compatibility).** Encourage street design, public improvements, and utility infrastructure that preserves and is compatible with historic resources.

- **Policy 8.7 (Preservation of Historic Landscapes).** Identify, protect, and maintain cultural and natural resources associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.
- **Goal 9. Public Art.** Pasadena’s public art is an integral part of the City, reinforcing its visual character, reflecting the strength of its cultural and educational institutions, responding to its urban design initiatives and promoting dialogue across ethnic and generational lines. Public art in Pasadena reinforces neighborhood character and contributes to a beautiful, sustainable and livable Pasadena.
 - **Policy 9.1 (Art as Identity).** Use public art to reinforce Pasadena’s identity, blending culture, people, neighborhoods, and ideas to create a memorable urban landscape that respects the past and creates a legacy for the future.
 - **Policy 9.3 (Gateway Improvements).** Incorporate works of artists as components of public improvements at the City’s unique gateways.
 - **Policy 9.4 (Arts Contributions to a More Walkable City).** Implement artist-designed crosswalks, murals, free-standing artworks, and environments in pedestrian-oriented retail and entertainment districts.
 - **Policy 9.5 (Public Art Reflecting Parks and Neighborhoods).** Commission public art that reinforces the identity of parks and neighborhoods, highlights neighborhood amenities through pedestrian-oriented artworks, and connects people with the natural environment through environmental-based artworks.
 - **Policy 9.6 (Public Art in Private Development Program).** Refine the Public Art in Private Development Program to more actively contribute to Pasadena’s cultural identity and reinforce the City’s Urban Design principles.
 - **Policy 9.7 (Support Cultural Activities).** Encourage individuals, organizations, educational institutions, and other entities to provide and support cultural activities, directly and cooperatively with the City, which are of interest and benefit to the public.
- **Goal 10. City Sustained and Renewed.** Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.
 - **Policy 10.3 (Best Practices for Sustainability).** Monitor evolving sustainable development practices and technologies and implement those deemed appropriate and feasible in Pasadena.
 - **Policy 10.4 (Sustainable Building Practices).** Foster sustainable building practices and processes specified by the City’s Green Building Code by incorporating energy and water savings, toxic and solid waste reduction strategies into the building of new structures and remodeling of existing structures.

- **Policy 10.6 (Adaptive Reuse).** Encourage adaptive reuse of structures, including non-historic structures, as a means of supporting environmental sustainability.
- **Policy 10.7 (Landscape).** Encourage sustainable practices for landscape materials, landscape design, and land development.
- **Policy 10.13 (Urban Forest).** Maintain and plant additional trees along the City's sidewalks, civic places, parks, and in private developments to support the health and diversity of wildlife, sequester GHG emissions, and contribute to the reduction of the urban heat-island.
- **Policy 10.14 (Native Plants).** Maintain and, where appropriate, restore, areas of the city with native plants.
- **Policy 10.18 (Water Quality).** Encourage the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed. In appropriate and feasible locations, construct stormwater curb extensions and street planters to transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants.
- **Policy 10.19 (Sustainable Transportation Network).** Implement an integrated network of transit, bike facilities, and pedestrian improvements as specified by the Mobility Element to reduce automobile trips and commute lengths, with corresponding reductions in energy consumption, pollution, and GHG emissions.
- **Goal 11. Job Opportunities.** Provide land use capacities that accommodate a diversity of job opportunities for Pasadena's residents.
 - **Policy 11.1 (Business Expansion and Growth).** Support the growth and success of businesses that create new job opportunities and productive and satisfying employment for Pasadena residents.
- **Goal 12. Shopping and Dining.** Diversity of shopping opportunities enabling Pasadena's residents to acquire desired goods and services in the City, as well as attracting customers from surrounding communities.
 - **Policy 12.1 (Vital Commercial Districts).** Enhance commercial districts to create quality shopping and dining experiences.
 - **Policy 12.2 (Business Attraction).** Actively market Pasadena to increase demand for storefront space.
 - **Policy 12.3 (Adequate Parking).** Coordinate public/private parking improvements and policies to support local business.

- **Policy 12.4 (Revitalization of Commercial Areas).** Encourage the revitalization of commercial and industrial areas by attracting private investment.
- **Policy 12.5 (Small Businesses).** Encourage the retention and expansion of small businesses through incentives, by providing adequate infrastructure and street beautification. Promote locating of small businesses as integral to the identity of the neighborhood villages.
- **Goal 13. Innovation.** An environment fostering innovation and creativity enabling Pasadena to be on the “cutting-edge” of business development and jobs generation.
 - **Policy 13.5 (Creative/Innovation Employment Centers).** Provide for the clustering of creative, research, and incubator/“start-up” industries. Leverage the intellectual capital of Pasadena’s educational institutions creating distinct and cohesive centers offering new employment opportunities for its residents.
- **Goal 14. Visitors.** Pasadena is a major destination for tourists from throughout the world to celebrate its events, culture, history, and setting.
 - **Policy 14.1 Tourism and Hospitality.** Encourage the growth of cultural assets and entertainment activities that attract visitors and conventioners.
- **Goal 18. Land Use/Transportation Relationship.** Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multimodal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.
 - **Policy 18.1 (Development Mix and Densities).** Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and transit use as an alternative to the automobile, as specified by the Land Use Diagram.
 - **Policy 18.2 (Mobility).** Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.
 - **Policy 18.3 (Modal Choices).** Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.
 - **Policy 18.4 (Transit-Pedestrian Coordination).** Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.
 - **Policy 18.6 (Relationship of Buildings to Transit Stops).** Require that building entrances or accessways be oriented toward transit stops when located adjacent to these facilities.

- **Goal 19. Parking Availability.** *The supply of parking will reflect Pasadena’s objective to protect residential neighborhoods; create a vital, healthy, and sustainable economy; establish Pasadena as a leader in environmental stewardship; encourage physical activity and a commitment to health and wellness; and encourage walking, biking, and transit. The supply of parking in an area will also reflect the type, mix, and density of uses; the availability of shared facilities; and the proximity to transit.*
 - **Policy 19.1 (Parking Standards).** *Establish, periodically review, and adjust as necessary parking standards to ensure an adequate supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area.*
 - **Policy 19.2 (Parking Limits).** *Establish limits on the amount of parking that may be developed for projects in the Central District and Transit Villages to promote walking, bicycling, and use of transit as an alternative to the automobile.*
 - **Policy 19.4 (Park Once).** *Provide the opportunity for residents, patrons and visitors to park once and visit many destinations in the Central District, Transit Villages, and Neighborhood Villages through centrally located shared parking while providing additional flexibility for businesses to provide parking off-site or participate in other alternative parking funding mechanisms.*
 - **Policy 19.5 (Bicycle Parking).** *Accommodate the development of bicycle parking centers in the Central District, Transit Villages, and Neighborhood Villages and require larger development projects to incorporate secured and convenient bicycle parking facilities.*
 - **Policy 19.6 (Unbundled Parking).** *Encourage practices that separate the cost of parking from commercial lease rates, the costs of housing, and – where feasible – the price of goods and services to ensure that non-car owners do not pay for parking they do not need and help people weigh the true cost of driving in lieu of transit.*
 - **Policy 19.7 (Reduced Demand for Parking).** *Reduce the demand for parking by encouraging businesses and residential development to incentivize walking, biking, and use of transit through practices such as subsidized Metro passes, exchanging parking for Metro passes, and other creative incentives.*
- **Goal 21. Desirable Neighborhoods.** *A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.*
 - **Policy 21.1 (Adequate and Affordable Housing).** *Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet*

preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.

- **21.2 (Equitable Distribution of Affordable Housing).** Providing for the equitable distribution of affordable housing throughout the City, as defined by Housing Element goals and policies, capitalizing on opportunities for new development allowed by the densities permitted in the Central District and Transit Villages.
- **21.3 (Neighborhood Character).** Maintain elements of residential streets that unify and enhance the character of the neighborhood, including parkways, street trees, and compatible setbacks.
- **21.4 (New Residential Development).** Attract new residential development that is well-conceived, constructed, and maintained in a variety of types, densities, locations and costs.
- **21.6 (Walkable Neighborhoods).** Manage vehicle speeds and maintain sidewalks, parkways, street tree canopies, and landscaping throughout residential neighborhoods. Encourage walking as an enjoyable and healthy activity and alternative to automobile use.
- **Goal 25. Vital Districts and Corridors.** Diverse, active, prosperous, and well-designed commercial corridors and districts that provide a diversity of goods, services, and entertainment and contribute to a positive experience for residents and visitors.
 - **Policy 25.1 (Diversity of Uses).** Encourage the development of a broad range of commercial uses that reduce the need to travel to adjoining communities, while capturing a greater share of local spending.
 - **Policy 25.2 (Compact Infill Development).** Encourage commercial uses along major corridors, in Neighborhood Villages, and as infill development adjacent to existing commercial uses and on surface parking lots to improve commercial services, maximize revenue generation, and leverage concentrating commercial uses.
 - **Policy 25.5 (Connectivity to Neighborhoods).** Link commercial areas to adjoining residential neighborhoods and other districts by well-designed and attractive streetscapes with pedestrian sidewalks and street amenities.
 - **Policy 25.7 (Buffering Adjoining Residential Areas).** Ensure commercial uses adjoining residential neighborhoods or mixed residential and commercial uses are designed to be compatible with each other.
 - **Policy 25.8 (Pedestrian, Bicycle and Transit Access).** Require commercial projects to be designed to promote convenient pedestrian and bicycle access

to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.

- **Policy 25.10 (Retail).** Designate land and develop guidelines for the development of pedestrian friendly commercial areas, each with their own unique identity.
- **Policy 25.11 (Retail Streetscapes).** Maintain and, where deficient, increase street trees, plantings, furniture, signage, public art and other amenities that encourage pedestrian activity in retail districts and corridors.
- **Policy 25.12 (Retail Parking).** Develop alternative parking management strategies for businesses in areas with limited parking (such as East Washington Boulevard) while protecting nearby residential neighborhoods implementing such techniques as park once and shared lots and structures.
- **Goal 26. Offices.** A diversity of professional, creative, medical, research, and other offices offering attractive job opportunities for residents, and serving as a centerpiece of Pasadena's economy.
 - **Policy 26.1 (Office).** Encourage the orderly development and expansion of office uses based upon current conditions and future projects to improve the relationship of jobs and housing in certain areas of the City.
 - **Policy 26.2 (Creative Office).** Allow additional flexibility for creative office spaces to locate and grow in non-traditional areas and areas with desirable amenities for employees.
- **Goal 27. R&D Flex Space.** A wide range of moderate to low-intensity industrial uses such as light manufacturing, research and development, creative office and incubator industries encouraging the development of new industries induced by the presence of Pasadena's educational institutions and medical facilities.
 - **27.1 (Diversity of Uses).** Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for Pasadena's residents and revenues to the City without compromising environmental quality.
 - **27.2 (Business Attraction).** Allow sufficient densities that enable development of technology, digital, research and development, and creative industries offering new job opportunities for residence.
 - **27.4 (Buffering from Adjacent Properties).** Ensure that industrial developments incorporate adequate landscape buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining uses.

- **27.6 (Adaptive Reuse).** Encourage the adaptive reuse of buildings (especially mid-century structures) for research and development and flex space by providing additional flexibility in parking standards.
- **Goal 28. Places to Live, Work, Shop, and Recreate.** A diversity of well-designed corridors and villages containing an integrated mix of commercial uses and/or housing that enable Pasadena’s residents to live close to businesses, services, and employment, reduce automobile use, and actively engage and enhance pedestrian activity.
 - **Policy 28.1 (Land Use Mix).** Allow for the development of properties and buildings in areas designated as “Mixed Use” for a mix of compatible commercial and residential uses.
 - **Policy 28.2 (Development Scale).** Establish standards to assure that an adequate scale and footprint of any single use is achieved in mixed-use areas to establish a cohesive environment that minimizes impacts attributable to the adjacency of different uses. This may define minimum parcel and building size, number of housing units, and/or nonresidential square footage, as well as relationships and setbacks.
 - **Policy 28.3 (On-site Amenities).** Require that residential/nonresidential mixed-use projects provide on-site amenities that contribute to the living environment of residents such as courtyards, outdoor barbecues, and recreation facilities.
 - **Policy 28.4 (Design Integration).** Require residential and nonresidential portions of mixed-use buildings and sites to be integrated through architectural design, development of pedestrian walkways and landscaping.
- **Goal 29. Transit Villages.** Moderate to high density mixed-use clusters of residential and commercial uses developed in an integrated “village-like” environment with buildings clustered on common plazas and open spaces in proximity to Metro Gold Line stations capitalizing on their induced market demands and land values, facilitating ridership, and reducing automobile use while increasing walkability.
 - **Policy 29.1 (Mix of Uses).** Accommodate mixed-use development permitted by the applicable land use classification on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Transit Village vision.
 - **Policy 29.2 (Neighborhood Identity).** Design Transit Villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from adjoining neighborhoods.
 - **Policy 29.3 (Pedestrian Orientation).** Require the inclusion of improvements and amenities to create a safe and comfortable environment for sitting, meeting neighbors and friends, walking and providing easy access

to Metro Gold Line station areas and a mix of uses in close proximity to the station.

- **Policy 29.4 (Bicycle Facilities).** Provide adequate bicycle facilities within one mile of Metro Gold Line station areas and throughout Transit Villages.
- **Goal 30. (Neighborhood Villages).** Lower density mixed-use clusters of residential and commercial uses developed in an integrated “village-like” environment with buildings clustered on common plazas and open spaces designed as communal places that are walkable from surrounding neighborhoods.
 - **Policy 30.1 (Mix of Uses).** Accommodate mixed-use development permitted by the applicable land use classification shown on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Neighborhood Village vision.
 - **Policy 30.2 (Development at Key Nodes).** Encourage development at key intersections and on surface parking lots within neighborhood villages that result in additional neighborhood-serving amenities and intensified economic vitality.
 - **Policy 30.3 (Neighborhood Identity).** Design neighborhood villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from nearby residential neighborhoods.
 - **Policy 30.4 (Community Activity).** Foster neighborhood villages to be the center of community activity by assisting uses and services desired by the community to locate in these areas (restaurants; coffee shops; community theaters; yoga, dance, or karate studios; etc.)
 - **Policy 30.5 (Connectivity to Neighborhoods).** Link neighborhood villages to adjoining residential neighborhoods through safe, convenient, well-designed pedestrian sidewalks and bicycle facilities.
 - **Policy 30.6 (Pedestrian Orientation).** Encourage neighborhood serving land uses to provide access to services and goods by walking or bicycle.
- **Goal 34 (Fair Oaks and Orange Grove).** Distinct pedestrian-oriented villages containing a mix of commercial and housing.
 - **Policy 34.1 (Economic Vitality).** Transform North Fair Oaks Avenue from a low-density strip commercial corridor to a series of distinctive low- to medium-density, pedestrian oriented, mixed use villages where residents and visitors can live, shop, work and be entertained.
 - **Policy 34.2 (Pedestrian-Orientation).** Promote the inclusion of pedestrian-oriented plazas and amenities establishing a “village-like” environment where people shop, dine, meet friends, and actively use public places.

- **Policy 34.3 (Development Scale and Transitions).** Require that the types of uses, densities, building massing and heights, and design development along Fair Oaks Avenue and Orange Grove Boulevard assure compatibility and accessibility with adjoining residential neighborhoods.
- **Policy 34.4 (Business Expansion and Growth).** Preserve existing and create a variety of new job opportunities through catalytic projects that create interest, identity and a focal point and neighborhood serving businesses located within larger Neighborhood Villages.
- **Policy 34.5 (Special Study Area).** Conduct a planning process involving local residents for the reuse of the Matthew “Mack” Robinson postal facility should the facility be vacated to consider potential uses, amenities, and design standards that assure compatibility with adjoining residential neighborhoods.
- **Policy 34.6 (Linkage of the Central District).** Establish and maintain pedestrian walkways that provide access between the Central District and the Fair Oak and Orange Grove area to encourage people to move freely between the two areas.
- **Goal 40 (Northwest).** Economically vigorous and well-maintained development.
 - **Policy 40.2 (Institutional use Overconcentration).** Prohibit new development of but allow for the improvement of: Single-Room Occupancy, Adult Day Care, General, Medical Services – Extended Care (i.e., Convalescent Facilities), Detention Facilities, Hospitals, Maintenance and Service Facilities, Residential Care, General, or a use classification that includes a use listed here with another use.

A **General Plan Land Use Diagram amendment** is recommended to update the land use designations and remove parcels from the plan area depicted on the Land Use Diagram, as proposed in the Fair Oaks Orange Grove (FOOG) Specific Plan. The following describes the recommended changes to the Land Use Diagram.

- (1) Add two parcels near the intersection of Orange Grove Boulevard and Cypress Avenue (AIN 5726-010-041 and 5726-010-042) and update the land use designation from Med-High Density Residential (0-32 du/ac) to Low Mixed-Use (0-32 du/ac and 0-1.0 FAR).
- (2) Add a portion of the parcel north of Orange Grove Boulevard between Lincoln Avenue and Manzanita Avenue (AIN 5726-018-095) and update the land use designation from Low-Med Residential (0-12 du/ac) to Low Mixed-Use (0-32 du/ac and 0-1.0 FAR).

- (3) Update the land use designation for selected parcels along Fair Oaks Avenue between Orange Grove Boulevard and Yale Street from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Low-Med Mixed Use (0-48 du/ac and 0-1.75 FAR). Add a parcel east of Fair Oaks Avenue (AIN 5726-003-032) and update the land use designation from Low-Med Density Residential (0-6 du/ac) to Low-Med Mixed Use (0-48 du/ac and 0-1.75 FAR).
- (4) Add the parcel on Painter Street west of Wheeler Lane (AIN 5725-001-001) and update the land use designation from Low-Med Density Residential (0-12 du/ac) to Low-Med Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (5) Update the land use designation for parcels on the west side of Raymond Avenue near Orange Grove Boulevard from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Low-Medium Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (6) Update the land use designation for parcels east of Fair Oaks Avenue between Claremont Street and Washington Boulevard from Medium Density Residential (0-16 du/ac) to Low Mixed-Use (0-32 du/ac and 0-1.0 FAR).
- (7) Update the land use designation for Low Mixed-Use (0-32 du/ac and 0-1.0 FAR), Medium Density Residential (0-16 du/ac) and Low Commercial (0-1.0 FAR) parcels north of Washington Boulevard to Low-Med Mixed-Use (0-48 du/ac and 0-1.75 FAR).

The General Plan's vision for Fair Oaks Orange Grove is to offer a variety of housing options and flexible commercial, recreational, and community-building services around active, people-oriented corridors that celebrate the neighborhood's rich history. The general plan amendments listed above further implement the goals of the proposed FOOG plan and are consistent with the General Plan Land Use Element Goals and Policies previously identified.

For the reasons described above, the amendments to the Land Use Diagram would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

FINDINGS FOR ADOPTION OF A SPECIFIC PLAN

The City Council may adopt a Specific Plan only if it finds that the proposed plan is in conformance with the goals, policies, and objectives of the General Plan and other adopted goals and policies of the City.

The proposed Fair Oaks Orange Grove (FOOG) Specific Plan is consistent with the goals, policies, and objectives of the General Plan as follows:

- **Goal 1. Sustainable Growth.** *Sustainable growth and change in orderly and well-planned developments within targeted areas that allow for higher density development in an urban core setting and in close proximity to transit that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, and makes efficient use of land, energy, and infrastructure.*

- **Policy 1.1 (Basic Growth Policy).** Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena’s unique residential neighborhoods, business districts, and open spaces.
- **Policy 1.2 (Targeted Growth).** Target growth and new construction in infill areas and away from Pasadena’s residential neighborhoods and open spaces by redeveloping underutilized and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.
- **Policy 1.8 (Unimproved Streets).** No developments on unimproved streets will be approved until adequate infrastructure improvements are in place or will be made.

The proposed FOOG plan implements the land uses, densities, and intensities established in the General Plan Land Use map, which represents community values and the anticipated scale and character of Pasadena’s neighborhoods. By increasing housing densities, the proposed FOOG plan targets growth and new construction along major corridors to foster a pedestrian friendly environment while maintaining its neighborhood commercial core.

- **Goal 2. Land Use Diversity.** A mix of land uses meeting the diverse needs of Pasadena’s residents and businesses, fostering improved housing conditions, offering a variety of employment and recreation opportunities, and supporting a healthy population while protecting the environment.
 - **Policy 2.1 (Housing Choices).** Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community’s fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena’s commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.
 - **Policy 2.3 (Commercial Businesses).** Designate sufficient land to enable a broad range of viable commercial uses in Pasadena’s Central District, Transit and Neighborhood Villages, and commercial corridors. These uses will serve both local and regional needs, reducing the need for residents to travel to adjoining communities, capturing a greater share of local spending, and offering a diversity of employment opportunities.
 - **Policy 2.4 (Job Choices).** Provide opportunities for the development of a broad range of land uses that offer job opportunities for Pasadena’s residents, including professional and creative office, institutional and research and development (R&D) flex space.
 - **Policy 2.5 (Mixed Use).** Create opportunities for development projects that mix housing with commercial uses to enable Pasadena’s residents to live

close to businesses and employment, increasing non-auto travel, and interact socially.

- **Policy 2.6 (Transit-Related Land Uses).** Promote the development of uses that support and capture the economic value induced by the presence of transit corridors and stations.
- **Policy 2.7 (Civic and Community Services).** Provide diverse uses and services supporting Pasadena’s residents such as facilities for civic governance and administration, public safety (police and fire), seniors and youth, community gatherings, and comparable activities.
- **Policy 2.8 (Equitable Distribution of Community Devices and Amenities).** Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.
- **Policy 2.11 (Health Facilities).** Accommodate a wide range of healthcare and mental health facilities that are transit-accessible and pedestrian-friendly
- **Policy 2.13 (Parks).** Maintain existing and develop new parks and recreational facilities within walking distance of residents, supporting healthy lifestyles.

The proposed FOOG plan builds upon the existing strengths of the area as a neighborhood-serving commercial area, with a mix of uses, walkable areas with shopping, restaurants, and offices, while introducing mixed-use housing options.

- **Goal 3. Compatible Land Uses.** A mix and distribution of land uses characterized by their compatibility.
 - **Policy 3.1 (High-impact Uses).** Avoid the concentration of uses and facilities in any neighborhood or district where their intensities, operations, and/or traffic could adversely impact the character, safety, health, and quality of life.
 - **Policy 3.5 (Hazardous Uses).** Prohibit or control land uses which pose potential health and environmental hazards to Pasadena’s neighborhoods and districts.
 - **Policy 3.6 (Non-Conforming Uses).** Encourage the replacement of non-conforming uses to achieve groupings of compatible uses that conform to the current zoning standards.

The proposed FOOG plan focuses new growth in key segments of the plan area, ranging in densities from 32 to 87 dwelling units per acre. This allows new housing and catalytic development in areas that can accommodate growth. The proposed FOOG plan allows a variety of retail, research and development, and office uses, as well residential-only and mixed-used developments. The development standards as well as density and intensity regulations in the plan encourage redevelopment of existing and potentially nonconforming uses, while ensuring that protective measures are set in place between housing and more intensive uses.

- **Goal 4. Elements Contributing to Urban Form.** *A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work, shop and recreate.*
 - **Policy 4.4 (Transit Villages).** *Accommodate and intensify a mix of local and regional commercial, residential, and public uses close to the Metro Gold Line stations. Design these areas to accommodate safe and convenient walking, bicycling, and transit use. Include gathering places and amenities to enhance their quality and livability.*
 - **Policy 4.5 (Transit Villages in Context).** *Differentiate the mix and development intensities of the Transit Villages to reflect their setting, with the highest intensities at Fillmore, Del Mar, Memorial Park and Lake Metro Gold Line stations, moderate intensities at Sierra Madre Villa station and lowest intensities at the Allen Avenue station.*
 - **Policy 4.6 (Neighborhood Villages).** *Support neighborhoods through the intensification of development at major intersections to serve as centers of neighborhood identity and activity. Encourage the clustering of community-oriented commercial services, housing, and community gathering places with pedestrian-oriented amenities that are accessible and walkable.*
 - **Policy 4.8 (Complete and Livable Neighborhoods).** *Maintain the pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected to and walkable from neighborhood-serving businesses and public transit.*
 - **Policy 4.9 (Gateways).** *Define prominent points of entry to the city with high quality, distinctive architecture or engineering (consider entry points like the intersection of South Orange Grove Boulevard and West Colorado Boulevard, the Colorado Street Bridge, or North Fair Oaks at Woodbury). Other elements, including art installations, landscaping, and light elements are also encouraged.*
 - **Policy 4.10 (Architecture that Enhances).** *Locate and design buildings to relate to and frame major public streets, open spaces, and cityscape. New development at intersections should consider any number of corner treatments, and should balance safety and accessibility concerns with the vision of the area and the need for buildings to engage the street and create a distinct urban edge.*
 - **Policy 4.11 (Development that is Compatible).** *Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility,*

privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.

- **Policy 4.12 (Transitions in Scale).** *Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.*

The proposed FOOG plan includes new development standards, including modulation, setbacks and stepbacks, common open space, parking, and height. The zoning districts in the proposed FOOG plan build upon the existing area, expanding the types of allowed land uses, thereby creating a diversity of places. The proposed FOOG plan also includes a range of densities and intensities to reflect their settings. Overall, the proposed FOOG plan promotes thoughtful support for neighborhood-serving commercial uses while providing measures to ensure pedestrian-friendly neighborhoods.

- **Goal 5. Pedestrian-Oriented Places.** *Development that contributes to pedestrian vitality and facilitates bicycle use in the Central District, Transit Villages, Neighborhood Villages, and community corridors.*
 - **Policy 5.1 (Walkable City).** *Maintain and improve sidewalks and pedestrian paths in Pasadena’s neighborhoods and business districts by incorporating street trees, landscaping, and pedestrian-oriented amenities.*
 - **Policy 5.2 (Pedestrian-Oriented Development).** *Require buildings in the Central District, Transit Villages, Neighborhood Villages, and along corridors specified by the adopted specific plans to be located along the street/sidewalk and designed to promote pedestrian activity. This can be accomplished by incorporating transparent facades, small plazas, and dining areas; while locating parking to the rear or underground and placing primary entries on the street.*
 - **Policy 5.3 (Community Greenways).** *Improve Pasadena’s public sidewalks as “greenway” corridors with extensive tree canopies, connecting its neighborhoods, Transit Villages, Neighborhood Villages, neighborhoods, parks, schools, and open spaces.*
 - **Policy 5.4 (Community Connectivity).** *Improve corridors crossing the 210 Freeway to accommodate safe and convenient walking and bicycling with landscape, trees, street furniture, and other amenities. This will improve the visual and physical connectivity of neighborhoods to the north and south. Consider the feasibility for constructing a landscaped deck over the freeway as an open space amenity and as a means of improving the connections between neighborhoods on either side of the 210 freeway.*
 - **Policy 5.6 (Property Access).** *Discourage vehicle driveways on streets with higher pedestrian volumes within the Central District, Transit Villages, and Neighborhood Villages.*

- **Policy 5.7 (Pedestrian Connections).** Support and enhance the pedestrian experience along public and private pedestrian passages, pathways, courtyards, paseos, alleys, and public walkways with increased connectivity and infrastructure, as well as businesses located along these pedestrian corridors.

The proposed FOOG plan includes requirements for minimum sidewalk widths, minimum parkway size and frequency, minimum tree well and tree size, active ground floor uses, ground floor design, street wall minimums, and transparency requirements.

- **Goal 6. Character and Scale of Pasadena.** A built environment that evolves while maintaining Pasadena’s unique sense of place, character, and the urban fabric.
 - **Policy 6.1 (Sense of Place and History).** Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena’s character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.
 - **Policy 6.2 (Established Neighborhoods).** Preserve, protect, and enhance established residential neighborhoods by providing appropriate transitions between these and adjoining areas. Require new development to complement and respond to the existing physical characteristics that contribute to the overall character and livability of the neighborhood.
 - **Policy 6.3 (Form-Based Code).** Establish standards regulating the form and scale of development to assure that new construction is sensitive to the massing, scale, architectural character, landscape design, and relationships to street frontages of existing uses.
 - **Policy 6.5 (Public Art).** Integrate public art in private projects and in public spaces, including streetscapes, parks, and civic spaces.
 - **Policy 6.7 (Public Safety and Community Design).** Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ownership.

The proposed FOOG plan includes goals and policies supporting context-appropriate development that is sensitive to historic properties and encourages adaptive reuse of buildings to achieve preservation and rehabilitation of both designated and undesignated historic properties. Setback, stepback, and height standards in the proposed FOOG plan provide sensitive transitions to established surrounding neighborhoods, and public art is encouraged on blank walls and policies and implementation measures aimed at encouraging public art.

- **Goal 7. Architectural Design and Quality.** Encourage an architecturally distinguished city with a diversity of building styles. New development will recognize

this by supporting a variety of materials, forms, and construction techniques while demonstrating contextual relationship to its surroundings through traditional physical concepts (orientation, scale, materials) and non-physical concepts (cultural, climactic, economic).

- **Policy 7.1 (Architectural Quality).** *Design each building as a high-quality, long term addition to the City’s urban fabric; exterior design and buildings material shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building.*
- **Policy 7.2 (Architectural Diversity & Creativity).** *Allow for the development of a diversity of buildings styles. Support innovative and creative design solutions to issues related to context and environmental sustainability.*
- **Policy 7.3 (Compatibility).** *Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.*
- **Policy 7.4 (Design Review).** *Require design review for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.*

The proposed FOOG plan also includes design guidelines that are designed to provide additional design direction beyond the required development standards. The intent of the design guidelines is to provide additional design standards that promote innovative and creatively built structures.

- **Goal 8. Historic Preservation.** *Preservation and enhancement of Pasadena’s cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.*
 - **Policy 8.1 (Identify and Protect Historic Resources).** *Identify and protect historic resources that represent significant examples of the City’s history.*
 - **Policy 8.4 (Adaptive Reuse).** *Encourage sensitive adaptive re-use including continuing the historic use of historic resources to achieve their preservation, sensitive rehabilitation, and continued economic and environmental value.*
 - **Policy 8.6 (Infrastructure and Street Design Compatibility).** *Encourage street design, public improvements, and utility infrastructure that preserves and is compatible with historic resources.*
 - **Policy 8.7 (Preservation of Historic Landscapes).** *Identify, protect, and maintain cultural and natural resources associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.*

- **Goal 9. Public Art.** *Pasadena’s public art is an integral part of the City, reinforcing its visual character, reflecting the strength of its cultural and educational institutions, responding to its urban design initiatives and promoting dialogue across ethnic and generational lines. Public art in Pasadena reinforces neighborhood character and contributes to a beautiful, sustainable and livable Pasadena.*
 - **Policy 9.1 (Art as Identity).** *Use public art to reinforce Pasadena’s identity, blending culture, people, neighborhoods, and ideas to create a memorable urban landscape that respects the past and creates a legacy for the future.*
 - **Policy 9.3 (Gateway Improvements).** *Incorporate works of artists as components of public improvements at the City’s unique gateways.*
 - **Policy 9.4 (Arts Contributions to a More Walkable City).** *Implement artist-designed crosswalks, murals, free-standing artworks, and environments in pedestrian-oriented retail and entertainment districts.*
 - **Policy 9.5 (Public Art Reflecting Parks and Neighborhoods).** *Commission public art that reinforces the identity of parks and neighborhoods, highlights neighborhood amenities through pedestrian-oriented artworks, and connects people with the natural environment through environmental-based artworks.*
 - **Policy 9.6 (Public Art in Private Development Program).** *Refine the Public Art in Private Development Program to more actively contribute to Pasadena’s cultural identity and reinforce the City’s Urban Design principles.*
 - **Policy 9.7 (Support Cultural Activities).** *Encourage individuals, organizations, educational institutions, and other entities to provide and support cultural activities, directly and cooperatively with the City, which are of interest and benefit to the public.*

- **Goal 10. City Sustained and Renewed.** *Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.*
 - **Policy 10.3 (Best Practices for Sustainability).** *Monitor evolving sustainable development practices and technologies and implement those deemed appropriate and feasible in Pasadena.*
 - **Policy 10.4 (Sustainable Building Practices).** *Foster sustainable building practices and processes specified by the City’s Green Building Code by incorporating energy and water savings, toxic and solid waste reduction strategies into the building of new structures and remodeling of existing structures.*
 - **Policy 10.6 (Adaptive Reuse).** *Encourage adaptive reuse of structures, including non-historic structures, as a means of supporting environmental sustainability.*

- **Policy 10.7 (Landscape).** Encourage sustainable practices for landscape materials, landscape design, and land development.
- **Policy 10.13 (Urban Forest).** Maintain and plant additional trees along the City's sidewalks, civic places, parks, and in private developments to support the health and diversity of wildlife, sequester GHG emissions, and contribute to the reduction of the urban heat-island.
- **Policy 10.14 (Native Plants).** Maintain and, where appropriate, restore, areas of the city with native plants.
- **Policy 10.18 (Water Quality).** Encourage the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed. In appropriate and feasible locations, construct stormwater curb extensions and street planters to transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants.
- **Policy 10.19 (Sustainable Transportation Network).** Implement an integrated network of transit, bike facilities, and pedestrian improvements as specified by the Mobility Element to reduce automobile trips and commute lengths, with corresponding reductions in energy consumption, pollution, and GHG emissions.

The proposed FOOG plan aims to encourage adaptive reuse, public art and sustainable growth while strengthening the area's identity by allowing creative architecture and innovative job growth. The plan includes standards that preserves and enhances historic resources, create a sense of place through public art and best practices in the development of infrastructure that reduce greenhouse gas emissions and impacts.

- **Goal 11. Job Opportunities.** Provide land use capacities that accommodate a diversity of job opportunities for Pasadena's residents.
 - **Policy 11.1 (Business Expansion and Growth).** Support the growth and success of businesses that create new job opportunities and productive and satisfying employment for Pasadena residents.

The proposed FOOG plan promotes mixed-use zoning and appropriate density increases compared to what is allowed under existing regulations, along with a variety of commercial uses. The proposed FOOG plan also introduces new development standards such as sidewalk minimums, parkway requirements, tree well size minimums, and tree species recommendations. These changes would accommodate a mix of density and land uses that will promote walkability, complete streets and facilitate better access to bus stops and Metro stations. The proposed FOOG plan also includes policies that would support future safety and mobility improvements such as bulb-outs, additional pedestrian crossings and encouraging cycling.

- **Goal 12. Shopping and Dining.** Diversity of shopping opportunities enabling Pasadena’s residents to acquire desired goods and services in the City, as well as attracting customers from surrounding communities.
 - **Policy 12.1 (Vital Commercial Districts).** Enhance commercial districts to create quality shopping and dining experiences.
 - **Policy 12.2 (Business Attraction).** Actively market Pasadena to increase demand for storefront space.
 - **Policy 12.3 (Adequate Parking).** Coordinate public/private parking improvements and policies to support local business.
 - **Policy 12.4 (Revitalization of Commercial Areas).** Encourage the revitalization of commercial and industrial areas by attracting private investment.
 - **Policy 12.5 (Small Businesses).** Encourage the retention and expansion of small businesses through incentives, by providing adequate infrastructure and street beautification. Promote locating of small businesses as integral to the identity of the neighborhood villages.
- **Goal 13. Innovation.** An environment fostering innovation and creativity enabling Pasadena to be on the “cutting-edge” of business development and jobs generation.
 - **Policy 13.5 (Creative/Innovation Employment Centers).** Provide for the clustering of creative, research, and incubator/“start-up” industries. Leverage the intellectual capital of Pasadena’s educational institutions creating distinct and cohesive centers offering new employment opportunities for its residents.
- **Goal 14. Visitors.** Pasadena is a major destination for tourists from throughout the world to celebrate its events, culture, history, and setting.
 - **Policy 14.1 Tourism and Hospitality.** Encourage the growth of cultural assets and entertainment activities that attract visitors and conventioners.

The proposed FOOG plan promotes tourism by celebrating the area’s cultural history and assets. The plan’s renaming of subareas aims to promote tourism specific to this culturally significant area of the City.

- **Goal 18. Land Use/Transportation Relationship.** Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multimodal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.
 - **Policy 18.1 (Development Mix and Densities).** Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and

transit use as an alternative to the automobile, as specified by the Land Use Diagram.

- **Policy 18.2 (Mobility).** *Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.*
- **Policy 18.3 (Modal Choices).** *Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.*
- **Policy 18.4 (Transit-Pedestrian Coordination).** *Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.*
- **Policy 18.6 (Relationship of Buildings to Transit Stops).** *Require that building entrances or accessways be oriented toward transit stops when located adjacent to these facilities.*
- **Goal 19. Parking Availability.** *The supply of parking will reflect Pasadena’s objective to protect residential neighborhoods; create a vital, healthy, and sustainable economy; establish Pasadena as a leader in environmental stewardship; encourage physical activity and a commitment to health and wellness; and encourage walking, biking, and transit. The supply of parking in an area will also reflect the type, mix, and density of uses; the availability of shared facilities; and the proximity to transit.*
 - **Policy 19.1 (Parking Standards).** *Establish, periodically review, and adjust as necessary parking standards to ensure an adequate supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area.*
 - **Policy 19.2 (Parking Limits).** *Establish limits on the amount of parking that may be developed for projects in the Central District and Transit Villages to promote walking, bicycling, and use of transit as an alternative to the automobile.*
 - **Policy 19.4 (Park Once).** *Provide the opportunity for residents, patrons and visitors to park once and visit many destinations in the Central District, Transit Villages, and Neighborhood Villages through centrally located shared parking while providing additional flexibility for businesses to provide parking off-site or participate in other alternative parking funding mechanisms.*
 - **Policy 19.5 (Bicycle Parking).** *Accommodate the development of bicycle parking centers in the Central District, Transit Villages, and Neighborhood Villages and require larger development projects to incorporate secured and convenient bicycle parking facilities.*

- **Policy 19.6 (Unbundled Parking).** Encourage practices that separate the cost of parking from commercial lease rates, the costs of housing, and – where feasible – the price of goods and services to ensure that non-car owners do not pay for parking they do not need and help people weigh the true cost of driving in lieu of transit.
- **Policy 19.7 (Reduced Demand for Parking).** Reduce the demand for parking by encouraging businesses and residential development to incentivize walking, biking, and use of transit through practices such as subsidized Metro passes, exchanging parking for Metro passes, and other creative incentives.

The proposed FOOG plan includes parking requirements that are intended to ensure an adequate supply of parking commensurate with the goals and vision of the plan area, and will be flexible so as to not stifle reinvestment in the plan area.

- **Goal 21. Desirable Neighborhoods.** A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.
 - **Policy 21.1 (Adequate and Affordable Housing).** Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.
 - **21.2 (Equitable Distribution of Affordable Housing).** Providing for the equitable distribution of affordable housing throughout the City, as defined by Housing Element goals and policies, capitalizing on opportunities for new development allowed by the densities permitted in the Central District and Transit Villages.
 - **21.3 (Neighborhood Character).** Maintain elements of residential streets that unify and enhance the character of the neighborhood, including parkways, street trees, and compatible setbacks.
 - **21.4 (New Residential Development).** Attract new residential development that is well-conceived, constructed, and maintained in a variety of types, densities, locations and costs.
 - **21.6 (Walkable Neighborhoods).** Manage vehicle speeds and maintain sidewalks, parkways, street tree canopies, and landscaping throughout residential neighborhoods. Encourage walking as an enjoyable and healthy activity and alternative to automobile use.
- **Goal 25. Vital Districts and Corridors.** Diverse, active, prosperous, and well-designed commercial corridors and districts that provide a diversity of goods,

services, and entertainment and contribute to a positive experience for residents and visitors.

- **Policy 25.1 (Diversity of Uses).** Encourage the development of a broad range of commercial uses that reduce the need to travel to adjoining communities, while capturing a greater share of local spending.
- **Policy 25.2 (Compact Infill Development).** Encourage commercial uses along major corridors, in Neighborhood Villages, and as infill development adjacent to existing commercial uses and on surface parking lots to improve commercial services, maximize revenue generation, and leverage concentrating commercial uses.
- **Policy 25.5 (Connectivity to Neighborhoods).** Link commercial areas to adjoining residential neighborhoods and other districts by well-designed and attractive streetscapes with pedestrian sidewalks and street amenities.
- **Policy 25.7 (Buffering Adjoining Residential Areas).** Ensure commercial uses adjoining residential neighborhoods or mixed residential and commercial uses are designed to be compatible with each other.
- **Policy 25.8 (Pedestrian, Bicycle and Transit Access).** Require commercial projects to be designed to promote convenient pedestrian and bicycle access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.
- **Policy 25.10 (Retail).** Designate land and develop guidelines for the development of pedestrian friendly commercial areas, each with their own unique identity.
- **Policy 25.11 (Retail Streetscapes).** Maintain and, where deficient, increase street trees, plantings, furniture, signage, public art and other amenities that encourage pedestrian activity in retail districts and corridors.
- **Policy 25.12 (Retail Parking).** Develop alternative parking management strategies for businesses in areas with limited parking (such as East Washington Boulevard) while protecting nearby residential neighborhoods implementing such techniques as park once and shared lots and structures.

The proposed FOOG plan supports a diversity of uses and encourages infill commercial development by introducing mixed-use and expanding the types of land uses that are allowed in existing commercial zoning districts within the plan area. This flexibility is intended to attract new private investment in underutilized sites.

- **Goal 26. Offices.** A diversity of professional, creative, medical, research, and other offices offering attractive job opportunities for residents, and serving as a centerpiece of Pasadena's economy.

- **Policy 26.1 (Office).** Encourage the orderly development and expansion of office uses based upon current conditions and future projects to improve the relationship of jobs and housing in certain areas of the City.
- **Policy 26.2 (Creative Office).** Allow additional flexibility for creative office spaces to locate and grow in non-traditional areas and areas with desirable amenities for employees.

The proposed FOOG plan supports a diversity of uses and encourages infill commercial development by introducing mixed-use and expanding the types of land uses that are allowed in existing commercial zoning districts within the plan area. This flexibility is intended to attract new private investment in underutilized sites.

- **Goal 27. R&D Flex Space.** A wide range of moderate to low-intensity industrial uses such as light manufacturing, research and development, creative office and incubator industries encouraging the development of new industries induced by the presence of Pasadena’s educational institutions and medical facilities.
 - **27.1 (Diversity of Uses).** Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for Pasadena’s residents and revenues to the City without compromising environmental quality.
 - **27.2 (Business Attraction).** Allow sufficient densities that enable development of technology, digital, research and development, and creative industries offering new job opportunities for residence.
 - **27.4 (Buffering from Adjacent Properties).** Ensure that industrial developments incorporate adequate landscape buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining uses.
 - **27.6 (Adaptive Reuse).** Encourage the adaptive reuse of buildings (especially mid-century structures) for research and development and flex space by providing additional flexibility in parking standards.

The proposed FOOG plan promotes R&D Flex and adaptive reuse spaces, allowing for a mix of compatible uses with attracting technical, creative and research and development businesses. The plan proposes standards to help buffer these uses from adjacent residential neighborhoods.

- **Goal 28. Places to Live, Work, Shop, and Recreate.** A diversity of well-designed corridors and villages containing an integrated mix of commercial uses and/or housing that enable Pasadena’s residents to live close to businesses, services, and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy 28.1 (Land Use Mix).** Allow for the development of properties and buildings in areas designated as “Mixed Use” for a mix of compatible commercial and residential uses.
- **Policy 28.2 (Development Scale).** Establish standards to assure that an adequate scale and footprint of any single use is achieved in mixed-use areas to establish a cohesive environment that minimizes impacts attributable to the adjacency of different uses. This may define minimum parcel and building size, number of housing units, and/or nonresidential square footage, as well as relationships and setbacks.
- **Policy 28.3 (On-site Amenities).** Require that residential/nonresidential mixed-use projects provide on-site amenities that contribute to the living environment of residents such as courtyards, outdoor barbecues, and recreation facilities.
- **Policy 28.4 (Design Integration).** Require residential and nonresidential portions of mixed-use buildings and sites to be integrated through architectural design, development of pedestrian walkways and landscaping.
- **Goal 29. Transit Villages.** Moderate to high density mixed-use clusters of residential and commercial uses developed in an integrated “village-like” environment with buildings clustered on common plazas and open spaces in proximity to Metro Gold Line stations capitalizing on their induced market demands and land values, facilitating ridership, and reducing automobile use while increasing walkability.
 - **Policy 29.1 (Mix of Uses).** Accommodate mixed-use development permitted by the applicable land use classification on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Transit Village vision.
 - **Policy 29.2 (Neighborhood Identity).** Design Transit Villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from adjoining neighborhoods.
 - **Policy 29.3 (Pedestrian Orientation).** Require the inclusion of improvements and amenities to create a safe and comfortable environment for sitting, meeting neighbors and friends, walking and providing easy access to Metro Gold Line station areas and a mix of uses in close proximity to the station.
 - **Policy 29.4 (Bicycle Facilities).** Provide adequate bicycle facilities within one mile of Metro Gold Line station areas and throughout Transit Villages.
- **Goal 30. (Neighborhood Villages).** Lower density mixed-use clusters of residential and commercial uses developed in an integrated “village-like” environment with buildings clustered on common plazas and open spaces designed as communal places that are walkable from surrounding neighborhoods.

- **Policy 30.1 (Mix of Uses).** Accommodate mixed-use development permitted by the applicable land use classification shown on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Neighborhood Village vision.
- **Policy 30.2 (Development at Key Nodes).** Encourage development at key intersections and on surface parking lots within neighborhood villages that result in additional neighborhood-serving amenities and intensified economic vitality.
- **Policy 30.3 (Neighborhood Identity).** Design neighborhood villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from nearby residential neighborhoods.
- **Policy 30.4 (Community Activity).** Foster neighborhood villages to be the center of community activity by assisting uses and services desired by the community to locate in these areas (restaurants; coffee shops; community theaters; yoga, dance, or karate studios; etc.)
- **Policy 30.5 (Connectivity to Neighborhoods).** Link neighborhood villages to adjoining residential neighborhoods through safe, convenient, well-designed pedestrian sidewalks and bicycle facilities.
- **Policy 30.6 (Pedestrian Orientation).** Encourage neighborhood serving land uses to provide access to services and goods by walking or bicycle.

Higher housing densities would be provided within mixed-use zoning districts that help address the City's housing needs while focusing new growth at the core of the plan's boundaries. With new housing allowed within the area, and its proximity to the Metro line via bus routes, employees will have multi-modal options getting to work.

The proposed FOOG Specific Plan implements the General Plan Land Use Element to achieve the adopted guiding principles, vision, goals, and policies for the FOOG area. The proposed plan accomplishes this by establishing land uses, densities, intensities, sidewalk widths, and innovative commercial use requirements that work together to create a vibrant neighborhood and employment hub.

On balance, the areas that will result in new housing opportunities that do not currently exist or an increase in density and floor area ratio compared to existing Specific Plan regulations, are sufficient to ensure that there will be no net loss of development capacity within the FOOG area compared to existing standards. Furthermore, all densities and floor area ratios are within the ranges that are established in the adopted General Plan Land Use Diagram. Therefore, the proposed FOOG is consistent with the adopted General Plan Land Use Diagram and is in compliance with The Housing Crisis Act of 2019 (Gov. Code Section 66300).

- **Goal 34 (Fair Oaks and Orange Grove).** Distinct pedestrian-oriented villages containing a mix of commercial and housing.

- **Policy 34.1 (Economic Vitality).** Transform North Fair Oaks Avenue from a low-density strip commercial corridor to a series of distinctive low-to medium-density, pedestrian oriented, mixed use villages where residents and visitors can live, shop, work and be entertained.
- **Policy 34.2 (Pedestrian-Orientation).** Promote the inclusion of pedestrian-oriented plazas and amenities establishing a “village-like” environment where people shop, dine, meet friends, and actively use public places.
- **Policy 34.3 (Development Scale and Transitions).** Require that the types of uses, densities, building massing and heights, and design development along Fair Oaks Avenue and Orange Grove Boulevard assure compatibility and accessibility with adjoining residential neighborhoods.
- **Policy 34.4 (Business Expansion and Growth).** Preserve existing and create a variety of new job opportunities through catalytic projects that create interest, identity and a focal point and neighborhood serving businesses located within larger Neighborhood Villages.
- **Policy 34.5 (Special Study Area).** Conduct a planning process involving local residents for the reuse of the Matthew “Mack” Robinson postal facility should the facility be vacated to consider potential uses, amenities, and design standards that assure compatibility with adjoining residential neighborhoods.
- **Policy 34.6 (Linkage of the Central District).** Establish and maintain pedestrian walkways that provide access between the Central District and the Fair Oak and Orange Grove area to encourage people to move freely between the two areas.
- **Goal 40 (Northwest).** Economically vigorous and well-maintained development.
 - **Policy 40.2 (Institutional use Overconcentration).** Prohibit new development of but allow for the improvement of: Single-Room Occupancy, Adult Day Care, General, Medical Services – Extended Care (i.e., Convalescent Facilities), Detention Facilities, Hospitals, Maintenance and Service Facilities, Residential Care, General, or a use classification that includes a use listed here with another use.

The proposed FOOG plan continues to prohibit the overconcentration of these uses in the plan area.

The proposed FOOG plan presents an opportunity for the Goal and Policies to be implemented in policy and practice, and for the City and community to work together in confronting planning challenges and envisioning the future of the FOOG area. The proposed FOOG plan represents the outcome of an outreach process and technical planning and design effort, directly informed

by the perspectives and expertise of community members, City staff, the Planning Commission, Design Commission, and the City Council.

Through existing plans and documents, such as the Zoning Code, Design Guidelines for Neighborhood Commercial & Multi-Family Districts, Pasadena Street Design Guide, Master Street Tree Plan, and Pasadena Climate Action Plan, Land Use Element Goal and Policies can be pursued and achieved.

Housing Element

- **Goal HE-1.** *Neighborhoods citywide with quality housing, parks and community services, infrastructure, and public services that maintain and enhance neighborhood quality, character, and residents' health.*
 - **Policy HE-1.1 (Neighborhood Character).** *Encourage, foster, and protect a balanced mix, density, and form of residential and mixed-use districts and neighborhoods. Preserve the character, scale, and quality of established residential neighborhoods.*
 - **Policy HE-1.3 (Housing Design).** *Require excellence in design of housing through use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive and sustainable building design.*
 - **Policy HE-1.4 (Historic Preservation).** *Promote the preservation of historically and architecturally significant buildings and the quality of historic neighborhoods through the appropriate land use, design, and housing policies and practices.*
 - **Policy HE-1.5 (Community Services).** *Integrate and maintain the provision of schools, public safety, community centers, infrastructure, green spaces and parks, and other public amenities with the planning and development of housing.*
- **Goal HE-2.** *A balanced supply and diversity of rental and ownership housing suited to residents of varying lifestyle needs and income levels.*
 - **Policy HE-2.1 (Housing Diversity).** *Housing Diversity. Facilitate and encourage diversity in types, prices, ownership, and size of single-unit homes, apartments, homes, mixed-use and transit-oriented developments, work/live housing, and emerging housing types.*
 - **Policy HE-2.2 (Strategic Growth).** *Direct new residential development into the Central District, transit villages, neighborhood villages, and along key corridors-neighborhoods where people can live and work, shop, and benefit from access to a rail and bus transit.*
 - **Policy HE-2.3 (Environmental Sustainability).** *Encourage sustainable patterns of residential growth and preservation with respect to land use,*

building and site design, resource conservation, open space, and health considerations.

- **Policy HE-2.4 (Affordable Housing).** *Facilitate a mix of household income and affordability levels in residential projects citywide, with an emphasis on ensuring integration of affordable housing into every neighborhood.*
- **Policy HE-2.5 (Adaptive Reuse).** *Support innovative strategies for the adaptive reuse of office, retail, hotels/motels, and industrial buildings, consistent with land use policy, to accommodate innovative housing types and productive use of underused buildings.*
- **Policy HE-2.6 (Housing Incentives).** *Facilitate the development of affordable housing through regulatory concessions, financial assistance, density bonuses, the inclusionary housing program, and other City and outside agency programs.*
- **Policy HE-2.9 (Community Involvement).** *Continue and support dialogue with builders, advocates, nonprofits, residents, finance industry, and other stakeholders to understand and address evolving housing needs of residents and the workforce.*

The proposed FOOG plan presents an opportunity for the Goal and Policies to be implemented in policy and practice, and for the City and community to work together in confronting planning challenges and envisioning the future of the FOOG area.

- **Goal HE-5.** *A housing environment in which all people have equal access to the housing of their choice and are treated with dignity and respect in the neighborhoods in which they choose to live.*
 - **Policy HE-5.1 (Fair Housing).** *Support the enforcement of federal and State fair housing laws that prohibit discrimination in the sale, rental, and occupancy of housing on the bases of race, religion, color, ancestry, national origin, age, sex, sexual orientation, family type, handicap, minor children, or other protected status under State and federal law.*

Mobility Element

- **Objective 1. Enhance Livability**
 - **Policy 1.1.** *Encourage connectivity and accessibility to a mix of land uses that meet residents' daily needs within walking distance.*
 - **Policy 1.7.** *Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.*
 - **Policy 1.11.** *Design Streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.*

- **Policy 1.17.** Design streets to improve access to destinations by transit, bicycle and walking.
- **Policy 1.18.** Increase walking and bicycling to local destinations and regional transportation services by developing wayfinding signage for pedestrians and bicyclists.
- **Policy 1.22.** Minimize street and intersection widening to facilitate pedestrian crossings and protect historic resources and open space.
- **Policy 1.23.** Improve public health by supporting walking and bicycling throughout the city.

Multiple bus routes link the FOOG area to the Metro A Line and to communities in Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa to the east and South Pasadena, Highland Park, and Downtown Los Angeles to the west and southwest. The FOOG area’s proximity to the Metro A Line will help employees within the area commute from various Los Angeles County areas to Pasadena. Additionally, with enhanced street designs like bulb-outs and additional crossings, the plan promotes a transit/bike/walk culture.

- **Objective 2. Encourage walking, biking, transit and other alternatives to motor vehicles**
 - **Policy 2.3.** Provide convenient, safe and accessible transit stops.
 - **Policy 2.8.** Maintain existing and identify new opportunities for bicycle infrastructure.

Additionally, the proposed FOOG plan is also consistent with the following other adopted goals and policies of the City:

Climate Action Plan

- **Measure T-1.2: Continue to improve bicycle and pedestrian safety.**
 - **Measure T-1.2 D (Traffic Calming)** Identify locations to implement traffic calming features to slow vehicle traffic and improve bicycle safety.
- **Measure T-5.1: Facilitate high density, mixed-use, transit-oriented, and infill development**
 - **Measure T-5.1 D (Reduce Parking Requirements)** Consider amending the Zoning Code to reduce parking requirements in targeted areas as a means of minimizing single-occupancy vehicle travel, and present to City Council for consideration.
- **Measure UG-1.1: Continue to preserve, enhance, and acquire additional green space throughout Pasadena to improve carbon sequestration, reduce the urban heat-island effect, and increase opportunities for active recreation.**

- **Measure UG-1.1 D (Green Space Policies)** Through the development and permit review process, ensure new development and redevelopment projects include planting trees and providing green space where possible.
- **Measure UG-1.1E (Native Green Space)** Through the development and permit review process, evaluate landscaping plans to ensure that native species are utilized where feasible.
- **Measure UG-2.1: Continue to protect existing trees and plant new ones to improve and ensure viability of Pasadena’s urban forest.**
 - **Measure UG-2.1 A (Sidewalk Trees)** Continue to work with the Pasadena Beautiful Foundation to plant trees in all existing sidewalk sites that do not currently contain trees.
 - **Measure UG-2.1 D (Tree List)** Update the list of approved trees for planting in Pasadena with a focus on native and drought-tolerant species.

The proposed FOOG plan is consistent with the adopted Climate Action Plan (CAP) by providing updated standards and design guidelines that implement key measures within the CAP, including measures related to transportation, energy efficiency, water conservation, and urban greening.

FINDINGS FOR APPROVAL OF ZONING CODE/ZONING MAP AMENDMENTS

An amendment to the Zoning Code or the Official Zoning Map may be approved only after first finding that:

1. *The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan; and*
2. *The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*

The proposed FOOG plan is consistent with the goals, policies, and objectives of the General Plan as outlined in the section above titled “Findings for the Adoption of a Specific Plan.”

The proposed amendments to the Zoning Code and Zoning Map would implement a robust set of updated and carefully calibrated development standards that have been designed to achieve the vision, goals, and policies for the proposed FOOG area. The proposed Zoning Map designations are intended to allow land uses that are consistent with the General Plan Land Use Element. The accompanying Zoning Code provisions regulate the intensity and design of new development in a way that is economically viable yet sensitive to the needs and desires of the community based on the established General Plan vision and public input received over the course of the development of the proposed FOOG plan.

Finally, the proposed amendments have been studied for environmental impacts pursuant to the California Environmental Quality Act, and no new or substantially increased impacts were found. Therefore, the amendments would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

ATTACHMENT B
Proposed Fair Oaks Specific Plan

Fair Oaks/Orange Grove Specific Plan

PROPOSED

April 2026



Acknowledgements

The following individuals and entities contributed to the preparation of the Fair Oaks-Orange Grove Specific Plan:



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INTRODUCTION

The Fair Oaks/Orange Grove (FOOG) Specific Plan area features the prominent north/south corridor of Fair Oaks Avenue and east/west corridor of Orange Grove Boulevard, with a diverse spectrum of uses and development types. The dual corridors of the plan area feature a unique concentration of multi-family housing, institutional housing, and neighborhood commercial uses. It serves a gateway to the city, linking Altadena and surrounding residential neighborhoods to the Central District. Pasadena Transit's Route 20, which runs along Fair Oaks Avenue, has the highest ridership numbers in the City.

In the FOOG area, Fair Oaks Avenue has medical uses, care facilities, parks and recreation centers, a mix of single and multifamily housing, and a variety of small offices and storefronts. Orange Grove Boulevard features multi-family residences, neighborhood-serving commercial uses, a large United States Postal Service (USPS) facility, and Fair Oaks Renaissance Plaza, and a large shopping center anchored by a Vallarta supermarket. Fair Oaks Avenue and Orange Grove Boulevard generate a cohesive neighborhood feel with a balance of mixed-use development, retail, residential, and employment uses within walking distance of one another.

The 2015 General Plan for Pasadena guides development in the area and provided direction to update the FOOG Specific Plan. This Plan establishes the following vision statement for the Fair Oaks/Orange Grove area, which reflects ideas and feedback from a multi-phase community engagement effort between 2018 and 2021:

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

The plan presents an opportunity for this vision to be grounded in policy and practice, and for the City and community to work together in confronting planning challenges and envisioning the future of the Fair Oaks/Orange Grove area. In addition to an extensive public outreach and visioning process, the FOOG Specific Plan represents the outcome of a robust outreach process and technical planning and design effort, directly informed by the perspectives and expertise of community members, City staff, the Planning Commission, Design Commission, Northwest Commission, and the City Council.

WHAT IS A SPECIFIC PLAN?

In the State of California, a Specific Plan is a regulatory tool that local governments use to implement their General Plan and to guide development in a localized area. The General Plan is the primary guide for growth and development in a community, and a Specific Plan focuses on the unique characteristics of a special area by customizing the land use regulations and development standards for that area. A Specific Plan establishes a link between the policies and implementation programs in the General Plan and individual development proposals in a defined area within the City.

Chapter Overview

This chapter is organized into the following sections:

- » **1.1 Specific Plan Area**
- » **1.2 Purpose**
- » **1.3 Relationship to Other Planning Documents**
- » **1.4 Planning Process and Outreach**
- » **1.5 Specific Plan Organization**

1.1 Specific Plan Area

Map 1.1-1: Fair Oaks/Orange Grove Specific Plan Area



The Specific Plan area is located along Fair Oaks Avenue between Montana Street to the north and Maple Avenue to the south and along Orange Grove Boulevard between Lincoln Avenue to the west and Los Robles/Oakland Avenues to the east. While the plan primarily regulates development along the Fair Oaks Avenue and Orange Grove Boulevard corridors, the standards and policies are influenced by and will benefit the surrounding neighborhoods outside the plan area. These neighborhoods include Normandie Heights, Garfield Heights, Banbury Oaks, and North Central. While outside the FOOG Specific Plan Area, the Metro A Line runs along the 210 Freeway and is located within a half mile of the Memorial Park Metro Station.



Residential complex, Kings Villages, located on Fair Oaks Avenue



A business with landscaped setbacks along Fair Oaks Avenue

1.2 Purpose

The FOOG Specific Plan sets out a plan to facilitate development and improvements to the Plan area that will ultimately help realize the community's vision for Fair/Oaks Orange Grove. It optimizes land uses to increase opportunities for financially feasible commercial and residential developments, and helps ensure that new development, sidewalk improvements, and added amenities contribute positively to the pedestrian experience. The plan includes standards to protect historic resources and support existing elements of the area that provide a sense of place and distinct character, and adds contextual standards for new development.

Future redevelopment opportunities will focus on infill projects and incremental changes to the area's built environment and land use mix. The plan will be used by property and business owners, grant-seeking nonprofits, developers, decisionmakers, and City staff as the regulations that will guide private development and public infrastructure projects. While the Specific Plan introduces a framework and toolkit for designing and implement future developments, it does not mandate or accelerate any specific projects or immediate changes to the built environment.

1.3 Relationship to Other Documents

General Plan

The FOOG Specific Plan is one of eight Specific Plans that serve to implement the City's 2015 General Plan Land Use and Mobility Elements. The General Plan contains eight Guiding Principles and a series of goals and policies that demonstrate the relationship between land use and high-quality design, arts and culture, sustainable infrastructure, a vital economy, exemplary public services, and public involvement and participation.

The plan mirrors and builds upon the General Plan's policies to achieve consistency with the General Plan's vision and guidance. It seeks to creating a unified visual and physical identity punctuated by a vibrant corridor and distinct neighborhood-serving nodes at key intersections. Projects that are consistent with the Specific Plan's policies and development standards will in turn be consistent with the General Plan Guiding Principles, goals, and policies.

While the plan establishes an overall vision for Fair Oaks/Orange Grove, the policies and standards herein apply specifically to private development and adjacent sidewalks. The Plan serves as one of many complementary tools the City uses to implement the General Plan, and to meet sustainability goals through prioritization and guidance for private and public investments.

SUMMARY OF 2015 GENERAL PLAN GUIDING PRINCIPLES

1. Growth will be targeted to serve community needs and enhance the quality of life.
2. Pasadena's historic resources will be preserved.
3. Pasadena will be an economically vital city by providing jobs, services, revenues, and opportunities.
4. Pasadena will be a socially, economically, and environmentally sustainable community.
5. Pasadena will be a city where people can circulate without cars.
6. Pasadena will be a cultural, scientific, corporate, entertainment and education center for the region.
7. Community participation will be a permanent part of achieving a greater city.
8. Pasadena is committed to public education and a diverse educational system responsive to the broad needs of the community.

General Plan Land Use Element, 2015

GENERAL PLAN GOAL 34: FAIR OAKS AND ORANGE GROVE

“Distinct pedestrian-oriented villages containing a mix of commercial and housing”

GENERAL PLAN POLICIES

- » **34.1 Economic Vitality.** Transform North Fair Oaks Avenue from a low-density strip commercial corridor to a series of distinctive low- to medium-density, pedestrian oriented, mixed-use villages where residents and visitors can live, shop, work and be entertained.
- » **34.2 Pedestrian-Orientation.** Promote the inclusion of pedestrian-oriented plazas and amenities establishing a “village like” environment where people shop, dine, meet friends, and actively use public places.
- » **34.3 Development Scale and Transitions.** Require that the types of uses, densities, building massing and heights, and design development along Fair Oaks Avenue and Orange Grove Boulevard assure compatibility and accessibility with adjoining residential neighborhoods.
- » **34.4 Business Expansion and Growth.** Preserve existing and create a variety of new job opportunities through catalytic projects that create interest, identity and a focal point and neighborhood serving businesses located within large Neighborhood Villages.
- » **34.5 Special Study Area.** Conduct a planning process involving local residents for the reuse of the Matthew “Mack” Robinson postal facility should the facility be vacated to consider potential uses, amenities, and design standards that assure compatibility with adjoining residential neighborhoods.
- » **36.6 Linkages to the Central District.** Establish and maintain pedestrian walkways that provide access between the Central District and the Fair Oak and Orange Grove area to encourage people to move freely between the two areas.

General Plan Land Use Element, 2015

Previous Fair Oaks/Orange Grove Specific Plan

The updated FOOG Specific Plan builds on many of the objectives from the original 2002 Fair Oaks/Orange Grove Specific Plan with updated goals, policies, land use regulations and development standards that address current and future current needs, opportunities, and challenges. The previous Plan’s aspirations for the Fair Oaks/Orange Grove area were guided by the 1985 Northwest Pasadena Community Plan that included fostering a neighborhood that balances mixed-use development with retail, residential, and employment within walking distance of one another, stabilizing neighborhoods with affordable housing opportunities and providing for the adaptive reuse of existing residential and commercial buildings to emphasize the historic uniqueness of the area and to foster a greater sense of community.

Zoning Code

The Pasadena Municipal Code (PMC) is one of the primary tools for implementing the City’s General Plan. Specifically, Title 17 of the PMC, or the Zoning Code Section, describes allowable land uses, development standards, and permit requirements for each zoning district in the city. The zoning districts and associated land use regulations and development standards established by the Specific Plan will be codified in the Zoning Code.

Design Guidelines for Neighborhood Commercial & Multi-family Districts

The Design Guidelines for Neighborhood Commercial & Multi-Family Districts (October 2009) supplement the design-related goals and policies of the General Plan Land Use Element and offer more direction for proceeding with the design of a project. The guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design specifically for commercial, residential, and mixed-use buildings that are subject to design review. The guidelines are not zoning regulations or development standards, but rather performance goals that apply to areas within the City that do not have detailed guidelines or supplement existing guidelines, including those in the FOOG Specific Plan.

Sign Design Guidelines

The Sign Design Guidelines provide guidance in the way signs are designed, constructed, and placed in order to further implement the purposes of Chapter 17.72 (Sign Regulations) of PMC. The guidelines are intended to provide good examples of techniques that should be used in order to meet the City’s expectations for quality business

signage to be applied during the City’s design review process or the approval of a discretionary land use permit.

Mobility Element

The Mobility Element guides the continuing development of the transportation system to support planned growth. The anticipated development pattern, as identified in the Land Use Element, will increase the use of the City’s transportation systems, including demand for local and regional roadways.

The element contains measures for the implementation of the City’s Guiding Principle related to mobility – Pasadena will be a city where people can circulate without cars. It also addresses the requirements of California state law designed to evaluate the transportation needs of the community within the context of the region and to present a comprehensive plan to meet those needs.

Housing Element

The Housing Element allows each city to prepare a community-specific approach to “how” and “where” sing will be addressed to meet the needs of the community. The detailed statutory requirements for preparing a housing element are contained in the California Government Code (sections 65580-65589.8). At a minimum, a jurisdiction’s Housing Element must include: an assessment of current and future housing needs; an analysis of potential constraints that affect the development, maintenance, and improvement of housing; an inventory of resources available to address the City’s housing need; an evaluation of current housing programs and accomplishments; and a series of goals, policies, and scheduled programs to further the development, improvement, and preservation of housing.

Pasadena Street Design Guide

The Department of Transportation’s Pasadena Street Design Guide (March 2017) implements the 2015 General Plan Mobility Element Complete Streets Policy, including the following goals and objective: (1) Streets should reflect neighborhood character and accommodate all users; (2) Complete Streets should accommodate all users such as pedestrians, bicyclists, public transit, skateboarders and scooter; and (3) Streets should reflect individual neighborhood character and needs, and support healthy activities such as walking and bicycling. The FOOG Specific Plan references the Street Design Guide as it applies to sidewalks, parkways, and street trees, which fall under Chapter 5 (Public Realm) of the plan.

Pasadena Short Range Transit Plan

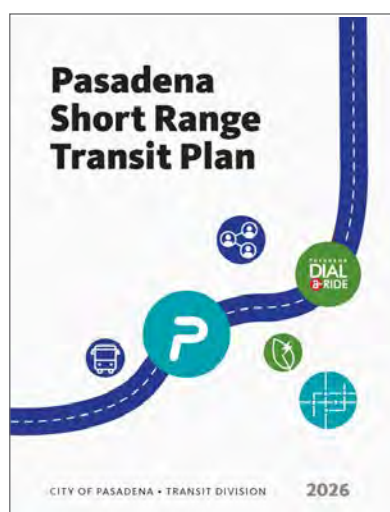
The City’s Short Range Transit Plan (SRTTP) is intended to provide a guide to short range programming of transit



Housing Element



Street Design Guide



Short Range Transit Plan

services and an outline for future operating programs and capital projects. The SRTP includes an overview of the existing transit system, an evaluation of Pasadena Transit and Pasadena Dial-A-Ride existing performance, an assessment of unmet needs, consideration of alternatives to improve system performance, and a recommended operating and capital plan. Recommendations include implementation of additional service times and extended hours, modifications to particular transit routes, and updates to the Dial-A-Ride system.

Pasadena Pedestrian Plan

The Pasadena Pedestrian Plan aims to make walking in the City safer, more comfortable, convenient and accessible for pedestrians of all ages and abilities. The plan's goals are to improve conditions for people walking, increase the percentage of walking trips, improve connections to surrounding destinations, and reduce the environmental impacts of driving and the number of miles traveled by people who drive.

Bicycle Transportation Action Plan

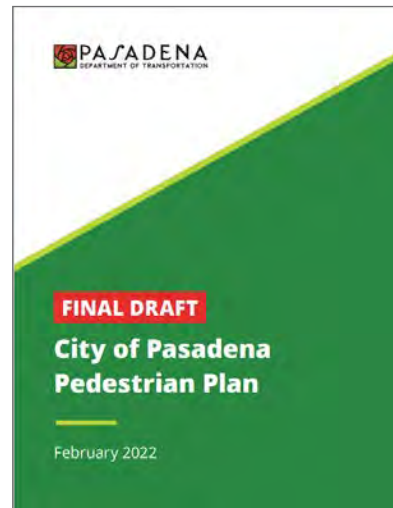
The Department of Transportation's Bicycle Transportation Action Plan (BTAP) (August 2015) provides specific goals, objectives, actions, and timelines for creating an environment (1) where people circulate without a car, (2) that significantly increases the number of people who commute by bike, (3) that increases the number of people who use a bike for utilitarian trips, fitness and recreation, and (4) that provides business and economic benefits for the City. The BTAP provides details for a network of bikeways so that every neighborhood is within ¼ mile of an effective bicycle route and funding strategies to implement the plan. The FOOG Specific Plan area contains a portion of the BTAP's Orange Grove Boulevard buffered bike lane or cycle track route that stretches from Columbia Street to Sierra Madre Villa Avenue.

Active Transportation Plan

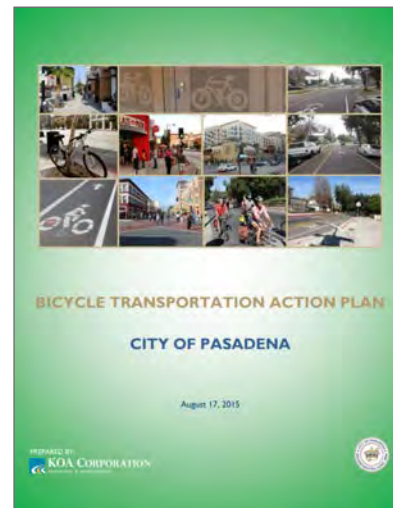
The Department of Transportation's Active Transportation Plan would integrate, complement, and update previous City planning documents, including the City's 2024 Pedestrian Transportation Action Plan, 2021 Greenways Feasibility Study, City's 2015 Bicycle Transportation Action Plan, and 2006 Pedestrian Plan to create a comprehensive action plan for safe and accessibility walking, biking, and rolling in the City. The community-driven plan will focus on four key areas: implementation strategy development, prioritization and planning for future active transportation infrastructure improvements, consistency with the Mobility Element of the City's General Plan and incorporating the latest best practices in active transportation.

Local Roadway Safety Plan

Local Roadway Safety Plan (LRSP) identifies roadway safety solutions by analyzing citywide collision data and prioritizing them based on cost-benefit and efficacy analysis. The LRSP was prepared in August 2022, consistent with California Department of Transportation (Caltrans) program guidelines. This program and subsequent analysis provide a uniform set of criteria for the state of California to evaluate and provide funding to local agencies for local roadway safety improvements.



Pedestrian Plan



Bicycle Transportation Action Plan

Local Roadway Safety Action Plan

Local Roadway Safety Action Plan (LRSAP) is a traffic safety plan that incorporates inclusive public and stakeholder engagement into the detailed collision analysis of the 2022 Local Roadway Safety Plan as a prerequisite for a United States Department of Transportation (USDOT) federal Safe Streets and Roads for All (SS4A) Implementation Grant Program. The LRSAP identifies and prioritizes projects from various City traffic safety plans, such as the Bicycle Transportation Action Plan, Pedestrian Transportation Action Plan, Capital Improvement Program, and Local Roadway Safety Plan, on a uniform set of metrics for future USDOT SS4A Implementation Grant funding opportunities.

Pasadena Climate Action Plan

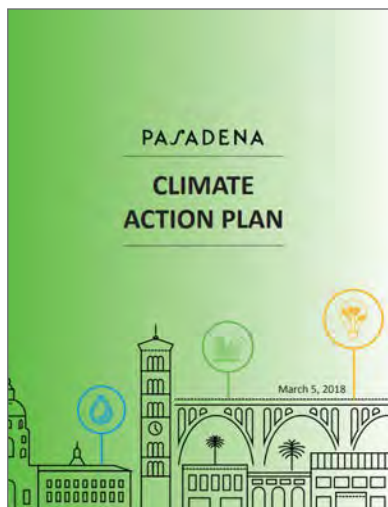
The Pasadena Climate Action Plan (CAP) (March 2018) provides a strategic framework measuring, planning, and reducing the City's share of greenhouse gas (GHG) emissions with the goal of reducing emissions by more than half by the year 2035. The FOOG Specific Plan supports the CAP and the identified strategies to reduce GHG through sustainable land use and pedestrian infrastructure as well as urban greening, which are addressed in Chapter 4 (Land Use), Chapter 5 (Public Realm), and Appendix A.2 (design Guidance for Tree Selection).

Master Street Tree Plan

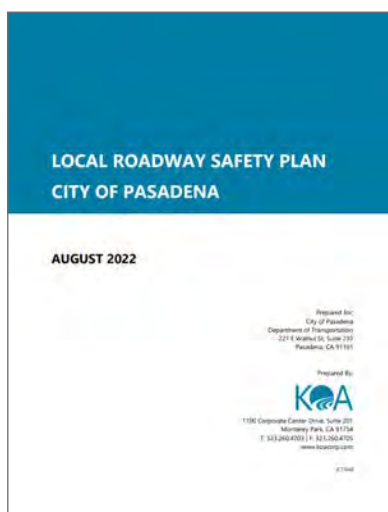
The Department of Public Works' Master Street Tree Plan serves as the guiding document that designates the official tree species to be planted on a block-by-block basis throughout the City and was recently amended in 2026. The FOOG Specific Plan references the Master Street Tree Plan in Appendix A.2 (Design Guidance for Tree Selection) to guide discussions between the City and community when updating the Master Street Tree Plan for the area. Appendix A.2 includes a description of the existing street trees along Fair Oaks Avenue and Orange Grove Boulevard within the plan area, followed by recommendations for potential new species.

Greenways Feasibility Study

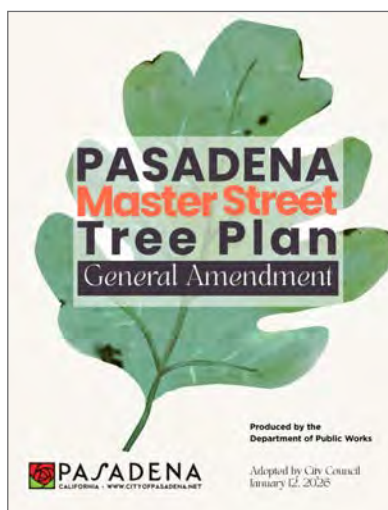
Building upon the efforts of the 2015 Mobility Element and associated Bicycle Transportation Action Plan, the City of Pasadena commissioned a detailed feasibility study to further develop improvements on four north-south bicycle boulevard corridors, or Greenways. The study evaluates traffic calming features based on existing traffic conditions, bicycle level of traffic stress, vehicle level of service, and cost of corridor improvements, and proposes planning level concept plans for each Greenway.



Climate Action Plan



Local Roadway Safety Plan



Master Street Tree Plan

Northwest Community Plan

The Northwest Community Plan was adopted in 1985 to support a variety of economic, housing, land use, and infrastructure updates in Northwest Pasadena, including the FOOG area. Ongoing efforts to update the Northwest Community Plan, led by the Northwest Commission, aim to assess the plan’s implementation and impact and account for Northwest Pasadena’s demographic and economic changes since the Plan’s adoption in 1985.

The Northwest Community Plan was adopted in 1985 as a targeted urban policy framework designed to revitalize and support one of the city’s most historically diverse and economically complex regions. Bound generally by the 210 Freeway to the south and east, and the city limits to the north and west, the plan focuses on fostering healthy, safe, and economically viable neighborhoods. It serves as a roadmap for balancing the preservation of the area’s rich cultural heritage with the need for modern infrastructure and economic growth.

Central elements of the plan are economic development and local empowerment. The city aims to attract new businesses and upgrade commercial corridors—such as Lincoln Avenue and Fair Oaks Avenue—while ensuring that long-term residents aren’t displaced by rising costs. By incentivizing mixed-use developments and supporting small local enterprises, the plan seeks to create a “live-work” environment that provides job opportunities within the community itself, reducing the reliance on commuting and bolstering the local tax base.

The Northwest Community Plan emphasizes the rehabilitation of existing housing stock alongside the creation of new, affordable options. Because Northwest Pasadena contains a high concentration of historic homes and landmark districts, the city prioritizes “compatible infill” development. This means new buildings are encouraged to match the scale and character of the neighborhood, ensuring that growth doesn’t come at the expense of the area’s architectural identity.

The plan also places heavy emphasis on public safety and community wellness. This includes investments in “greening” the neighborhood through park expansions, tree planting, and the improvement of pedestrian and bike safety. By upgrading lighting, repairing sidewalks, and enhancing public transit access, the city aims to create a more walkable, interconnected environment. This holistic approach views physical infrastructure as a direct contributor to the social fabric and overall quality of life for the Northwest’s residents. The FOOG Specific Plan shares, incorporates and expands on these goals.

Northwest Community Plan Priorities

Land Use and Zoning

- » Foster compatible land uses
- » Redevelopment opportunities that benefit community revitalization
- » Retention of existing institutional land uses
- » Lower densities

Environmental Quality

- » Create coordinated streetscape design with public rights-of-way and streetscape treatments
- » Enhance sense of place and neighborhood identity
- » Increase availability of local transit service
- » Enhance traffic safety

Housing

- » Encourage and promote development of new housing units, specifically utilizing vacant lots

Economic Development

- » Attract commercial and industrial developments to generate employment opportunities
- » Retain and expand employment opportunities

Human Services

- » Institute a neighborhood-based approach for City services

Public Safety

- » Maintain community awareness of public safety

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

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

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.

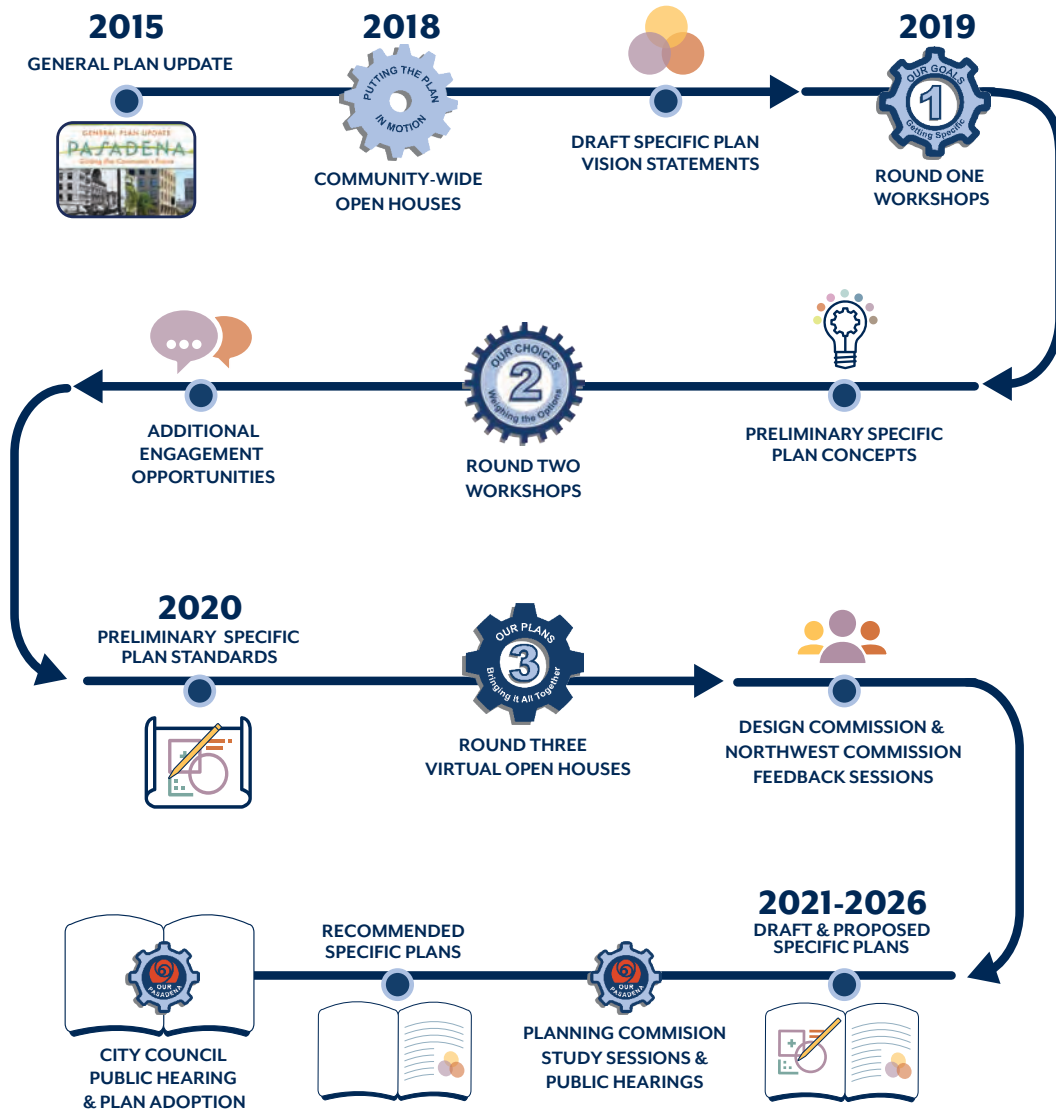
1.4 Planning Process & Outreach

1.4.1 OUR PASADENA PROGRAM

The General Plan is a document that outlines the community’s vision for Pasadena over the next 20 years. As an overall visioning document, the General Plan’s goals and policies are implemented in various ways, including Specific Plans. Our Pasadena – Putting the Plan in Motion is the City’s General Plan implementation program. Focused on updating Pasadena’s Zoning Code and establishing

neighborhood-specific design and land-use goals for the City’s eight Specific Plans: Central District, East Colorado, East Pasadena, Fair Oaks/Orange Grove, Lamanda Park, Lincoln Avenue, North Lake, and South Fair Oaks.

The FOOG Specific Plan is informed by a thorough planning and public outreach process led by the City’s Planning & Community Development Department, and supported by a consultant team of urban planners, urban designers, outreach specialists, economists, architects, and landscape architects. The planning process also involved coordination with staff from Pasadena’s department of Public Works, Transportation and Economic Department, as well as the Northwest Programs Office and the Accessibility Coordinator.



PUBLIC OUTREACH

Throughout the planning process, the City solicited input from residents, property owners, businesses, community leaders, and other stakeholder groups through a variety of outreach events, public meetings, and online engagement tools. The following list provides a summary of public outreach methods, workshops, meetings, and hearings, and an overview of key recurring feedback themes from the outreach process.

Community-Wide Open Houses

March 2018

In 2018, the City initiated the Our Pasadena Program to review and update the City's eight specific plan areas. The program's primary objective was to establish neighborhood-specific goals and policies resulting in a refined set of permitted uses, residential densities, and development standards and guidelines that will shape the built environment along the City's major commercial and mixed-use areas within the eight planning areas in accordance with the City's General Plan and Guiding Principles. The program kicked-off with a series of open houses to introduce the program and solicit feedback on the general vision on each of the eight specific plan areas, including FOOG.

Round 1 Workshop

June 12, 2018

In the Round 1 Workshop, the Planning & Community Development Department facilitated a listening and learning session to find out more about participants' experience living and/or working in, or visiting the FOOG area, and their ideas for how the plan could improve the area. The workshop began with a brief interactive visioning activity, an introductory presentation on the Specific Plan update program, the General Plan vision for the FOOG area, and background information. For the majority of the workshop, participants were divided into small groups with facilitated discussions on specific topics such as appropriate land uses and housing types, streetscape and public amenities, and mobility and parking. This workshop was followed by a second online survey.

Round 2 Workshop

April 11, 2019

The Planning & Community Development Department hosted a second community workshop to present preliminary land use and urban form concepts that incorporated community feedback received since the first workshop. Input received at this workshop helped to refine these concepts and guide the drafting of goals, policies, and development standards. In an opening icebreaker activity,

participants were able to reaffirm what we heard so far from the community by placing stickers next to those comments. Next, City staff gave a PowerPoint presentation covering background information on the program, an overview of the existing Specific Plan area, emerging themes and draft vision, and preliminary concepts. Lastly, participants broke out into small groups to discuss the preliminary concepts. Each table reported back to the large group with a summary of the main points.

Community Walking Tour

July 20, 2019

The Planning & Community Development Department, along with then-District 3 Councilmember Kennedy and District 5 Councilmember Gordo, hosted an interactive walking tour of the Fair Oaks/Orange Grove Specific Plan area. Tour participants were asked about their thoughts on mixed-used development, opportunities to improve the walking environment, parking accessibility, existing



Round 1 Workshop



Community Walking Tour

and future uses, and their overall pedestrian experience. The walking tour started at a coffee shop in the Fair Oaks Renaissance Plaza and ended at Heritage Housing Senior Apartments. Participants wrote comments on tour worksheets as they walked east along Orange Grove Boulevard and the north up Fair Oaks Avenue. At the end of the tour, participants identified specific locations on large maps with image cards depicting desired uses. Major themes of interest to the participants that emerged during the walking tour included mixed-use Development, key intersections, active sidewalks and storefronts, and pedestrian experience.

Youth Summit

October 19, 2019

The Planning & Community Development Department hosted an Our Pasadena Youth Summit for students at the Robinson Recreation Center, located within the FOOG area. Through the use of multi-media tools and interactive activities, including a virtual reality tour through parts of the city, the event introduced City Planning to youth and allowed participants to share their unique perspective on what they think will make Pasadena a better place now and in the future.

Round 3 Virtual Open House

October 2020 - March 2022

(Live Webinar: October 8, 2020)

For the third and final round of community workshops, the Planning & Community Development Department hosted an interactive virtual open house website and live webinar. Through an introductory presentation and a series of informational materials, staff presented the refined the Specific Plan's vision and concept, along with full draft standards for the Land Use, Public Realm, and Development & Design chapters of the plan. Participants were encouraged to provide detailed input through an online survey, and to submit questions in the Q&A portion of the live webinar event. While the community was unable to gather in person due to the COVID-19 pandemic, the virtual platform was available 24/7 for an extended period of time, allowing participants to visit and provide feedback at their pace and convenience, as well as download materials and share the open house site with family, friends, and neighbors.



Youth Summit



Youth Summit



Round 3 Virtual Open House

WHAT WE HEARD

Participants shared a wide range of input throughout the outreach process, including the following recurring themes:

Increase densities appropriately to encourage a range of housing types and development that aligns with the look and feel of the area:

- » Support for a variety of housing types including affordable, senior, workforce, and multi-family
- » Encourage development emphasizing human-scale features and range from two to five stories, depending on the area. Support for residential use on the ground floor
- » Embrace the unique and historical built environment of the specific plan area through compatible sizes, setbacks, massing, and improvements to building facades
- » Existing institutional uses such as convalescent and residential care facilities in the area should be rehabilitated and/or improved by incorporating gardens and native landscaping to benefit residents; continue prohibition on new Institutional Uses to address the overconcentration of this use in the Northwest area
- » Cluster higher density uses in the southern portion of the plan, closer to the freeway
- » Ensure that new development and density will not impact municipal services such as police and fire

Foster support for economic development and job creation and enhance local community amenities and services:

- » Encourage neighborhood serving uses that support youth and cater to families such as translation services or day care facilities
- » Desire for more entertainment uses such as restaurants, movie theaters, go-kart, outdoor cafes, and ice cream shops
- » Support new community spaces for people to gather, especially in the area near Mountain Street and Maple Street
- » Preserve existing industrial uses for local job creation and employment opportunities, consider re-use of industrial sites including for clean tech
- » Buffer existing and new industrial uses from adjacent residential neighborhoods
- » Encourage mixed-use development with neighborhood-serving retail, sit-down restaurants, and cafes
- » Consider incentives for upgrades to existing buildings
- » Designate Orange Grove Boulevard as the primary frontage, with support for commercial use at key intersections throughout the plan area

Support streetscapes and mobility enhancements for a walkable, pedestrian-friendly public realm:

- » Improve accessibility and overall pedestrian experience through the addition of shade trees, benches, pathways, places to rest, improved lighting, landscaping, and public art
- » Install gateway features at key intersections such as North Fair Oaks Avenue and Montana Street
- » Improve pedestrian safety, particularly at key intersections, and overall circulation in the plan area, consider strategies such as a circular shuttle bus
- » Encourage bike-related infrastructure and amenities
- » Consider flexible parking options such as lots located behind buildings, underground, or consider shared parking opportunities
- » Encourage public realm improvements for new developments including outdoor dining, landscaping, setbacks, and building articulation
- » Activate corners with building entrances that face the street and provide easier pedestrian access
- » Improve landscaped streetscapes along North Fair Oaks Avenue

Northwest Commission & Design Commission Meetings

Northwest Commission: April 13, 2021 and November 13, 2025

Design Commission: May 18, 2021

Following the Round 3 Webinar, the Planning & Community Development Department presented at the Northwest Commission and Design Commission in spring of 2021 to solicit feedback on the preliminary draft of the plan, respond to clarifying questions from commissioners, and discuss various issues to be considered in the development of standards, policies, and implementation strategies for the next draft of the plan.

The Northwest Commission also met on November 13, 2025, where the meeting focused on the draft vision, street safety improvements, housing density and development standards. They also discussed how the plan relates to restorative and environmental justice.

Planning Commission Meetings

Study Sessions: March 12, 2025 and October 22, 2025

Hearing: TBD

The Planning Commission held two Study Sessions to discuss the FOOG Specific Plan between March 2025 and October 2025. During the March 12, 2025 Study Session, Staff provided the Planning Commission and the public an opportunity to provide comments on topics such as the plan area, vision, and subarea concepts. Comments included allowing for additional dwelling units per acre north of Washington Boulevard, safer streets, faster bus intervals and more street trees. The October 22, 2025, the Study Session focused on how feedback will be incorporated in the draft FOOG Specific Plan.

City Council Hearing

TBD

Section to be completed after City Council Hearing.



The plan was discussed at two Northwest Commission meetings during its development



A community member speaks during public comment at the March 2025 Planning Commission study session

Summary of Promotional Materials

In addition to these public outreach events and workshops, the Planning & Community Development Department has advertised the FOOG Specific Plan and provided updates through the following platforms and publications:

- » Mailers to property owners, occupants, and renters within the FOOG Specific Plan area and within 500 feet of the FOOG Specific Plan area boundaries
- » E-mailing list for program newsletter subscribers
- » OurPasadena Program website
- » OurPasadena and Citywide social media accounts
- » Council District Newsletters
- » City of Pasadena InFocus
- » Local press coverage

1.4.2 ENVIRONMENTAL CLEARANCE

In the 2015 Pasadena General Plan update, the City prepared a programmatic General Plan Environmental Impact Report (GP EIR) to analyze potential citywide impacts, broad policy alternatives, and programmatic mitigation measures associated with the update of the General Plan and specific plan amendments. An Addendum to the GP EIR was prepared to address potential site-specific environmental impacts associated with the update to the FOOG Specific Plan.

Per the GP EIR, future discretionary review may rely on the analysis provided in the GP EIR for the purpose of tiering and/or streamlining. The purpose of tiering is to use the analysis of general matters contained in a broader EIR (such as the GP EIR) with later California Environmental Quality Act (CEQA) documents on narrower or more site-specific projects. Tiering serves to reduce repetitive analysis and provide subsequent site-specific analysis at a time when it is meaningful.

1.5 Specific Plan Organization

The FOOG Specific Plan is organized into seven chapters and multi appendices, as described below

Ch. 1 - Introduction

This chapter presents the purpose of the plan and outlines the planning outreach process. It also discusses the relationship of the plan to other planning documents and introduces the 2015 General Plan Guiding Principles, goals, and policies that inform the plan.

Ch. 2 - Background

This chapter provides additional historical context for the FOOG Specific Plan area and identifies challenges and opportunities within the plan area's existing conditions.

Ch. 3 - Vision, Goals & Policies

This chapter establishes the overall vision for the FOOG area, and specific visions for the subareas. The vision is followed by goals and policies by subarea and topic.

Ch. 4 - Zoning & Land Use

This chapter introduces the zoning districts for the Plan area and establishes the types of land uses allowed for potential new development within each zoning district.

Ch. 5 - Public Realm Standards

This chapter presents standards and guidelines for the public realm adjacent to new development, including sidewalks, parkways, and street trees.

Ch. 6 - Private Realm Standards

This chapters presents standards and guidelines for development of private property, including allowable densities and heights, as well as required setbacks, open space, and parking standards.

Ch. 7 - Implementation & Administration

This chapter presents implementation actions and responsibilities, and potential programming and funding opportunities to bring the plan vision to life.

Appendix

The FOOG Specific Plan includes two appendices:

A.1 – Definitions provides a glossary of land use planning and urban design terminology used throughout the document.

A.2 – Design Guidance for Tree Selection supplements the public realm standards and guidelines introduced in Chapter 5 with a detailed overview of existing street tree conditions, and recommendations for tree species to be incorporated in future updates to the Department of Public Works' Master Street Tree Plan.

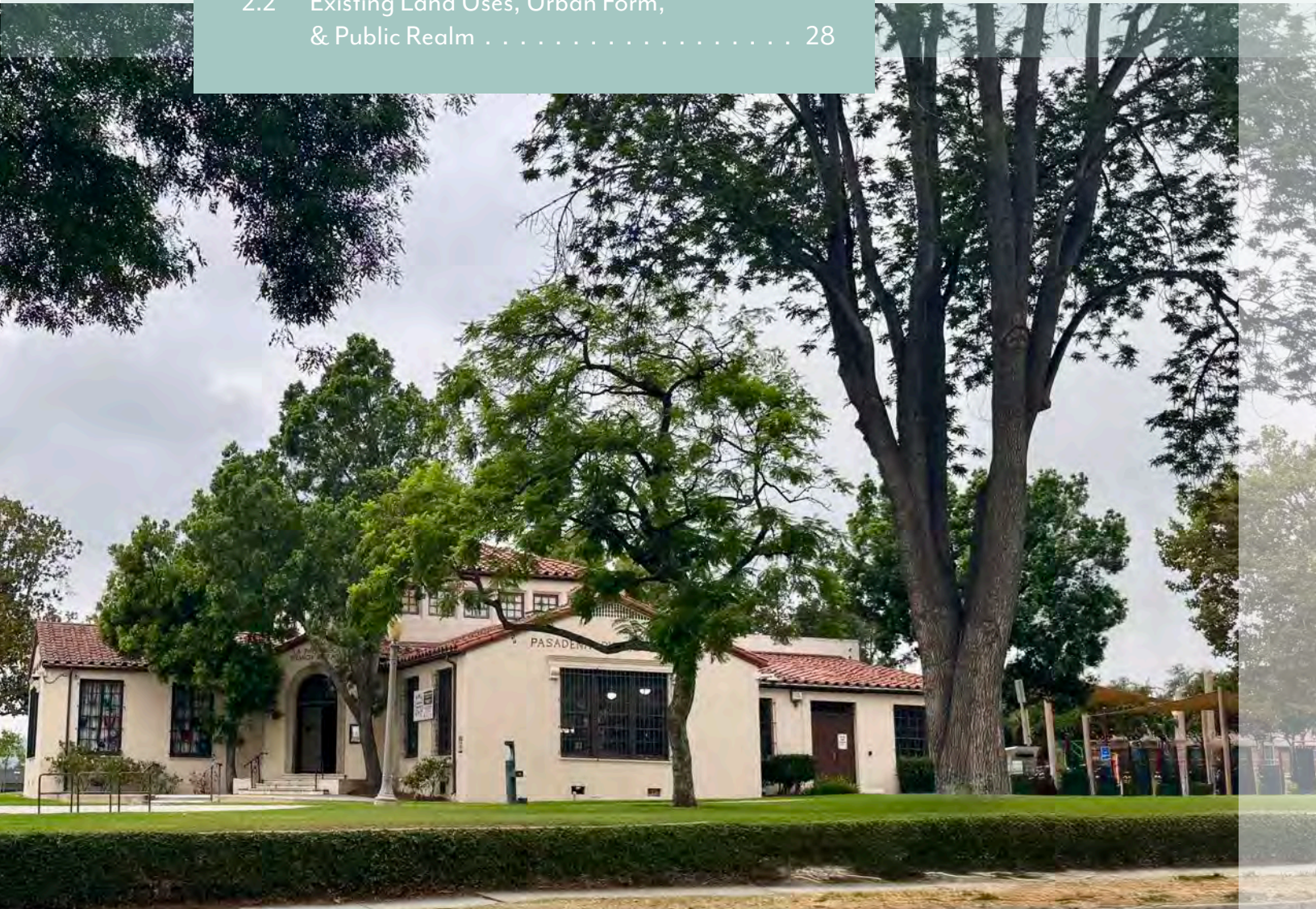


 FOOG Area

Ch. 2

Background

2.1	Community & Historic Context	21
2.2	Existing Land Uses, Urban Form, & Public Realm	28





2.1 Community & Historic Context

The Fair Oaks/Orange Grove (FOOG) Specific Plan area is a predominantly residential and commercial part of the City of Pasadena. The area is home to some of the earliest subdivisions in the city and contains the site of the first house built in the city, that was located at the intersection of Lincoln Avenue (formerly known as Fair Oaks) and Orange Grove Boulevard. In the late 1800s, the area was characterized by a mix of citrus groves, farmland, and homesteads and was part of Pasadena's burgeoning tourism industry for wealthy visitors, drawn to the area by the warm winters. Throughout the late 1800s and early 1900s, the area's population grew with local neighborhood businesses serving most of the needs of area residents. These small retail and service-oriented businesses such as grocers, tailors, and hardware suppliers, made up a thriving commercial district along North Fair Oaks Avenue and Villa Street. By the early 1900s, several churches and small businesses were established in the northern portion of the FOOG area, which provided for a self-sustaining community. Although the businesses have changed, these mixed-use corridors continue to function as important locations of neighborhood services and amenities to this day.

In the early twentieth century, the area was a flourishing working-class neighborhood with a racially and ethnically diverse population, including Latino, Asian, and Black residents. While early residents were primarily farmers and farmworkers, the workforce expanded in the 1910s to include a variety of labor and service jobs. Many Black-owned

and Black-serving businesses and institutions opened in the plan area during the early 1910s and 1920s including Berry & Sweeney Pharmacy, which is still operating in the neighborhood. The neighborhood's civic institutions also expanded during this time, including the establishment of La Pintoresca Library and Park on a site formerly occupied by a local hotel, the Painter Hotel (later renamed the La Pintoresca Hotel).

During the Great Depression (1929-1939), the neighborhood faced challenges due to difficult economic conditions, dwindling homeownership opportunities, and deficiencies in City services. However, the 1920s and 1930s also marked the continuance of an important Black community in Pasadena with Fair Oaks Avenue as its main commercial corridor, home to neighborhood-serving uses such as a cooperative (co-op), movie theater, doctors' offices, and churches, such as St. Barnabas Episcopal.

The economic recovery and subsequent boom following the Great Depression quickly ushered in major changes to the area. Between the late 1960s-1970s, parts of the area were razed due to "urban renewal" and related efforts, displacing many residents.¹ A large portion of this displacement occurred following the passing of the National Defense and Interstate Highway Act of 1956, which prompted the construction of Interstate 210 (I-210), known as the Foothill Freeway. The construction of the freeway resulted in the forced relocation of thousands of residents.² Although there was an alternative route proposed that would have impacted far fewer residents, it was rejected. At the time, the choice of this route was attributed to its alignment with the City's General Plan. The General Plan was informed by the Home Owners' Loan Corporation (HOLC) investment risk-grading documents, developed between the late 1930s and



Fair Oaks Avenue looking north from Colorado Boulevard towards the plan area in the late 1800s

1960s, which “redlined” certain areas, thereby systemically blocking residents from mortgage or home improvement loans. The explicitly racist and discriminatory HOLC documents identified, mostly communities of color, as “high risk” and caused long-term impacts on housing, policing and access to services including banking, insurance, and healthcare with racially and economically marginalized communities throughout the United States.

HOLC and the construction of the freeway heavily impacted the community beyond just the immediate displacement of residents from the construction of I-210. Thousands of homes and neighborhood-serving businesses were demolished, and home values close to the freeway dropped (although residents whose homes or businesses were demolished were compensated, the calculated reimbursement value was negatively impacted by HOLC documents). Additionally, those now living close to the freeway experienced negative health impacts.² Due in part to these factors, the population of the FOOG area began to drop.

In the 1960s, the City instituted a “Redevelopment Plan” prompted by the California Redevelopment Act of 1945, which assisted local governments in “urban renewal” efforts to “eliminate blight.”³ The resulting redevelopment plan implemented in the FOOG area was aligned with the overarching policy landscape that also led to the construction of the freeway, contributing to additional displacement in the FOOG area. The initial redevelopment plan, or the “Redevelopment Plan for the Fair Oaks Redevelopment Project Area” (also known as the “Pepper Street Redevelopment Project”) was not supported by residents. Despite their decade-long resistance, the plan moved forward in 1968 with the construction of Kings



The first house in Pasadena, located at Orange Grove and Lincoln (formerly known as Fair Oaks), 1874

Villages (313 units, constructed in 1971). Additional housing complexes such as La Pintesca Housing Complex (64 units) were constructed throughout the 1970s. The construction of these complexes caused the displacement of many Black, Asian, and Latino residents and closure of local businesses.⁴ Although new commercial development followed, these redevelopment efforts had significantly impacted the existing community.

Beyond freeway development and redevelopment projects, the population of the area was further impacted in the mid-twentieth century, particularly in the late 1960 and 70s following the passage of the Fair Housing Act of 1968, which prohibited housing discrimination based on race, religion, sex, national origin, family status or disability.⁵ Residents of the FOOG community that had previously experienced housing discrimination and who were barred from living in particular areas due to racist housing restrictions such as racial covenants, were able to relocate to other areas. As a result, some residents chose to move to other areas of Pasadena and to Altadena, further decreasing the FOOG area’s population. In part due to declining population and disinvestment, the neighborhood experienced decreased access to economic opportunity, decimated housing stock, and impacts of the drug epidemic, including gang violence throughout the 1970s and 1980s.¹

However, new neighborhood gathering places and businesses continued to open throughout the 1970s and ‘80s. The Jackie Robinson Community Center and Robinson Park opened on Fair Oaks Avenue in 1974, named for Jackie and Mack Robinson, who grew up on Pepper Street within the FOOG Plan area. The Park and Community Center continue to serve as gathering places and spaces for community services. In 1975, King’s Plaza opened with a Boys Market as its anchor. In these decades development continued along the Fair Oaks corridor, as the City identified the intersection of Orange Grove Boulevard and North Fair Oaks Avenue to be a critical center of



The Painter Hotel, 1888

commercial activity and a “gateway” into the area. A slate of planning and policy documents were implemented in the 1980s and 1990s focused on the FOOG Specific Plan area and surrounding areas of Northwest Pasadena. In 1985, the Northwest Community Plan was adopted and intended to “improve streets, parks and lighting, repair homes, and spur business development” and address disparities facing Northwest Pasadena communities. The City developed a Master Plan in 1991 focused on reinvigorating the shopping center on the southwest corner of the Fair Oaks/Orange Grove intersection and further identified the need to improve the design and façades of buildings in the area. The Master Plan included the creation of the Fair Oaks Renaissance Plaza anchored by a large commercial grocery store and established a ‘town square’ concept for the Fair Oaks/Orange Grove intersection, supported by urban-scaled and pedestrian-friendly development.

Pasadena’s 1994 General Plan identified the FOOG Specific Plan, based on the boundaries of the Fair Oaks/Orange Grove Master Development Plan and extended along North Fair Oaks Avenue from Mountain Street to Maple Street and Orange Grove Boulevard from Lincoln Avenue to Los Robles Avenue. In 2002, the City Council approved the FOOG Specific Plan, which framed the area by three key themes: economic development, quality of life, and neighborhood beautification. The plan sought to restore the area’s sense of place and reestablish the neighborhood as an important residential and business corridor in the city.

The 2015 General Plan Update reaffirmed the 2002 Specific Plan as a tool to create a plan area that has unified its visual and physical identity. The intent was to transform

North Fair Oaks Avenue from a low-density strip commercial corridor to a series of distinctive low-to-medium density, pedestrian-oriented, mixed-use neighborhoods and to allow higher densities of housing and jobs and more mixing of uses in the south, with lower densities to the north. Within the last several decades, new affordable, multi-family, infill housing developments have been constructed, especially in the southernmost subareas of the FOOG area such as the 456 Flats, Orange Grove Gardens, Heritage Square, Summit Grove Condominiums, and Heritage Square South.

Today, the area continues to be home to many community-focused organizations including local churches and places of worship, community-serving locally owned businesses, and longstanding community gathering places including the Boys and Girls Club, La Pintoresca Library, the Robinson Park Recreation Center, and Jackie Robinson Community Center. Additionally, several historical businesses are still operating in the area including Woods Valentine Mortuary, Zum Yaap Thai Kitchen, and Berry & Sweeney Pharmacy.

Fair Oaks Avenue is an important transit corridor, with multiple bus routes that facilitate connections between the Plan area and the rest of the City and region. Pasadena’s most-used bus line, Route 20, in part, runs along Fair Oaks Avenue connecting to multiple Metro A Line stations including Memorial Park, Fillmore, and Lake Stations, providing broader connectivity to the City, including other nearby specific plan areas North Lake and Central District. The Metro 660 bus runs along Fair Oaks Avenue between the Del Mar A Line Station and the intersection of Fair Oaks Avenue and Loma Alta Drive, providing car-free access to regional transit networks.



Looking north along Fair Oaks with the newly constructed I-210 freeway, 1970s

REFERENCES

- 1 Freeways, Redlining, and Racism (UCLA Institute of Transportation Studies) <https://storymaps.arcgis.com/stories/c72eba7de6bd4c6aa63286e82963d0f8>
- 2 Redevelopment Agency History (Auditor-Controller Los Angeles County) <https://auditor.lacounty.gov/redevelopment-agency-history/>
- 3 Kings Villages: A Case of Urban Renewal in Pasadena (Biery, Brian), Colorado Boulevard Newspaper <https://www.coloradoboulevard.net/kings-villages-a-case-of-urban-renewal-in-pasadena/>
- 4 The Fair Housing Act (U.S. Department of Justice Civil Rights Division) <https://www.justice.gov/crt/fair-housing-act-1>
- 5 Cal Poly “La Pintoresca Vision Plan” document

Map 2.1-1: Fair Oaks/Orange Grove Specific Plan Historic Resources



The FOOG Specific Plan area lies north of the Central District specific plan area. The FOOG Specific Plan area is surrounded by a number of landmark districts including Craftsman Heights, Garfield Heights, and Normandie Heights.

- ▶ Historic Resources and Landmark Buildings
 - Landmark District
 - National Register Historic District
 - Fair Oaks Orange Grove Specific Plan
- *Other historic resources, such as eligible resources, are not mapped*

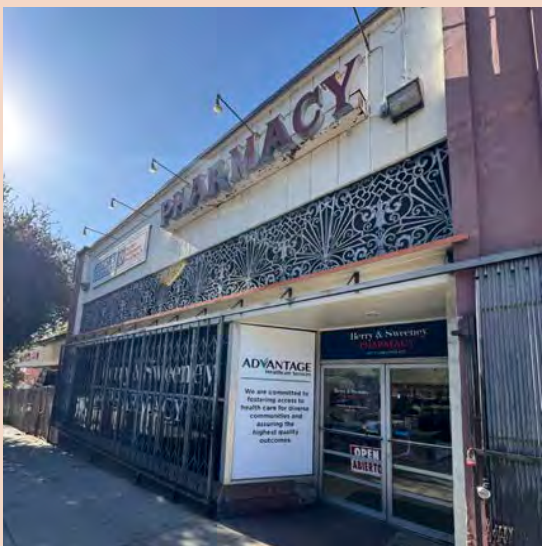
Table 2.1-1: Fair Oaks Orange Grove Specific Plan Area Historic Resources

Locally Designated Historic Property		
1655 N Fair Oaks Avenue	Decker House (moved to current location in 2019)	
840-842 N Fair Oaks Avenue	Doane & Pinney Houses	
21 E Howard Street	Pasadena Motorcycle Club Quonset Hut	
1355 N Raymond Avenue	La Pintesca Library	
317 E Orange Grove Boulevard	Commercial building	
445 E Orange Grove Boulevard	Orange Grove Shopping Center Signboard	
Ethnic History Property		
891 N Fair Oaks Avenue	Edna Griffin Medical Office	
1062 N Fair Oaks Avenue	St. Barnabas Episcopal Church	
595 Lincoln Avenue	Japanese American Cultural Center	
379 E Orange Grove Boulevard	St. Paul's Evangelical Lutheran Church	
Appears to be individually eligible for listing or designation		
259 E Orange Grove Boulevard	House	
379 E Orange Grove Boulevard	St. Paul's Evangelical Lutheran Church	
415 E Orange Grove Boulevard	Lamb Funeral Home	
524 N Fair Oaks Avenue	House	
45 E Washington Boulevard	La Pintesca Park	
1561-1569 N Fair Oaks Avenue	1940s pre-fab gas station	
8 Esther Street	Villa Maria Apartments	
Contributor to a district that appears eligible for local listing or designation		
104 E Orange Grove Blvd	24 E Peoria Street	44 E Peoria Street
6-12 E Peoria Street	14-22 E Peoria Street	24-26 E Peoria Street
36 E Peoria Street	9 Esther Street	33 Esther Street
38 Esther Street	41 Esther Street	46 Esther Street
15-17 Esther Street	584 N Fair Oaks Avenue	590 N Fair Oaks Avenue
599 N Fair Oaks Avenue	600 N Fair Oaks Avenue	604 N Fair Oaks Avenue
612 N Fair Oaks Avenue	566-772 N Fair Oaks Avenue	574-578 N Fair Oaks Avenue
NOTE		
The eligibility determinations in this table were made in the 2001 survey of the FOOG Specific Plan area. At the time of publication, a citywide historic resources survey that will re-evaluate undesignated properties, including those in the Specific Plan area, is underway. Those findings will be published separately.		

FAIR OAKS-ORANGE GROVE TIMELINE

1880 - 1930

- » 1880 – First Citrus Fair
- » 1881 – John H. Painter and Benjamin Ball purchase 2,000 acres of land originally known as “Monks Hill”
- » 1887 – FAME Methodist Church is established at 565 N Fair Oaks Avenue
- » 1888 – The Painter Hotel opens at the current site of La Pintoresca Library
- » Early 1900s – A grouping of small businesses establishes a commercial district in the Northwest region of Pasadena
- » 1907 – Pasadena Motorcycle Club established (originally located outside of the FOOG area, the Club relocated in 1947)
- » 1910 – Most residents moving to the area are employed in service and labor jobs
- » 1918 – Berry & Sweeney Pharmacy is established at 1377 Fair Oaks Avenue
- » 1919 – The NAACP Pasadena Branch is established
- » 1925 – La Pintoresca Park is constructed on the former site of the Painter Hotel
- » 1928 – 317 E Orange Grove Boulevard, an example of a masonry structure with some features characteristic of Mission Revival architecture is built



Berry & Sweeney Pharmacy opened in 1918

1930-1970

- » 1930 – The City establishes the La Pintoresca Library
- » 1930s – HOLC “redlining” maps are created, informing planning and policy decisions for the area
- » 1946 – The Pasadena Motorcycle Club Quonset Hut, a locally designated landmark, is constructed at 21 E Howard Street
- » 1950s – The La Pintoresca Library expands its services and becomes a community gathering place
- » 1950s and 1960s – The National Defense and Interstate Highway Act of 1956 fuel the construction of the Foothill Freeway (I-210)
- » 1963 – The Wood-Valentine Mortuary relocates to 1455 N Fair Oaks Avenue and has been operating since
- » 1964 – The City institutes the Fair Oaks Redevelopment Project



La Pintoresca Library was built in 1930



Pasadena Motorcycle Club Quonset Hut (21 Howard Street) was constructed in 1946

1970s - 1990s

- » 1970s – Kings Villages, Community Arms, and La Pintesca Housing complex open. La Pintesca includes Boy’s Market as its anchor
- » 1974 – Jackie Robinson Community Center and Robinson Park open
- » 1975 – King’s Plaza opens
- » 1985 – Northwest Pasadena Community Plan is adopted
- » 1991 – The Fair Oaks/Orange Grove Master Plan proposes a town center treatment of the intersection
- » 1998 – Fair Oaks Renaissance Plaza opens at the southwest corner of Fair Oaks Avenue and Orange Grove Boulevard



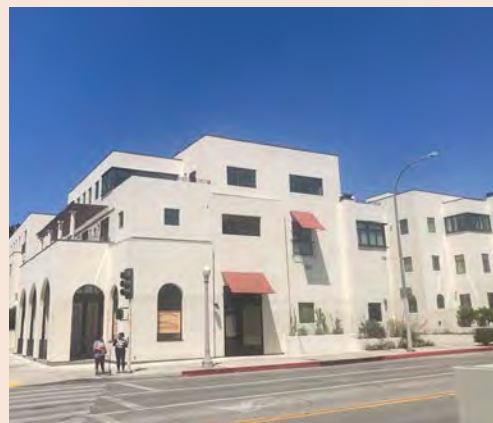
Kings Villages, one among many housing complexes to open in the 1970s



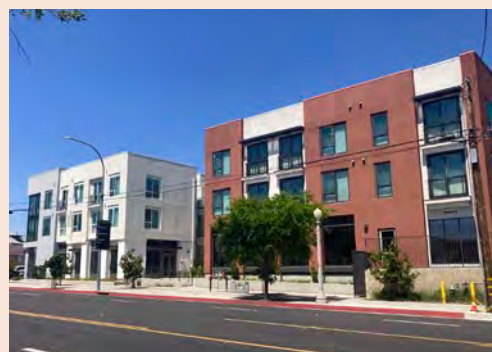
The Jackie Robinson Recreation Center still serves as a vibrant community gathering place

2000-present

- » 2002 – The Fair Oaks/Orange Grove Specific Plan is adopted
- » 2003 - The Gold Line (A Line) opens, connecting Pasadena and Los Angeles
- » 2000-2023 –Several new affordable/multifamily housing developments are constructed including the 456 Flats (2006), Orange Grove Gardens (2006), Heritage Square (2016), Summit Grove Condominiums (2018), Lincoln at Orange Grove (2023) and Heritage Square South (2023)
- » 2018 – Our Pasadena Specific Plan Update process begins.



Lincoln at Orange Grove, built in 2023, a mixed-use condominium complex



Heritage Square South, built in 2023, offers 70 permanent supportive housing apartments

2.2 Existing Land Uses, Urban Form, & Public Realm

LAND USE

Land use is a characterization of how a property or building is used and describes the general activity occurring on a site, such as commercial retail, office, residential, industrial, or open space. Land uses influence the surrounding environment in a variety of ways; for example, some uses, like retail stores and restaurants, may draw pedestrians to an area and create a more active sidewalk environment, while other uses, like industrial, are generally more auto-oriented in nature.

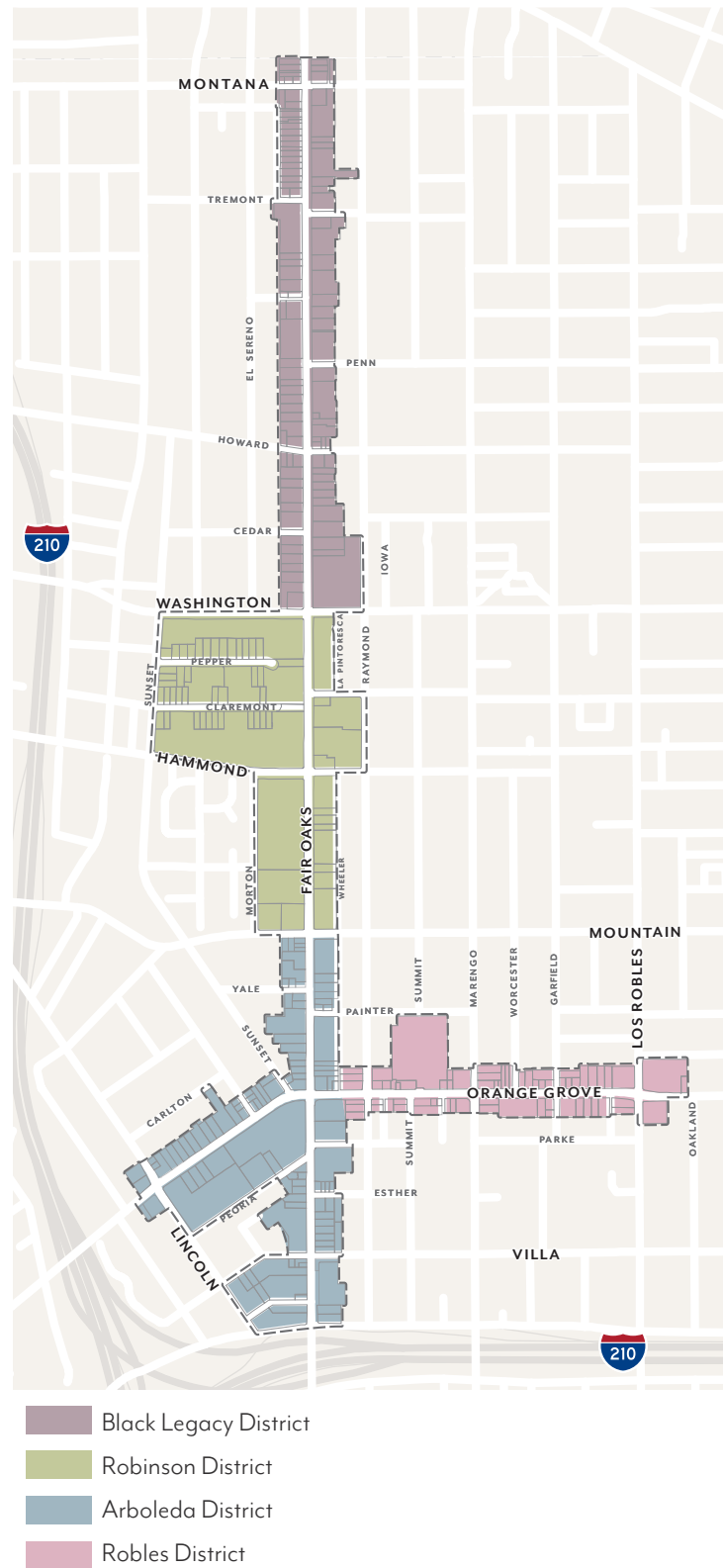
URBAN FORM

Urban form refers to the physical form of a building, both individually and collectively within a district, and its placement within a specific site. Elements of urban form such as a building's scale and height help to determine the overall character of an area. Urban form is influenced by a combination of planning regulations and development standards, architectural design, and site-specific factors such as lot size.

PUBLIC REALM

The public realm refers to spaces that are publicly owned and/or publicly accessible. The FOOG Specific Plan regulates the portion of the public realm between private development and the roadway, typically comprised of sidewalks, parkways, street trees, and other amenities such as seating, bicycle parking, bus shelters, and trash receptacles. Other portions of the public realm such as the roadway are designed, regulated, and maintained by various other City departments and planning documents.

Map 2.2-1: Fair Oaks/Orange Grove Specific Plan Subareas



BLACK LEGACY DISTRICT

Land Use and Urban Form

The Black Legacy District acts as the northern entrance to the City of Pasadena and the FOOG area, extending along Fair Oaks Avenue from the FOOG area's northern boundary at the Altadena/Pasadena border (Montana Street) to Washington Boulevard. The subarea contains many community-serving uses that reflect the area's history, including places of worship, community gathering places such as La Pintesca Park and Library and the Boys and Girls Club of America, and historic, locally owned businesses such as Berry & Sweeney Pharmacy. There is a high concentration of medical and institutional uses along North Fair Oaks Boulevard including offices, clinics, assisted living facilities, and transitional and supportive housing.

Building typologies throughout the subarea are mixed depending on the land use and parcel size. In the northern section of the subarea, parcels on the east side of Fair Oaks Avenue are generally very narrow, several with one-story single-family structures facing Fair Oaks Avenue and additional structures in the rear, possibly indicating additional units. Multifamily developments, office and medical buildings are mostly 1-2 stories and include an eclectic mix of architectural styles popular at the time of their construction. The subarea features some three-story buildings, such as Rosewood Court, an affordable senior housing community at the corner of Tremont Street and North Fair Oaks Avenue. Buildings were predominantly constructed between the 1920s and 1970s, although some more recently constructed buildings include Craftsman-style condos built in the early 2000s and Gill Court, an affordable condominium development.¹ These newer developments are designed to mesh with the subarea's historical architectural styles and typically include consistent street trees, landscaped parkways, and pedestrian-friendly



Places of worship can be found throughout the subarea, including in former single-family homes



The Woods-Valentine Mortuary is one of the oldest Black-owned businesses in Pasadena. Founded in 1928, it has been operating at its current location at 1455 N Fair Oaks Avenue since 1963



The Boys and Girls Club is a community gathering space in the northern portion of the area



The Gill Court apartments are among recently constructed affordable condominium units in the FOOG area

entrances. The La Pintoresca Library is a notable structure in the subarea—constructed in 1930 in the Spanish Colonial Revival style and now a City historic landmark, this two-story branch library sits within La Pintoresca Park.

Site configurations vary throughout the subarea. In some cases, medical services, institutional uses, and commercial developments front Fair Oaks Avenue with rear surface parking lots, while others have street-fronting surface lots. Commercial development in the subarea is inconsistent and not pedestrian-oriented, partially due to street-facing surface parking lots, rear entrances, and blank walls. Setbacks are inconsistent with some buildings built to the sidewalk line and others with larger setbacks, including front yards of single or multi-family homes.

Public Realm and Open Space

Public realm conditions are generally pedestrian-friendly throughout the subarea with relatively consistent trees and shading, even sidewalks, and pedestrian-scaled lighting and amenities. Sidewalks are generally 12 feet wide that sometimes include a five to six-foot parkways. Parkway conditions vary between blocks with some adequately maintained and landscaped parkways and others without maintenance or landscaping. Although there are a variety of pedestrian amenities, the corridor is busy with automobile traffic, contributing to a generally vehicularly-focused public realm. However, signalized pedestrian crosswalks located at major intersections such as Montana Street, Howard Street, and Washington Boulevard and one signalized crosswalk with a wheelchair-accessible ramp at 1790 N Fair Oaks Avenue support the pedestrian experience and facilitate access from one side of the street to the other. The FOOG area is home to Pasadena Transit Route 20, the City's most-used bus route, and there are regular stops many of which include a mix of amenities

such as benches (often without shelters), bicycle racks, and trash receptacles. There are also intermittent amenity zones including active transportation infrastructure, such as bike racks, throughout.

Street trees provide relatively consistent shade coverage along Fair Oaks Avenue, though there are portions lacking street trees or a sufficient shade canopy due to frequent curb cuts for parking lot access, and the prevalence of Palm trees along the corridor, which add visual appeal but offer no shade. At the southern end of the subarea, La Pintoresca Park serves as a popular three-acre public open space with a skatepark, splash pad, basketball court, walking pathways, playgrounds, and the La Pintoresca Branch Library.



La Pintoresca Park and Library, located at the southern end of the subarea acts a community gathering space



Signalized pedestrian crossing are located at major intersections



Although bus stops have some amenities, others lack shading

ROBINSON DISTRICT

Land Use and Urban Form

The Robinson District subarea is bounded by Washington Boulevard to the north, Sunset Avenue to the west, Raymond Avenue to the east, and Mountain Street to the south. The northern portion of the subarea is characterized by multifamily residential developments and commercial developments built between the 1960s and 1990s as a part of the Fair Oaks Redevelopment Plan, including Kings Villages Apartments, La Pintoresca Apartments, and Fair Oaks Business Park. Between Hammond Street and Mountain Street, a grouping of neighborhood-serving recreational and educational facilities surround Robinson Park and Recreation Center, including the Jackie Robinson Community Center and the Families Forward Learning Center. The subarea also includes Pasadena Fire Station 36, along with several other institutional, recreational, and R&D office uses.

Buildings in the subarea are all one to two stories in height, with predominantly vehicle-oriented site design. Kings Villages and La Pintoresca Apartments include a variety of smaller building forms generally set back from Fair Oaks Avenue behind fencing and oriented toward interior courtyards, walkways, and parking areas. The community-serving facilities along a 1,300-foot block of Fair Oaks Avenue between Hammond Street and Mountain Street consist of large single-story buildings, with some building entryways oriented toward the sidewalk. However, most of the block is fronted by the Robinson Park field, large setbacks, fences, and surface parking lots, creating a sense of separation between these activity centers and the sidewalk.

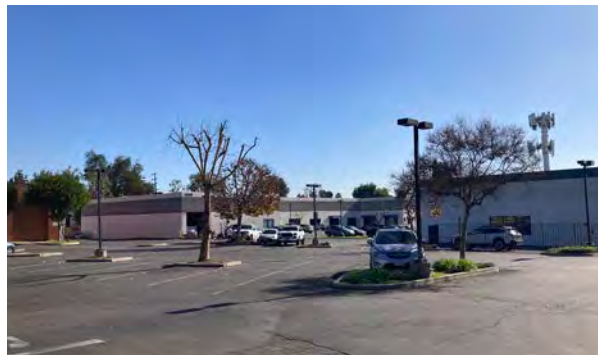


Kings Villages, affordable housing built in the 1970s takes up a large footprint in the subarea and contributes to residential character along the northern portion of N Fair Oaks Avenue

Commercial and light industrial businesses in the subarea are generally vehicle-oriented, accompanied by large street-fronting surface parking lots screened by fences and landscaping. These buildings often lack façade treatments and include large blank walls fronting the sidewalk, such as at 1100 North Fair Oaks Avenue and 950 North Fair Oaks Avenue. Other buildings or commercial complexes include fencing and landscaping along the sidewalk, which provides some screening benefits but also contributes to a lack of visual character throughout the subarea.



Institutional uses, such as churches, can be found throughout the FOOG area



The Pasadena Business Park and its parking lot takes up a significant footprint in the subarea



Fire Station 36 is located at the southern end of the subarea

Public Realm and Open Space

The pedestrian experience varies between the east and west sides of North Fair Oaks Avenue. The west side of Fair Oaks Avenue is generally more pedestrian-oriented due to entryways and courtyards of residential uses and Robinson Park Recreation Center and the Jackie Robinson Community Center. Along the sidewalk adjacent to Kings Villages, there are infrequent vehicle driveways, allowing for consistent walkability with minimal interruption to sidewalks. On the east side of the street, there are large surface parking lots and wide entrances, including a large parking lot for the Fair Oaks Business Park. Despite these differences, sidewalks throughout the subarea are generally consistent at about 10-12 feet, providing comfortable width for pedestrians. Street trees along the corridor are frequent and mature enough to provide shade and visual enhancement. Landscaped street-facing building setbacks are adjacent to residential developments north of Hammond Street. Street furniture such as benches, trash receptacles, and bike racks can commonly be found near bus stops, although not all bus stops provide the same amenities.

Robinson Park Recreation Center and the Jackie Robinson Community Center are important community gathering places including expansive recreational facilities such as sports fields, picnic areas, a fitness center, a large gymnasium, and additional spaces for hosting community events and a wide range of recreational activities for all ages. A signalized crosswalk connects the two spaces. The public realm between Hammond Street and Mountain Street includes more pedestrian-friendly entrances, landscaped setbacks, and consistent street trees in part because of the Jackie Robinson Community Center and associated spaces located along the block.



A signalized crosswalk connects the Robinson Recreation and Community Centers



Street furniture can be found in some areas, such as bus stops with a shelter, bench and trash receptacle



Robinson Park provides recreation and open space for the community



The Robinson Recreation Center provides an open space and a variety of community programming

ROBLES DISTRICT

Land Use and Urban Form

The Robles District subarea comprises parcels surrounding the Orange Grove Boulevard corridor between Wheeler Lane to the west and Los Robles Avenue to the east. The subarea is characterized by a mix of commercial uses and residential uses including affordable housing, moderate/low-income multi-family housing, and condominiums. Buildings reflect various eras of development, with some clusters built in the early and mid-20th century, and more recent developments built in the early 2000s and 2010s. Residential and commercial buildings are predominantly one to two stories with some buildings reaching three or four stories. Residential uses include larger, more recent, infill, affordable, and mixed-use developments such as Summit Grove, an affordable condominium complex and other affordable developments including the 456 Flats and Orange Grove Gardens, which are all three stories.

Orange Grove Boulevard is an important commercial corridor characterized by many long-time neighborhood-serving Latinx-owned businesses including restaurants, grocery stores, convenience stores, and barber shops, some of which are located in former single-family homes. Although many of these small businesses and commercial properties feature sidewalk-fronting surface parking lots, they are generally more pedestrian-oriented with windows facing the street and individualized touches such as murals on blank walls. Commercial shopping centers in the subarea are vehicle-oriented with large surface parking lots, including the shopping center at the corner of Orange Grove Boulevard and Garfield Avenue, and the Orange Grove Shopping Center at the intersection of



The Orange Grove Shopping Center on the corner of Orange Grove Boulevard and Los Robles Avenue



The Summit Grove apartments are one of the recently built affordable housing complexes in the area



Restaurant located at the corner of Orange Grove Boulevard and Garfield Avenue



Neighborhood-serving commercial uses along Orange Grove Boulevard

Orange Grove Boulevard and Los Robles Avenue. Long-time neighborhood businesses housed in historic buildings, such as Joe's Ice (established in the 1940s) are interspersed with more recently constructed commercial buildings and housing.

Public Realm and Open Space

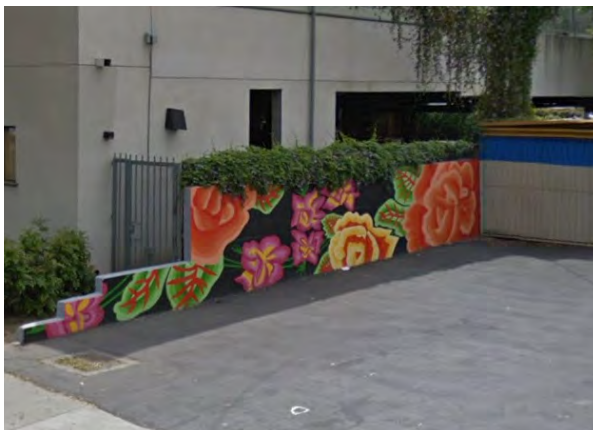
Consistent street trees, sidewalks, and signalized intersections facilitate an overall pedestrian-friendly atmosphere along Orange Grove Boulevard. Newer developments, such as Orange Grove Gardens often have the most pedestrian-friendly sidewalk conditions including landscaped parkways, and consistent street trees, while sidewalk conditions in front of older developments or commercial buildings often lack parkways and consistent shading, although sidewalks are generally nine to 12 feet throughout the subarea. The shade canopy between Los Robles Avenue and North Oakland Avenue is particularly robust even while other portions of the subarea lack trees, including the northern side of the block between North Marengo Avenue and Worcester Avenue.

Generally, Orange Grove Boulevard prioritizes vehicle travel over other modes, with large intersections and frequent curb cuts allowing for access into surface parking lots. Signalized pedestrian crossings at major intersections facilitate north/south connectivity, although some of the smaller intersections lack pedestrian crossings. The subarea includes little bike infrastructure, although there is a Class II bike lane running north/south along Marengo Avenue.

Older commercial buildings are generally built with little to no setbacks and often feature large surface lots alongside the building while residential buildings often feature wide setbacks, including front lawns or yards. Amenity zones, including seating, bike racks, and trash receptacles are found throughout the subarea. Although some bus stops include seating and trash receptacles such as the stop at the corner of Los Robles Avenue and Orange Grove Boulevard, others such as the stop at Marengo Avenue and Orange Grove Boulevard, lack amenities.



Consistent street tree canopy coverage along Orange Grove Boulevard



A blank parking lot wall with a mural at Orange Grove Boulevard and Worcester Street



Older commercial building featuring a large surface parking lot

ARBOLEDA DISTRICT

Land Use and Urban Form

The Arboleda District subarea is the southernmost subarea in the FOOG Specific Plan, bounded by Mountain Street to the north, Maple Street to the south, Wheeler Avenue to the east, and Cypress Avenue to the west. The subarea is adjacent to the Central District Specific Plan area, though the connection between the two areas is not pedestrian-friendly.

The subarea is comprised of commercial and industrial uses, concentrated along North Fair Oaks Avenue with residential uses interspersed throughout the corridor along Orange Grove Boulevard. The largest commercial development in the subarea is the Fair Oaks Renaissance Plaza and the adjacent Mack Robinson Branch US Post Office which take up a significant footprint. This large commercial complex comprises a block of nearly 1,500 feet between Orange Grove Boulevard and Peoria Street. The Plaza is anchored by a Vallarta supermarket and a variety of smaller commercial uses. Due to the large block size conditions are not pedestrian-friendly and include blank walls and multiple large parking lots, creating a lack of visual character. There is only one pedestrian crossing breaking up these large blocks (at Manzanita Avenue) otherwise, there are no pedestrian crossings between Lincoln Avenue and Fair Oaks Avenue, creating a challenging pedestrian atmosphere.

In contrast, along Orange Grove Boulevard, blocks are smaller, contributing to a more residential and walkable environment. Multifamily residential complexes and a limited number of single-family residential, commercial, and religious institutions are present; these buildings are generally one to two-stories with varying architectural styles. More recently constructed multifamily, commercial, and mixed-use developments are found along this corridor. The multifamily mixed-use building located at the intersection of Lincoln Avenue and Orange Grove Boulevard is an example of a new development contributing to neighborhood character with pedestrian-oriented entrances and retail space for local businesses.

The intersection of Fair Oaks Avenue and Orange Grove Boulevard serves as a key nexus of activity in the specific plan area and includes new, infill affordable housing complexes Heritage Square, an affordable senior housing complex, Heritage Square South, permanent supportive senior housing. These newer developments are generally three stories tall with landscaped setbacks and pedestrian-focused entrances.



Heritage Square South apartments offers permanent supportive units in the subarea



Large shopping center at Fair Oaks Renaissance Plaza



Single and multi-family residential uses along Orange Grove Boulevard

Although many commercial storefronts and office uses within the subarea are pedestrian-oriented with expansive windows, recessed entrances, and entrances that open to the street, some feature street-facing parking lots and blank walls, such as at Fair Oaks Avenue and Painter Street and on Orange Grove Boulevard at the rear of the Post Office.

Public Realm and Open Space

The public realm of both North Fair Oaks Avenue and Orange Grove Boulevard prioritizes of vehicle movement over the pedestrian experience, leading to inconsistent conditions. Existing landscaping techniques like setbacks, parkways, and street trees create visual interest and shade.

Sidewalks along North Fair Oaks Avenue between Mountain Street and Orange Grove Boulevard are generally 12 feet, with sporadic parkways in front of older developments. South of Orange Grove Boulevard along North Fair Oaks Avenue, sidewalks are generally 10 to 12 feet wide with inconsistent, narrow parkways. Along Orange Grove Boulevard, sidewalks are generally 12 feet wide with inconsistent five-foot parkways some landscaped and other with trees or grass.

Along Fair Oaks Avenue the street tree canopy is relatively consistent with a few gaps while along Orange Grove Boulevard, a consistent street tree canopy can be found in front of residential buildings, and most of the street trees in the corridor are mature enough to provide some intermittent shade.

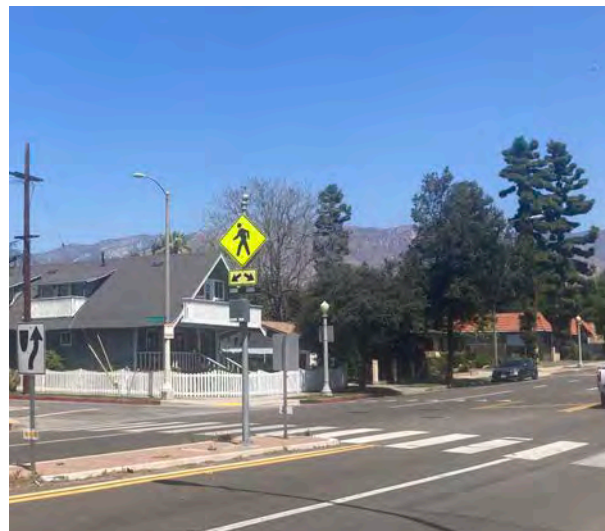
Bus stops on North Fair Oaks Avenue and Orange Grove Boulevard generally contain street furniture such as benches and trash receptacles, though these amenities are not provided at all bus stops along the corridor. Specifically, there is a notable lack of these amenities at bus stops along the western portion of Orange Grove Boulevard. Other pedestrian-oriented streetscape amenities in the subarea include marked street crossings and signalized intersections along North Fair Oaks Avenue at Painter Street, West Peoria Street, Villa Street, Orange Grove Boulevard, and Maple Street.



Lincoln at Orange Grove, a mixed-use complex, is located at the western-most portion of the subarea



Bus stop along Orange Grove Boulevard provides a bench, but no shade covering



Only one pedestrian crossing breaks up the blocks between Orange Grove Boulevard and Peoria Street

Ch. 3

Vision, Goals & Policies

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Illustrated rendering of an expanded pedestrian realm at the corner of Fair Oaks and Orange Grove with new development.

Vision, Goals & Policies

CHAPTER OVERVIEW

The FOOG Specific Plan vision, goals, and policies establish the desired outcomes of the plan and provide general direction for achieving these outcomes.

VISION

- » The vision characterizes the intended future of the FOOG area, as shaped by both the General Plan and extensive community input during the Plan update process. The plan's vision contains an overarching vision statement and seven supporting vision objectives.

GOALS

- » A goal is a statement that describes a desired future condition or “end” state. Goals are change and outcome oriented, achievable over time, though not driven by funding.

POLICIES

- » A policy is a clear statement that guides a specific course of action for decision-makers to achieve the associated goal.

The vision, goals, and policies in this chapter are presented in the following pages as follows:

» 3.1 Vision

- » 3.1.1 Vision Statement
- » 3.1.2 Vision Objectives

» 3.2 Goals & Policies

- » 3.2.1 Plan Area Goals & Policies
 - » Public Realm
 - » Development & Design
 - » Economic Development
- » 3.2.2 Subarea Goals & Policies
 - » The Legacy District
 - » Robinson Recreation District
 - » East Orange Grove
 - » West Orange Grove

3.1 Vision

3.1.1 VISION STATEMENT

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.

3.1.2 VISION OBJECTIVES

1. Complete Neighborhood

A mix of diverse uses that provide residents with their daily needs and convenient connections around the community and region.

5. Local Businesses

Locally owned and operated businesses that add to the economic vibrancy as well as the historic character of the neighborhood.

2. A Sense of Place

Placemaking through new and existing gathering spaces, public art and community events that build on the area’s history and identity.

6. Activity Centers

Lively intersections along the primary boulevards with neighborhood destinations, including retail, restaurants and public green space.

3. New & Affordable Housing

High-quality housing that works for modern households, affordable to people at various income levels and sized to fit different families.

7. Green Community

A lush public realm with mature shade trees and landscaping that fosters sustainability, cooling, and climate resilience.

4. Walkable Streets

Safe and comfortable mobility options for those getting around without a car, with streets shared by all modes of transportation.

8. Environmental Justice

Equal access, fair treatment and meaningful involvement for all people, especially minority populations and vulnerable communities.

3.2 Goals & Policies

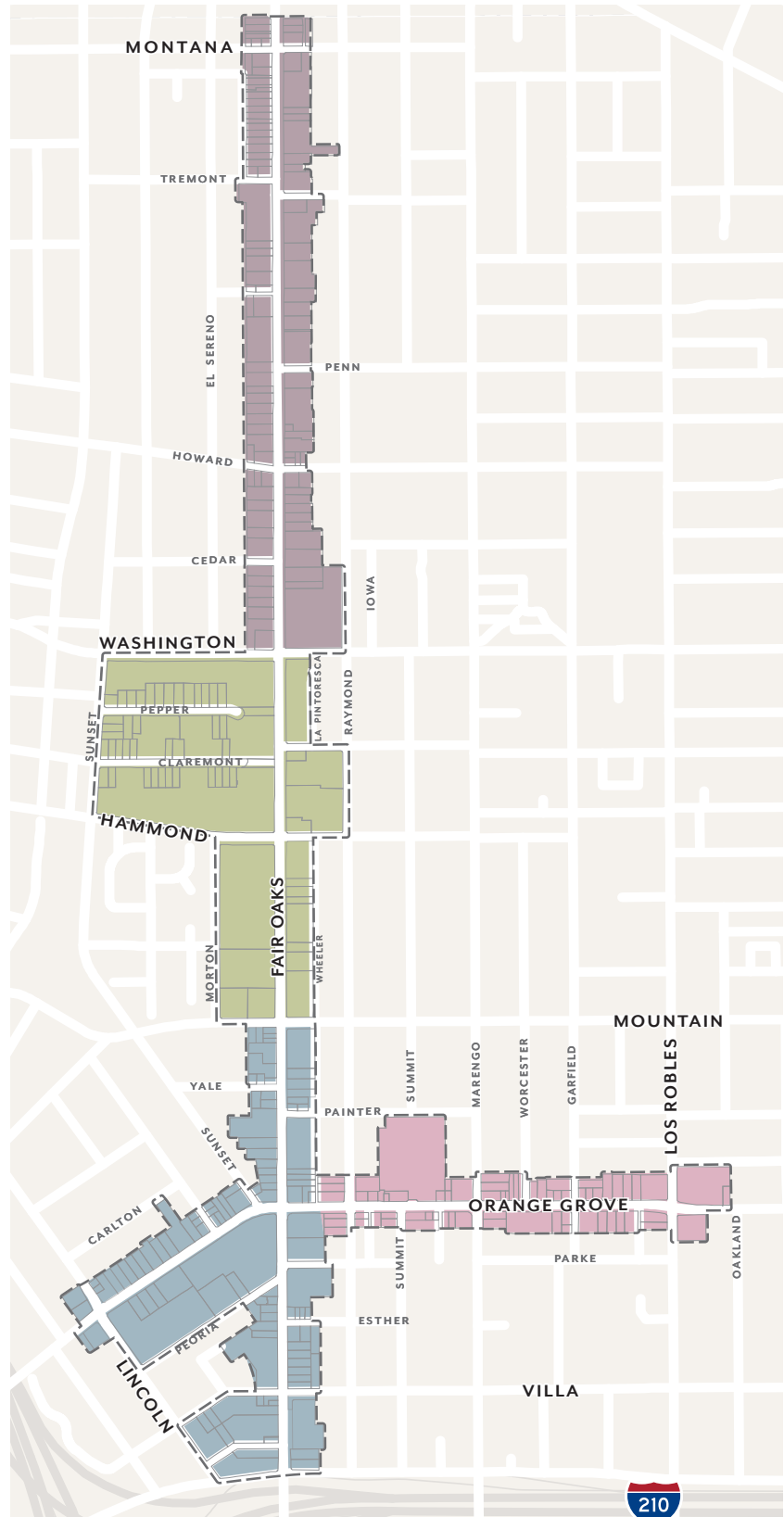
The goals and policies in this section provide policy direction for implementing the vision for the FOOG Specific Plan and achieving the desired outcomes based on community input and General Plan guidance. Goals and policies also provide guidance to decision makers such as City staff, City Commissions, or City Council when reviewing development projects, and they can also help support grant funding efforts to supplement the City budget for public improvement projects.

The FOOG Specific Plan includes goals and policies that are applicable to specific subareas, as well as the entire plan area. The goals and policies for the entire plan area are organized by topic:

- » Public Realm
- » Development & Design
- » Economic Development
- » Subareas

- Black Legacy District
- Robinson District
- Arboleda District
- Robles District

Map 3.2-1. Fair Oaks Orange Grove Specific Plan Subareas



PUBLIC REALM

Goal 1. An enhanced public realm, reflecting the history and identity of the community through public gathering spaces, art, and pedestrian-serving amenities contributing to the area’s sense of place.

Policies:

- 1.a. Walkability.** Support people-oriented neighborhoods by providing an unobstructed path of travel for pedestrians along major thoroughfares Fair Oaks Avenue and Orange Grove Boulevard.
- 1.b. Public Amenities.** Allocate a portion of the sidewalk for amenities such as bus shelters, trash receptacles, bicycle parking, parkways, tree wells, or other stormwater management features, the specific design of which can vary along the corridor allowing for the distinction of individual subareas.
- 1.c. Publicly Accessible Open Space.** Encourage new developments to provide publicly accessible open space to generate new community gathering places and increase overall access to neighborhood green space.
- 1.d. Community Recreation.** Support the creation of new - and the expansion of existing - community spaces to facilitate a range of activities including skating, walking, and sports.
- 1.e. Activated Places.** Promote the creation of new gathering places and activation of existing ones to support a vibrant public realm, with amenities such as landscaping, seating, and space for community programming.
- 1.f. Public Art.** Encourage collaboration between City departments, the Arts and Culture Commission, the Northwest Commission, and local businesses to identify locations for public art installations and other aesthetic improvements that reflect and build upon the character and identity of the local community.
- 1.g. Enhanced Gateways.** Incorporate gateway features such as art, signage, and native landscaping on the northern and southern entry points to the Plan area that reflect the area’s culture and history and provide a sense of place.

Pasadena Private Development Public Art Program

The City’s Private Development Public Art Program requires provisions for the arts and other cultural resources in new development, per the General Plan’s and Zoning Code 17.40.100. Administered through the Private Development Public Art Program Guidelines, the Public Art Ordinance applies to projects over 25,000 square feet and with a valuation of \$500,000 or more in certain geographies, along with other eligibility requirements. To be in compliance, projects must allocate one percent (1%) of the Building Permit Valuation to either an on-site public art component or pay the equivalent amount as an in-lieu public art fee to the Cultural Trust Fund.



Public realm with amenities, open space, and public art can support community gathering and the FOOG area’s sense of place

PUBLIC REALM

Goal 2. A comfortable and well-connected neighborhood that encourages sustainable modes of travel such as walking, biking, rolling, and public transit.

Policies:

- 2.a. Multi-Modal Environment.** Encourage non-driving modes of travel and multi-modal connections by providing sufficient space for amenities such as bus shelters, benches, lighting, and bicycle racks.
- 2.b. East-West and North-South Mobility.** Support the addition of safe and accessible east-west pedestrian crossing opportunities along Fair Oaks Avenue and north-south crossing opportunities along Orange Grove Boulevard.
- 2.c. First/Last Mile Connections.** Expand first/last mile connectivity to transit by facilitating safe, comfortable, and convenient access through multimodal improvements. Strategies may include active transportation and shared mobility options, enhanced pedestrian crossings and wayfinding, and traffic calming measures that reduce vehicle speeds near transit.
- 2.d. Pedestrian Environment.** Improve pedestrian connections throughout the Plan area through improved sidewalk conditions, more streetscape amenities and shade, and pedestrian-oriented design to enhance walkability.
- 2.e. Active Transportation Streets.** Encourage streetscape improvements that facilitate active transportation usage such as sidewalk enhancements, bulb outs, and crosswalk updates.
- 2.f. Bus Stop Amenities.** Support the implementation of shading devices to shelter transit users from the elements. Provide adequate lighting, comfortable seating, and real-time transit information.
- 2.g. Welcoming Streetscape.** Support street configuration strategies such as angled parking and tree islands to create a safer and more inviting streetscapes.



A pleasant pedestrian experience can be fostered through enhanced pedestrian crossings and other active transportation improvements

PUBLIC REALM

Goal 3. A green district with sufficient landscaping and shade coverage to encourage pedestrian mobility and support sustainability objectives such as carbon sequestration, mitigating the urban heat island effect, and increasing stormwater capture.

Policies:

- 3.a. Street Trees.** Encourage street tree planting in amenity zones and “tree lanes” to provide a substantial year-round shade canopy. Consider the addition of accent trees at the northern and southern gateways of the specific plan area along Fair Oaks Avenue.
- 3.b. Street Tree Distribution.** Increase the frequency and consistency of canopy trees to cool the sidewalk environment and make for a more comfortable pedestrian atmosphere.
- 3.c. Parkways.** Enhance parkway and median landscaping throughout the plan area, prioritizing native plantings, and improving permeability for rain and stormwater capture.
- 3.d. Screening.** Consider screening parking lots from sidewalks with landscaping and greening to create a more comfortable pedestrian atmosphere and support sustainability.
- 3.e. Landscaped Setbacks.** Incorporate thoughtful, native landscaping with sustainable and native plant materials where appropriate.
- 3.f. Resilient Plantings.** Support the inclusion of native, drought-tolerant and fire-resistant species to increase urban resilience and create habitat for insects and birds.
- 3.g. Tree Protection.** Require the protection and maintenance of mature and healthy trees which bring aesthetic, environmental, and economic benefits to the Plan area through the Citywide Tree Protection Ordinance.
- 3.h. Water Conservation.** Encourage low-impact development (LID) and smart irrigation techniques in all landscaping, incorporating permeable paving, bio-swales, and other methods to control runoff and capture stormwater for onsite reuse.
- 3.i. Air Quality.** Reduce air pollution exposure and monitor improvements to air quality through the use of sustainable building techniques, landscaping, and promotion of alternate modes of mobility.

ENVIRONMENTAL JUSTICE

At the heart of the FOOG Specific Plan is the belief that every community has the right to thrive. This means that all people receive fair access to environmental benefits, equal protection from environmental hazards, and real opportunities to participate in projects and processes that concern their own environment and public health. In city planning, it includes avoiding the concentration of pollution in vulnerable neighborhoods, reducing the cumulative impacts of climate change, expanding equitable access to clean air, parks, and other resources, and engaging communities in policy decisions that affect them. This approach supports healthier, more inclusive cities that respect diverse cultures, acknowledge historical injustices, resist systemic inequities, and provide resources for locally led community advocacy and decision-making.



Consistent distribution of street trees creates a tree canopy which can cool the environment and create a pleasant pedestrian atmosphere



Setbacks with native landscaping can be an important element to creating a green corridor and support sustainability goals



Parkways with permeability features can both contribute to a green, comfortable street sidewalk environment and also increase capacity for stormwater capture

DEVELOPMENT & DESIGN

Goal 4. Compatible building design that fits the scale of the neighborhood while providing for more flexible housing options, activity, and a sense of place.

Policies:

- 4.a. Compatibility.** Reinforce the unique and historical built environment of the Plan area through compatible sizes, setbacks, stepbacks, massing, and improvements to building façades.
- 4.b. Scaled Transitions.** Require higher-intensity new development, such as at the intersection of Orange Grove Boulevard/Fair Oaks Avenue, to provide appropriate transitions to adjoining lower density residential neighborhoods.
- 4.c. Architectural Diversity.** Embrace the range of architectural styles throughout the area and encourage new development to reflect these styles.
- 4.d. Pedestrian Orientation.** Support site planning, façade design, and landscaping to support pedestrian-oriented places that focus activity on the street.
- 4.e. Parking Impacts.** Employ design standards and strategies such as rear parking or underground parking to reduce the visual impacts of parking lots and structures and minimize driveways along Fair Oaks Avenue and Orange Grove Boulevard.
- 4.f. Passive Design.** Incorporate passive design standards to both site and developments to naturally stay cool.
- 4.g. Building Entrances.** Promote sidewalk-facing entrance design that facilitates pedestrian access and connections between the private and public realm.
- 4.h. Transparency.** Require façade transparency to improve visual interest, reduce the prevalence of blank walls, and establish a connection between ground floor commercial and the public realm.



Transparent and sidewalk-oriented front entrances contribute to a dynamic sidewalk environment

DEVELOPMENT & DESIGN

Goal 5. Ample access to open space for both passive and active enjoyment, with a range of well-designed private, common, and public spaces.

Policies:

- 5.a. Quality Design.** Create usable and functional open spaces for residents, employees, and visitors alike.
- 5.b. Comfortable Setting.** Create a pleasant climate in open space areas, and public transit stops, including shade from summer sun and access to winter sunlight; locate seating with consideration to noontime sun and shade.
- 5.c. Residential Open Space.** Incorporate private and common open space areas that correlate to the building’s size and number of residents, including sheltered places for people to sit and talk such as porches, loggias, balconies, and arcades.
- 5.d. Commercial Open Space.** Require large non-residential or mixed-use projects to provide space that allows for flexible types of uses throughout the day, including programming such as community events.
- 5.e. Public Health Open Space.** Encourage public health facilities to provide usable and accessible outdoor open space for patient use, supporting physical well-being, mental health, and recovery.
- 5.f. Outdoor Sidewalk Dining.** Encourage outdoor dining along the street frontage that is protected from vehicles through methods such as screening or landscaping.



Sidewalk dining can promote community connectivity and contribute to an active public realm



Private open spaces for new residential buildings could include shared courtyards

ECONOMIC DEVELOPMENT

Goal 6. A supportive environment both for existing small, locally owned businesses and new, community-serving businesses providing amenities within walking distance of residents.

Policies:

- 6.a. Healthy Mix of Uses.** Convenient access to transit, institutions, services that cater to families, and amenities that will support retention of current businesses and attract and make it possible for new, neighborhood-serving businesses to open.
- 6.b. Local Economy.** Preserve existing light industrial use and consider the re-use of industrial sites for clean tech and related uses leading to local job creation and employment opportunities.
- 6.c. Small Business Support.** Leverage the Northwest Programs and Economic Development and Planning Offices to assist with new business siting, facilitate permitting, provide training for entrepreneurs, and coordinate with City departments.
- 6.d. Joint Ventures.** Facilitate joint ventures that benefit various business structures including co-ops and intentionally cultivate commercial districts that support displaced businesses.
- 6.e. Low Barriers to Entry.** Simplify parking standards and exempt small businesses from costly parking requirements to enable greater flexibility for changing uses and economic factors.
- 6.f. Adaptive Reuse.** Support adaptive reuse of existing buildings, including existing Institutional Uses through parking requirement reductions and exemptions for small projects to encourage the establishment of neighborhood-serving uses and align with the existing character of the neighborhood.
- 6.g. Façade Improvements.** Encourage and assist existing owners to upgrade their properties flanking the public right-of-way through building repair, re-modeling, re-painting, and landscaping.



Local neighborhood-serving uses provide important services to the community



A number of new affordable developments offer a range of housing options for residents

ECONOMIC DEVELOPMENT

Goal 7. A community anchored by cultural and creative uses that fosters public life in a robust slate of spaces for residents to engage with their neighborhood.

Policies:

- 7.a. Cultural Hub.** Foster a creative and cultural hub anchored by community-serving businesses and spaces such as coffee shops, artist studios, and bookstores.
- 7.b. Special Events.** Support existing community events, such as the Black History Parade and Festival and encourage new neighborhood-focused events and activities to support local businesses and promote connectivity throughout the area.
- 7.c. Community Gathering Spaces.** Support the creation of a range of community gathering space both in and nearby the FOOG area at places of worship, schools, community centers, community gardens, and parks to accommodate a range of activities, especially those serving youth and families.
- 7.d. Community Partnerships.** Encourage collaborative partnerships between neighborhood institutions such as La Pintesca Park and Library, the Jackie Robinson Community Center, the Robinson Recreation Center, the Boys and Girls Club, and places of worship and local artists, curators, and programmers to create events and programs throughout the FOOG area that align with community identity and priorities.
- 7.e. Housing Options.** Encourage the development of a variety of housing types including affordable, senior, workforce, and multifamily to provide options to community members.
- 7.f. Religious Land Housing.** Promote affordable multi-family housing on religious facility lots in alignment with SB-4.



The Black History Parade and Festival is an annual event in the FOOG area (photo by Chris Mortenson, Pasadena Weekly)

The area has a number of existing community gathering spaces, including the La Pintesca Library and Park and the Robinson Recreation Center

BLACK LEGACY DISTRICT



Goal 8. 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.

Policies:

- 8.a. Cultural Resources.** Foster support of existing community gathering spaces, resources, and events, that celebrate and honor the neighborhood's diverse community and cultural identity.
- 8.b. Community Hubs.** Leverage La Pintoresca Park and Library as a gathering place and encourage active uses in the nearby area to create a community node.
- 8.c. Small Business.** Support the development of local and minority-owned businesses by exploring options for technical assistance, grant funding, streamlined permitting and similar strategies.
- 8.d. Artistic Communities.** Support the area's artists and cultural businesses through co-working spaces and creative economic opportunities such as food halls or other collective business models.
- 8.e. Historical Wayfinding.** Consider implementing a comprehensive wayfinding and signage program that integrates educational markers or interpretive displays to share stories of the area's history.
- 8.f. Publicly Accessible Open Space.** Encourage accessible open space with room for outdoor dining, community gathering places, and public art to foster community connection and reinforce the area's identity.
- 8.g. Public Art.** Support artistic public realm interventions including artistic shade coverings at bus stops, installation of vertical banner artworks, and rotating public artwork sites, that highlight local artists and reflect area's unique history and identity.
- 8.h. Murals.** Encourage the use of murals to enhance blank walls, showcase local artists, and celebrate local history and culture.

BLACK LEGACY DISTRICT

Goal 9. A complete, walkable, mixed-use neighborhood with diverse housing, shops, and services connected by an enhanced public realm with high-quality amenities.

Policies:

- 9.a. Housing Choices.** Support the generation of a variety of new, affordable and mixed-income housing that can accommodate families and is compatible with the area’s existing character.
- 9.b. Commercial Clusters.** Cluster commercial uses around intersections including Montana Street, Tremont Street, and Washington Boulevard to facilitate a neighborhood with walkable amenities and services anchored in mixed-use or commercial buildings.
- 9.c. Institutional Uses.** For existing uses, consider creating green spaces through native landscaping that provide healing environments for both residents and staff, and consider adaptive reuse for facilities that may cease operations.
- 9.d. Sensitive Transitions.** Require that commercial and residential developments along Fair Oaks Avenue provide appropriately scaled transitions to adjacent lower-density homes particularly on the west side of Fair Oaks Avenue.
- 9.e. Engaging Ground Floor.** Implement design standards and guidelines relating to entrances, transparency, and other elements that create an active ground-floor commercial and residential character and foster a comfortable and engaging pedestrian environment, such as outdoor dining.
- 9.f. Active Streets.** Create a safer pedestrian environment through enhanced pedestrian crossings, medians, bulb outs, improved lighting, shading, and landscaping.



Illustrated rendering of a mixed-use building anchoring the intersection at Washington Blvd across from La Pintoresca Park

ROBINSON DISTRICT

Goal 10. 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.

Policies:

- 10.a. Honoring History.** Use existing community facilities to honor the area's history and indigenous people through educational resources, programming, public art, and native landscaping.
- 10.a. Neighborhood Hub.** Support existing community gathering spaces such as Robinson Park Recreation Center and the Jackie Robinson Community Center as a center of civic life and neighborhood programming
- 10.b. Multi-Family Housing.** Continue to support the development of flexible multi-family housing to support a range of housing needs.
- 10.c. Creative Clusters.** Allow for innovation, technology, incubator, and creative office uses on underutilized parcels to support job growth and the local economy.
- 10.d. Ground Floor Design Standards.** Require new commercial development to support a visually appealing pedestrian experience through entrance design, transparency, landscaped setbacks, and parking located behind buildings or screens.
- 10.e. Murals.** Encourage the use of murals to enhance blank walls, showcase local artists, and celebrate local history and culture.
- 10.f. Active Public Realm.** Promote active, comfortable, and safe pedestrian corridors through sidewalk upgrades such as benches, street furnishings, and opportunities for outdoor dining.



Landscaped parkways and other greening creates a pleasant and comfortable pedestrian environment



The Robinson Recreation Center includes a variety of gathering spaces, including an outdoor picnic area

ROBINSON DISTRICT

- 10.g. Pedestrian Connections.** Support the improvement of existing pedestrian crossings through infrastructure upgrades and artistic interventions at locations including the crosswalk between the Jackie Robinson Community Center and Recreation Center and at Fair Oaks Ave and Hammond Street, to facilitate connectivity and safety.
- 10.h. Greening.** Foster greening of the corridor through additional shade trees and consistent, landscaped parkways.
- 10.i. Public Art.** Support artistic public realm interventions including artistic shade coverings at bus stops, installation of vertical banner artworks, and rotating public artwork sites, such as at the Jackie Robinson Community Center, that highlight local artists and reflect the area’s creative community.



Illustrated rendering of existing buildings with facade improvements and art for visual interest, along with a planned Roseway

ARBOLEDA DISTRICT

Goal 11. 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

Policies:

- 11.a. Density.** Enable higher-density development south of Orange Grove near Maple Street, to help meet the neighborhood's housing needs
- 11.b. Commercial Character.** Concentrate commercial uses at the Fair Oaks Avenue/Orange Grove Boulevard and Orange Grove Boulevard/Lincoln Avenue intersections to create activity nodes with amenities and jobs within walking distance.
- 11.c. Fair Oaks Renaissance Plaza.** Support the redesign of Fair Oaks Renaissance Plaza's large surface parking lots with pedestrian-oriented mixed-use development that provides public open space and utilizes underground parking, while retaining Vallarta Supermarket and other important community-serving businesses.
- 11.d. Sensitive Transitions.** Support compatibility between new development and existing buildings through design treatments including step downs in height toward smaller-scale neighbors.



Illustrated rendering of redevelopment at Fair Oaks and Orange Grove with an extended sidewalk at the northwest corner

ARBOLEDA DISTRICT

- 11.e. Walkable Community.** Enhance the walkability of the area for residents and the greater community by fostering connections to adjacent neighborhoods, including Central Pasadena through improved neighborhood networks and pedestrian and bicycle amenities.
- 11.f. Pedestrian Connections.** Support the addition of marked pedestrian crossing infrastructure to improve pedestrian connectivity on the long blocks of Orange Grove Boulevard between Fair Oaks Avenue and Lincoln Avenue.
- 11.g. Comfortable Streetscape.** Foster a welcoming streetscape through street trees, pedestrian-scaled lighting, and sidewalk furniture, such as benches, trash receptacles, and shaded bus stops.
- 11.h. Outdoor Dining.** Encourage sidewalk cafes and opportunities for outdoor dining along Orange Grove Boulevard to facilitate a lively sidewalk environment.
- 11.i. Greening.** Improve sustainability and pedestrian comfort through street trees, landscaped parkways, and vertical green walls.
- 11.j. Publicly Accessible Open Space.** Foster opportunities for new public spaces to break down block sizes and provide gathering spaces, including paseos and community-serving plazas in larger developments.



New and varied housing opportunities with landscaped setbacks and street trees in parkways



A new mixed-use development at Orange Grove Boulevard and Lincoln Avenue



Large blocks can be broken down with landscaped pedestrian paseos

ROBLES DISTRICT

Goal 12. 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.

Policies:

12.a. Community Identity. Maintain long-standing commercial uses and community landmarks that represent the neighborhood’s diverse working-class identity, past and present.

12.b. Residential Cohesion. Build on the success of recent multi-family developments in the area and support opportunities for new multi-family developments to facilitate a lively multi-use neighborhood with flexible housing options.

12.c. Proximity to Services. Expand the existing environment of small business providing community needs and amenities and facilitate new development with neighborhood-serving uses.

12.d. Ground Floor Uses. Allow for ground floor residential uses along the Orange Grove corridor to support an active and connected public realm.



Illustrated rendering of new development in the Robles District showing more greenery and bike lanes on Marengo Avenue

ROBLES DISTRICT

- 12.e. **Pedestrian Connections.** Encourage design that promotes walkability and greening including landscaped setbacks and medians and active ground floor design to encourage connections between the street and local businesses.
- 12.f. **Murals.** Encourage the use of murals to enhance blank walls, showcase local artists, and celebrate local history and culture.
- 12.g. **Walkability.** Support a walkable, safe pedestrian environment through enhanced pedestrian crossings, shade, and pedestrian-oriented design
- 12.h. **Welcoming Streetscape.** Dedicate a portion of the sidewalk for amenities such as street furniture, pedestrian-scaled lighting, and creative signage and public art.
- 12.i. **Outdoor Dining.** Support opportunities for outdoor dining along Orange Grove Boulevard to promote a comfortable, lively neighborhood environment.



New multi-family developments offer a range of housing options and can support neighborhood-serving shops



Commercial frontage featuring a public mural and outdoor seating

Ch. 4

Zoning & Land Use

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PASADENA COMMUNITY HEALTH CENTER

1845

Zoning & Land Use

CHAPTER OVERVIEW

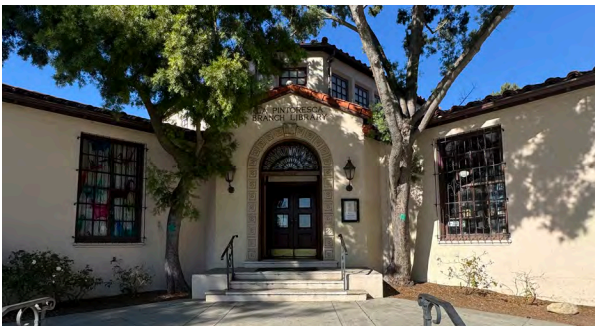
The zoning and land use regulations in this chapter are intended to guide development and decision making to achieve the vision of the FOOG Specific Plan. While broad land use categories are assigned in the General Plan, the FOOG Specific Plan establishes a detailed list of allowed land uses and permit requirements for each zoning district within the plan area.

This chapter is organized into the following sections:

- » **4.1 Applicability**
- » **4.2 Zoning Districts**
- » **4.3 Allowable Land Uses**



Residential Use



Institutional Use



Commercial Flex Use

4.1 Applicability

The applicability of FOOG Specific Plan land use regulations and development standards are organized by zoning district and plan chapters (Table 4.1-1). Where the standards do not apply, the relevant section of Pasadena Municipal Code (PMC) is referenced.

Table 4.1-1: Applicable Specific Plan Chapters

Zone	Specific Plan Chapters			
	Vision, Goals & Policies	Zoning & Land Use	Public Realm Standards	Development Standards
	3	4	5	6
FGSP-CF	✓	✓	✓	✓
FGSP-MU-C	✓	✓	✓	✓
FGSP-MU-N	✓	✓	✓	✓
OS/PS/PD	✓	17.26	✓	17.26



Commercial Service Use

4.2 Zoning Districts

The purpose of the FOOG Specific Plan zoning districts (Map 4.2-1) is to implement the plan vision for each of the subareas as described in the FOOG Specific Plan document, and summarized below.

FGSP-CF

Commercial Flex

- » Enhance the existing eclectic character with a variety of commercial recreation, R&D, artisanal production, and light industrial uses
- » Ensure that future uses are compatible with the existing character of the surrounding district

FGSP-MU-C

Mixed-Use Core

- » Create a mixed-use activity center near Old Pasadena and high quality transit that accommodates a diverse range of retail and services, prioritizing housing opportunities where residents can walk to shops, restaurants, jobs, and school
- » Support projects that are a mix of residential and commercial, integrated either horizontally or vertically consistent with ground floor use requirements

FGSP-MU-N

Mixed-Use Neighborhood

- » Promote the development of a mixed-use, pedestrian-friendly neighborhood with a broad range of retail, services, and offices including medical, as well as different types of multi-family
- » Support projects that are a mix of residential and commercial, integrated either horizontally or vertically consistent with ground floor use requirements

OS

Open Space

- » Provide opportunities for parks and recreation to residents and visitors

PS

Public-Semipublic

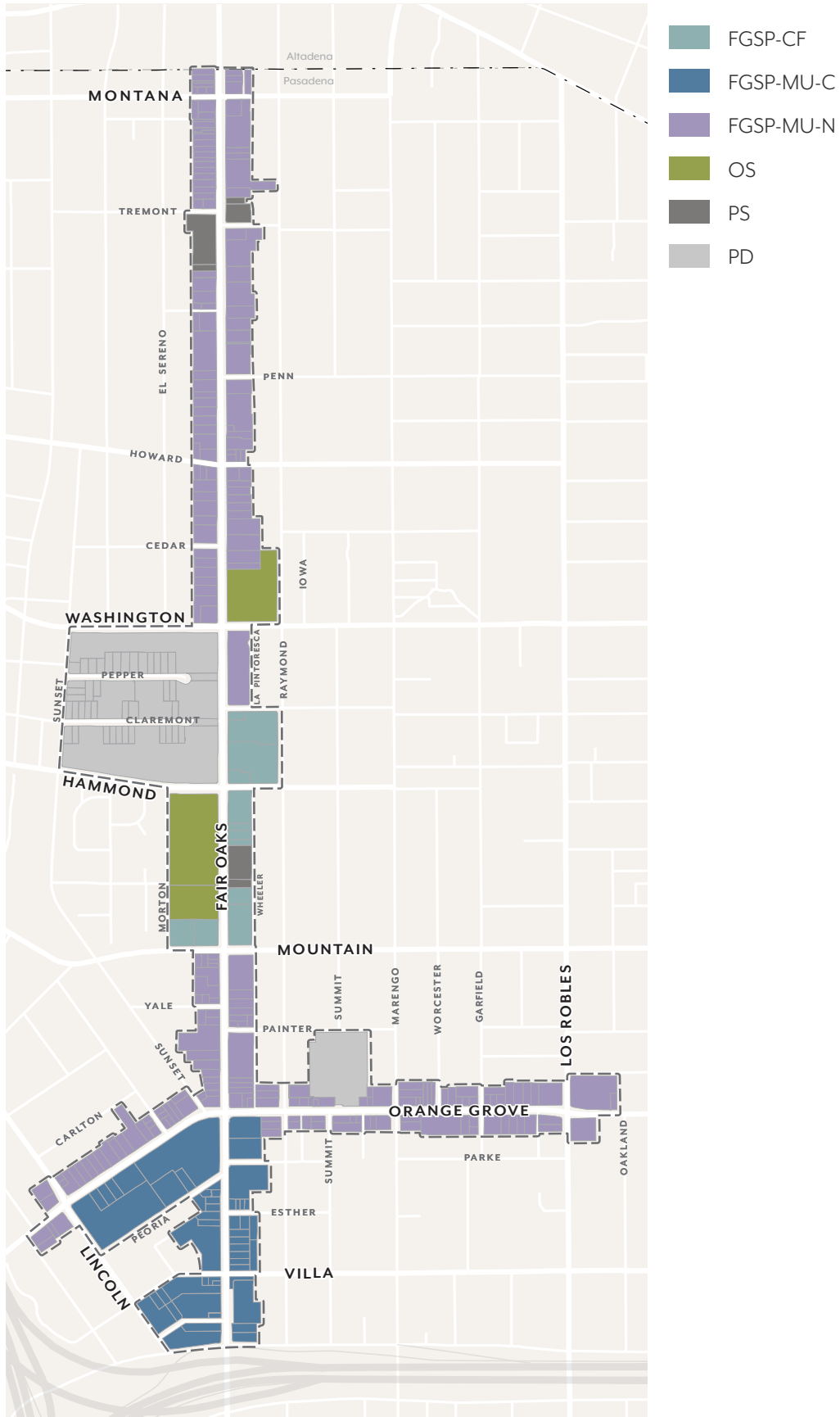
- » Provide for large public or semi-public land uses that may not be appropriate in other base zoning districts

PD

Planned Development

- » Achieve a particular mix of uses and appearance through a design review process resulting in quality urban design on large sites

Map 4.2-1: Zoning Districts



4.3 Allowable Land Uses

- A. **Definitions.** Definitions of specific land uses are found in PMC 17.80.020.
- B. **Permit Requirements.** Table 4.3-1 identifies the uses of land allowed, the land use permit required to establish each use, and limitations that may apply for a particular use.
- C. **Standards for Specific Land Uses.** Additional standards may apply to specific land uses; refer to the PMC Section noted in the table.
1. PMC 17.50.160 shall not apply to Mixed-Use Projects.
 2. PMC 17.50.350 shall not apply to Multi-Family Housing.
- D. **Ground Floor Frontages.** In Mixed-Use zoning districts, additional commercial requirements and residential unit restrictions on the ground floor shall apply per Section 6.2.1.
- E. **Major Construction.** Conditional Use Permit approval shall be required for new construction exceeding 25,000 square feet. See PMC 17.61.050.J.2.
- F. **Prohibited Uses.** Those uses not listed in Table 4.2-1 are prohibited by this Specific Plan, except as otherwise provided by PMC 17.21.030.A.
- G. **Nonconforming Uses.** Existing uses which are made nonconforming by this Specific Plan shall be subject to PMC 17.71.
- H. **Limited Hours of Operation.** Uses listed in Table 4.3-1 shall comply with limited hours of operation as required by PMC 17.40.070.

Table 4.3-1: Allowable Land Uses

Symbol	Description	PMC Section
P	Permitted use, Code Compliance Certificate required.	17.61.020
MC	Conditional use, Minor Conditional Use Permit required.	17.61.050
AMC	Conditional use, Administrative Minor Conditional Use Permit required.	17.61.050
C	Conditional use, Conditional Use Permit required.	
AC	Conditional use, Administrative Conditional Use Permit required.	
E	Conditional use, Expressive Use Permit required.	17.61.060
T	Temporary use, Temporary Use Permit required.	17.61.040
—	Use not allowed.	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS

Land Use (1)	Permit Requirement			PMC Section / Notes
	FGSP-CF	FGSP-MU-C	FGSP-MU-N	
RESIDENTIAL USES				
Accessory Dwelling Unit	—	P	P	17.50.275
Accessory Dwelling Unit, Junior	—	P	P	
Boarding Houses (2)	—	P	P	17.50.065
Caretakers Quarters	P	P	P	
Dormitories	—	P	P	
Fraternities / Sororities	—	P	P	
Home Occupations	—	P	P	17.50.110
Mixed-Use Projects	—	P	P	
Multi-Family Housing	—	P	P	
Residential Accessory Uses and Structures	—	P	P	17.50.250
Single-Room Occupancy	—	P	P	17.50.300
Work/Live Units	P	P	P	17.50.370
COMMUNITY CARE USES				
Adult Day Care, Limited	P	P	P	
Child Day Care Centers	P	P	P	17.50.080
Child Day Care, Large Care Homes, 9 to 14 persons	—	P	P	
Child Day Care, Small Care Homes, 1 to 8 persons	—	P	P	
Emergency Shelters	MC	MC	MC	17.50.105
Emergency Shelters, Limited	P	P	P	
Low Barrier Navigation Centers	P	P	P	17.50.153
Residential Care Facilities, Limited	—	P	—	
Supportive Housing	—	P	P	
Transitional Housing (3)	—	P	P	
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES				
Clubs, Lodges, and Banquet Facilities	C	C	C	
Colleges, Nontraditional Campus Setting	P	P	P	
Commercial Entertainment	E	E	E	17.50.130
Commercial Recreation, Indoor	P	P	P	17.50.100
Commercial Recreation, Outdoor	P	—	—	
Cultural Institutions	P	P	P	
Park and Recreation Facilities	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use (I)	Permit Requirement			PMC Section / Notes
	FGSP-CF	FGSP-MU-C	FGSP-MU-N	
Religious Facilities	C	C	C	17.50.230
with Affordable Housing	P	P	P	
with Columbarium	MC	MC	MC	
with Homeless Shelter	MC	MC	MC	
with Safe Parking	MC	MC	MC	17.50.265
Schools, Public and Private	C	C	C	17.50.270
Schools, Specialized Education and Training	P	P	P	
OFFICE, PROFESSIONAL & BUSINESS SUPPORT USES				
Automated Teller Machines (ATMs)	P	P	P	17.50.060
Banks and Financial Services	P	P	P	
with Walk-Up Services	P	P	P	17.50.060
Offices, Administrative Business Professional	P	P	P	
Offices, Government	P	P	P	
Offices, Medical	P	P	P	
Offices, Ancillary Accessory	P	P	P	
Research and Development	P	P	P	17.50.240
RETAIL SALES USES				
Alcohol Sales, Restaurant, Beer and Wine	AC	AC	AC	17.50.040
Alcohol Sales, Restaurant, Full	AC	AC	AC	
Alcohol Sales, Ancillary	C	C	C	
Alcohol Sales, Off-site, Beer and Wine	C	C	C	17.50.040, 17.61.050.J
Alcohol Sales, Off-site, Full	C	C	C	
Alcohol Sales, Off-site, Liquor Sales	C	C	C	
Animals, Retail Sales	P	P	P	
Bar / Taverns	C	C	C	17.50.040
with Live Entertainment	C	C	C	17.50.130
Commercial Nurseries	C	C	C	17.50.180
Convenience Stores	P	P	P	
Food Sales	P	P	P	
Restaurants	P	P	P	17.50.260
with Limited Live Entertainment (4)	P	P	P	
with Outdoor Dining (4)	P/MC (5)	P/MC (5)	P/MC (5)	
with Walk-Up Window (4)	P/MC (6)	P/MC (6)	P/MC (6)	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS

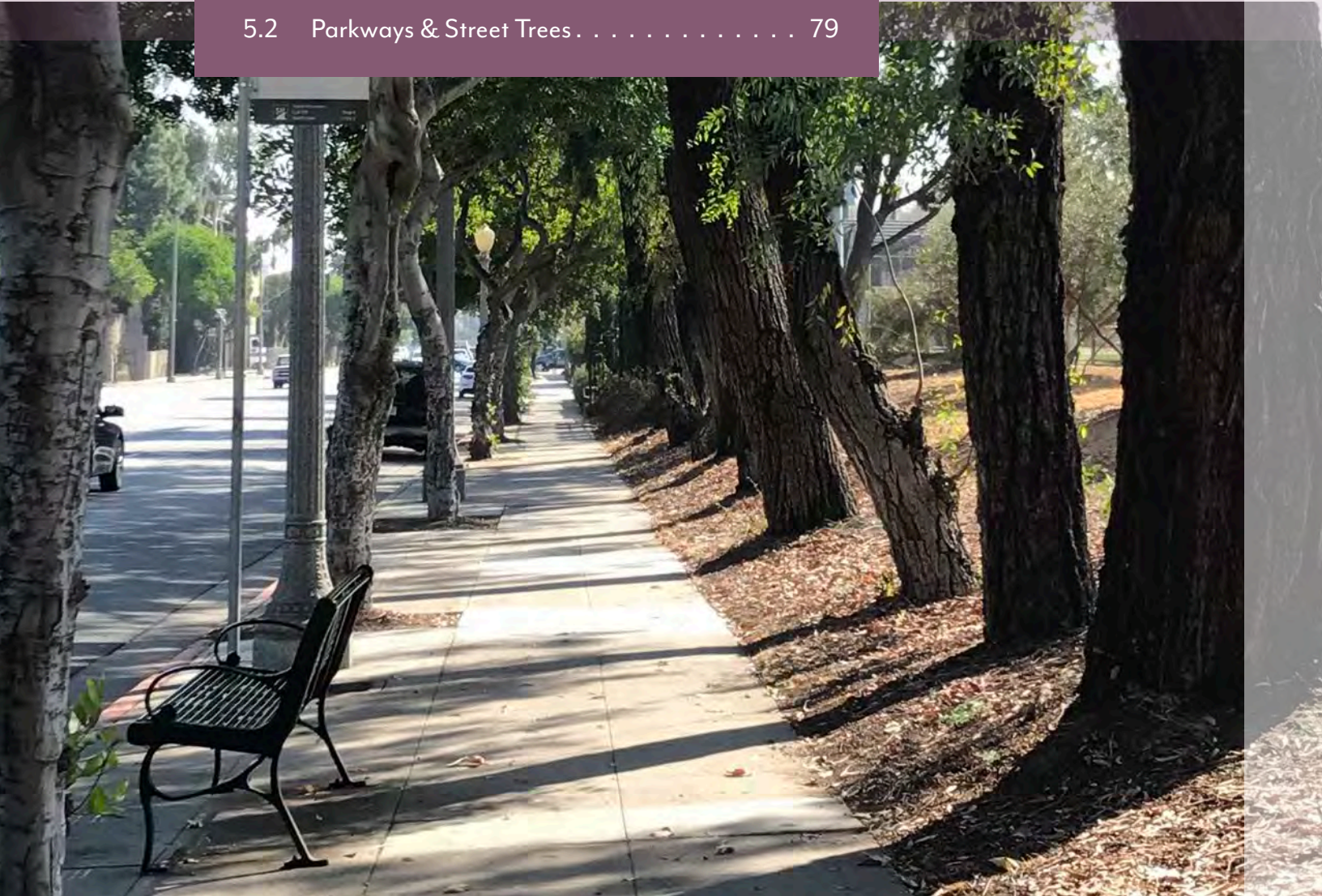
Land Use (I)	Permit Requirement			PMC Section / Notes
	FGSP-CF	FGSP-MU-C	FGSP-MU-N	
Restaurants, Fast Food	P	P	P	17.50.260
Retail Sales	P	P	P	
Secondhand Sales	P	P	P	
with Donation Drop Off	P	P	P	15.50.278
Significant Tobacco Retailers	C	C	C	17.50.330
Vehicles Sales/Leasing, Offices Only	P	P	P	
SERVICE USES				
Animal Care Services	P	P	P	17.50.050
with Outdoor Areas	C	C	C	
Animal Shelters, Limited	C	C	C	
Catering Services	P	P	P	
Charitable Institutions	P	P	P	
Donation Collection Facilities	P	P	P	17.50.085
Laboratories	P	—	P	
Lodging, Bed and Breakfast Inns	—	—	C	17.50.140
Massage Establishments	—	C	C	17.50.155
Medical Services, Extended Care	—	MC	MC	
Mortuaries / Funeral Homes	P	—	P	
Neighborhood Gardens	P	P	P	
Personal Improvement Services	P	P	P	
Personal Services	P	P	P	
Printing and Publishing	P	C	C	
Printing and Publishing, Limited	P	P	P	
Public Safety Facilities	C	C	C	
Vehicle Services, Washing/Detailing, Small Scale	P	P	—	17.50.290
INDUSTRY, MANUFACTURING & PROCESSING USES				
Industry, Restricted, Small Scale	P	MC	MC	
Maintenance and Service Facilities	C	—	—	
Recycling Centers, Small Collection Facilities	MC	C	—	17.50.220
Wholesaling, Distribution and Storage	P	—	—	
Wholesaling, Distribution and Storage, Small Scale	P	—	—	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use (1)	Permit Requirement			PMC Section / Notes
	FGSP-CF	FGSP-MU-C	FGSP-MU-N	
TRANSPORTATION, COMMUNICATIONS & UTILITY USES				
Accessory Antenna Array	P	P	P	
Alternative Fuels/Recharging Facilities	C	C	C	
Communications Facilities	P	C	C	
Transportation Terminals	C	C	C	
with Safe Parking	MC	MC	MC	17.50.265
Utility, Major	C	C	C	
Utility, Minor	MC	MC	MC	
Wireless Telecom Facilities, Major	C	C	C	17.50.310
Wireless Telecom Facilities, Minor	MC	MC	MC	
Wireless Telecom Facilities, SCL	P	P	P	
TEMPORARY USES				
Filming, Long-term	MC	MC	MC	17.61.090
Filming, Short-term	P	P	P	
Temporary Uses	P/T (7)	P/T (7)	P/T (7)	15.50.320
NOTES:				
<p>(1) See PMC 17.80.020 for definition of the listed land uses.</p> <p>(2) Includes Co-living facilities, which may include more than one shared kitchen per building. Separation requirements of PMC 17.50.065 shall not apply.</p> <p>(3) The maximum interior or exterior area in which support services are offered or located shall not exceed 250 square feet.</p> <p>(4) Includes restaurants and fast food restaurants.</p> <p>(5) A Minor Conditional Use Permit shall be required when the outdoor dining area is in a parking lot and is located within 50 feet of a residential structure on an abutting lot in an RS or RM zoning district.</p> <p>(6) A Minor Conditional Use Permit shall be required when the walk-up window directly faces a residential structure on an abutting lot.</p> <p>(7) See PMC 17.50.320 for uses that require a Temporary Use Permit.</p>				

Ch. 5

Public Realm Standards

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Public Realm Standards

CHAPTER OVERVIEW

The public realm standards and design guidelines in this chapter serve to implement the General Plan vision for the FOOG Specific Plan area and achieve objectives of the Pasadena Street Design Guide, Pasadena Pedestrian Plan, and Pasadena Master Street Tree Plan. To improve the public realm for users of all abilities, and to provide enough space for simultaneous uses of the sidewalk, these standards and guidelines ensure that new developments contribute to the safety, accessibility, and connectivity of their surrounding streetscape network.

Many features that are critical to walkability depend on the width and organization of the sidewalk. For example, consistent street trees provide shade and other aesthetic and environmental benefits, and sidewalk seating for restaurants and cafés activate the public realm and boost business. However, the success of both relies on the sidewalk offering ample and well-organized space to prevent conflicts with pedestrians.

Walkable neighborhoods also have convenient and intuitive connections, and outdoor spaces to rest and gather. Features such as mid-block pedestrian walkways or “paseos” can reduce walking distance, while adding public open space and additional amenities. Other public open spaces such as plazas create communal nodes in the

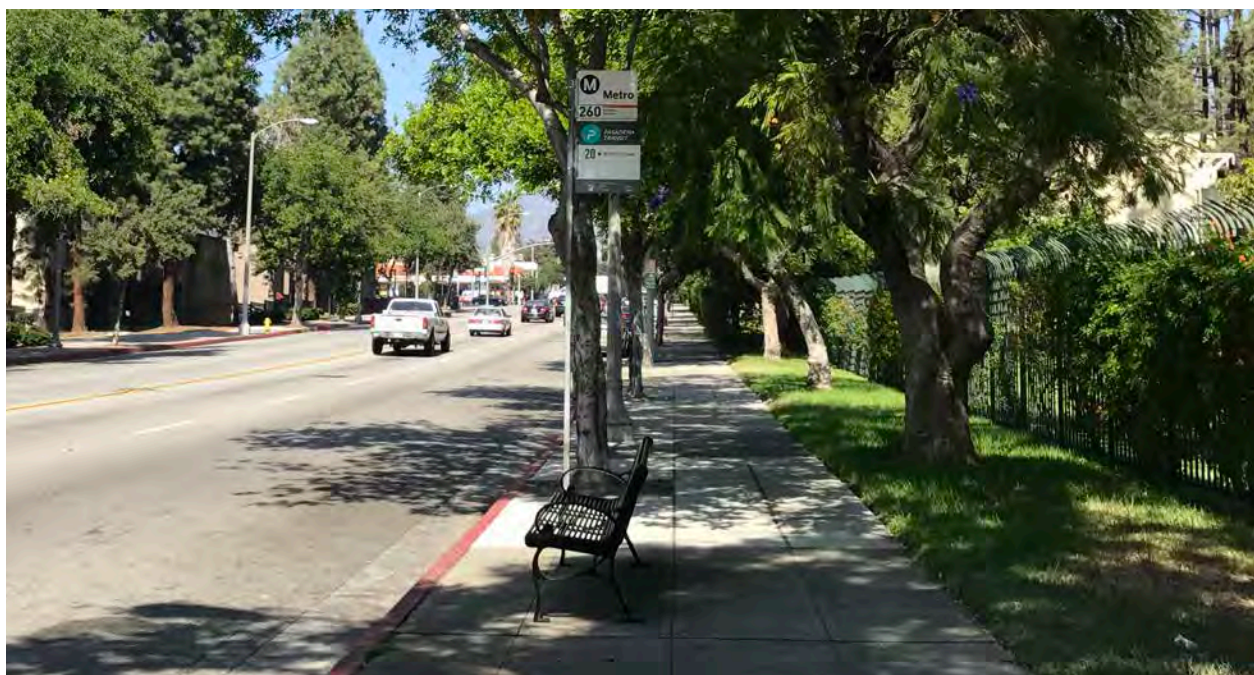
public realm to sit and enjoy amenities such as shading, landscaping, and public art. While these connections and spaces are integral to the public realm, the standards and guidelines for Paseos and Plazas are set forth in Chapter 6 (Section 6.3 - Open Space).

The public realm standards and guidelines in this chapter address and regulate pedestrian infrastructure and amenities to support a safe, accessible, and comfortable pedestrian experience.

This chapter is organized into the following sections:

- » **5.1 Sidewalks**
- » **5.2 Parkways & Street Trees**

Each section includes rationale for the standard followed by sub-sections for individual standards, if applicable. Each standard is introduced in text and/or table format with diagrams and images to illustrate regulations. Supplementary text boxes are provided for additional context on most standards and diagrams. Note that diagrams are provided for the purposes of communicating measurements and images are included to illustrate potential outcomes of the standards; neither are suggestive of regulated architectural styles.



A well-designed public realm provides comfortable and accessible space for people of all abilities

PASADENA STREET DESIGN GUIDE

Pasadena's Street Design Guide provides a framework for understanding the way sidewalks are used, and organizes sidewalks into zones to avoid conflict between various uses and amenities. Requirements vary based on the level of activity, land uses, intensities, and densities, as well as special conditions. Through designating specific zones, the FOOG Specific Plan can help enhance the pedestrian experience by increasing sidewalk widths, enabling more shade coverage and opportunities for amenities such as seating and landscaping.

The Street Design Guide organizes sidewalks into the following three zones (see Figure 5.1-1), which provide a basis for standards in the Specific Plan:

- » The **Amenity / Curb Zone (Amenity Zone)** is the portion of the sidewalk directly adjacent to the street right-of-way. This zone typically includes street trees, street lights, parkways, street furniture, bicycle parking, bus shelters, and other utility facilities.
- » The **Walk Zone** is the portion of the sidewalk dedicated to pedestrian travel and shall be free of obstructions.
- » The **Building Frontage Zone** is adjacent to private property and allows for outdoor furniture and shade structures.

Figure 5.1-1: Sidewalk Zones



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.



Plaza with a vibrant marketplace serving as a lively, pedestrian hub for the community



Al fresco dining in front of a restaurant offers a casual, charming atmosphere

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



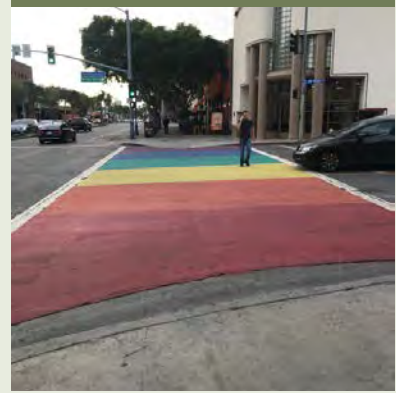
Creative signage and public art can provide a unique, welcoming entry point to different neighborhoods

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



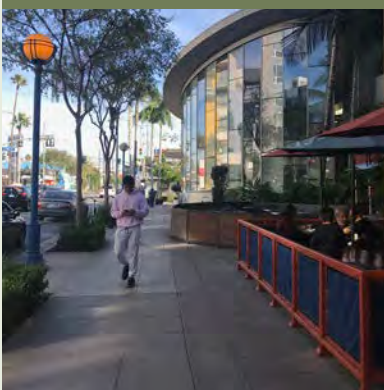
Signalized crossings in-between major intersections can improve pedestrian safety and facilitate connectivity by breaking up long blocks

BIKE FACILITIES



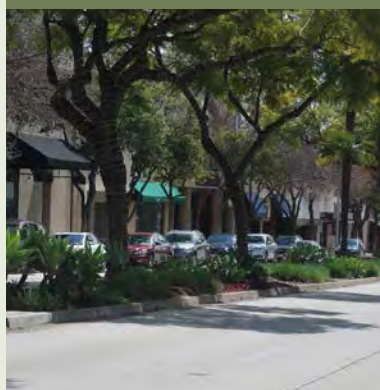
Bike racks, corrals, lockers create an environment where people feel encouraged to use alternative modes of transportation (and confident in the security of their bike)

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

5.1 Sidewalks

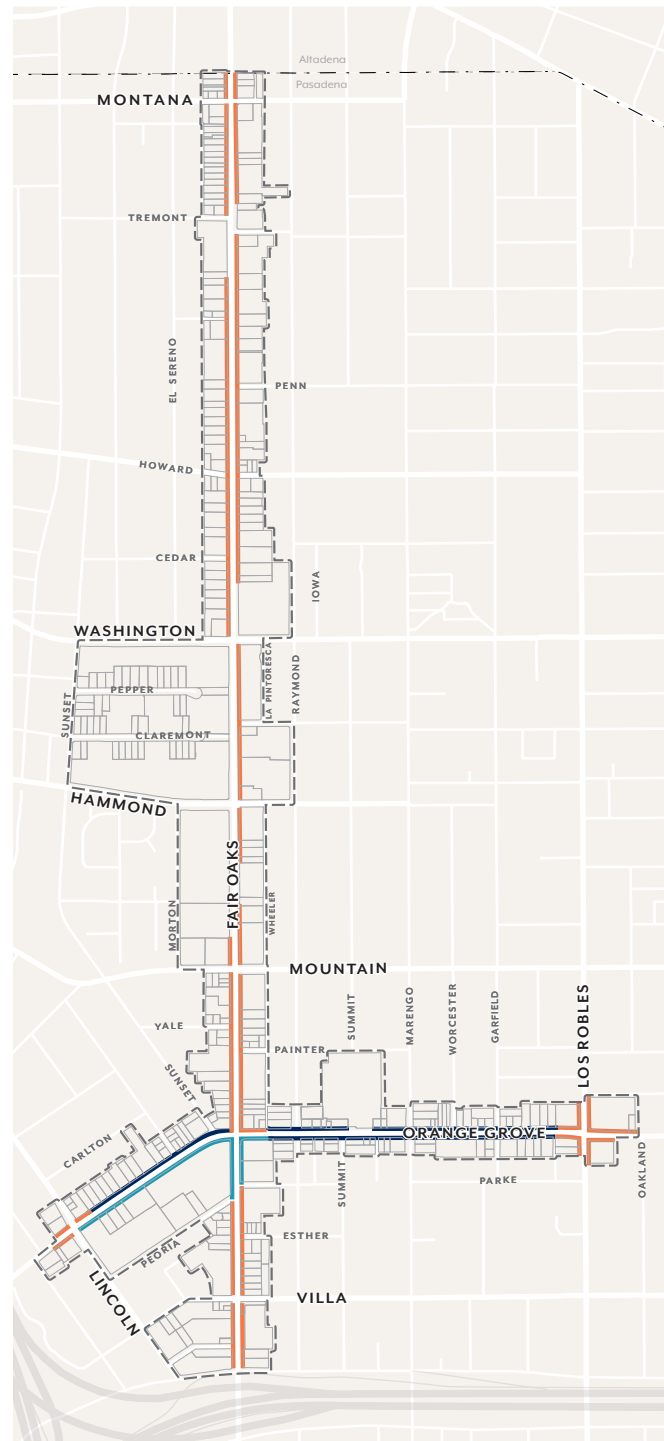
These standards are intended to:

- » Ensure a minimum sidewalk width is achieved, appropriate to support future densities, intensities, uses, and pedestrian volumes;
- » Provide sufficient space to support dedicated Amenity and Walk Zones; and
- » Increase shade, carbon sequestration, and stormwater capture by allowing adequate space for street trees and parkways.

5.1.1 SIDEWALK WIDTH

- A. **Dimension.** Projects shall provide sidewalks that meet the required widths per Map 5.1-1. Where the existing sidewalk right-of-way is less than the required width, the difference shall be provided through a private property dedication.
1. Sidewalks are measured from the Primary Curb Line of each block to the sidewalk line, as illustrated in Figure 5.1-2.
 2. This area shall be paved for general use to the standards specified by Public Works, except for landscaped parkways per Section 5.2.
 3. Within the sidewalk width, sidewalk zones shall be provided to the dimensions set in Figure 5.1-3.
 4. Where the curb deviates (i.e. bulb-outs), exceptions in zone width are allowed and shall be determined by Public Works.
 5. Driveways are allowed per Section 6.4.2.
- B. **Maintenance.** Sidewalk improvements shall be installed and maintained by the abutting property owner.

Map 5.1-1: Sidewalk Widths



- 10 ft
- 12 ft
- 15 ft

SIDEWALK ZONES

The images below reflect examples of appropriate conditions for the three sidewalk zones. These examples are illustrative and may not reflect all applicable development standards.

BUILDING FRONTAGE ZONE



Frontage zones may be used to accommodate outdoor dining



Frontage zones may include planters or in-ground landscaping to enhance the ground floor

WALK ZONE

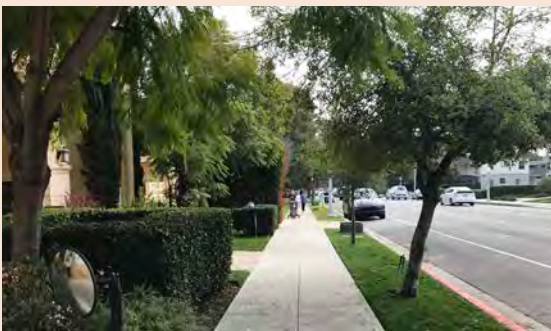


Walk zones of 5 feet allow two people to walk together comfortably



Walk zones may extend into frontage zones if desired by the property owner

AMENITY/CURB ZONE



Grass or turf parkways with shade trees are appropriate for residential areas



Amenity zones may include street furniture, such as seating and pedestrian lighting

5.1.2 SIDEWALK ZONES

- A. **Amenity Zone.** Sidewalks shall provide an Amenity Zone consistent with the width illustrated in Figure 5.1-3, including the curb.
1. Projects shall meet minimum parkway and street tree requirements per Section 5.2.
 2. The following elements are permitted in the Amenity Zone at the discretion of the Director of Public Works and with public works permits (if applicable):
 - a. Paved area for pedestrian mobility,
 - b. Parkway and street trees,
 - c. Seating/furniture,
 - d. Outdoor dining,
 - e. Planters,
 - f. Bicycle parking,
 - g. Bus shelters, and/or
 - h. Other utility facilities including streetlights, signals, meter/sign poles, and pullboxes, etc.
- B. **Walk Zone.** Sidewalks shall maintain a Walk Zone as a continuous path of travel for pedestrians at the width illustrated in Figure 5.1-3. This area shall be free of all furnishings, landscaping, or obstructions.

IMPORTANCE OF SIDEWALKS

Sidewalks play a multi-faceted role in the built environment, serving as spaces for pedestrian travel, entryways, outdoor dining, landscaping and trees, as well as containing a variety of amenities, such as benches, bus shelters, bicycle racks, and trash receptacles. Sidewalk standards correlate to the level of surrounding densities, intensities, and uses. Having sufficient widths and establishing distinct zones ensure that the sidewalk can support activities of all kinds.

- C. **Frontage Zone.** Sidewalks may include a Building Frontage Zone between the Walk Zone and the sidewalk line. A maximum width is illustrated in Figure 5.1-3.
1. The following elements are permitted in the Frontage Zone:
 - a. Paved area for pedestrian mobility,
 - b. Seating/furniture,
 - c. Outdoor dining (with a Public Works permit),
 - d. Planters, and/or
 - e. Shade structures per Section 6.2.4.

Figure 5.1-2: Sidewalk Width Measurement

The sidewalk line is the line created by measuring the required sidewalk width (as shown in Figure 5.1-2) from the primary curb line. The primary curb line is the predominant face-of-curb of a given block at the discretion of Public Works, and shall not include “bulb-outs” or reductions in sidewalk width at intersections.

As illustrated here, some parcels may not currently provide sufficient width to meet the sidewalk requirement. In these cases, the property owner must provide additional paved area through a dedication to meet the required sidewalk width.

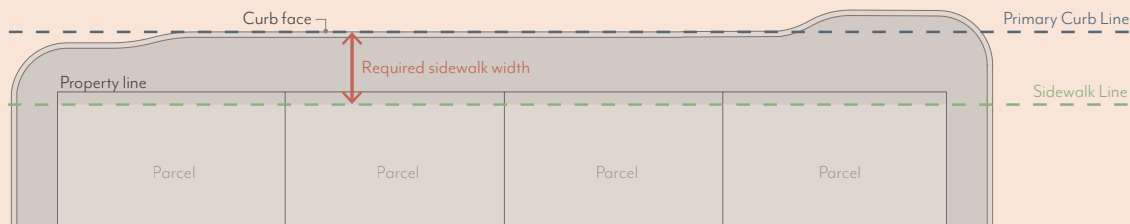


Figure 5.1-3: Sidewalk Zone Requirements

Diagram 1: 10' Sidewalks

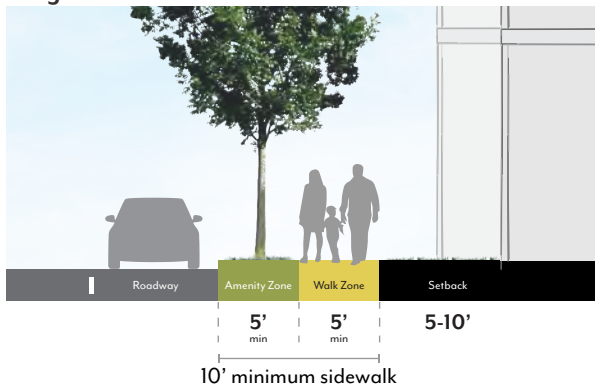


Diagram 3: 15' Sidewalks

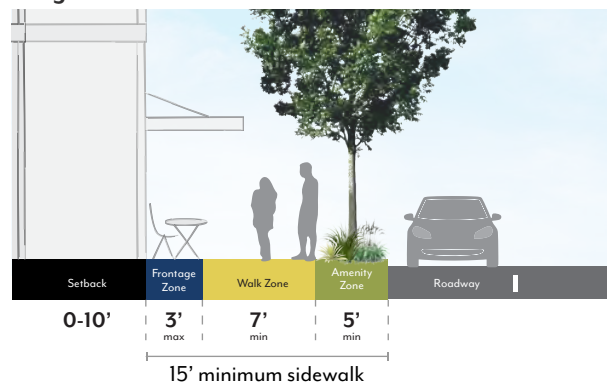
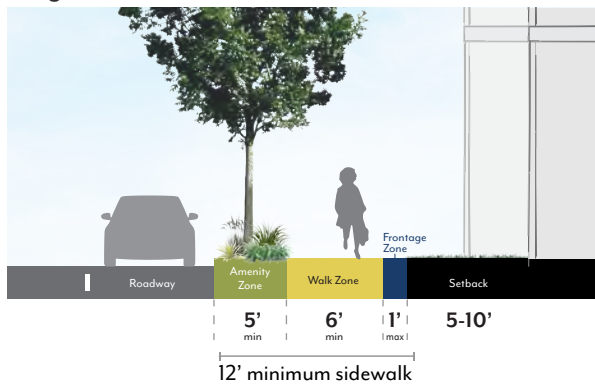


Diagram 2: 12' Sidewalks



Example setback conditions illustrated. Refer to Section 6.1.4 for required setback dimensions.

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

5.2 Parkways & Street Trees

These standards are intended to:

- » Enhance pedestrian conditions through increased landscaping at sidewalk level;
- » Provide a visual buffer between parking lane and sidewalk;
- » Improve stormwater capture and increase permeability of sidewalk zone; and
- » Improve street tree health and support the process of carbon sequestration.

5.2.1 PARKWAYS

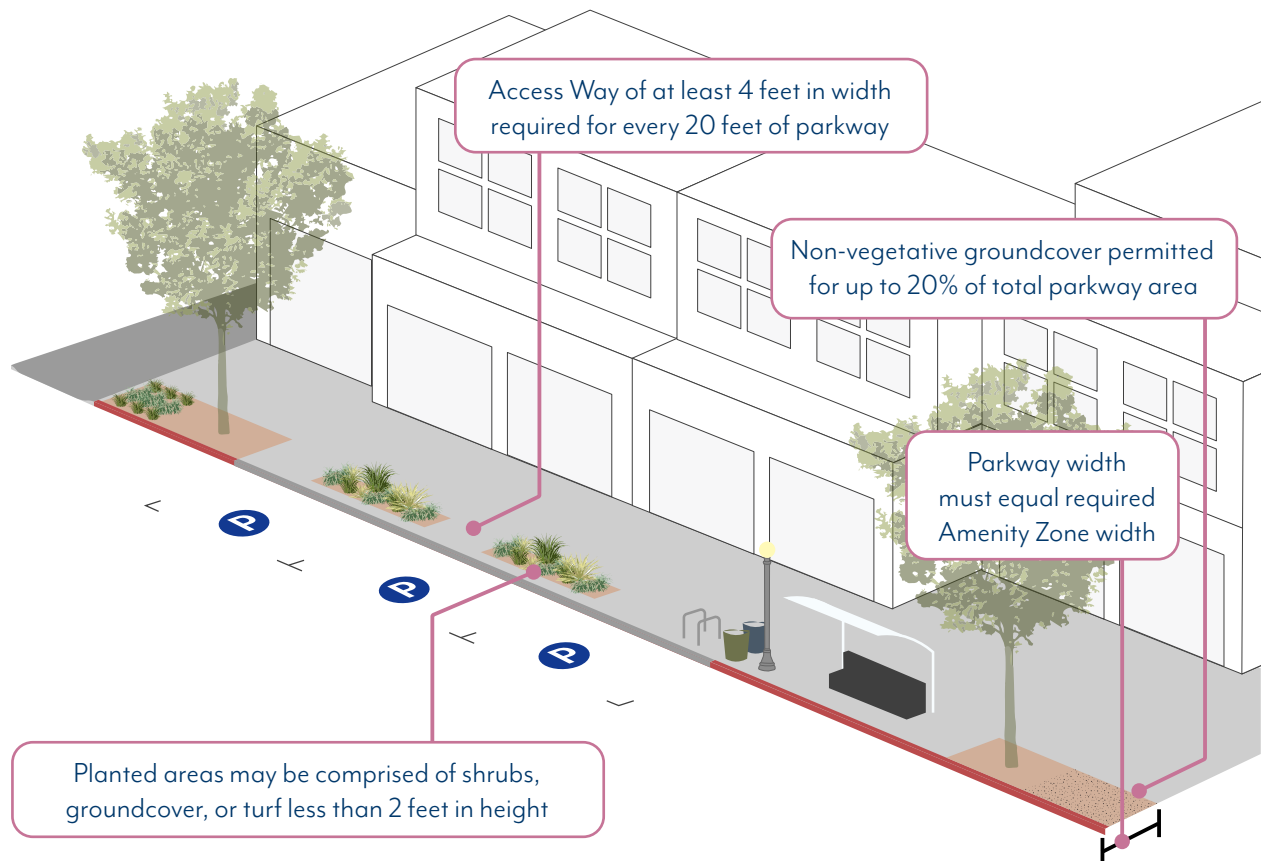
- A. **Required Parkway.** Projects shall include parkways within the Amenity Zone as follows; see Figure 5.2-1.
1. For residential-only projects, parkway length shall be no less than 60 percent of street frontage, unless approved by the Director of Public Works.
 2. For all other projects, parkway length shall be no less than 30 percent of street frontage, unless approved by the Director of Public Works.

IMPORTANCE OF PARKWAYS

Parkways are landscaped or permeable areas within the sidewalk that play an important role in the urban landscape by improving pedestrian comfort, increasing sustainability, and enhancing the aesthetic character of the public realm. By expanding the permeable area around street trees, parkways increase rain and stormwater capture, leading to improved street tree health and larger tree canopies, which creates cooler temperatures for pedestrians, helps to sequester carbon from the atmosphere, and reduces pollution in our nearby waterways.

Parkways also provide a visual buffer between the pedestrian and moving or parked vehicles, which further improves pedestrian comfort and creates a more attractive sidewalk environment. Typically residential neighborhoods can accommodate long, uninterrupted areas of parkways within the sidewalk. In commercial and mixed-use areas, available space for parkways may be constrained by bus shelters, street lights, and the need to accommodate higher levels of pedestrian traffic.

Figure 5.2-1: Parkway Design Standards



- B. **Dimensions.** Parkway shall be constructed at the same width as the Amenity Zones illustrated in Figure 5.1-3, minus the 6-inch width required for the curb.
1. When street parking is adjacent to the curb, a paved buffer with a minimum width of 18 inches is required, in addition to the 6-inch curb, except where tree grates are adjacent to the curb.
 2. Barriers up to 24 inches high, such as low walls or fences, are permitted at the interior edge of the parkway but are not required.
- C. **Access Ways.** Where on-street parking is permitted, access ways shall be provided at a minimum frequency of one per every 20 feet of continuous parkway.
1. Access ways shall be a minimum of 4 feet in width and provide a firm, uniform walking surface in all weather conditions from the curb to the Walk Zone.
 2. The finished surface of access ways shall be in plane with both the adjoining top of curb and sidewalk.
 3. Access ways shall be constructed of pavers, concrete, or stabilized decomposed granite.



Parkway with street trees and low perennial plantings

- D. **Planted Area.** A minimum of 80 percent of the total required parkway area for a given project shall be comprised of plant material.
1. Permitted materials include groundcovers, turf or turf substitutes, and shrubs or low perennials that are lower than 24 inches in height at full maturity.
 - a. All plant material shall be native or climate appropriate and have a water use rating of Moderate, Low or Very-Low as defined by Water Use Classification of Landscape Species (WUCOLS) for the region. Plant water use requirements may be relaxed to maximize the efficiency of parkway stormwater capture systems subject to approval by the Director of Public Works.
 - b. Plants with spines or thorns shall not be planted adjacent to any walkways or curbs.
 - c. Edible plants are not permitted in parkways.
 - d. Artificial turf is not permitted in parkways.
 2. When removing existing plant material like turf grass from a parkway, there shall be no damage to the street tree roots. Parkway improvements involving excavation within an existing tree's root zone must be consistent with the City's Tree Protection Guidelines. Root pruning, if required and approved by Public Works, must be overseen by a Certified Arborist. Excavation within a tree's root zone must be replanted immediately to prevent the tree roots from exposure and undue harm.

MATERIALS & ACCESS GUIDELINES

- » In areas with high pedestrian traffic, plant material should have a minimum height of 18 inches to discourage pedestrians from stepping on the parkway. Groundcover is discouraged unless it can withstand heavy foot traffic.
- » Plants which require little or no irrigation are preferred.
- » Plants are not recommended to be planted within 4 feet of a tree trunk.

- E. **Non-planted Area.** A maximum of 20 percent of the parkway area may be organic or inorganic cover.
 - 1. Permitted materials include permeable pavers, decomposed granite, gravel, rocks, or mulch.
 - a. Pavers are not allowed within 3 feet of any public streetlight pole or pull box or other utility facilities.
- F. **Stormwater Management.** Parkway shall either meet the following basic stormwater standards, or propose a biofiltration planter or swale design based on local conditions subject to the approval of the Director of Public Works.
 - 1. The parkway shall be at the same grade as the adjacent hardscape surface at the outer edge of the parkway and slope at a minimum of 1 percent towards the center of the parkway.
 - 2. For parkways with a width greater than 5 feet, the center 2 feet of the parkway shall be depressed 3 to 4 inches to form a shallow swale to collect sidewalk stormwater. Alternative means of storing runoff, such as gravel sumps within the parkway, may be provided with review authority approval.
- G. **Irrigation.** Irrigation systems in parkways shall be designed and constructed in a manner that will eliminate surface runoff onto any impermeable surface, public or private, under any condition.
 - 1. Design of irrigation systems in parkways shall be in accordance with all local, state, and federal laws and regulations for water conservation.
 - 2. Street tree roots shall not be damaged during the irrigation installation process.
- H. **Maintenance.** Abutting property owner shall maintain the parkway in a condition so as not to endanger persons or property, and not to interfere with the public convenience.

STORMWATER & IRRIGATION GUIDELINES

- » Parkway 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.

5.2.2 STREET TREES

- A. **Species.**¹ Street tree species shall be selected according to the Master Street Tree Plan at the discretion of the Director of Public Works. Trees may be planted within parkways or tree wells.
- B. **Spacing.** Street trees shall be planted at a spacing of one per 30 feet. Exceptions can be made by the Director of Public Works due to conflicts with street lights, bus shelters, utility boxes, other street amenities or species type. Closer spacing is encouraged where feasible/when appropriate for a particular tree type.
- C. **Well Dimension.** Tree well width shall be equivalent to the required Amenity Zone, minus the 6-inch width required for the curb.
 1. If a paved buffer zone is required due to adjacent street parking, the tree well width may be reduced to accommodate this buffer strip. The minimum length of a tree well shall be 6 feet.
 2. Street trees planted within tree wells must be installed according to the Department of Public Works Tree Planting in Tree Well Standard Plan.
- D. **Well Frames.** Tree well frames, or tree grates, may be installed according to the Department of Public Works Tree Well Frame Installation Standard.
- E. **Expanded Root Zone Cell.** Each street tree shall be provided with an uncompacted root zone volume of 800 cubic feet minimum. The root zone volume depth shall be 2 feet minimum and 3 feet maximum.
 1. Where this root zone volume cannot be provided within the parkway area, an expanded root zone cell volume shall be provided below adjacent pavement using a strategy such as structural soil or a suspended pavement system to provide an uncompacted soil area suitable for tree root growth.
 2. The root zone volume per tree requirement may be reduced by 10 percent where two or more trees share a contiguous root zone cell.
- F. **Maintenance.** All street trees shall be maintained by the Department of Public Works.

¹ See **Appendix A.2 Design Guidance for Tree Selection** for detailed recommendations to better align Fair Oaks Orange Grove Specific Plan street tree species with the vision, goals, and policies in this Specific Plan related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm.

IMPORTANCE OF STREET TREES

Street trees play an important role in keeping cities livable, sustainable and resilient. Trees improve air quality, increase urban biodiversity, and help reduce carbon emissions. In addition to environmental benefits, trees provide health, social, economic, and aesthetic benefits to communities. Requirements based on guidance from the City's Master Street Tree Plan will increase street tree coverage and require the preservation or introduction of certain tree species. In adherence with these street tree standards and guidelines, new development will contribute to an enhanced shade canopy that helps to reduce the urban heat island effect, decrease sidewalk temperatures, enhance pedestrian comfort, and improve the visual experience of the street.



Camphor trees with a sufficient parkway size



Street tree with healthy canopy

Ch. 6

Private Realm Standards

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Private Realm Standards

CHAPTER OVERVIEW

The development and design standards in this chapter serve to implement the vision, goals, and policies of the FOOG Specific Plan, described in Chapter 3.

In addition to the requirements of the FOOG Specific Plan, all projects shall comply with the Pasadena Municipal Code (PMC) requirements below. In the event of conflict between the Zoning Code and the FOOG Specific Plan, the requirements of the specific plan shall control (PMC 17.12.020.D).

- » PMC 17.40 General Development
- » PMC 17.42 Inclusionary Housing
- » PMC 17.43 Density Bonus
- » PMC 17.44 Landscaping
- » PMC 17.46 Parking & Loading
- » PMC 17.48 Signs
- » PMC 17.50 Specific Land Uses

Per Section 4.1, development standards for the OS and PS zoning districts are not included in the FOOG Specific Plan. In those zones, development shall be subject to a Conditional Use Permit or Master Plan per PMC 17.26.

Guidelines, incorporated as part of this plan in shaded text boxes, are intended to encourage quality architecture that enhances the community's unique character. Projects should also consult Pasadena's *Design Guidelines for Neighborhood Commercial and Multi-Family Districts* for further guidance on building form and relationship to the surrounding neighborhood. Projects required to go through Design Review will be assessed based on the project scope and the standards and guidelines of the FOOG Specific Plan, as well as the *Design Guidelines for Neighborhood Commercial and Multi-Family Districts*.

This chapter is organized into the following sections:

- » **6.1 Scale.**
 - » 6.1.1 Density (du/ac)
 - » 6.1.2 Intensity (FAR)
 - » 6.1.3 Height
 - » 6.1.4 Setbacks
 - » 6.1.5 Stepbacks
 - » 6.1.6 Historic Adjacency
 - » 6.1.7 Modulation
- » **6.2 Frontage.**
 - » 6.2.1 Ground Floor Frontages
 - » 6.2.2 Ground Floor Design
 - » 6.2.3 Transparency
 - » 6.2.4 Shade Structures
 - » 6.2.5 Arcades & Galleries
 - » 6.2.6 Walls & Fences
 - » 6.2.7 Balconies & Roof Decks
- » **6.3 Open Space.**
 - » 6.3.1 Minimum Area
 - » 6.3.2 Private Open Space
 - » 6.3.3 Common Open Space
 - » 6.3.4 Publicly Accessible Open Space
 - » 6.3.5 Paseos
- » **6.4 Parking.**
 - » 6.4.1 Minimum Parking
 - » 6.4.2 Vehicle Access
 - » 6.4.3 Layout & Design

Table 6-1: Summary of Development Standards

Table 6-1 provides abbreviated development and design standards by zoning district for the FOOG Specific Plan. Where the plan defers to the Pasadena Municipal Code (PMC) for a particular standard,

the relevant code section is provided; however, the City's code is updated periodically and exact code references may change. **Complete standards shall be referenced within the relevant sections of Chapter 6.**

Standard	FGSP-CF	FGSP-MU-C, FGSP-MU-N
Scale		
Allowable Density	Section 6.1.1	
Dwelling Units per Acre	N/A	Map 6.1-1
Allowable Intensity	Section 6.1.2	
Floor Area Ratio	Map 6.1-2	
Building Height		
Height	Map 6.1-3	
Required Setbacks	Section 6.1.4	
All streets	Map 6.1-4	
Adjacent to RM/RS	15' min.	
Other interiors	None required	
Required Stepbacks	Section 6.1.5	
Adjacent to RM/RS	Figure 6.1-2	
Historic Adjacency	Section 6.1.6	
Setbacks & Stepbacks	Figure 6.1-3	
Modulation	Section 6.1.7	
Length	10% or 20' break required for buildings exceeding 150' street frontage	
Area	25% for buildings over 50' in length	
Frontage		
Ground Floor Frontages	Section 6.2.1	
Required Uses	Table 6.2-1 and Map 6.2-1	
Commercial Depth	35' average, 20' min.	
Ground Floor Design	Section 6.2.2	
Height	15' min.	
Residential Elevation	-2' to 6' max.	
Transparency	Section 6.2.3	
Ground Floor	30%	60%
Overall Façade	15%	30%
Residential Units	N/A	15%
Shade Structures	Section 6.2.4	

Standard	FGSP-CF	FGSP-MU-C, FGSP-MU-N
Arcades & Galleries	Section 6.2.5	
Walls & Fences	Section 6.2.6	
Balconies & Roof Decks	Section 6.2.7	
Open Space		
Minimum Open Space		
Non-residential	5% of Non-residential Gross Floor Area for projects over 40,000 sf	
Residential	125 sf per studio, 150 sf per 1-bed, 200 sf per 2-bed, 250 sf per 3+bed	
Publicly Accessible	Table 6.3-2 and Map 6.3-1 for projects over 60,000 sf; none required otherwise	
Private Open Space	Section 6.3.2	
Common Open Space	Section 6.3.3	
Publicly Accessible Open Space	Section 6.3.4	
Paseos	Section 6.3.5	
Parking		
Minimum Parking	Section 6.4.1	
Vehicle Access	Section 6.4.2	
Layout & Design	Section 6.4.3	
Other Applicable Standards¹		
General Development	PMC 17.40	
Inclusionary Housing	PMC 17.42	
Density Bonus	PMC 17.43	
Landscaping	PMC 17.44	
Parking & Loading	PMC 17.46	
Signs	PMC 17.48	
Specific Land Uses	PMC 17.50	

¹ Projects shall follow all requirements listed except where modified by this Specific Plan. In the event of conflict between the Zoning Code and this Specific Plan, the requirements of this Specific Plan shall control, per PMC 17.12.020.D.

6.1 Scale

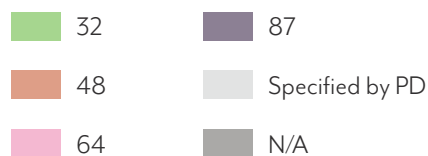
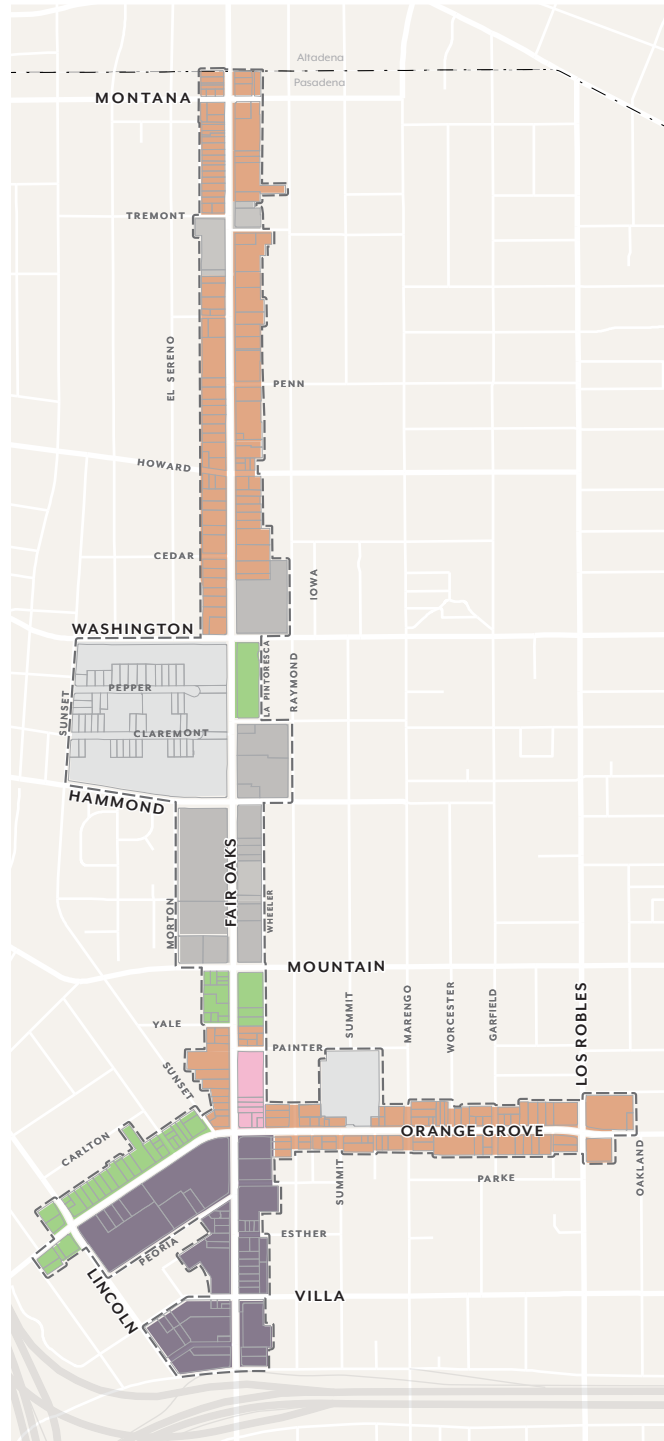
These standards are intended to:

- » Implement the General Plan density (du/ac) and floor area ratio (FAR) values;
- » Shape development in a manner that creates a defined public realm and appropriate scale of buildings for a visually appealing community;
- » Reduce building massing through setback and stepback requirements that create appropriate transitions to residential neighborhoods;
- » Support high-quality architecture and urban design through modulation requirements and a varied roof lines incentive; and
- » Require appropriate transitions to designated historic resources.

6.1.1 DENSITY

- A. **Residential Density.** Projects that include residential dwelling units shall not exceed the allowable dwelling units per acre (du/ac) set in Map 6.1-1.
1. Fractions shall be rounded to the nearest whole number; those at 0.50 may be rounded up.
 2. For projects utilizing state density bonus, refer to Government Code 65915.
 3. The maximum is based on site area. If a street dedication or easement is required, density shall be calculated using the size of the lot prior to the street dedication or easement.

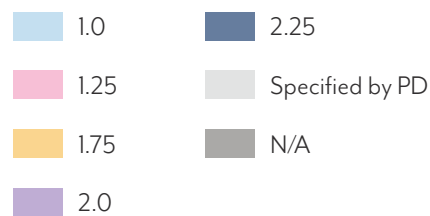
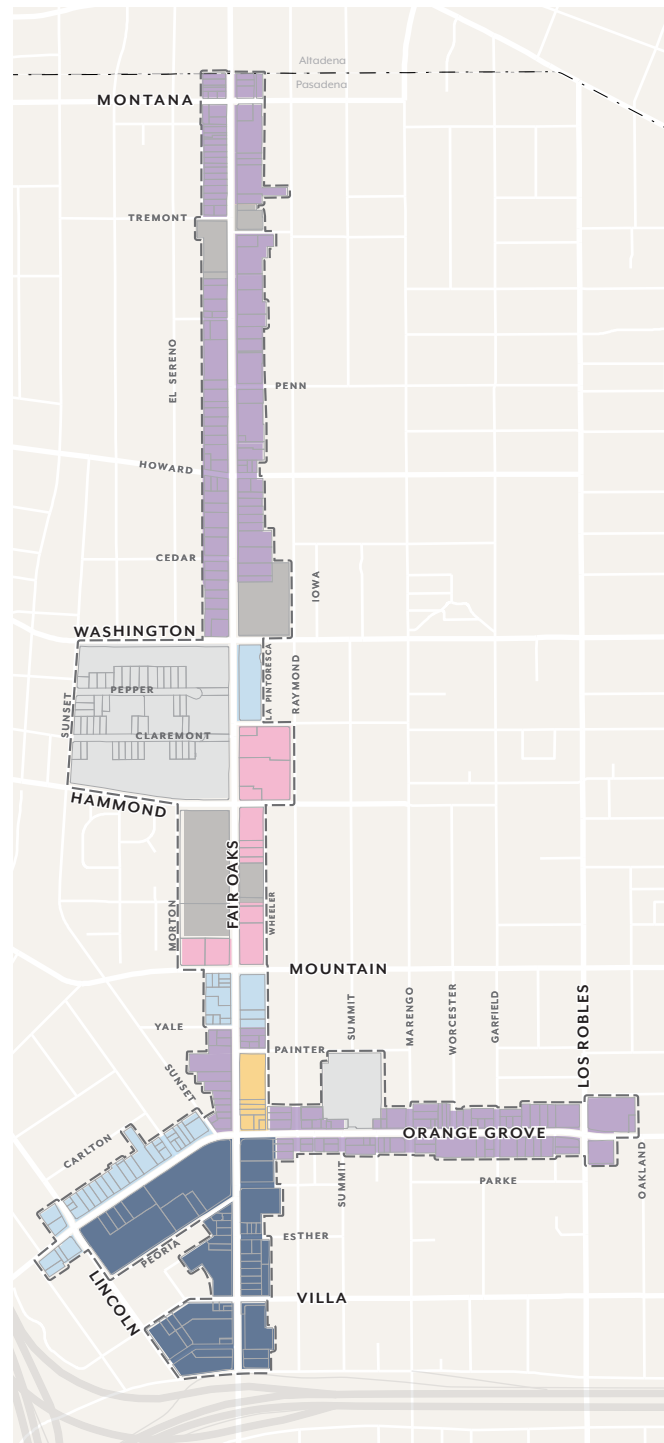
Map 6.1-1: Residential Density



6.1.2 INTENSITY

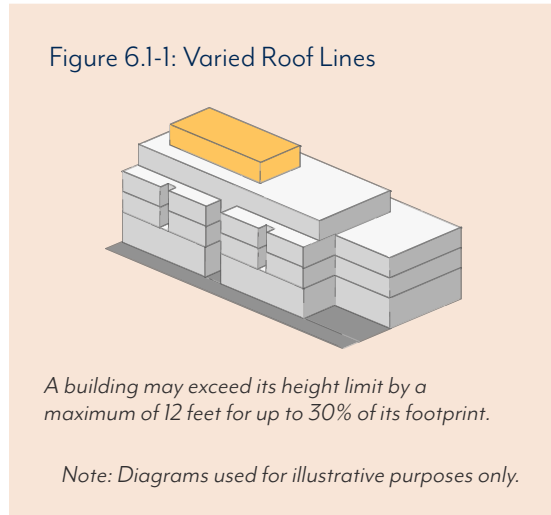
- A. **Floor Area Ratio.** Projects that include non-residential space, including mixed-use, shall not exceed the allowable floor area ratio (FAR) set in Map 6.1-2.
1. In mixed-use projects, residential floor area is included in FAR.
 2. Areas used exclusively for vehicle and bicycle parking and loading are excluded from FAR.
 3. The maximum is based on site area. If a street dedication or easement is required, FAR shall be calculated using the size of the lot prior to the street dedication or easement.

Map 6.1-2: Floor Area Ratio

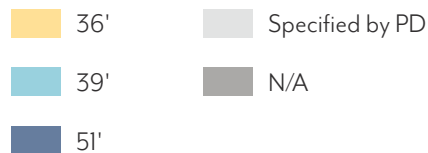
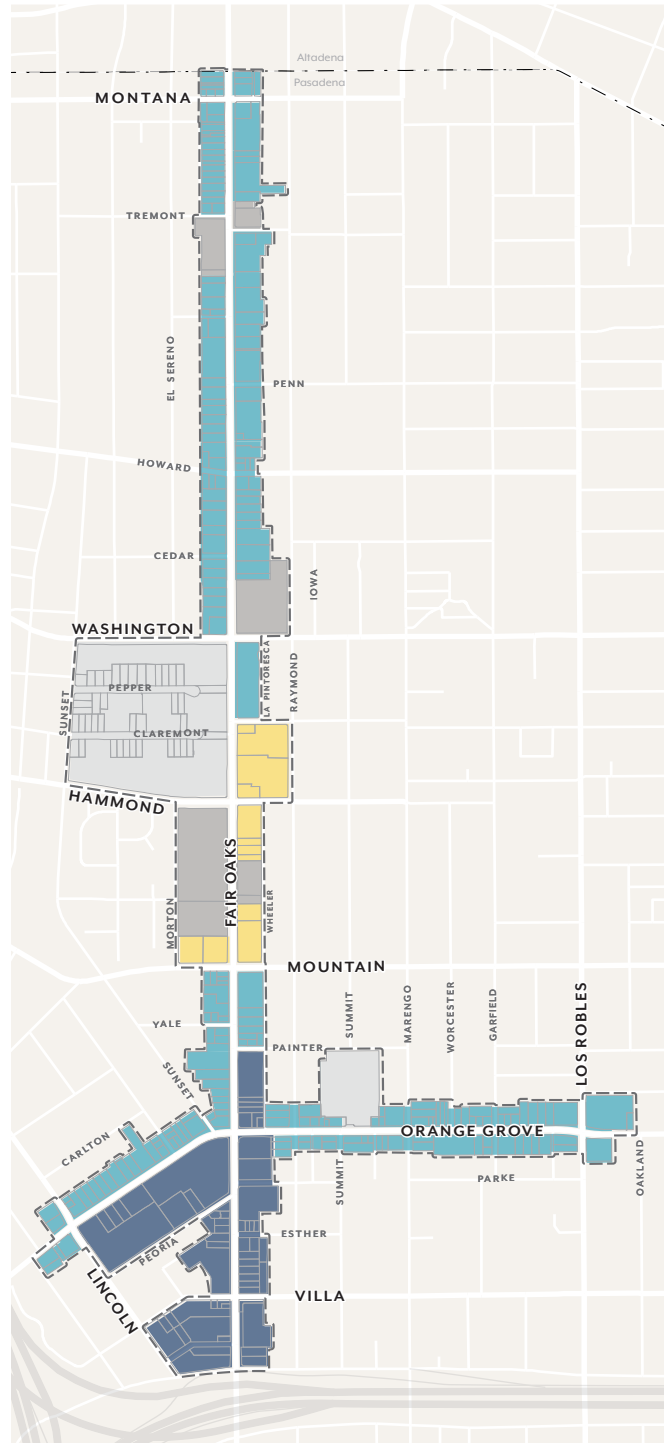


6.1.3 HEIGHT

- A. **Building Height.** Projects shall not exceed the height limits set in Map 6.1-3.
 1. Height is measured per PMC 17.40.060.
 2. For the purposes of this standard, the maximum height of each building on a site shall be measured independently, even if connected by structured parking.
 3. Exceptions allowed for Varied Roof Lines (6.1.3.B) and projecting features such as appurtenances and railings per PMC 17.40.060.
- B. **Varied Roof Lines.** A maximum of 30 percent of a building's footprint may exceed the height limit set in Map 6.1-3 by up to 12 feet.
 1. This allowance is not applicable to other development standards relating to building scale such as setbacks. It may not be used in combination with a concession for building height when utilizing PMC 17.43.



Map 6.1-3: Building Height



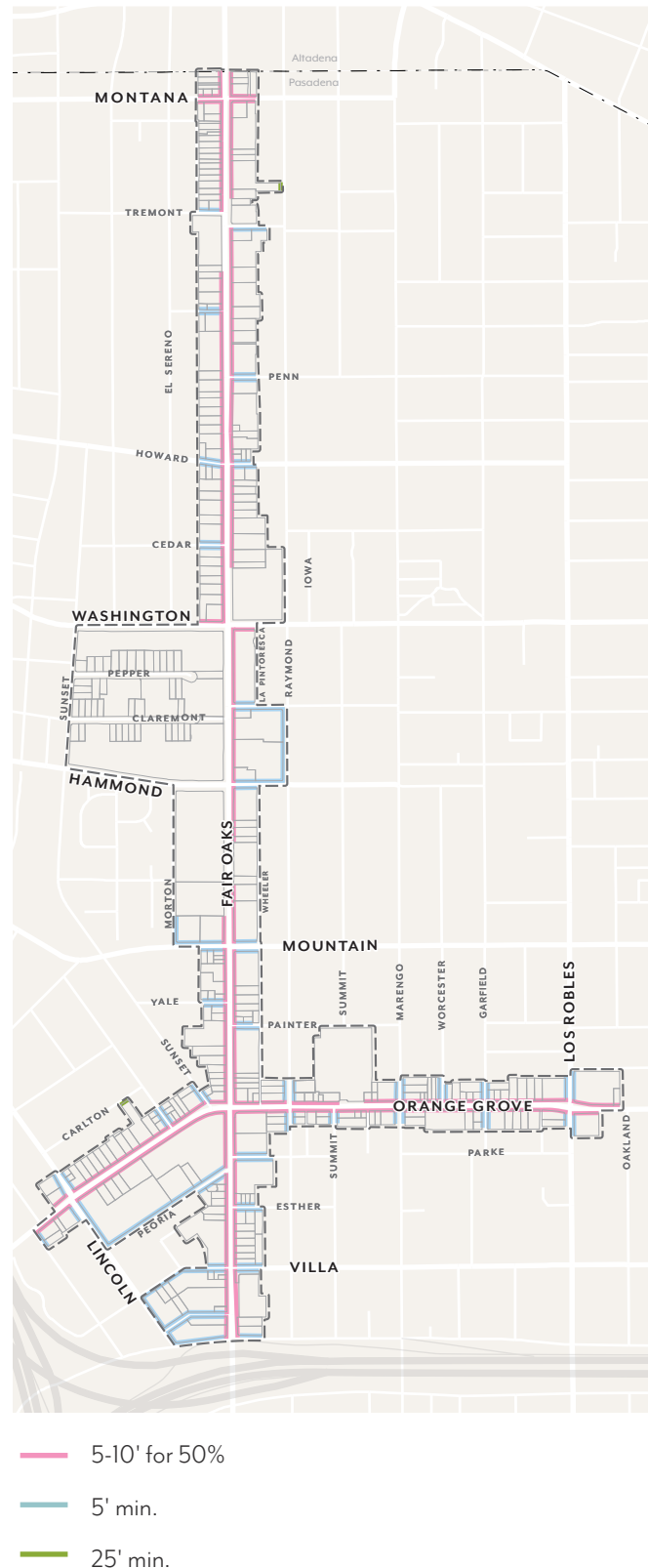
6.1.4 SETBACKS

- A. **Street Setbacks.** Buildings shall comply with the street setbacks set in Map 6.1-4. Setback ranges establish a minimum and maximum for the specified percentage of linear street frontage.
1. Street setbacks are measured from the sidewalk line; see Figure 5.1-2.
 2. Minimum setbacks shall apply to all stories of a building; setbacks less than the minimum are prohibited. Maximum setbacks shall apply only to the ground floor.
 3. Where ground floor residential units are elevated between 4 and 6 feet above sidewalk elevation, a minimum setback of 8 feet shall be required.
 4. Exceptions allowed per PMC 17.40.160 (Table 4-1) and the following:
 - a. Arcades and recessed ground floors up to 15 feet in depth, as well as parking entrances per Section 6.4.2, are allowed when a second story meets the specific setback.
 - b. The specific frontage percentage may be reduced for the provision of Publicly Accessible Open Space facing the street through the Design Review process with Design Commission approval.
 5. For buildings set back from the sidewalk line 5 feet or more, a minimum percentage of the setback area shall be landscaped with trees, shrubs, and/or groundcover, either in the form of in-ground landscaping or planters; see Table 6.1-1.

Table 6.1-1: Required Landscape Setbacks

Frontages with shared entrances to internal circulation	50%
Frontages with individual residential unit entrances	30%
with a stoop taller than 30 inches	10%
Frontages with individual commercial tenant entrances	30%
with outdoor dining	10%

Map 6.1-4: Street Setbacks



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.



6. Features allowed within the street setback include:

- a. Landscaping and planters per PMC 17.44;
- b. Hardscape (e.g. stoops, patios);
- c. Shade structures per Section 6.2.4;
- d. Arcades and galleries per Section 6.2.5;
- e. Walls and fences per Section 6.2.6;
- f. Seating and furniture;
- g. Outdoor dining; and/or
- h. Other open space amenities per review authority approval.

B. **Interior Setbacks.** Projects shall have a minimum setback of 15 feet from an interior property line that is adjacent to a PS, RM or RS zoning district. No setback is required when adjacent to other districts or alleys.

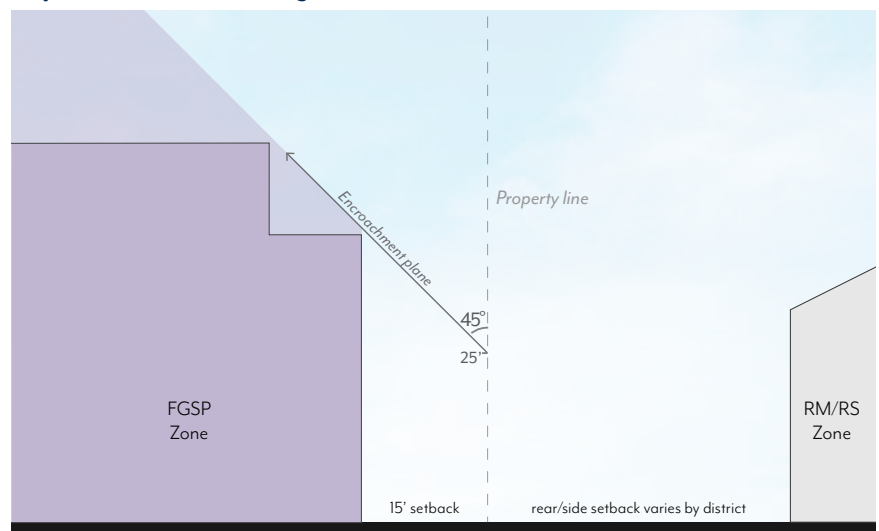
1. Interior setbacks are those abutting other parcels along non-street side and rear property lines and are measured from the shared property line.
2. Exceptions allowed per PMC17.40.160 (Table 4-1).

6.1.5 STEPBACKS

A. **Interior Stepbacks.** Adjacent to RM/RS zoning districts, buildings shall not be located within the encroachment plane sloping upward and inward at a 45-degree angle measured from the vertical, commencing 25 feet above the existing grade along the shared property line; see Figure 6.1-2.

1. Exceptions allowed per PMC17.40.160 (Table 4-2.1).

Figure 6.1-2: Interior Setbacks & Stepbacks Adjacent to RM/RS Zoning Districts



6.1.6 HISTORIC ADJACENCY

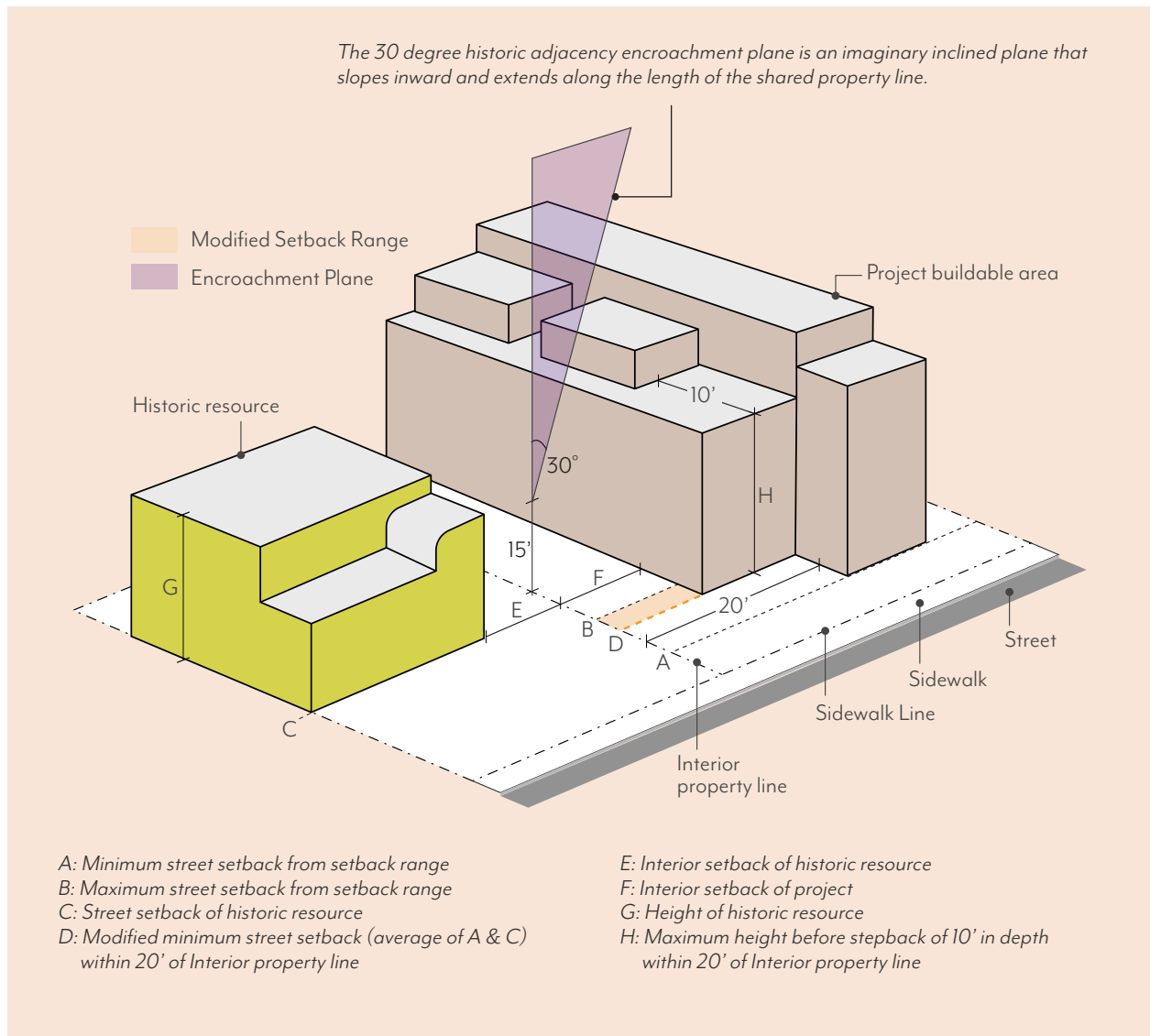
- A. **Landmark Properties.** Projects on parcels with a historic resource shall be subject to review for consistency with the Secretary of the Interior's Standards.
- B. **Transition Massing.** Projects sharing a property line with a designated historic resource shall be subject to the following modified standards; see Figure 6.1-3.
 - 1. **Street Setbacks:** The minimum street setback shall be an average of the minimum setback in Map 6.1-4 and that of the resource for a minimum of 20 feet from the shared property line. If between two resources, the street setback shall be an average of the setbacks of the two resources.
 - 2. **Interior Setbacks:** The minimum interior setback shall be equal to that of the historic resource or 15 feet, whichever is less. No setback is required where the resource is built to the shared property line.
 - 3. **Streetwall Height:** A maximum streetwall height shall not exceed the height of the historic resource for a minimum of 20 feet from the shared property line. A stepback with a minimum depth of 10 feet is required above this height, measured from the modified minimum street setback.
 - 4. **Interior Stepbacks:** Projects shall not be located within an encroachment plane sloping upward and inward at a 30-degree angle measured from the vertical, commencing 15 feet above the existing grade at the property line. This plane is not applicable if the resource is built to the shared property line.

6.1.7 MODULATION

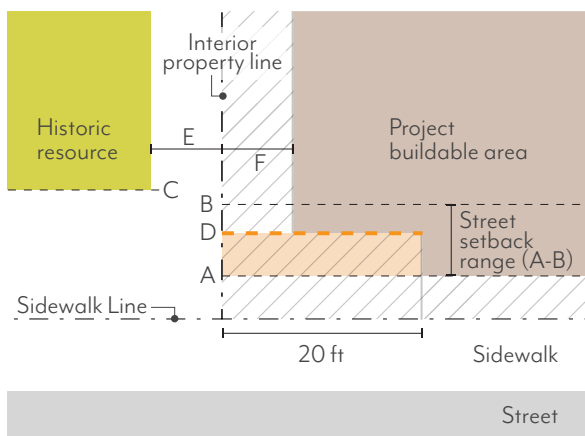
- A. **Façade Length.** Each street-facing facade shall not exceed 150 feet in length before a minimum break of 10 percent of the building length or 20 feet, whichever is greater. This break shall be a minimum of 10 feet deep, open to the sky; see Figure 6.1-4.

- B. **Façade Area.** Each street-facing façade exceeding 50 feet in length shall modulate a minimum of 25 percent of the area above the ground floor between 2 feet and 12 feet in depth from the primary façade plane; see Figure 6.1-5. Buildings with a total of 2 stories or less are exempt.
 - 1. The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.
 - 2. Planes that are separated by a break of at least 20 feet in width and 10 feet in depth shall be considered separate facades for the purposes of this standard.
 - 3. Modulation is not required to be continuous or open to the sky, and may be recessed or projected, but not beyond the sidewalk line.
 - 4. Required stepbacks (6.1.5.A), required façade breaks (6.1.7.A), and projected balconies (6.2.7.A) shall not count toward the modulation requirement; balconies that are recessed a minimum of 2 feet shall qualify.
 - 5. Exception to Façade Area requirement permitted if the street-facing façade meets all of the following standards:
 - a. The maximum façade length shall be 100 feet.
 - b. All windows shall be recessed at least 4 inches.
 - c. The façade shall use a textural material comprised of brick, stone, precast concrete, Venetian plaster, hand-troweled stucco, or porcelain tiles at least 12 by 4 inches. Ceramic tiles, porcelain tiles less than 12 by 4 inches, standard stucco, or flat, polished stone shall not qualify.
 - d. The façade shall employ a tripartite division in which the façade is organized into three horizontal sections with a base, middle, and top.
 - i. The middle section shall be differentiated from both the base and the top through a change in façade plane of at least 4 inches, or a consistent horizontal band that projects at least 4 inches from the façade.
 - ii. The top section shall use a cornice that is at least 1 foot in depth.

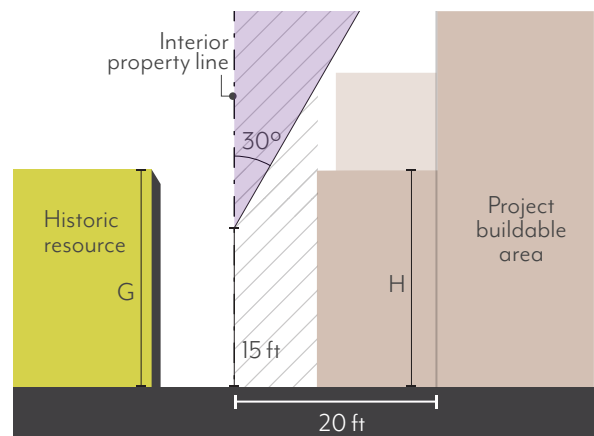
Figure 6.1-3: Historic Adjacency Transition Massing



PLAN VIEW

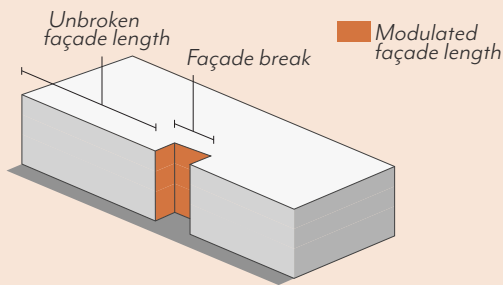


ELEVATION VIEW



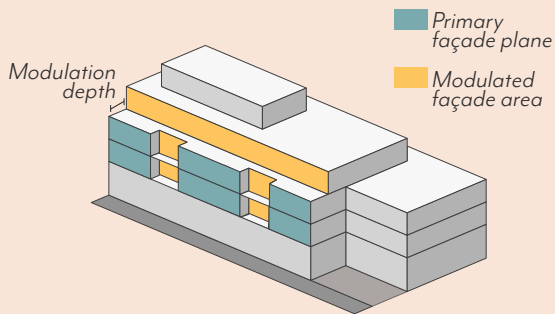
Note: Diagrams used for illustrative purposes only.

Figure 6.1-4: Modulated Façade Length



Façades over 150 feet in length shall include a break at least 10% of the façade length or 20 feet wide (whichever is greater), and 10 feet deep, open to the sky.

Figure 6.1-5: Modulated Façade Area



Façades shall modulate a minimum of 25% of the area above the ground floor 2 to 12 feet in depth from the primary façade plane.

Note: Diagrams used for illustrative purposes only.

C. **Alternative Compliance.**

1. Eligibility. Modulation standards may be reduced or otherwise modified through the Design Review process if:
 - a. A minimum of 90 percent of the provided parking is fully or partially subterranean;
 - b. A minimum of one publicly accessible open space is provided at the ground level, visible and accessible from the sidewalk;
 - c. No other concessions, waivers, or incentives have been requested, including those associated with PMC 17.43 (Density Bonus), unless the project is designed to achieve LEED Gold certification; and
 - d. The review authority makes all of the following findings.
2. Required Findings.
 - a. The building design provides modulation on each street-facing façade in a manner consistent with the project's architectural style and/or immediate context, including adjacent historic resources.
 - b. The building design does not cause an adverse impact on the quality of the ground floor and public realm.
 - c. The ground level open space is of adequate size and integrated with the building in a functional way that ensures the space will be actively utilized.
 - d. The modification will not be detrimental to the health, safety, and welfare of the public.
 - e. The building design is consistent with the objectives and policies of the General Plan and FOOG Specific Plan, as well as all other standards of the FOOG Specific Plan.

6.2 Frontage

These standards are intended to:

- » Promote an active, accessible, and attractive pedestrian environment at the ground level;
- » Activate the pedestrian street experience through design and use standards;
- » Enable flexibility and adaptability over time through quality design; and
- » Support a livable urban setting comprised of a range of uses in a comfortable pedestrian environment.

6.2.1 GROUND FLOOR FRONTAGES

In Mixed-Use zoning districts, ground floor use requirements are regulated by frontage type per Map 6.2-1 and Table 6.2-1. Use requirements are regulated as a percentage of the building frontage; see Figure 6.2.1.

- A. **Commercial Uses.** Frontage Types 1 and 2 shall require a minimum amount of the building frontage to be comprised of, and designed for, commercial uses per Table 6.2-1 and Map 6.2-1. Permitted commercial uses by zoning district are found in Table 4.3-1.
1. Entrances to non-ground floor uses, and/or entrances to uses prohibited within 35 feet of the sidewalk, shall not qualify toward the minimum commercial use percentage
 2. Commercial uses shall have an average interior depth of at least 35 feet and a minimum depth of 20 feet, measured wall-to-wall.
- B. **Residential Uses.** Frontage Types 1 and 2 per Table 6.2-1 and Map 6.2-1 set limitations on ground floor residential uses facing the street. Permitted residential uses by zoning district are found in Table 4.3-1.
1. Types 1 and 2: Residential units on the ground floor shall be prohibited within 35 feet of the sidewalk line, inclusive of setbacks, per Table 6.2-1; see Figure 6.2-2.
 2. Type 3: Residential units on the ground floor shall be permitted with direct access to the street.
 3. Residential common space on the ground floor shall be permitted per Table 6.2-1.

Figure 6.2-1: Ground Floor Commercial Uses

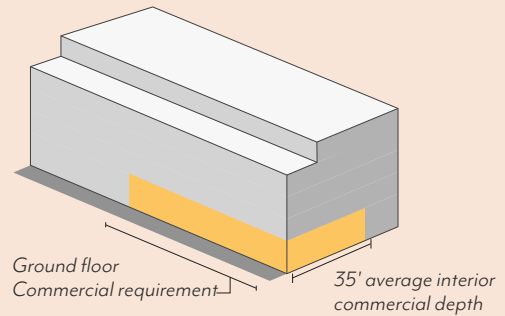


Figure 6.2-2: Ground Floor Residential Units

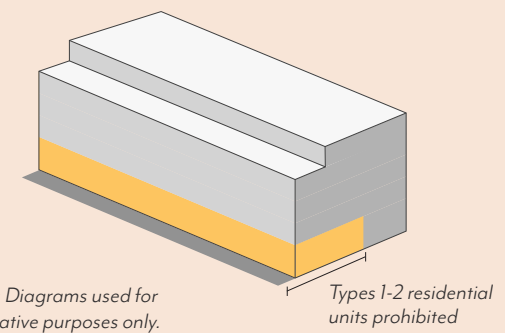


Table 6.2-1: Allowable Ground Floor Building Frontages in Mixed-Use Zones

Type	Commercial Uses	Residential Common Space	Residential Units
1	80% minimum	20% maximum	Prohibited within 35 feet of sidewalk line
2	20% minimum	80% maximum	
3	Allowed, no percentage requirements		

FRONTAGE TYPES

Type 1 frontages are required in high activity, commercially focused corridors and require new development to include commercial uses for at least 80% of the building frontage. A limited amount of residential common space (up to 20%) facing the street is permitted to accommodate entrances to upper floor residential. Dwelling units are not allowed.



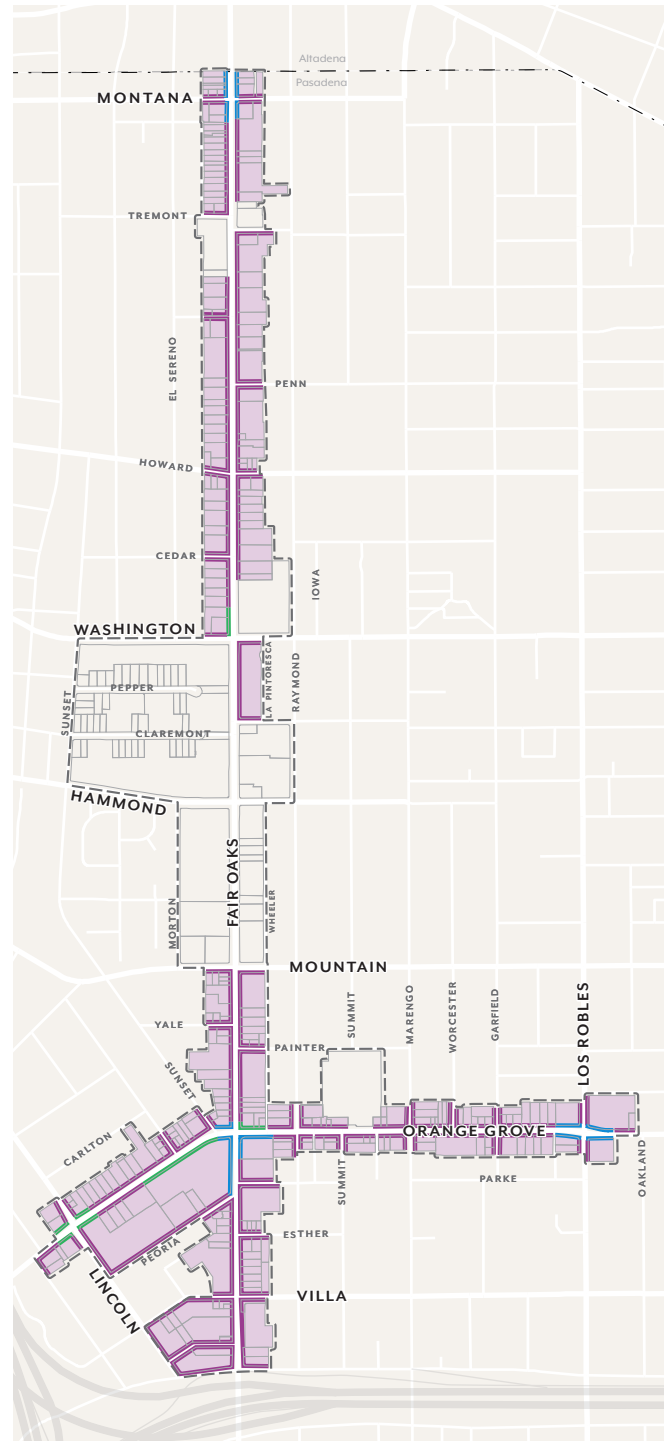
Type 2 frontages apply to areas where commercial activity is not as concentrated but where “corner commercial” helps bring amenities within walking distance of residents. Type 2 requires that new development dedicate at least 20% of the building frontage to commercial uses, while the remainder (up to 80%) may be used for residential common spaces like lobbies, community rooms, and gyms. Dwelling units are not allowed.



Type 3 frontages apply in areas where a maximum amount of flexibility is desired. Ground floors can be a mix of commercial and/or residential uses, including both common spaces and dwelling units with direct access to the sidewalk. These areas generally have a horizontal mix of residential and commercial on the ground floor. No percentage requirements apply.



Map 6.2-1: Ground Floor Frontage Types



- Type 1
- Type 2
- Type 3
- Mixed-Use Zoning

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

6.2.2 GROUND FLOOR DESIGN

- A. **Entrances.** A minimum of one primary entrance shall be located on the primary frontage of each building and open onto a sidewalk or other public space.
1. Primary entrances shall be distinguished by architectural features or overhead projections, such as an awning or canopy.
 2. All entrances shall be recessed a minimum of 30 inches from the sidewalk line.
- B. **Minimum Height.** Buildings shall have a minimum ground floor height of 15 feet, measured from the sidewalk elevation closest to the primary entrance to the second story floor or roof of a one-story building; see Figure 6.2-3.
1. For non-residential and residential common space uses, the primary entrance of the first habitable floor shall be located at existing grade along the sidewalk line.
 2. For residential units, the first habitable floor shall be located between 6 feet above and 2 feet below sidewalk elevation.

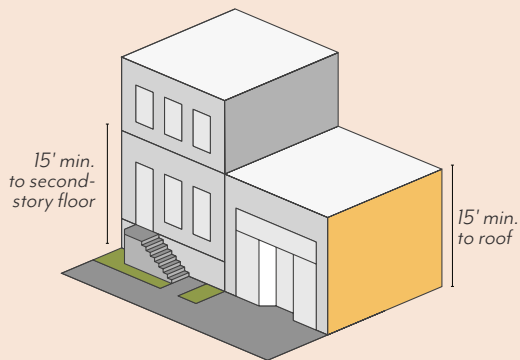


Commercial ground floor of at least 15 feet in height



Residential ground floor elevated above the sidewalk

Figure 6.2-3: Ground Floor Height



Ground floor height is measured from sidewalk elevation. Ground floor residential units may be sunken or elevated but the second story must start at least 15 feet above sidewalk elevation.

Note: Diagrams used for illustrative purposes only.

6.2.3 TRANSPARENCY

- A. **Windows & Doors.** Street-facing facades shall incorporate glass providing views into work, display, sales, lobby, or similar active areas. Minimum transparency for street-facing façades is set in Tables 6.2-2 and 6.2-3 based on use.
1. For non-residential and residential common space uses, ground floor transparency is measured as the percentage of building frontage that consists of transparent openings between a height of 2 feet and 10 feet above sidewalk elevation.
 2. All other transparency is measured as the percentage of building frontage area, viewed in elevation.
 3. Windows shall be recessed by a minimum of 2 inches from the facade, measured from the outside wall to the frame of the window (mullion, muntin, or similar element); flush windows shall be permitted where exterior shading devices cover a minimum of 25 percent of the window surface area or per review approval.
 4. The use of color-tinted, mirrored or highly reflective glazing is prohibited.
 5. Blinds, drapes, posters, and shelving for product displays visible to the public right-of-way shall obscure a maximum of 10 percent of the transparent areas of each respective storefront or 50 percent for medical office uses.
 6. For the purposes of this standard, primary frontages shall be those facing either Fair Oaks Avenue or Orange Grove Boulevard. All other frontages shall be considered secondary.
- B. **Blank Walls.** Windowless expanses of street-facing walls shall not exceed 20 feet in length.
- C. **Security Bars.** Any exterior or interior security bars shall be designed to be fully hidden from view during business hours with devices such as concealed side pockets and ceiling cavities.



Recessed entrance with overhead awnings



Recessed entrance with ground floor transparency

Table 6.2-2: Transparency for Non-residential and Residential Common Space Uses

	CF	MU
Ground Floor (primary frontage)	30%	60%
Ground Floor (secondary frontage)	30%	30%
Overall Façade	15%	30%

Table 6.2-3: Transparency for Residential Units

	MU
Ground Floor	15%
Overall Façade	15%

6.2.4 SHADE STRUCTURES

- A. **Shading.** Shade structures may project up to two-thirds of the sidewalk width.
1. Shade structures shall allow a minimum of 8 feet of vertical clearance from sidewalk elevation.
 2. Shade structures shall not conflict with existing trees; exceptions to the depth requirement shall be subject to review authority approval.

6.2.5 ARCADES & GALLERIES

- A. **Arcades.** Any arcades shall be located behind the minimum setback.
1. Arcades shall be a minimum of 8 feet from back of column to building façade.
 2. The distance between columns shall be equal to or greater than the arcade depth dimension, as measured from the column center.
 3. The façade within the arcade shall meet the ground floor transparency set in Section 6.2.3.
 4. Uses allowed within arcades include:
 - a. Pedestrian travel,
 - b. Seating/street furniture,
 - c. Outdoor dining,
 - d. Landscape planters, and/or
 - e. Bicycle parking.
- B. **Galleries.** Any galleries shall be located behind the minimum setback.
1. Galleries shall be limited to one-story and 50 percent of the building frontage.
 2. Galleries shall allow a minimum of 10 feet of vertical clearance from sidewalk elevation.

TRANSITIONAL OUTDOOR SPACES

Arcades create a shaded outdoor space between the public realm and ground floor interior. Shade structures contribute to a comfortable pedestrian experience and serve as inviting design features for ground floor uses.



Shade awnings, lighting, and ground floor transparency all contribute to a comfortable pedestrian experience



Arcades provide shaded space for pedestrians



Galleries cover the sidewalk, but unlike arcades, the space above is not enclosed

6.2.6 EXTERIOR FEATURES

- A. **Façades.** Lighting shall be located on façades facing streets and public open spaces at a frequency of every 30 feet or less.
1. Façade lighting shall be full cutoff (directing light downward and outward).
 2. Fixtures shall be located between 8 and 15 feet above the sidewalk elevation, and shall not project more than 30 inches from the façade.
 3. Ground floor residential units shall be able to operate façade lighting attached directly to their unit.
 4. Façade lighting shall not be required on buildings located on designated historic resources and districts.

6.2.7 WALLS & FENCES

- A. **Walls & Fences.** Walls and fences shall be subject to PMC 17.40.180 with the following exceptions for those located within the street setback.
1. Walls and fences shall have a maximum height of 48 inches above sidewalk elevation.
 2. Walls and fences taller than 30 inches shall be a minimum of 50 percent transparent and set back a minimum of 18 inches from the sidewalk line, separated by planted area. Walls and fences 30 inches or less in height do not have a transparency or setback requirement.

3. Walls and fences used to enclose outdoor dining may be located at the sidewalk line and are not required to provide a planted area if the wall or fence is 36 inches or less and more than 50 percent transparent.
 4. Guardrails may exceed the maximum height to the extent required by the Building Code. The guardrail shall be a minimum of 50 percent transparent.
- B. **Stoops & Patios.** The side of a patio or stoop (when parallel to a sidewalk) taller than 30 inches in height shall be set back a minimum of 18 inches from the sidewalk line, separated by planted area.

6.2.8 BALCONIES & ROOF DECKS

- A. **Balconies.** Balconies may project a maximum of 4 feet from the building façade but shall not extend beyond the sidewalk line or within 6 feet of any interior property line.
- B. **Roof Decks.** The sum of all roof decks on a single building shall not exceed a maximum coverage of 50 percent of the roof area.
1. Roof deck railings on the uppermost two stories shall be set back a minimum of 5 feet from the façade.



The side of a stoop set back from the sidewalk line by a planted area



Appropriate residential fence height and placement

6.3 Open Space

These standards are intended to:

- » Provide a variety of open space types for gathering, recreation and respite that contribute to enhanced livability within an urban setting;
- » Give residents access to natural light and fresh air in and around their living spaces;
- » Improve building design and site planning through the integration of open space throughout the development; and
- » Correlate open space requirements with number of residents and size of buildings.

IMPORTANCE OF OPEN SPACE

A variety of high quality, usable and accessible open space contributes to an active public realm and successful building design. A combination of **Private**, **Common**, and **Publicly Accessible Open Space** serves a range of purposes, including spaces for relaxation and community gathering for residents, employees, and visitors within an urban setting. Open spaces either on the ground floor or on upper level stories, correlated to the building use and size, can also help to break up building massing creating effective site and building design.

TYPES OF OPEN SPACE



Private. Private Open Spaces (e.g. patios and balconies) adjoin a dwelling unit and are reserved for the exclusive use of the resident and their guests.



Common. Common Open Spaces are usable spaces shared among tenants of a building and often take the form of courtyards and pool areas. It can also include shared indoor spaces, such as lounges, community kitchens, and gyms.



Publicly Accessible. Publicly Accessible Open Spaces (e.g. plazas, pocket parks, and paseos) are privately owned but open to the public and typically include amenities such as seating, landscaping, fountains, and public art.

6.3.1 MINIMUM OPEN SPACE

- A. **Private and Common Open Space.** Projects shall provide the minimum Open Space based on use and size. Areas used regularly for parking, loading or storage shall not count towards minimum Open Space requirements.
 - 1. **Residential.** Projects with dwelling units shall provide the minimum Open Space per Table 6.3-1 as a combination of Private and/or Common Open Space.
 - 2. **Non-residential.** Projects with more than 40,000 square feet of non-residential floor area shall provide a minimum of 5 percent of the gross non-residential floor area as Common Open Space.
 - 3. **Mixed-use.** Projects shall comply with requirements applicable to each type of use.

Table 6.3-1: Residential Open Space by Unit Type

Number of Bedrooms	0	1	2	3+
Per Unit, sq ft	125	150	200	250

- B. **Publicly Accessible Open Space (PAOS).** Projects with more than 120,000 square feet of gross floor area (GFA) shall provide 3 percent of GFA as PAOS.
 - 1. PAOS shall be provided in addition to Private and Common Open Space requirements.
 - 2. Projects that are required to provide PAOS per 6.3.1.B and are selected for paseo development on Map 6.3-1, are required to meet the minimum area requirement by providing a Paseo, defined as a pedestrian passageway that connects a public street to another public street, alley, or internal public space.
 - a. No additional Paseo shall be required in opportunity areas where a Paseo exists. The existing paseo shall be subject to the standards in Section 6.3.5. The standards may be modified through the Design Review process, if the review authority finds that the modified design continues to be accessible to the public, functional, and includes features such as landscaping, trees, and outdoor seating.

- 3. Projects shall comply with PAOS standards per Section 6.3.4 and Paseo standards per Section 6.3.5 where relevant.
 - a. PAOS and Paseo standards may be modified through the Design Review process, if the review authority finds that the modified design continues to be accessible to the public, functional, and includes features such as landscaping, trees, and outdoor seating.
- 4. Research and Development uses may reduce Common Open Space area requirements by a maximum of 50 percent. Research and Development projects (or the Research and Development portion of a project with multiple uses) shall exclude mechanical space from floor area for required Open Space.

6.3.2 PRIVATE OPEN SPACE

- A. **Dimensions.** A minimum area of 40 square feet with a minimum dimension of 5 feet in each direction shall be required for Private Open Space.
- B. **Distribution.** A maximum of 40 percent of the required residential Open Space set in Table 6.3-1 shall be Private Open Space.
 - 1. All Private Open Space shall be outdoors.
 - 2. Private Open Space may be located within a required setback.



Private Open Space (Patio)

6.3.3 COMMON OPEN SPACE

- A. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 15 feet in each direction shall be required for Common Open Space.
- B. **Distribution.** A minimum of 60 percent of the required residential Open Space set in Table 6.3-1 shall be Common Open Space shared among tenants.
 - 1. A minimum of 70 percent of Common Open Space shall be outdoors, and a minimum of 80 percent of outdoor Common Open Space shall be open to the sky.
 - 2. A maximum of 30 percent of Common Open Space may be indoors. Indoor Common Open Space shall not include spaces used primarily for circulation.
- C. **Access.** Common Open Spaces may be accessible to the public.
- D. **Hardscape.** A maximum of 25 percent of Common Open Space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and/or colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- E. **Landscape.** A minimum of 25 percent of Common Open Space shall be planted area with a minimum dimension of 30 inches in each direction. Landscaping shall comply with PMC 17.44.050.
- F. **Trees.** A minimum of one 24-inch box tree per project or for every 750 square feet of outdoor Common Open Space, whichever is greater, shall be planted within the Common Open Space. For projects with 2 or more trees, a minimum of 50 percent of trees planted shall be shade trees.
 - 1. Trees planted in pots on the ground floor shall not be counted towards the tree requirement.
- G. **Water Features.** A maximum of 5 percent of the required Common Open Space shall be fountains, reflecting pools, or other decorative water features. Swimming pools are not considered water features for the purposes of this standard.

CREATING COMMUNITY GATHERING SPACES

Common Open Spaces provide areas for gathering, recreation, and respite within a development.



Communal picnic area with moveable seating options

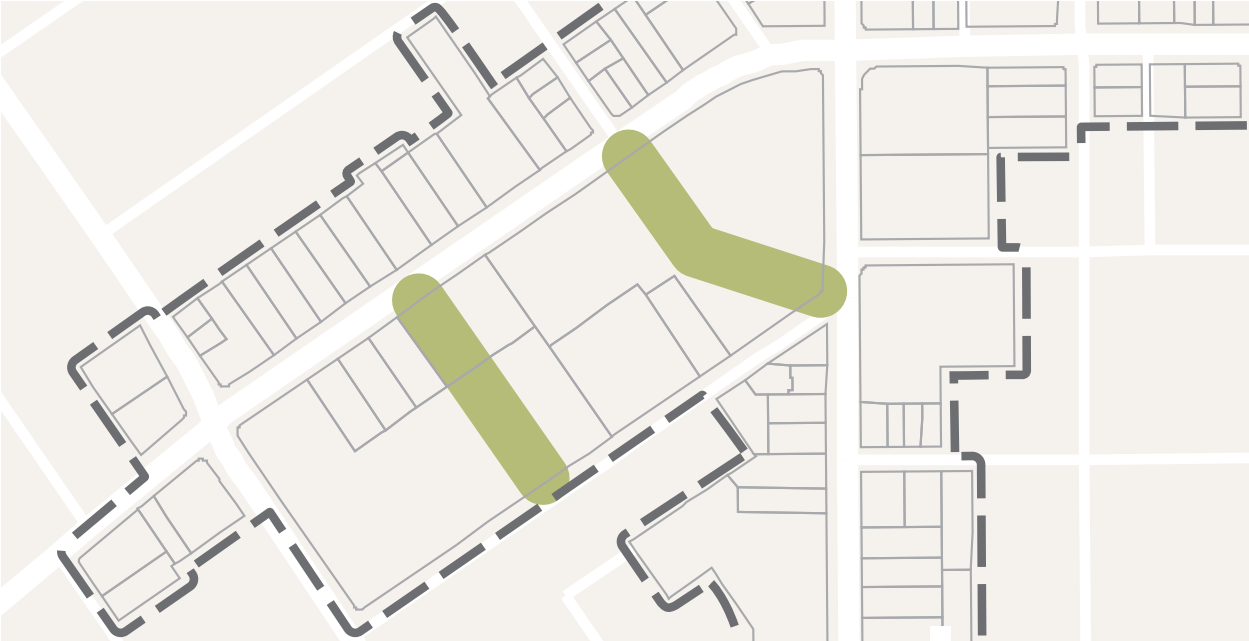


Enhanced paving, seating, and landscaping

6.3.4 PUBLICLY ACCESSIBLE OPEN SPACE (PAOS)

- A. **Area.** Minimum PAOS requirements are set in Section 6.3.1.B, and may be contiguous or noncontiguous, subject to the dimension and elevation standards below.
- B. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction shall be required for PAOS.
- C. **Access.** A maximum of 20 percent of the PAOS may be used as outdoor dining for a restaurant subject to review authority approval; a minimum of 80 percent of the PAOS shall be accessible to the general public.
- D. **Signage.** PAOS shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing accessible hours.
- E. **Hours.** At a minimum, PAOS shall be open to the general public from 8am to 8pm. Any gated ingress or egress points shall not be closed or locked during these hours.
- F. **Elevation.** A minimum of 3,000 square feet of PAOS shall be at sidewalk elevation. If less square footage is required, then all required PAOS shall be at sidewalk elevation.
- G. **Hardscape.** A maximum of 25 percent of PAOS shall be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- H. **Seating.** Seating shall be provided at a minimum of 1 seat per 300 square feet of required PAOS. Fractions shall be rounded down to the nearest whole number.
 - 1. Benches shall be calculated as 1 seat per 24 linear inches.
- I. **Landscape.** A minimum of 25 percent of PAOS shall be planted area with a minimum dimension of 30 inches in length and width. Landscaping shall comply with PMC 17.44.
- J. **Trees.** A minimum of one 24-inch box tree per project or for every 750 square feet of PAOS, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
 - 1. Trees planted in pots, on the ground floor, shall not be counted towards the tree requirement.
- K. **Common Open Space Credit.** PAOS in excess of the minimum may count towards a maximum of 30 percent of the Common Open Space requirement at a 1:1 ratio.

Map 6.3-1: Required Publicly Accessible Open Space



 Paseo opportunity area

Opportunity areas show a range of siting options and are not representative of the scale of open space required; see Sections 6.3.4 and 6.3.5 for minimum dimensions. Exact siting and shape of paseos and plazas subject to the discretion of the Planning Director. Paseos shall satisfy the intent of through-block connectivity.



A publicly accessible corner plaza creates a space to gather or rest, including amenities such as seating, landscaping, shade trees, and public art

6.3.5 PASEOS

- A. **Dimensions.** Paseos shall have an average width of 20 feet, minimum width of 15 feet, and be a minimum of 75 percent open to the sky. Paseos shall have a walk zone with a minimum width of:
- » 10 feet for commercial / mixed-use paseos.
 - » 8 feet for residential-only paseos.
- B. **Access.** Paseos shall be physically and visually accessible from the connecting public sidewalk.
1. Fences, walls, and/or entry gates are permitted; however, these features shall not block passage through the paseo during public hours.
 2. Bollards (fixed or removable) shall be provided at all entry points of paseos to restrict vehicular access during public hours.
 3. Emergency vehicular access shall be provided.
- C. **Signage.** Paseos shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing public hours. In paseos that have commercial frontages, a directory shall be provided at each entry. Specific sign guidelines shall be created for all properties with building facades immediately adjoining the paseos.
- D. **Hours.** At a minimum, paseos shall be open to the general public from 8am to 8pm. Commercial loading shall be limited to non-public hours.
- E. **Elevation.** Paseos shall be at ground level and ADA accessible.
- F. **Programming.** A maximum of 10 percent of required paseo area may be used by adjacent restaurants or food sales uses as a space restricted to customers only. Any additional programming must be non-transactional and without financial barriers to entry.
1. Exception: Paseos may be closed to public access for private events no more than one day per month.
- G. **Hardscape.** A maximum of 25 percent of paseos shall be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- H. **Stormwater Management.** A minimum of 25 percent of the total paved area shall be permeable paving to allow for stormwater infiltration. Depending on soil and site conditions, infiltration and/or flow-through planters shall be installed to capture and treat 100 percent of the stormwater run-off on-site.
- I. **Seating.** Seating shall be provided within the paseo at a minimum of 1 seat per 300 square feet of required space. Fractions shall be rounded down to the nearest whole number.
- J. **Landscape.** A minimum of 25 percent of paseo area shall be planted area a minimum of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.
- K. **Trees.** A minimum of one 24-inch box tree per project or per each 750 square feet of paseo area, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
1. Trees planted in pots, on the ground floor, shall not be counted towards the tree requirement.
- L. **Blank Walls.** Paseos shall adhere to the blank wall standards defined in Section 6.2.3, or provide one of the following mitigations:
1. Green wall, vines, or other vertical landscaping element that covers a minimum of 75 percent of non-conforming blank wall area.
 2. Public art including, but not limited to, murals.



Paseo with enhanced paving, landscaping, and seating

PASEO GUIDELINES

Framing & Dimensions

- » Walls facing the paseo should adhere to façade modulation standards defined in section 6.1.7.
- » In addition to meeting the parking standards defined in section 6.4, parking lots or structures facing a paseo should be screened with landscaping or creative, pedestrian-friendly architecture.
- » Storefronts (commercial), and unit entries or stoops (residential) should front onto the paseo when possible.
- » Design paseos to maintain direct sight lines between opposite entrances, where possible. If paseos are required to jog due to project constraints, maintain angled views to indicate it is not a dead end, or manage jogs through wayfinding and lighting to increase safety.
- » A mix of direct sunlight and shade should be provided through shade structures, landscaping, and building massing.
- » The design of connector paseos should consider the width of the paseo to height of the building to manage pedestrian scale and a sense of enclosure. Recommended proportion is 1:2.5 (width: adjacent building height), where possible.



Public paseos provide walkable connections, and can offer opportunities for outdoor dining. Landscaping and trees provide shade and improve aesthetics

Accessibility & Safety

- » Paseos should include a sufficient amount of lighting for night-time use.
 - Lighting should be an integral component of the overall paseo design and is encouraged to be incorporated in public art.
 - Lighting should be pedestrian scaled, including both low-level pathway lighting and overhead wall mounted fixtures.
- » Paseo entrances, storefronts, unit entries, and stoops facing the paseo should be designed and illuminated to prevent hiding spaces.

Amenities & Programming

- » Paseos should include at least one special feature such as a public art piece or water feature.
- » Bike racks and scooter parking areas should be provided near entrances, without obstructing walkways.
- » Non-transactional programming should be encouraged to activate the space without financial barriers to entry.



Example of paseo-facing retail façade with pedestrian-scale lighting

6.4 Parking

These standards are intended to:

- » Reduce the visual impacts of parking;
- » Regulate appropriate parking supply and location in a manner that prioritizes pedestrian access and multi-modal activity;
- » Encourage change of use and adaptive reuse of existing buildings through parking reductions and exemptions;
- » Promote a more efficient use of space through shared parking among multiple uses within a project; and
- » Increase design standards for parking structures by ensuring habitable floor area and screening between parking and street frontage.

IMPORTANCE OF PARKING

Vehicle parking access, location and supply influences the street environment, multi-modal travel and overall development. Managing the location of vehicular access, such as entries and driveways, can help to promote continuous sidewalk activity and safer travel across modes. Similarly, minimizing surface parking lot size and locations (such as placing lots behind buildings or a landscaped open space), supports the success of street-fronting activity, such as pedestrian travel and commercial frontages. The number of required parking spaces is another defining factor that shapes urban travel and development. By establishing an appropriate number of parking spots by land use and size of development, residential and commercial activity can be supported while also attracting a variety of new development. Through tailored standards as well as parking reductions and exemptions for certain uses and conditions, space efficiency and cost savings are promoted.

6.4.1 MINIMUM PARKING

- A. **Number of Spaces.** Projects shall provide off-street automobile parking spaces per Table 6.4-1 based on general use classifications.
1. For projects within one-half mile of a Metro station, reductions in parking and a maximum number of parking spaces shall apply per PMC 17.50.340.
 2. Bicycle parking shall be required per PMC 17.46.320.
- B. **Shared Parking.** Parking may be shared among multiple uses per PMC 17.46.050.
- C. **Unbundled Parking.** For any building with new residential units, off-street automobile parking spaces shall be leased or sold separately from the unit rental or purchase fees, such that renters or buyers have the option of renting or buying the residential unit at a lower price than if the parking was included.
1. For deed-restricted affordable units, one parking space shall be included in the base rent of each unit. The tenant may choose to receive the parking space or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space. Tenants of affordable units shall not sublease their parking spaces.
 2. Renters or buyers have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease or purchase parking built for their unit.
 3. Unbundled parking is not required for a residential property or unit with an individual garage that is functionally a part of the property or unit (e.g., certain townhome and row houses).

6.4.2 VEHICLE ACCESS

- A. **Driveways.** For Projects with less than 200 feet of primary street frontage, a maximum of 1 two-lane driveway shall be permitted. For sites with more than 200 feet of primary street frontage, a maximum of 2 two-lane driveways shall be permitted.
1. Driveways shall be prohibited on primary frontages of 200 feet or less where there is access from a secondary street or alley.
 2. The Zoning Administrator shall determine the primary frontage for purposes of compliance with this subsection.

Table 6.4-1: Minimum Parking by Land Use

Use Classification ¹	Number of Spaces	Exceptions
Residential (excluding uses below)	PMC 17.46.040	
Multi-Family Residential	≤1-bed: 1 per unit ≥2-bed: 1.5 per unit Guest: 1 per 10 units	Guest parking may be shared with commercial parking in mixed-use projects ²
Work/Live Units	1.5 per unit	
Community Care Uses	PMC 17.46.040	
Recreation, Education & Public Assembly		
Office, Professional & Business Support	2 per 1,000 sf	None required for first 500 sf of outdoor dining per tenant
Retail Sales (including Restaurants)		
Services (excluding uses below)		
Donation Collection Facilities, Neighborhood Gardens, Vehicle Washing/Detailing	None required	
Lodging	0.5 per room	Plus 5 per 1,000 sf for assembly, banquet or meeting space; none required for first 10,000 sf of space
Medical Service, Mortuaries, and Public Safety Facilities	PMC 17.46.040	
Industry, Manufacturing & Processing	2 per 1,000 sf	Plus 1 space per bin for Recycling Centers
Transportation, Communications & Utility	PMC 17.46.040	
Other Exceptions		
PMC 17.50.030 for Adaptive Reuse Project.		
For other changes of use within designated historic resources and structures greater than 50 years old, no new parking shall be required except for the following:		
<ul style="list-style-type: none"> • Additional parking shall be required for Recreative, Education and Public Assembly Uses (i.e., difference in required parking). • Additional parking shall be required for building additions, except when required to meet building and fire safety requirements (i.e., the parking required for the added square footage). 		
<p>¹Use classifications correspond to general use categories in Table 4.3-1. The number of spaces listed above shall apply to all uses listed under these general categories, with the exception of specific uses where the parking requirement is lower per PMC 17.46.040.</p> <p>²No shared parking agreement is required; each guest space shall count as 1 commercial space.</p>		

- B. **Gates.** Controlled entrances to parking shall be located a minimum of 20 feet from the property line to allow for a queuing vehicle without blocking the public right-of-way.
- Gates at parking entrances shall be designed to conceal associated mechanical equipment from the public right-of-way in compliance with PMC 17.40.150.



Entrances to structured parking should be integrated into façade design and screen upper portions of the entrance not required for vehicle clearance

6.4.3 LAYOUT & DESIGN

- A. **Surface Parking.** Parking lots shall comply with PMC 17.46.230 with the following exceptions:
1. Parking lots shall be set back a minimum of 30 feet from the primary frontage, a minimum of 10 feet from any secondary frontage, and a minimum of 5 feet from RM/RS zoning.
 2. Parking lots shall be buffered by permitted non-parking uses or a landscaped setback adjacent to the sidewalk line, except for driveways or pedestrian access to the parking area.
 - a. Landscaped setbacks shall include a row of hedges or shrubs with a minimum height of 3 feet at the time of planting that form a continuous visual screen to block vehicle headlights.
- B. **Entrances to Structured Parking.** For structured and subterranean parking, vehicular entrances shall employ the same materials and architectural style as the primary building.
1. Exterior building materials shall wrap into parking entrances/exits for a minimum of 20 feet from the building façade, except areas not visible from public streets.
 2. Entrances shall not be larger than the necessary clearance area.

- C. **Structured Parking.** The following standards apply to structured parking, including podium parking.
1. Along the primary frontage, all floors of structured parking shall be lined with building floor area (e.g. commercial or residential uses) for a minimum of 35 feet in depth. Pedestrian access and driveways in and out of the structure are excluded from this requirement.
 2. Parking structure façades visible from public streets, excluding alleys, shall employ the same materials and architectural style as the primary building.
 3. Open areas on the façade shall be designed as windows or screened using heavy-gauge metal, precast concrete panels, laminated glass, green walls, photovoltaic panels or other material per review authority.
 4. A parking structure shall not exceed the height of the tallest building it serves.
- D. **Underground Parking.** Subterranean parking shall be set back a minimum of 5 feet from all street property lines (excluding alleys) and RM/RS zoning districts.



Materials do not change at this parking entrance; the same architectural style should be employed throughout

Ch. 7

Implementation & Administration

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Implementation & Administration

CHAPTER OVERVIEW

The FOOG Specific Plan will be primarily implemented through the adoption of the plan’s new Land Use, Public Realm, and Development regulations, which align private sector investment with the plan’s vision, goals, and policies. In addition, public sector improvements and programs funded through the City and outside sources, can further implement the plan, particularly where redevelopment is less likely to occur.

This chapter includes targeted implementation actions intended to help guide and prioritize the implementation of the plan. It also provides an overview of existing services, plans, and programs, all of which can be leveraged to help implement the plan. A summary of funding sources is also included to guide the City in understanding and selecting available funding sources to implement the improvements and programs identified in the FOOG Specific Plan. Infrastructure facilities for transportation and traffic,

wastewater, water supply, solid waste, stormwater, and electricity are also identified in this chapter for the purposes of meeting the anticipated growth. This chapter concludes with plan administration. This chapter is organized into the following sections:

- » **7.1. Implementation Actions**
- » **7.2. Citywide Implementation Overview**
- » **7.3. Funding**
- » **7.4. Infrastructure**
- » **7.5 Administration**



7.1 Implementation Actions

Specific plans are used by various City departments to review projects, seek funding, and to understand the vision, goals, and policies of specified geographic areas to guide improvements and programming. Implementing specific plans requires collaboration across City departments and coordination with existing citywide implementation programs, plans, and efforts. See Section 7.2 for an overview of Citywide programs that may intersect with implementation of this Specific Plan.

The following implementation actions are intended to guide the City in implementing the FOOG Specific Plan over time with generalized timeframes as follows:

- » **Ongoing:** Periodic or on a continuing basis
- » **Immediate:** Upon adoption of the Specific Plan
- » **Near-Term:** 0-5 years
- » **Medium-Term:** 5-10 years
- » **Long-Term:** 10+ years

As changes in City priorities, economic conditions, and market trends occur over time, the City may need to revisit and reprioritize the implementation actions. Table 7.1-1 and the following sections outline implementation actions for the FOOG Specific Plan, including description, timeframe, and responsible parties for each action. Information included for each action is intended to help guide the City in taking next steps, which will include additional planning, coordination, community input, and public processes.

FUNDING SOURCES:

- » **AHSC:** Affordable Housing and Sustainable Communities Program (State)
- » **ARPA:** American Rescue Plan Act of 2021 (Federal)
- » **ATP:** Active Transportation Program (State)
- » **BID:** Business Improvement District
- » **CIP:** Pasadena Capital Improvement Program
- » **MTA:** LA County Metropolitan Transit Authority
- » **TDA:** Transportation Development Act (State)

RESPONSIBLE DEPARTMENTS:

- » **P&CDD:** Planning & Community Development Department
- » **DOT:** Department of Transportation
- » **PWD:** Public Works Department
- » **A&CAD:** Arts & Cultural Affairs Division
- » **EDD:** Economic Development Department
- » **PR&CS:** Parks, Recreation and Community Services
- » **PWP:** Pasadena Water and Power

Table 7.1-1: Fair Oaks Orange Grove Specific Plan Implementation Actions

Action	Description	Timeframe	Departments
Amendments (A)			
A-1: General Plan Map and Text Amendment	Amend General Plan Land Use Diagram to adjust FOOG Specific Plan boundary and update land use designations per Chapter 4 (Land Use).	Immediate	P&CDD
A-2: Zoning Code Map and Text Amendment	Amend the Zoning Code to replace existing development standards with the development standards provided in Chapters 4-6 of this Specific Plan. Amend Zoning Map to replace zoning district designations indicated on the Zoning Map with the new FOOG Specific Plan zoning districts.	Immediate	P&CDD
A-3: Specific Plan Amendment	Amend the FOOG Specific Plan including new goals and policies, as well as land use and development standards.	Immediate	P&CDD

Action	Description	Timeframe	Departments
A-4: Annual Report	The Planning Department will present an annual report to the Planning Commission on the implementation actions in Table 7.1-1 to inform the Capital Improvement Program and the overall progress of the plan.	Ongoing	P&CDD DOT PWD

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Depts.
Infrastructure, Mobility, and Sustainability (IMS)				
IMS-1: Complete Streets Program Improvements	Identify opportunities for safety and mobility improvements consistent with DOT's Complete Streets Program, such as signalized pedestrian crosswalks and bulb-outs with sustainable elements like bioswales. Projects should incorporate cooling strategies, such as green infrastructure, cool pavements, shade trees, and cooling amenities aligned with the Pasadena Climate Action Plan.	Near-Term	Gas Tax Traffic Reduction Fee CIP: • Citywide Complete Streets Program FY 2025-2029 ² • ADA Improvements Programs and Miscellaneous Sidewalk Repair Program (73937, 73944, 73948, 73950) ³ • Citywide Leading Pedestrian Interval/ Accessible Pedestrian Signals Implementation Program FY 2025-2029 ⁴ • Citywide Continental Crosswalk Implementation (75917) ⁵	DOT PWD P&CDD
IMS-2: Streetscape Program	Explore opportunities to develop Streetscape Programs, with improvements that address pedestrian safety, comfort and amenities for Fair Oaks Avenue and Orange Grove Boulevard. Plans should complement surrounding areas and include gateways to the plan area.	Medium-Term	Commercial Development Fee Community Development Block Grant CIP: • Citywide Complete Streets Program FY 2025-2029 ²	DOT PWD P&CDD
IMS-3: Mobility Element Update	As a part of the next Mobility Element update, reconsider the Street Type designation for Fair Oaks and Orange Grove to evaluate their function as a Crosstown Connector and impact on surrounding neighborhoods and streets.	Medium-Term	To be determined	P&CDD DOT
IMS-4: Pasadena Local Roadway Safety Action Plan (LRSAP)	Utilize the Local Roadway Safety Action Plan to advance streetscape improvements to promote safety including signal crossing improvements at Fair Oaks Avenue and Orange Grove Boulevard and Fair Oaks Avenue and Washington Boulevard.	Near-Term	LRSAP	DOT

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Depts.
IMS-5: Citywide Active Transportation Plan (ATP)	Analyze bike facilities that are balanced with the street function of Fair Oaks and Orange Grove. Identify, evaluate, and prioritize walking and biking routes and improvements to major transit stops including the Metro A Line Memorial Park Station and high ridership Pasadena Transit bus stops. Key bicycle lane transit connections to be considered for enhancements are the existing standard bicycle lanes on Maple Street and Corson Street which will be evaluated for the appropriateness of upgrading the bike lanes to either Class II bicycle facilities with a buffer or Class IV protected bicycle facilities. High traffic stress pedestrian crossings will be identified for enhancements with a focus on creating safe comfortable access to transit, parks, and schools.	Medium-Term	ATP	DOT
IMS-6: Short Range Transit Plan and Bus Stop Improvement Program	Identify bus stop enhancements and amenities such as shelters, lighting, seating, and real-time transit information along Fair Oaks Avenue and Orange Grove Boulevard. Study increasing frequency intervals and expanding service hours for Pasadena Transit Route 20.	Medium-Term	CIP: • Bus Stop Improvement Program (75900) ⁸	DOT P&CDD
IMS-7: Pedestrian Transportation Action Plan (PTAP)	Utilize the PTAP to advance pedestrian-oriented public realm enhancements such as pedestrian refuges, high-intensity activated crosswalks (HAWKs) or pedestrian traffic signals (where appropriate) along North Fair Oaks Avenue and Orange Grove Boulevard. Study North Fair Oaks Avenue and Washington Boulevard as priority corridors identified in the PTAP for pedestrian safety and accessibility improvements.	Near-Term	CIP: • Citywide Complete Streets Program FY 2025-2029 ² • ADA Improvements Programs (FY 2025, FY 2026-2030, 73944, 73937, 73948) ³ • Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program FY 2025-2029 ⁴ • Pasadena Transportation Action Plan - Outreach and Conceptual Design (75511) ⁶ • Citywide Continental Crosswalk Implementation (75917) ⁵	PWD DOT P&CDD

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Depts.
IMS-8: Bicycle Transportation Action Plan (BTAP)	Support DOT implementation of bicycle infrastructure in alignment with the BTAP, including Greenways along Villa Street, El Molino Avenue, and Wilson Avenue. Features for the Greenways to improve access and safety for walking and biking include traffic calming treatments such as speed tables, curb extensions, and traffic circles. The community will select the specific type of traffic calming features that would be the most appropriate for the neighborhood context. Also, explore future facilities to provide connections to existing bicycle facilities with a specific focus on the Roseway connections crossing N. Fair Oaks Avenue at Howard Street, Claremont Street, and Hammond Street. Opportunities to enhance Orange Grove Boulevard will be evaluated with the community. When funding becomes available, use concept corridor plans to develop design packages for construction bidding to implement the improvements.	Medium-Term	ARPA	DOT P&CDD
			ATP	
			Gas Tax	
			Measure R	
			Transportation Fund	
			MTA Grant	
			Sewer Fund	
			Surface Transportation Program	
			TDA Article 3	
			Traffic Reduction Fee	
			CIP: • Citywide Complete Streets Program FY 2025-2029 ² • Pasadena Bicycle Program FY 2026-2030 ⁷	
IMS-9: Recreation and Parks Facilities	Evaluate locations for future recreational and park facilities in and around the FOOG Specific Plan area as part of an updated citywide recreation and park facilities needs assessment to align facilities with future population.	Medium-Term	CIP: • Citywide Parks Improvement Program FY 2025 - 2029 (78092) ⁹ • Jackie Robinson Community Center Improvements (78961) ¹⁰	PR&CS
IMS-10: Decorative Crosswalks	Consider decorative crosswalks along Fair Oaks and Orange Grove including Fair Oaks and Montana, Fair Oaks and Claremont, Fair Oaks between Robinson Park and Jackie Robinson Community Center, Fair Oaks and Orange Grove, Fair Oaks and the Maple (along the 210 Freeway), Orange Grove and Los Robles, and Orange Grove and Lincoln.	Medium-Term	CIP: • Citywide Complete Streets Program FY 2025-2029 ²	DOT PWD P&CDD
IMS-11: Connection to Central District Area	Coordinate with California Department of Transportation (Caltrans) to improve the Pedestrian Link between the FOOGSP area and Old Pasadena; this may include installation of shading devices over one or both sidewalks as they cross the Broad expanse of the 210 Freeway.	Long-Term	Transportation Fund	DOT PWD Caltrans
			MTA Grant	
			Public Art Program	

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Depts.
Community Identity, Programming and Public Art (PA)				
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

Action	Description	Timeframe	Potential Funding Sources/ Relevant CIP Programs	Depts.
PA-7: Business Association Formation	Support the formation of a business and/or property-owner association such as a Business Improvement District (BID) to strengthen opportunities for placemaking, branding and marketing, district signage, public art, parking management, and façade improvement programs along Fair Oaks Avenue. Consider the preparation of an economic analysis of Fair Oaks Avenue to assist in guiding City and BID investment.	Medium-Term	BID Membership Fees	EDD
PA-8: Gateway to the FOOGSP Area	Explore opportunities for creating signage, such as a monument, that would act as a gateway to the FOOG area.	Near-Term	General Fund	DOT P&CDD PWD PR&CS
PA-8: Parking Program	Explore establishing a Parking District, use of parking meters, or other financing mechanisms and sources to plant and maintain street trees.	Medium-Term	BID Membership Fees	EDD

¹ This project will provide for updating the City's Street Tree Master Plan and the street tree inventory.

² The Citywide Complete Streets Program is focused on developing projects that enhance major corridors and collector streets to increase multimodal options and reduce reliance on passenger vehicles. Enhancements are intended to increase safety for persons walking, rolling (bicycles and scooters), and transit riders.

³ These projects include the Annual Citywide Street Resurfacing and ADA Improvement Program FY 2025 (73944), the Annual Citywide Street Resurfacing and ADA Improvement Program FY 2026 (73948), the Curb Ramp ADA Improvements Program FY 2022 - 2026 (73937), and the Miscellaneous Sidewalk Repair Program (73950). The ADA Improvement Program provides for the systematic annual rehabilitation of streets throughout the City including reconstruction, resurfacing and/or slurry of asphalt pavement; improvements to concrete curbs and gutters; improvements to sidewalks; and, installation of ADA-compliant ramps along renovated streets. The Curb Ramp ADA Improvements Program provides for the installation of new curb ramps along arterial, residential, and collector streets that currently lack curb ramps in order to eliminate the City's backlog of over 600 high priority locations. The Miscellaneous Sidewalk Repair Program FY 2026-2030 provides for the replacement of damaged sidewalks along property frontages where property owners elect to pay the City at the time of building permit issuance or sale of property. This project started combining the Miscellaneous Sidewalk program work with the Annual ADA Sidewalk program (73913) in FY 2024. The Annual ADA City Sidewalk Improvement Program provides for annual concrete sidewalk improvements citywide, prioritized by the City's Accessibility and Disability Commission's criteria.

⁴ This project provides for the installation of leading pedestrian interval and Accessible Pedestrian Signals at all eligible traffic signals in the City.

⁵ This project provides for the systemic replacement of existing marked crosswalk striping with continental style crosswalks at approximately 340 signalized intersections and 70 marked uncontrolled crosswalks citywide.

⁶ This project provides for public outreach and conceptual design for corridors identified in the Pedestrian Transportation Action Plan (PTAP).

⁷ This project provides for the implementation of the Bicycle Transportation Action Plan, additional on-street bike parking, the retrofit of existing bikeway facilities to meet current Caltrans standards, and the implementation of a bicycle safety and outreach program. The project will also look at closing gaps in the bike lane network and improving existing facilities.

⁸ This project provides for the installation of new bus benches, bus stop amenities, and concrete paving at various bus stops throughout the City.

⁹ This project provides for a program to address and ensure maintenance and repairs are regularly scheduled and performed on various park amenities. Phase I of the program includes artificial turf grooming at Robinson Park.

¹⁰ This project provides for tenant improvements to the Jackie Robinson Community Center including the replacement of interior lighting, damaged building finishes, cleaning of the HVAC system, refurbishment of employee kitchenettes, replacement of furniture and equipment, exterior site improvements, and improvements to the auditorium.

7.2 Citywide Implementation Overview

The City of Pasadena currently provides a wide variety of services and programs either directly or through partnerships with local non-profits, many of which can support the implementation of Specific Plans. Services and programs relevant to the FOOG Specific Plan that are implemented through citywide methods are listed in the following section. Learn more about the organization of the City of Pasadena, including how various City departments are structured and connected in Figure 7.2-1.

EQUITABLE IMPLEMENTATION

Today's cities have a responsibility to acknowledge the harm of redlining and other discriminatory policies, and plan for future development with consideration to the persisting impacts of historic disinvestment. Such implications may include displacement through prohibitive increases in housing costs or commercial rents, or discriminatory leasing practices in response to new interest and investment from higher-income and non-minority populations.

While the Specific Plan cannot directly implement affordability requirements or tenant protection policies, the land use and design standards in this document intend to benefit all community members by allowing a variety of housing types, restricting inappropriate uses, providing more parking flexibility to support small business, and requiring developers to implement more public realm improvements. The Specific Plan will supplement other City policies and initiatives to help maintain affordability and strengthen existing community resources.



1. General Fund

WHO: Mayor & City Council

WHAT: Primary fund of the City that is used to account for all general revenues of the City not specifically levied or collected for other City funds and for expenditures related to the rendering of general services by the City. Operating and capital budgets are created using guiding principles to determine budget priorities.

WHEN: Every year the City Council adopts an Operating Budget allocating resources to fund vital public services and programs for everyone who lives, works and plays in the City of Pasadena.

LEARN MORE HERE:

<https://www.cityofpasadena.net/finance/general-fund/>

2. Capital Improvement Program

WHO: Department of Public Works

WHAT: The City appropriates annual capital funds by department and project category through the Capital Improvement Program (CIP). The CIP budget consists of projects aimed at improving the city's public infrastructure such as streets, transportation issues, street lights, traffic signals, parks, public buildings, sewer and storm drains, the Rose Bowl, the Pasadena Convention Center, technology, and water and power projects. Projects can be short, medium, or long-term.

WHEN: The CIP Budget is submitted annually to the City Council as a separate budget document in order to provide more detailed descriptions of City Capital Improvement Projects scheduled to take place over the course of the 5-year lifetime of the document.

LEARN MORE HERE:

<https://www.cityofpasadena.net/public-works/engineering-and-construction/capital-improvement-program/>

3. Master Street Tree Plan

WHO: Urban Forestry Program, Department of Public Works

WHAT: Serves as the guiding document that designates the official tree species to be planted on a block-by-block basis throughout the City. The goal of the Master Street Tree Plan (MSTP) is to promote a uniform urban design on a neighborhood scale, while also promoting species diversity city-wide. With the development and expansion of the City, and with changes in arboricultural practices, the MSTP has been revised and amended accordingly.

WHEN: Periodically



LEARN MORE HERE:

<https://www.cityofpasadena.net/public-works/urban-forestry/#master-street-tree-plan>

4. Tree Protection Ordinance

WHO: Urban Forestry Program, Department of Public Works

WHAT: The City Trees and Tree Protection Ordinance was adopted as Chapter 8.52 of the City's Municipal Code in 2002. The Tree Protection Ordinance includes measures to protect four categories of trees including (1) public trees, (2) landmark trees, (3) native trees, and (4) specimen trees in certain areas of the City. The process for designating landmark trees is included in the ordinance, in addition to requirements for removal and pruning of protected trees. The ordinance also includes Tree Protection Guidelines that seek to avoid negative impacts to protected trees that may occur during construction. If provisions are violated, the ordinance outlines penalties and administrative proceedings.

WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/public-works/urban-forestry/#pasadena-tree-ordinance>

5. Complete Streets Program

WHO: Department of Transportation

WHAT: Implements Assembly Bill 1358, known as the Complete Streets Act, enacted in 2008, to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health through shifting short trips from automobiles to biking, walking and use of public transit. The Mobility Element (2015) of the City's General Plan guides the Department of Transportation (DOT) through goals and objectives that address complete streets. DOT implements Complete Streets through the Pasadena Street Design Guide (2017), and the Bicycle Transportation Action Plan (2015). DOT is working on several transportation and safety projects to address complete streets and eliminate fatalities and serious injuries on streets.



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/transportation/>

6. Water Conservation, Recycling, Stormwater Management

WHO: Department of Water and Power

WHAT: Pasadena Water and Power (PWP) is a community enterprise that provides electricity and water to the Pasadena community. The PWP General Manager reports to the City Manager and is governed by the City Council. The Urban Water Management Plan (2021) provides an analysis of long-term water supply and demand planning for PWP, including system analysis, reliability assessment, water-use targets, water shortage contingency planning, demand management and climate change impact.

WHEN: Prepared every five years in compliance with the Urban Water Management Planning Act (California Water Code Sections 10610 through 10656).

LEARN MORE HERE:

<https://ww5.cityofpasadena.net/water-and-power/uwmp/>

7. Energy and Energy Efficiency

WHO: Department of Water and Power

WHAT: Through the Power Integrated Resource Plan (IRP), Pasadena Water and Power (PWP) sets steps for upholding local, state and federal mandates and internal power supply goals, including having a balanced and sustainable mix of sources towards a green portfolio in the future. Renewable energy sources include solar, wind, geothermal, landfill gas, and hydropower. As part of energy efficiency and sustainability, PWP also has several programs and initiatives including electric vehicles, solar, green power, greywater, drought-tolerant landscaping, and enhancing Pasadena's watershed.

WHEN: Ongoing

LEARN MORE HERE:

<https://ww5.cityofpasadena.net/water-and-power/power>

<https://ww5.cityofpasadena.net/water-and-power/sustainability>

8. Climate Action Plan

WHO: Planning & Community Development Department, Department of Public Works, Department of Transportation and Department of Water and Power

WHAT: Provides a strategic framework for measuring, planning, and reducing the City's share of greenhouse gas (GHG) emissions with a goal of reducing emissions by more than half by the year 2035. The City is working on a variety of programs and projects to address climate change and reduce GHG emissions to implement the CAP, including the Cooling Pasadena Program, which is currently under development to prepare a toolkit and to identify strategies to cool Pasadena's streets, the Complete Streets Program, and the Save Water Program.



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/planning/planning-division/community-planning/climate-action-plan/>

9. Development Impact Fees

WHO: Planning & Community Development Department

WHAT: The City charges development impact fees on new development to offset the cost of public facilities related to the development, in turn helping to fund implementation actions such as improvement projects. While impact fees associated with new development are updated periodically, current fees include Public Works' Residential Impact Fee to fund affordable housing, Department of Transportation's Traffic Reduction & Transportation Improvement fee, Public Works' Sewer Facility Charge, and Arts and Cultural Affairs Division's fees to fund public

art. Pasadena's development impact fees are calculated based on the number of bedrooms or gross built area (for the residential and transportation fees) or estimated project value (for public art fees). Impact fees are directed to the General Fund, which funds initiatives in the associated fee categories.

WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/planning/permit-center/fee-schedules/>

10. Parks, Recreation and Community Services

WHO: Parks, Recreation and Community Services

WHAT: Provides the City with recreational and human service programs focused on preserving and improving the physical, social, and economic health of Pasadena neighborhoods. The parks and recreation portion of the Department is guided by the City's General Plan Green Space, Parks and Recreation Element and Master Plan (2007), which work together to assess existing facilities and programs, identify additional needed parking facilities or recreation programs, and recommend best methods to meet needs. New park projects, including planning and design studies for new parks and the construction of green spaces, facilities, and community centers are funded in part through the CIP, in addition to other funding sources.



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/parks-and-rec/>

11. Public Art Program

WHO: Arts and Cultural Affairs Division

WHAT: The Public Art Program focuses on building a publicly available collection of contemporary art. The Cultural Nexus Plan (2004) and the Public Art Master Plan (2014) guide the Public Art Program through established cultural policies and a vision for new public art development in Pasadena, supported by goals and objectives with strategies for implementation. The City's Public Art Program includes Public Art Requirements that focus on two areas: new private development and City construction (CIP) projects. The requirements may be satisfied by the creation of a site-specific public art or by payment in-lieu of artwork. In addition, the Public Art Program includes a Rotating Public Art Exhibition Program that complements the permanent artworks commissioned by the City's Public Art Requirements by temporarily installing contemporary sculptures in each of Pasadena's seven Council Districts.



WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/planning/permit-center/fee-schedules/>

12. Economic Development Division

WHO: Economic Development Division

WHAT: The Economic Development Division spurs and facilitates citywide economic opportunities and strives to secure ongoing local investment that sustains a healthy job market, provides high quality commercial districts, and creates stable tax revenues. The Division's strategic plan, completed in the summer of 2024, focuses on six guiding principles which will guide the division's priorities, programs, and services for the next five years.

1. Build Systems And Partnerships For Success
2. Champion Life Sciences and Cultivate a Deep Tech Ecosystem

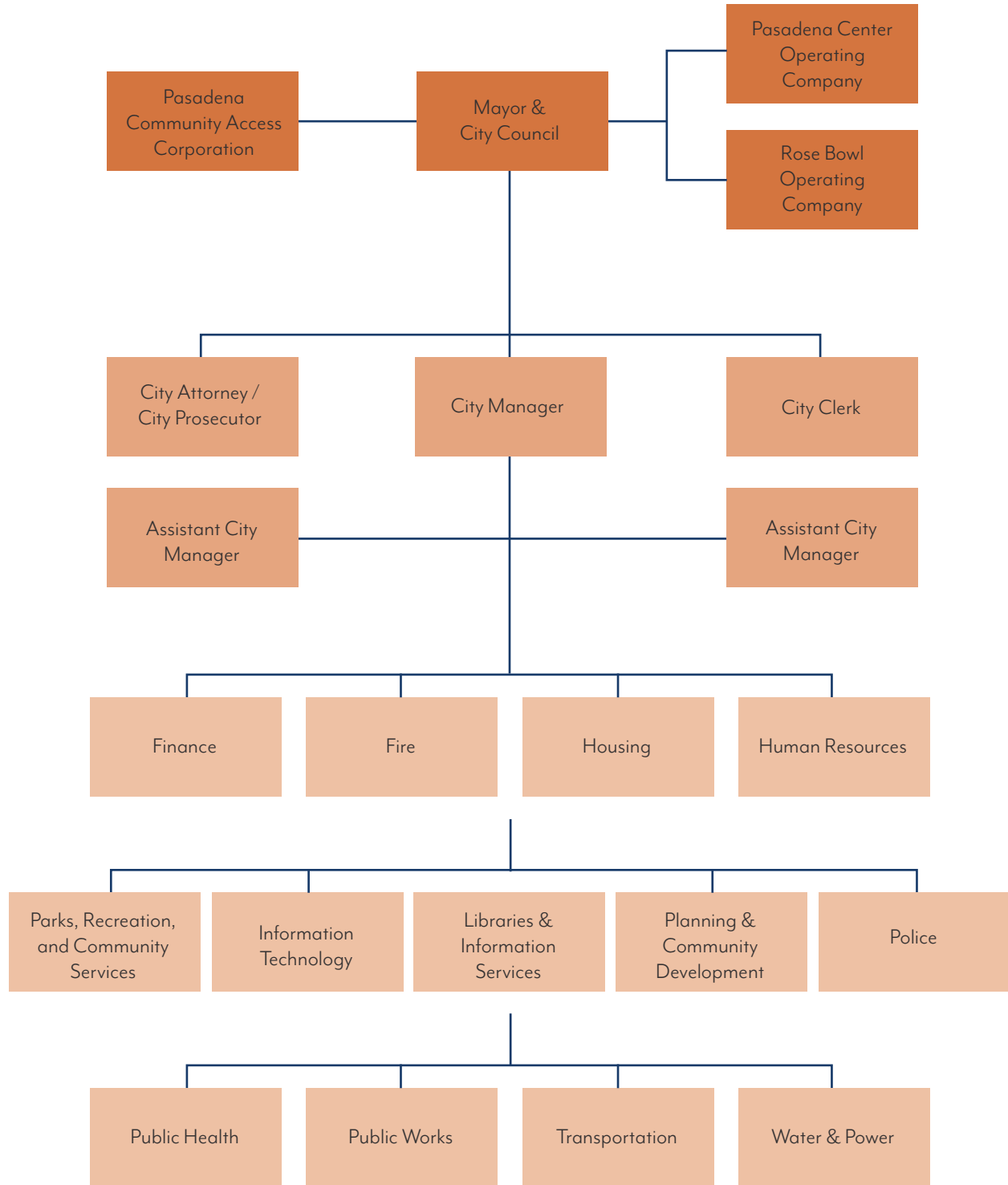
3. Invest in Neighborhoods and Small Businesses
4. Reinforce Pasadena as a Destination for Culture and Entertainment
5. Expand and Streamline Workforce Opportunities
6. Prioritize Place and Accessibility Investments

WHEN: Ongoing

LEARN MORE HERE:

<https://www.cityofpasadena.net/economicdevelopment/>

Figure 7.2-1: Pasadena City Organization Chart



7.3 Funding

This section summarizes a variety of potential funding sources and financing measures that may help the City and community to implement the actions outlined in Table 7.1-1 and support the Specific Plan vision, goals, and policies. While some implementation actions can be implemented incrementally, others occur with development projects, and some others will require capital funding from a variety of sources. It is helpful to have outside funding to expedite implementation of the FOOG Specific Plan improvements as City revenues and fees summarized in the previous section are limited.

Typical outside sources of funding for pedestrian enhancements, streetscape improvements, public art, and affordable housing applicable to the FOOG Specific Plan are summarized in Table 7.3-1 and described in further detail in the following section including:

1. Land-Secured financing
2. Development and private sources
3. Regional and state programs

This list of sources is not exhaustive but is intended to provide a starting point for developing a funding strategy for South Fair Oaks improvements and programs. The programs listed in this chapter are relevant as of the time of Plan adoption, and funding programs are subject to change. As noted in the following section, grant applications for

projects in the FOOG Specific Plan may be more successful if “bundled” with projects in other parts of the city.

7.3.1 LAND-SECURED FINANCING

Land-secured financing tools in California include the formation of benefit assessment districts, business or property-based business improvement districts, community facilities districts (CFDs), and others described below. Assessment tools and CFDs leverage the value of new development to capture additional tax revenues to finance infrastructure. The assessments can either be used to pay for improvements over time as the funds are collected, or can be bonded to make larger, up-front investments. One advantage of land-secured financing tools is that they can be applied toward district-wide improvements and are designed to ensure that properties benefiting from improvements also contribute to those public investments.

BUSINESS IMPROVEMENT DISTRICT (BID)/ PROPERTY-BASED BUSINESS IMPROVEMENT DISTRICT (PBID)

A BID is formed through assessments on businesses within the district, and a PBID is formed through assessments of property owners alone. Both BIDs and PBIDs are public/private partnerships created to support the revitalization of commercial neighborhoods. Establishing a BID is voluntary and subject to a majority vote of the area businesses or property owners. BIDs are somewhat limited in their

Table 7.3-1: Summary of Funding Sources and Financing Measures by Category

Funding Source Category	Funding Source	Improvement Category			
		Pedestrian Enhancements	Streetscape	Public Art	Affordable Housing
Land-Secured Financing	Business Improvement District (BID)/Property-Based Business Improvement District (PBID)	✓	✓	✓	
	Community Facilities Districts (CFD, Mello-Roos)	✓	✓		
Development Private Sources	Development Agreement (DA) and Disposition and Development Agreement (DDA)	✓	✓	✓	✓
	Foundation and Corporate Sponsorships	✓	✓	✓	✓

Table 7.3-1: Summary of Funding Sources and Financing Measures by Category (continued)

Funding Source Category	Funding Source	Improvement Category			
		Pedestrian Enhancements	Streetscape	Public Art	Affordable Housing
Regional, State, and Federal Programs	Affordable Housing and Sustainable Communities Program	✓	✓		✓
	Sustainable Communities Competitive Grants	✓	✓		
	Active Transportation Program (ATP)	✓	✓		
	Urban Greening Program	✓	✓		
	Environmental Enhancement and Mitigation (EEM) Program	✓	✓		
	California Infrastructure and Economic Development Bank (I-Bank)	✓	✓		✓
	Community Development Block Grant (CDBG) Program	✓	✓		✓
	Metropolitan Transportation Authority (Metro) Call for Projects	✓	✓		✓
	New Markets Tax Credit (NMTC)	✓	✓	✓	✓

ability to leverage funding and therefore typically provide a narrow scope of services. These may include marketing (e.g., signage, advertising), programming (e.g., street fairs), security (to supplement local police), and sanitation (to supplement local services). The four existing PBIDs in Pasadena are in the Central District Specific Plan area, and each is organized around an established commercial area: Old Pasadena, Pasadena Playhouse District, South Lake Property Business Improvement District, and the Pasadena Tourism Business Improvement District.

COMMUNITY FACILITIES DISTRICTS (CFD, MELLO-ROOS)

Mello-Roos financing is a discretionary financing mechanism that applies to real property owners within a Mello-Roos District, which is also known as a Community Facilities District (CFD). A CFD may be enacted by a two-thirds majority approval of residents living within the district

boundaries or by two-thirds majority vote of landowners when there are fewer than 12 residents. A special tax, which is separate from property taxes, is imposed on real property in an area that benefits from the public improvement. The amount of the tax is determined by the real property owners and is usually less than one percent of the home value at the time the home value was assessed for CFD funding. The newly formed district then seeks public financing through the sale of tax-exempt bonds that are serviced using the special taxes paid by homeowners over the course of the bond’s term (typically 20 to 30 years). Through Mello-Roos, a project developer or property owner can access capital to build infrastructure and public improvements at below-market rates. The debt associated with those capital investments recourses back to the property owners rather than to the City.

7.3.2 DEVELOPMENT AND PRIVATE SOURCES

DEVELOPMENT AGREEMENT (DA) AND DISPOSITION AND DEVELOPMENT AGREEMENT (DDA)

A DA is a voluntary but binding contract between a property owner and the jurisdiction in which the property is located that lays out the rules and conditions for development. A DA can give the jurisdiction greater control over the development process to define the form and nature of the development and to specify provision of community benefits such as affordable housing or off-site infrastructure improvements. For the developer, a DA may provide a level of certainty about the land use requirement and assurance the project will be exempt from future changes in the regulatory code. Benefits to both public and private parties include greater latitude in approval methods for new and creative local land use and flexibility in meeting regulatory requirements. The complexity and time required to negotiate a DA makes it appropriate mainly for larger-scale multi-phase projects.

A DDA is also a voluntary binding contract between a developer and jurisdiction. Like a DA, it provides flexibility to tailor a project to meet both developer and jurisdictional needs. A DDA differs from a Development Agreement in that it also entails the sale or lease of City-owned land. A DDA is necessary for disposition of former redevelopment properties held by successor agencies.

FOUNDATION AND CORPORATE SPONSORSHIPS

Private funds may also be raised for a specific use that implements the vision for the Specific Plan. A variety of foundations provide funding for community-based planning, resilience and sustainability initiatives, art installations, and other programs, including the Kresge Foundation, the National Endowment for the Arts, Kaiser Permanente, Citi Foundation, and Bloomberg Philanthropies.

7.3.3 REGIONAL, STATE, AND FEDERAL PROGRAMS

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The AHSC Program funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. Administered through the California Department of Housing and Community Development (HCD), funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive Cap-and-Trade auction proceeds. AHSC funds are split between Affordable Housing Developments or Housing Related Infrastructure and Disadvantaged Communities. The Plan area may qualify for Affordable Housing Developments or Housing Related Infrastructure funding. A contiguous area with at least one transit station/stop must be established for eligibility, including a flexible transit service route.

SUSTAINABLE COMMUNITIES COMPETITIVE GRANTS

The Sustainable Communities Competitive Grants fund transportation planning activities such as planning for active transportation, safe routes to schools, transit services, vision zero, complete streets, freight corridors, social equity, and integrated land use and transportation planning. Grants are available on an annual basis and through a competitive application process managed by Caltrans.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP funds projects that encourage increased use of active modes of transportation to increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, enhance public health, ensure that disadvantaged communities fully share in the benefits of the program, and provide a broad spectrum of projects to benefit many types of active transportation users. ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.

URBAN GREENING PROGRAM

The Urban Greening Program funds a variety of improvement projects, including urban heat island mitigation and energy conservation efforts, green streets and alleyways, non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers and schools, and others. The program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

If several improvement projects were bundled together, there is potential for the Urban Greening program to fund some FOOG Specific Plan area improvements if the project can demonstrate improved multi-modal safety or quality of life.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM

The EEM Program was established by the Legislature in 1989 to fund environmental enhancement and mitigation projects directly or indirectly related to transportation projects. EEM Program projects must fall within one of three categories: highway landscape and urban forestry; resource lands; or roadside recreation. Projects funded under this program must provide environmental enhancement and mitigation over and above that otherwise called for under the California Environmental Quality Act (CEQA).

CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)

The I-Bank finances public infrastructure and private development through issuing tax-exempt and taxable revenue bonds, providing financing to public agencies, providing credit enhancements, acquiring or leasing facilities, and leveraging State and federal funds.

The Infrastructure State Revolving Fund (ISRF) Program provides financing to public agencies and non-profit corporations for 18 categories of infrastructure and economic development projects. ISRF Program funding is available in amounts ranging from \$50,000 to \$25,000,000, with loan terms of up to 30 years.

CAP-AND-TRADE PROGRAMS

The State administers a growing number of grant and loan programs, collectively known as the California Climate Investments Program (CCIP), that provide funding for projects and programs that reduce greenhouse gases (GHGs) and provide health, mobility, economic, and other co-benefits to communities throughout the state. Cap-and-Trade provides funding in three primary areas:

1. Transportation and Sustainable Communities
2. Clean Energy and Energy Efficiency Funding
3. Natural Resources and Waste Diversion Funding

Under each of these funding areas are numerous programs that have funding available for projects and programs that would either be contained within the FOOG Specific Plan area or benefit the Specific Plan area and the City as a whole. Programs with high applicability to the FOOG Specific Plan are summarized in this section, including the AHSC and Urban Greening programs.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The CDBG Program funds revitalization of neighborhoods, expansion of affordable housing and economic opportunities, and/or improvements of community facilities and services, principally to benefit low- and moderate-income persons or neighborhoods. Also eligible are the building of public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities.

Operated by the U.S. Department of Housing and Urban Development (HUD), the Community Development Block Grant (CDBG) Program is a federal program that provides grants for economic development, public facilities, and housing rehabilitation. CDBG funds must provide benefits to low- or moderate-income individuals, prevent or eliminate slums or blight, or may be used for other emergency community needs, such as those related to a natural disaster. CDBG funds can be used for development purposes within low- or moderate income census tracts, or, if the development or activity is located outside of a low- or moderate-income census tract, funds must provide benefits to low- or moderate-income households.

METROPOLITAN TRANSPORTATION AUTHORITY (METRO) CALL FOR PROJECTS

Every other year, the Metro Call for Projects funds projects across seven modal categories, including pedestrian improvements, which is applicable for the FOOG Specific Plan. Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Local jurisdictions, transit operators, and other public agencies are eligible to submit applications proposing projects for funding.

NEW MARKETS TAX CREDIT (NMTC)

The New Markets Tax Credit (NMTC), a federal tax initiative, could be used to stimulate investment in new development within the Plan area. The NMTC offers tax credits to investors who finance development in low-income communities. These credits are intended to finance minor gaps in project funding and to increase the rate of return for investors. New Markets Tax Credits can fund up to 30 percent of eligible project costs. Projects must create new jobs in the service area and should provide community benefits that would not otherwise be possible solely through private financing. Although residential development is not eligible for the program, commercial space in a mixed-use building or stand-alone commercial projects could be financed in part by the NMTC.

NEW AND FUTURE RESOURCES

As funding opportunities are realized and new funding becomes available, the City can continue to identify, monitor, and apply for other governmental funding sources that meet the City's and respective agencies' objectives over time. For example, recently established funding sources include:

- » Cap-and-Trade Transformative Climate Communities Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.
- » HCD Infill Infrastructure Program provides grant funding for infrastructure improvements for new infill housing in residential and/or mixed-use projects.

7.4 Infrastructure

The City's existing infrastructure systems and facilities are owned and operated by different departments and other public agencies such as the City's Departments of Public Works and Transportation, Pasadena Water and Power, the Los Angeles County Sanitation Districts and Metropolitan Water District of Southern California. These City departments and other public agencies have processes in place to evaluate existing resources, service area needs, and plan for system upgrades to support growth throughout the City, including the Plan area. The following section identifies how infrastructure facilities for transportation and traffic, wastewater, water supply, solid waste, storm water, and electricity will be provided to meet the anticipated growth.

The 2015 General Plan Update Environmental Impact Report anticipated residential and commercial growth for the entire City through 2035, including the eight Specific Plan areas. Specific information on the analysis and environmental determinations associated with the buildout of the General Plan within the Specific Plan area can be found in the FOOG Specific Plan Addendum to the General Plan.

7.4.1 TRANSPORTATION

The City has a well-developed transportation network of streets, sidewalks, bicycle facilities, and transit services. Three freeways provide regional access to and through the City: the Foothill Freeway (I-210), the Ventura Freeway (SR 134) and the Arroyo Seco Parkway (SR 110). The public transportation system that serves the City includes local bus services, regional bus routes, and light rail. Transit Services are provided by Pasadena Transit, Los Angeles Metropolitan Transportation Authority (LA Metro), the Los Angeles Department of Transportation (LADOT) Commuter Express, Foothill Transit and numerous other local transit providers. The City also has Class II bikeways, Class III bike routes, and enhanced bike routes. Additionally, the City has a connected network of pedestrian facilities, designated pedestrian-friendly zones, and upgraded traffic signal technology.

Pasadena DOT helps to implement the Mobility Element of the General Plan through the Bicycle Transportation Action Plan (2015), DOT's Complete Streets Program, Neighborhood Traffic Management Program, Safety Improvement Projects, and other programs and projects to enhance the safety and mobility of all modes of transportation. Land use as defined in the General Plan is included in the City's travel demand model which is used to determine the potential impact of new projects and the City

monitors traffic operations to identify areas of concerns and address safety and mobility needs.

7.4.2 WASTEWATER SYSTEM

The wastewater system in the Specific Plan area is owned and operated by the City of Pasadena's Department of Public Works and Pasadena Water and Power (PWP), which consists of approximately 328 miles of gravity pipelines and conveys an annual average flow of approximately 14 million gallons per day (MGD).¹ Wastewater from individual services flows into the City's collection system. The City's wastewater collection system conveys untreated wastewater to the Los Angeles County Sanitation District's (LACSD) trunk sewer system for treatment via 92 separate connections.

The Water System and Resources Plan (WSRP) is PWP's 25-year strategy, updated every five years, which includes planning related to the treatment of wastewater, primarily residential. LACSD is responsible for the treatment of wastewater, primarily commercial, from the City. LACSD prepares an annual report that speaks to their mission, core values and major projects for the year. The 2019 annual report notes LACSD is working to turn waste into electricity, compost and other recycling commodities. LACSD works closely with cities to support them in compliance with state and federal regulations for solid waste, green energy, and wastewater.

The City updates the Sewer System Management Plan (SSMP) annually to identify a list of Capital Improvement Program (CIP) projects that take into consideration the age of facilities, construction materials, current use, capacity, and its condition. The City has undertaken several major projects to ensure sustained reliability of the sanitary collection system. Projects include sewer system improvements and capacity upgrades as well as modernization of pump stations, such as the Busch Garden and Rosemont Sewer Pump Stations.

Developments in the Specific Plan area are subject to wastewater-related requirements and standard conditions of approval, such as payment of development fees and implementation of site-specific Storm Water Pollution Prevention Plan for construction. Development projects are required to comply with all applicable solid waste regulations, including the California Integrated Waste

¹ City of Pasadena Sewer System Management Plan (2018) <https://www.cityofpasadena.net/wp-content/uploads/sites/29/Sewer-System-Management-Plan-SSMP-Final-Report.pdf>

Management Act and the City's Zoning Code Section 17.40.120 (Refuse Storage Facilities).

7.4.3 WATER SYSTEM

PWP, a community-owned utility and a not-for-profit public service owned and operated by the City, serves as the water service provider in the Specific Plan area. The PWP water system includes 14 reservoirs with total storage capacity of 110 million gallons, 17 active wells, 19 booster stations, and 1 treatment plant (Monk Hill Water Treatment Plant).² PWP obtains a portion of its water from the local Raymond Basin and purchases imported water from the Metropolitan Water District of Southern California (MWD).

PWP is responsible for evaluating the current and projected needs of customers for potable and non-potable water in the City. The WSRP provides screening of alternatives to meet future demands with necessary infrastructure within operational and financial constraints. PWP's WSRP includes considerations for water quality, greater dependency on local water, groundwater basin stability, reliability of the distribution system, affordability, climate change uncertainties, and legislative and regulatory requirements as well as the treatment of wastewater, primarily residential.

In addition, every five years the City updates its Urban Water Management Plan (UWMP) as required by the California State water code, which includes an analysis of long-term water supply and demand planning for PWP. The 2021 UWMP update included the population projections and land use changes based on the most recent General Plan Update and identified that supplies will exceed demands under all hydrologic scenarios with implementation of additional supplies, such as recycled water and potable reuse, as well as with conservation measures.

7.4.4 SOLID WASTE SYSTEM

The Department of Public Works (DPW) collects solid waste from residences in Pasadena and competes with private haulers for commercial collection. Refuse hauling companies providing commercial solid waste collection are listed on the Department of Public Works Franchise List. Solid waste is disposed of at the following facilities: Calabasas Sanitary Landfill, Scholl Canyon Landfill, Puente Hills Material Recovery Facility, Southeast Resource Recovery Facility, Commerce Refuse-to-Energy Facility, Olinda Alpha Sanitary Landfill, and Frank Bowerman Landfill. All landfills are required to comply with numerous landfill regulations from federal, state, and local regulatory agencies and are subject to regular inspections from CalRecycle and the local enforcement agency, the California Regional Water

² City of Pasadena – PWP 'Where our Water Comes From' Webpage <https://ww5.cityofpasadena.net/water-and-power/water/>

Quality Control Board, and the South Coast Air Quality Management District.

DPW Operations Section oversees waste management in the City. The DPW is responsible for the solid waste collection and disposal for all residential properties within the City and private haulers compete for commercial collection services in the City in conformance with the City's Municipal Code Chapter 8.61. The Zero Waste Pasadena 2040 Plan (Zero Waste Plan) is DPW's 25-year strategic plan, to be reviewed and updated every three years, that seeks to reduce waste at the source and maximize diversion from landfills with the overall goal of striving for zero waste in the year 2040. The Zero Waste Plan identifies diversion potential, greenhouse gas reduction potential, and materials management.

Developments within the Plan area would continue to be accommodated by existing solid waste service providers and facilities. Future development projects would be subject to the California Green Building Code and solid waste reduction strategies under General Plan policies that continue to encourage the reduction of solid waste through sustainable building practices. Additionally, the City seeks to reduce its solid waste and landfill greenhouse gas emissions in accordance with the Climate Action Plan (CAP) that establishes a goal of reaching an 87% diversion rate by 2035. CAP implementation actions include the Zero Waste Plan, reporting annually on zero waste progress and optimizing waste diversion.

7.4.5 STORMWATER SYSTEM

The City provides storm drainage collection in the Specific Plan area and is responsible for operation and maintenance of the collection system. The system includes open channels, closed conduits, catch basins, laterals, manholes, and other associated facilities. The City has approximately 34 miles of storm drain pipes, over 13,000 basins and hundreds of culverts.

The City provides for the repair and replacement of the City's storm drain system and improvements to the storm drain facilities throughout the City on an ongoing basis. However, the City is proposing as part of the 2021-2025 CIP to develop a Storm Drain Master Plan (SDMP) that would include a comprehensive analysis for stormwater capture infrastructure, drainage areas, soil characteristics, and wellhead protection zones. Presently, the City relies on a complaint-driven process for storm drain repairs instead of a systematic program of preventative maintenance. The SDMP would serve as a planning guide for locating and sizing stormwater and drainage facilities. Adoption of a SDMP will assist in the self-reliance on the City's water supply and the Los Angeles National Pollution Discharge Elimination System (NPDES) compliance.

Developments within the project area would be required to adhere to applicable local, state, and federal regulations and standards, as well as implement site design measures, low-impact development, and best management practices (BMPs), including infiltration features that contribute to groundwater recharge and minimize stormwater runoff, erosion, siltation, and/or flooding. The City is one of the permittees under the NPDES municipal storm water permit which means that any new development in the Plan area is subject to the Los Angeles Standard Urban Storm Water Mitigation Plan (SUSMP). The SUSMP addresses post-construction storm water pollution from new development projects.

7.4.6 ELECTRIC SYSTEM

PWP provides electric services in the Specific Plan area with an energy system consisting of 16,58 linear miles of overhead and underground power line, 11,163 poles, and 11 substations.³ The City owns and operates the Glenarm Power Plant that includes two power generating facilities. The system meets the City's power demand with 10 percent coming from PWP-owned generating facilities and the rest purchased from varied sources, both conventional and renewable, or through the wholesale energy market.⁴ Electrical infrastructure in the Plan area is located above ground on utility poles as well as below ground.

The Power Integrated Resources Plan (PIRP) is the PWP's guiding document for achieving internal power supply goals while upholding local, state, and federal mandates. The state requires that the PIRP be updated on a regular basis in conformance with the California Energy Commission regulations. The PIRP speaks to the City's commitment to shift the energy supply portfolio to low-carbon and renewable resources as well as exceeding state mandates for Renewable Portfolio Standard increase and greenhouse gas emissions reduction targets.⁵ The City also has an adopted Climate Action Plan that continues efforts to promote energy efficiency and reduce the City's dependency on traditional energy sources.

New developments in the Plan area would be required to comply with the California Energy Code, Part 6 of the California Building Standards Code (Title 24), CALGreen standards, the City's CAP, and the City's Green Building Standards Code, which collectively would increase efficiency and decrease consumption levels. Any new developments in the Plan area would require lateral connections to mainlines in coordination with existing utility service providers.

3 City of Pasadena – CIP Electric System (2021) <https://www.cityofpasadena.net/public-works/wp-content/uploads/sites/29/14-Electric-Section.pdf>

4 City of Pasadena – PWP 'Where Our Power Comes From' Webpage <https://ww5.cityofpasadena.net/water-and-power/power/>

5 City of Pasadena – Power Integrated Resources Plan (2018) <https://ww5.cityofpasadena.net/water-and-power/wp-content/uploads/sites/54/2018/12/Pasadena-Water-and-Power-2018-IRP-Final.pdf>

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7.5 Administration

7.5.1 GENERAL

The Specific Plan serves as the implementation tool for the General Plan and establishes the zoning regulations for the Specific Plan area. All development proposals within the Specific Plan area are subject to the procedures established herein, in addition to those procedures identified in Zoning Code Chapter 17.60.

The regulations and design guidelines in this Specific Plan subject to the Zoning Code and other City regulations will not become effective until that amendment process (by ordinance) is complete. Wherever the provisions and development standards contained in the Specific Plan conflict with those contained in the Zoning Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the Planning Director or Zoning Administrator will interpret.

7.5.2 AUTHORITY

The City of Pasadena initiated and prepared the Central District Specific Plan pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for the implementation of the General Plan. Specific plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. Jurisdictions may adopt specific plans by resolution or ordinance.

The Specific Plan is the regulatory document guiding land use and development within the boundaries of the Specific Plan area. Upon adoption by ordinance, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

7.5.3 APPLICABILITY

All development proposals within the Specific Plan area are subject to those procedures identified in Article 1 and Article 6 of the Zoning Code.

7.5.4 INTERPRETATION, CONFLICT AND SEVERABILITY

A. Interpretation

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Director of Planning & Community Development and/ or the Zoning Administrator has the authority to interpret the intent of the provision in a manner consistent with the goals, policies, purposes, and intent established in this Specific Plan. Refer to Zoning Code Chapter 17.12 of the Zoning Code.

The Director may, at their discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Director may be appealed to the Planning Commission in accordance with the appeal procedures in the Municipal Code.

B. Conflict

In the event of a conflict between the provisions of the Specific Plan and the provisions identified in the Municipal Code, the Specific Plan shall prevail. For any other topical issue, development standard or design guideline, and/ or regulation not addressed or otherwise specified in the Specific Plan, regulation and approval shall be carried out in accordance with the provisions of the Municipal Code, particularly Zoning Code Chapters 17.12 and 17.60. The particular section of code shall be based on the most appropriate or closely matching land use type or procedure, as determined by the Zoning Administrator.

C. Severability

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions.

7.5.5 REVIEW AND APPROVAL PROCESS

All projects proposed within the Specific Plan area shall substantially conform with the provisions of this Specific Plan. Article 6 of the Pasadena Zoning Code sets forth development review requirements and processes for approval of projects.

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A.1 Definitions

Amenity zone: the portion of the sidewalk located above and adjacent to the curb, providing space for amenities such as parkways, outdoor dining, seating, trees, lighting, bicycle racks, bus stops, etc.

Building frontage: The horizontal distance, measured at grade, of building wall facing the street.

Building frontage zone: The portion of the sidewalk immediately adjacent to the building façade, providing space for planters, outdoor dining, sidewalk signage, etc. This zone may not be present on every street or block.

Curb zone: See 'amenity zone'.

Façade: Any exterior wall plane of a building, ground level to top of roof.

Floor area ratio (FAR): Numerical value obtained by dividing the above-ground area of a building or buildings located on a lot by the total area of the lot.

Footprint: The total ground floor area of the combined structures on a site or project area defined by the perimeter of the building(s), including parking structures but excluding parking lots and non-occupancy structures.

Frontage zone: See 'building frontage zone'.

Gross floor area (GFA): The total enclosed area of all floors of a building measured to the inside face of the exterior walls including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms and basement or attic areas having a height of more than seven feet, but excluding area used exclusively for parking or loading of vehicles or bicycles.

Ground floor: The first habitable floor of a building closest to sidewalk elevation.

Mixed-use project: The combination of commercial and residential uses in the same structure, where the residential component is located either above (vertical mixed-use) or behind (horizontal mixed-use) the non-residential component. Non-residential uses are typically commercial uses.

Open space: For any form of open space (Common, Publicly Accessible, Private, etc), see Section 6.3.

Parkway: landscaped or permeable areas located within the amenity zone of the sidewalk.

Paseo: A publicly accessible open space that functions as a pedestrian passageway connecting a public street to another public street, alley, or internal public space. Subject to minimum dimension and design requirements established by the Specific Plan.

Plaza: A publicly accessible open space with access from a public street. Subject to minimum dimension and design requirements established by the Specific Plan.

Primary curb line: the face of the predominant curb of an individual block forming the edge of the street.

Project: Refer to PMC Section 17.80.020

Residential common space: Those portions of a residential use building not dedicated to residential units that provide common services for residents. This may include spaces such as, but is not limited to, lobby or common building entry, leasing center, gyms/exercise space, shared kitchen, recreation center, screening or living room, business center, mail room, or library. These spaces/ portions of the building may be permitted on the ground floor where residential units are not permitted subject to Specific Plan standards.

Setback: The horizontal distance by which a structure, parking area, or development feature is required to be separated from the property line or the sidewalk line where applicable. In some cases superseded by Setback range.

Setback, interior: Non-street side or rear setback measured at a right angle from the nearest point of the property line abutting another parcel or alley to the nearest portion of the structure, excluding any porches.

Setback, street: Front or street-side setback measured at a right angle from the nearest point of the sidewalk line to the nearest portion of the structure, excluding any porches.

Setback range: Minimum and maximum horizontal distances by which a structure or development feature is required to be separated from the sidewalk line. This measurement is similar to a "build-to" line.

Sidewalk line: The line parallel the property line accommodating the required sidewalk width, measured from the curb face. Where a sidewalk width is not specified, the sidewalk line is the property line.

Sidewalk zones: The three portions of a sidewalk that together comprise the public realm between a building and the street. Sidewalk zones are defined by the Pasadena Street Design Guide and regulated by the Specific Plan.

Shared property line: The property line separating adjacent parcels.

Stepback: The horizontal distance by which an upper story structure or development feature is required to be separated from the property line or the sidewalk line where applicable. Regulated above a specified vertical distance.

Street frontage: The horizontal distance along the street, measured at grade, between property lines (or sidewalk line where applicable) that are perpendicular to the adjacent street.

Streetwall: Any building façade that faces a street within 10 feet of the minimum sidewalk line.

Streetwall height: The portion of the street-facing building façade that rises from the sidewalk level to the required height without an additional setback or stepback.

Subterranean: The level of a building, inclusive of parking or habitable space, located primarily below the ground level with a top plate of two feet or less above sidewalk elevation.

Transparent openings: Building openings (windows or doors) or transparent glazing that provide visual access into the structure.

Unbundled parking: Parking spaces, in any permitted configuration, rented or sold separately from the lease or purchase price of a residential unit.

Walk zone: The portion of the sidewalk dedicated to pedestrian movement, clear of any obstructions.

A.2 Design Guidance for Tree Selection

While the City of Pasadena Department of Public Works' Master Street Tree Plan ultimately determines what tree species is planted in public right-of-way, this appendix to the Fair Oaks Orange Grove Specific Plan (FOOGSP) is intended to guide discussions between the City and community when updating the Master Street Tree Plan for the area. During the Specific Plan update process, opportunities were identified to better align Fair Oaks Avenue and Orange Grove Boulevard street trees with the vision, goals, and policies in the Plan related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm. This appendix includes a description of the existing street trees within the FOOGSP area, followed by recommendations for potential new species.



A variety of Oak species are found along Fair Oaks Avenue throughout the FOOGSP area

A.2.1 GENERAL DESCRIPTION OF EXISTING STREET TREES

Bottle Tree (*Brachychiton populneus*)

The Bottle Tree is an evergreen tree that is known for its dense, glossy leaves. Native to Australia, the Bottle Tree can reach 50 feet in height with a canopy of 30 feet. It is commonly used as a street tree or screen. The Bottle Tree produces a white flower in spring and summer, as well as large brown fruit follicles in fall and summer. It can withstand temperatures as low as 25 degrees Fahrenheit.

California Fan Palm (*Washingtonia filifera*)

The California Fan Palm is an evergreen tree characterized by its long narrow leaves and can be found natively in desert oases and stream courses in the southeastern region of California. The California Fan Palm can grow to be 80 feet in height with a tree canopy of 10-20 feet.

Camphor Tree (*Cinnamomum camphora*)

The Camphor Tree is an evergreen that is known for its fissured bark, stout branches, and pale green glossy leaves. The tree produces camphor oil when distilled from wood chips. These rounded trees can grow up to 70 feet with a canopy width of 50-60 feet. Camphor Trees are known to lift sidewalks and curbs due to their strong branches and trunks.

Carrot Wood (*Cupaniopsis anacardioides*)

The Carrot Wood Tree is an evergreen tree is characterized by its rounded canopy and glossy green leaves. The Carrot Wood Tree is known for producing small flowers with bright orange, pumpkin-shape fruits in the warmer months. Native to Australia, the Carrot Wood can thrive in warmer conditions. Once established, these trees can grow up to 40 feet in height with a tree canopy width of 30 feet. The Carrot Wood is an ideal choice for providing ample shade throughout the year.

Chinese Tallow Tree (*Triadica sebifera*)

The Chinese Tallow Tree is a deciduous tree characterized by its rounded tree canopy and oval shaped leaves. The tree produces spectacular fall colors. Native to China and Japan, the Chinese Tallow Tree thrives in warm climates with adequate moisture. Once established, these trees can grow up to 40 feet in height with a tree canopy width of 30 feet. When given ample amounts of moisture, the trees are taller and more upright. Once established, the Chinese Tallow Tree can provide an expansive shade canopy for a portion of the year.

Coast Live Oak (*Quercus agrifolia*)

The Coast Live Oak is an evergreen tree that is known for its large size often characterized by its rounded tree shape. The Coast Live Oak is native to Central and Southern California. The Coast Live Oak tree is protected as a native tree species under Pasadena's local tree ordinance. The Coast Live Oak can grow up to 70 feet in height with a tree canopy width of 70 feet. The Coast Live Oak tree can provide a large spreading canopy which is often greater than the total height.

Cork Oak (*Quercus suber*)

The Cork Oak tree is an evergreen tree characterized by its tree height and rounded canopy. The underside of the leaf is light gray. The Cork Oak tree is also known by its gray and fissured bark which can be utilized to produce wine bottle corks. Native to the Western Mediterranean region, the Cork Oak can tolerate warm climates. Once established, these trees can grow up to 70 feet in height with a tree canopy width of 70 feet. The Cork Oak is an ideal tree for providing year-round shade.

Crape Myrtle (*Lagerstroemia indica*)

The Crape Myrtle tree is a deciduous tree native to China and Korea with showy magenta, pink or white flowers and dark green foliage that changes in fall to yellows, oranges, and reds. The species' remarkably smooth bark adds an additional visual interest to the tree. Once established, these can trees grow well in warm conditions with limited supplemental water, and are suitable for hot, sunny climates. The Crape Myrtle is a pedestrian-scaled tree that can grow up to 25 feet in height with a tree canopy width of up to 25 feet.

Golden Trumpet (*Tabebuia chrysostricha*)

The Golden Trumpet is a semi-deciduous tree native to Brazil and northeast Argentina. The tree is characterized by its bright yellow trumpet shaped flowers that bloom during the early spring. Once established, these trees can grow up to 30 feet in height with a tree canopy width of 30 feet. When used as a street tree, the Golden Trumpet tree can create a beautiful visual throughout the seasons. The Golden Trumpet tree grows well in urban environments and can thrive in warm conditions.

Holly Oak (*Quercus ilex*)

The Holly Oak tree is an evergreen tree characterized by its prominent umbrella form. Native to the Western Mediterranean Region it features spear shaped leaves. Once established, these trees can grow up to 60 feet in height with a tree canopy width of 60 feet. In part due to the Holly Oak's rounded shape it's an attractive street tree that provides year-round shade.

Maul Oak or Canyon Live Oak (*Quercus chrysolepis*)

The Maul Oak, or Canyon Live Oak, can be found widely throughout the western United States. Once established, these trees can mature into one of the world's largest oak species. The Maul Oak tree has a canopy of oval leaves of various sizes and shapes – some are spine-toothed while others are completely smooth. These trees can grow up to 70 feet with tree canopy widths of 30 feet. These evergreen trees can provide shade canopies year-round.

Mesa Oak (*Quercus Engelmannii*)

The Mesa Oak (also known as the Engelmann Oak or Pasadena Oak) is generally evergreen, but sometimes drought-deciduous tree that is known for its wide tree crown. The Mesa Oak is native to the Southern California and Baja California regions. The Mesa Oak has long elliptical leaves with a dull green/ blue-green sheen. Once established, the tree can grow up to 65 feet in height with a tree canopy width of 80-120 feet. Compared to the Coast Live Oak, the Mesa Oak typically grows in a more upright or columnar character in urban settings. When given a sufficient planting area, the Mesa Oak can provide extensive shade for most of the year.

Mexican Fan Palm (*Washingtonia robusta*)

The Mexican Fan Palm is an evergreen palm tree that is native to northwest Mexico. The Mexican Fan Palm can grow up to 100 feet with a canopy width of 5-10 feet. The fronds are typically dark green and the tree produces black pea shaped fruit.

Red Oak (*Quercus rubra*)

The Red Oak tree is a deciduous tree known for its red foliage and large size - it can grow to 80 feet with a canopy width of 50-70 feet in favorable conditions. It is a successful shade tree with a round, wide canopy. These trees can thrive in urban conditions and support local wildlife through its acorns and space for bird nests among its branches.

Southern Live Oak (*Quercus Virginiana*)

The Southern Live Oak is a semi-evergreen tree that is known for its stunning large, rounded tree shape. The Southern Live Oak is native to the Southern region of the United States and features leaves with a white colored underside. Once established, the tree can adapt to most environmental conditions other than high elevations. Southern Live Oaks can grow up to 80 feet in height and a tree canopy width of 100 feet. With such a large tree canopy, the Southern Live Oak can provide shade for most of the year.

Valley Oak (*Quercus lobata*)

The Valley Oak tree grows only in California – specifically in the Central Valley, Coast Ranges, and Sierra Nevada foothills. One of the world's largest oak species, these trees grow up to 70 feet with 50-foot canopies. Their rounded canopies are made up of lobed, deciduous leaves and they have deeply checkered bark. Due to agricultural development throughout California, Valley Oak trees are less prevalent than they once were -- many of these trees have been displaced, with no younger trees to replace them. The Valley Oak can provide an expansive shade canopy for a portion of the year.



The tree canopy in the northern portion of the subarea along Fair Oaks Avenue

A.2.2 STREET SEGMENT EXISTING CONDITIONS

The following street segments have been analyzed for Design Guidance for Tree Selection.

- » Fair Oaks Avenue (Montana Street to Howard Street)
- » Fair Oaks Avenue (Howard Street to Washington Boulevard)
- » Fair Oaks Avenue (Washington Boulevard to Mountain Street)
- » Fair Oaks Avenue (Mountain Street to Maple Street)
- » Orange Grove Boulevard (Lincoln Avenue to North Fair Oaks Avenue)
- » Orange Grove Boulevard (Fair Oaks Avenue to Los Robles Avenue)

FAIR OAKS AVENUE (MONTANA STREET TO HOWARD STREET)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
North Fair Oaks Avenue (Montana Street to Howard Street)			
Montana Street to Howard Street	Live Oak, Cork Oak, Mesa Oak, Southern Live Oak	Live Oak*	21
		Holly Oak	20
		Mexican Fan Palm	19
		Bottle Tree	11
		Mesa Oak	2
		Maul Oak	2
		Red Oak	2
		Camphor Tree	1
		Mesa Oak	1

*Note: For purposes of existing tree species and counts, Live Oak and Southern Live Oak are combined.



An Oak tree in front of 1680 Fair Oaks Avenue.

Between Montana Street and Tremont Street, the MSTP currently designates the Live Oak, Cork Oak, and Southern Live Oak tree species while from Tremont Street to Howard Street the MSTP designates Live Oak, Mesa Oak, and Cork Oak, which are partially reflected in existing plantings in this segment of North Fair Oaks Avenue. Existing street trees are typically mature with large canopies, however, there are areas where there is a noticeable lack of shade coverage, especially evident on the eastern side of North Fair Oaks Avenue.

Live Oak

21 Live Oak trees (*Quercus agrifolia/Quercus virginiana*) are currently planted along North Fair Oaks Avenue between Montana and Howard Streets, with heights ranging from 10 to 40 feet and canopies ranging from 5 to 45 feet. As a large evergreen tree, the Live Oak Tree can provide extensive street shade throughout the year. The Live Oak tree located at 1715 North Fair Oaks Avenue appears healthy with a large, rounded canopy made possible by the spacious building setback which allowed for growth.

Bottle Tree

11 Bottle Trees (*Brachychiton populneus*) are currently planted along North Fair Oaks Avenue between Montana and Howard Streets, with the heights ranging from 20 to 40 feet and canopies ranging from 15 to 35 feet. As a large evergreen tree, the Bottle Tree can provide ample street shade throughout the year. The Bottle Trees located along the corridor appear to be healthy. An example of healthy growth can be found on 1770 North Fair Oaks Avenue.

Holly Oak

20 Holly Oak Trees (*Quercus ilex*) are currently planted along North Fair Oaks Avenue between Montana and Howard Streets, with tree heights ranging from 10 to 60 feet and canopies ranging from 5 to 65 feet. As a large evergreen tree, the Holly Oak provides consistent shade coverage throughout the year. A large canopy can be achieved if allowed to fully grow unobstructed as the in the case with the Holly Oak tree located on 1730 North Fair Oaks Avenue.

Camphor Tree

One Camphor Tree (*Cinnamomum camphora*) is planted along North Fair Oaks Avenue between Montana and Howard Streets, with a height of 35 feet and a tree canopy of 30 feet. As a large evergreen tree, the Camphor Tree can provide expansive shade coverage throughout the year. The Camphor Tree located at 1661 North Fair Oaks Avenue appears to be healthy due to the spacious conditions that have allowed for the tree to mature.

Mexican Fan Palm

19 Mexican Fan Palm trees (*Washingtonia robusta*) are planted in this section of North Fair Oaks Avenue. With tree heights ranging from 80 to 105 feet and tree canopies of 15 feet, the Mexican Fan Palms do not provide sufficient street shade coverage. The cluster of Mexican Fan Palms located at 1843 N Fair Oaks Avenue appear to be used as decorative street trees providing minimal shade.

Maul Oak

Two Maul Oak (*Quercus chrysolepis*) are planted along this segment of North Fair Oaks Avenue, with a height of 15 feet and a canopy of 10 feet. As a young tree, the Maul Oak located on 1953 N Fair Oaks Avenue appears to be healthy due to the spacious conditions that have allowed for the tree to mature.



Mexican Fan Palms provide a consistent visual character, but provide minimal shade along the northern portion of Fair Oaks Avenue



The Holly Oak at 1730 Fair Oaks Avenue has an established canopy that has grown without obstruction.

FAIR OAKS AVENUE (HOWARD STREET TO WASHINGTON BOULEVARD)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
North Fair Oaks Avenue (Howard Street to Washington Boulevard)			
Howard Street to Washington Boulevard	Live Oak, Cork Oak, Southern Live Oak, Mesa Oak	Holly Oak	17
		Live Oak	13
		Bottle Tree	10
		Cork Oak	1

Out of the four street tree species currently planted along North Fair Oaks Ave between Howard Street and Washington Boulevard, the Holly Oak is the most prevalent. The Holly Oak is complemented by other Oak species, such as the Live Oak and the Cork Oak. Existing conditions, such as building setbacks and most of the sidewalk segments, feature parkways with multiple street trees. While there is consistency in the overall shade coverage along the segment, the presence of driveways and utility poles contributes to occasional gaps in shade coverage.

Live Oak

13 Live Oak trees (*Quercus agrifolia*/*Quercus virginiana*) are currently planted along North Fair Oaks Avenue between Howard Street and Washington Boulevard with tree heights ranging from 10 to 45 feet and tree canopies ranging from 5 to 55 feet. As a large evergreen tree, the Live Oak tree can provide extensive street shade throughout the year. The Live Oak tree located at 1504 North Fair Oaks Avenue has been able to grow to maturity with an expansive canopy.

Cork Oak

One Cork Oak tree (*Quercus suber*) is planted along North Fair Oaks Avenue between Howard Street and Washington Boulevard, with a tree height of 10 feet and a tree canopy of 5 feet. As a large evergreen tree, the Cork Oak tree can provide expansive shade coverage throughout the year. The Cork Oak tree located at 1471 North Fair Oaks Avenue appears to be healthy, and based on existing conditions, there is ample room for canopy growth as the tree matures.

Holly Oak

17 Holly Oak (*Quercus ilex*) are planted along North Fair Oaks Avenue between Howard Street and Washington Boulevard, with tree heights ranging from 10 to 60 feet and tree canopies ranging from 5 to 65 feet. As a large evergreen tree, the Live Oak tree can provide extensive street shade coverage throughout the year. Given their expansive canopies, Holly Oak trees located at 1515 North Fair Oaks Avenue appear healthy.

Bottle Tree

Four Bottle Trees (*Brachychiton populneus*) are planted along North Fair Oaks Avenue between Howard Street and Washington Boulevard, with tree heights ranging from 25 to 40 feet and tree canopies ranging from 20 to 40 feet. As a large evergreen tree, the Bottle Tree can provide ample street shade throughout the year, making it a popular choice as a street tree. The Bottle Trees located at 1411 N Fair Oaks Avenue are examples of successful plantings.



A Holly Oak at 1448 Fair Oaks Avenue.

FAIR OAKS AVENUE (WASHINGTON BOULEVARD TO MOUNTAIN STREET)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
North Fair Oaks Avenue (Washington Boulevard to Mountain Street)			
Washington Boulevard to Mountain Street	Crape Myrtle, Live Oak, Mesa Oak, Cork Oak	Carrot Wood	46
		Cork Oak	13
		Live Oak	6

Of the three existing street tree species planted along North Fair Oaks Avenue between Washington Boulevard to Mountain Street, only the Cork Oak and Live Oak are consistent with the MSTP's designations for this segment. Notably, the Carrot Wood tree is the predominant street tree species. The Carrot Wood provides a uniform visual character along North Fair Oaks Avenue.

Carrot Wood

46 Carrot Wood trees (*Cupaniopsis anacardioides*) are planted along North Fair Oaks Avenue between Washington Boulevard and Mountain Street, with tree heights ranging from 15 to 40 feet and tree canopies ranging from 15 to 45 feet. Conditions throughout this segment of North Fair Oaks Avenue appear to benefit from the numerous Carrot Wood tree plantings. Current plantings of the tree appear healthy and can provide consistent shade coverage. An example of a successful planting can be found on 1163 North Fair Oaks Avenue.

Live Oak

Six Live Oak trees (*Quercus agrifolia/ Quercus virginiana*) are planted along North Fair Oaks Avenue between Washington Boulevard and Mountain Street, with tree heights ranging from 5 to 15 feet and tree canopies ranging from 5 to 10 feet. Existing sidewalk conditions have allowed for plantings of the Live Oak tree to flourish and mature in a healthy manner. The Live Oak tree located at 980 North Fair Oaks Avenue is an example of a successful planting that has been able to grow to maturity with an expansive canopy.

Cork Oak

13 Cork Oak trees (*Quercus suber*) are planted along North Fair Oaks Avenue between Washington Boulevard and Mountain Street, with tree heights ranging from 15 to 40 feet and tree canopies ranging from 5 to 35 feet. The wide sidewalks on this segment of North Fair Oaks Avenue appear to benefit the Cork Oak trees. Current plantings appear healthy and can provide consistent shade coverage. The Cork Oak tree located at 1147 North Fair Oaks Avenue appears to be healthy due to the spacious conditions that have allowed for the tree to mature.



One of the many Carrot Wood trees found along this segment of Fair Oaks Avenue at 1140 Fair Oaks Avenue

FAIR OAKS AVENUE (MOUNTAIN STREET TO MAPLE STREET)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
North Fair Oaks Avenue (Mountain Street to Maple Street)			
Mountain Street to Maple Street	Crape Myrtle, Live Oak, Mesa Oak, Cork Oak	Crape Myrtle	30
		Bottle Tree	5
		California Fan Palm	5
		Live Oak	4
		Cork Oak	4
		Carrot Wood	3
		Camphor Tree	2
		Mexican Fan Palm	2
		Chinese Tallow Tree	1
		Mesa Oak	1
		Golden Trumpet	1

Out of the 11 existing street tree species planted along North Fair Oaks Avenue between Mountain and Maple Streets, all four MSTP-designated street tree species can be found. The Crape Myrtle is the predominant street tree species planted within this segment. Groups of the Crape Myrtle can be frequently found south of Orange Grove Boulevard.

Crape Myrtle

30 Crape Myrtle (*Lagerstroemia indica*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights ranging from 10 to 35 feet and canopy widths ranging from 5 to 25 feet. The Crape Myrtle is a smaller deciduous tree that has potential to provide effective shade coverage, especially when grouped closely together. Crape Myrtles produce bright pink flowers in the early summer months, creating an attractive visual accent. The Crape Myrtle tree located at 557 N Fair Oaks Avenue appears to be growing in a healthy manner.

Bottle Tree

Five Bottle Trees (*Brachychiton populneus*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights ranging from 30 to 40 feet and tree canopy widths ranging from 15 to 30 feet. As a large evergreen tree, the Bottle Tree can provide expansive shade coverage when allowed to grow. Large tree canopies can be achieved if allowed to fully grow unobstructed as in the

case with the Bottle Trees located at 444 North Fair Oaks Avenue.

Cork Oak

Four Cork Oak trees (*Quercus suber*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights ranging from 15 to 20 feet and tree canopy widths ranging from 10 to 15 feet. The group of Cork Oak trees located at 756 N Fair Oaks Avenue appear to be growing in a healthy manner.

Live Oak

Four Live Oak trees (*Quercus agrifolia/ Quercus virginiana*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights ranging from 10 to 35 feet and tree canopy widths ranging from 20 to 35 feet. As a large evergreen tree, the Live Oak Tree can provide extensive street shade throughout the year. The Live Oak tree located at 789 North Fair Oaks Avenue has been able to grow to maturity and with an expansive canopy.

California Fan Palm

Five California Fan Palm trees (*Washingtonia filifera*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights ranging from 60 to 65 feet and with a tree canopy width of 15 feet. The California Fan Palms do not provide sufficient street shade. The California Fan Palms planted at 848 North Fair Oaks Avenue, appear healthy but are used as decorative street trees providing minimal shade.

Carrot Wood

Three Carrot Wood trees (*Cupaniopsis anacardioides*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights ranging from 15 to 30 feet and with tree canopy widths ranging from 15 to 35 feet. As an evergreen tree, the tree has potential to provide shade coverage year-round. Conditions throughout the North Fair Oaks Avenue corridor appear to benefit the Carrot Wood trees. An example of a healthy Carrot Wood tree can be found at 894 North Fair Oaks Avenue, where the tree has been able to grow to maturity with sufficient space for its canopy to outwardly grow.

Camphor Tree

Two Camphor Trees (*Cinnamomum camphora*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights ranging from 45 to 50 feet and with tree canopy widths ranging from 40 to 45 feet. The two Camphor Trees located at 572 North Fair Oaks Avenue have been allowed to mature but their canopy growth is limited due to the adjacent development.

Chinese Tallow

One Chinese Tallow Tree (*Triadica sebifera*) is planted along North Fair Oaks Avenue between Mountain and Maple Streets, with a height of 40 feet and a tree canopy of 40 feet. As a large deciduous tree, it can provide seasonal street shade. The Chinese Tallow Tree produces brilliant colors during the Fall months. The Chinese Tallow Tree located at 640 North Fair Oaks Avenue appears healthy and its canopy has grown uninterrupted with sufficient space.

Mesa Oak

One Mesa Oak tree (*Quercus engelmannii*) is planted along North Fair Oaks Avenue between Mountain and Maple Streets, with a height of 45 feet and a tree canopy of 40 feet. As a large evergreen tree, the Mesa Oak can provide year-round shade coverage. The Mesa Oak tree located at 888 North Fair Oaks Avenue has a rounded canopy and appears to be thriving.

Mexican Fan Palm

Two Mexican Fan Palm trees (*Washington robusta*) are planted along North Fair Oaks Avenue between Mountain and Maple Streets, with heights of 10 feet and a tree canopy of 5 feet. These two Mexican Fan Palms do not provide sufficient shade, but like the Mexican Fan Palms located at 599 North Fair Oaks Avenue, they appear to be used for decorative purposes.

Golden Trumpet

One Golden Trumpet tree (*Tabebuia chrysotricha*) is planted along North Fair Oaks Avenue between Mountain and Maple Streets, with a height of 5 feet and a tree canopy of 5 feet. As a smaller deciduous tree, the Golden Trumpet tree is used as an accent street tree with its showy bright yellow blossoms. The Golden Trumpet tree located at 444 North Fair Oaks Avenue is fairly young and will need time to grow and mature. Based on existing conditions surrounding the tree, there is ample room for canopy growth as the tree matures.



The Crape Myrtle tree at 588 Fair Oaks Avenue provides both shade and a unique visual character to the street

ORANGE GROVE BOULEVARD (LINCOLN AVENUE TO NORTH FAIR OAKS AVENUE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Orange Grove Boulevard (Lincoln Avenue to Fair Oaks Avenue)			
Lincoln Avenue to Fair Oaks Avenue	Live Oak, Cork Oak, Mesa Oak, Southern Live Oak	Holly Oak	10
		Live Oak	4
		Mexican Fan Palm	1

Holly Oak trees are the most prevalent species planted along Orange Grove Boulevard from Lincoln Avenue to North Fair Oaks Avenue. Out of the four species planted, only the Live Oak and Southern Live Oak are consistent with the MSTP's designations for the corridor. Notably, three of all the planted street trees are evergreen trees that can provide expansive shade coverage and visual consistency throughout this segment of Orange Grove Boulevard.

Holly Oak

10 Holly Oak trees (*Quercus ilex*) are currently planted along Orange Grove Boulevard from Lincoln Avenue to North Fair Oaks Avenue, with tree heights ranging from 10 to 55 feet and canopy widths ranging from 10 to 55 feet. As large evergreen tree, the Holly Oak provides consistent shade coverage throughout the year. A large canopy can be achieved if allowed to grow fully unobstructed, as in the case of the Holly Oak tree located at 789 Orange Grove Boulevard.

Live Oak

Four Live Oak trees (*Quercus agrifolia*/*Quercus virginiana*) are currently planted along Orange Grove Boulevard from Lincoln Avenue to North Fair Oaks Avenue, with 10 to 15 feet, and canopy widths ranging from 5 to 20 feet. The Live Oak tree can provide ample shade coverage when allowed to fully mature. The Live Oak tree located at 897 Orange Grove Boulevard appears to be growing in a healthy manner and maintaining its rounded canopy shape.

Mexican Fan Palm

One Mexican Fan Palm (*Washington robusta*) is planted along Orange Grove Boulevard from Lincoln Avenue to North Fair Oaks Avenue, with a tree height of 5 feet and a canopy width of 5 feet. The Mexican Fan Palm planted at 855 Orange Grove Boulevard appears to be used as a decorative street tree providing minimal shade.



Holly Oaks form a canopy on the northern side of Orange Grove Boulevard

ORANGE GROVE BOULEVARD (FAIR OAKS AVENUE TO LOS ROBLES AVENUE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Orange Grove Boulevard (Fair Oaks Avenue to Los Robles Avenue)			
Fair Oaks Avenue to Los Robles Avenue	Live Oak, Cork Oak Mesa Oak	Holly Oak	46
		Live Oak	14
		Valley Oak	1

Existing street trees along Orange Grove Boulevard between North Fair Oaks Avenue and Los Robles Avenue generally align with MSTP designations. The existing Live Oak trees align with the MSTP designations. The Holly Oak and Valley Oak are not designated tree species, although Holly Oak is the most predominant street species. The overall tree canopy is consistent, but the presence of driveways contributes to occasional gaps in shade coverage.

Holly Oak

46 Holly Oak trees (*Quercus ilex*) are currently planted along Orange Grove Boulevard between North Fair Oaks Avenue and Los Robles Avenue with heights ranging from 15 to 60 feet and canopy widths ranging from 10 to 60 feet. As a large evergreen tree, the Holly Oak provides consistent street shade coverage throughout the year. The Holly Oak tree located at 41 Orange Grove Boulevard is an example of a large tree canopy that can be achieved if allowed to fully grow unobstructed.

Live Oak

14 Live Oak trees (*Quercus agrifolia*/ *Quercus virginiana*) are currently planted along Orange Grove Boulevard between North Fair Oaks Avenue and Los Robles Avenue with heights ranging from 10 to 25 feet and canopy widths ranging from 5 to 30 feet. When allowed to mature, the Live Oak tree can provide consistent street shade coverage throughout the year. The Live Oak tree located at 140 Orange Grove Boulevard appears to be growing in a healthy manner.

Valley Oak

One Valley Oak tree (*Quercus lobata*) is currently planted along Orange Grove Boulevard between North Fair Oaks Avenue and Los Robles Avenue with a height of 20 feet and a tree canopy width of 15 feet. As a large semi-deciduous tree, the Valley Oak provides street tree coverage for part of the year. The Valley Oak tree located at 456 Orange Grove Boulevard appears to be growing in a healthy manner.



Holly Oaks along Orange Grove Boulevard showcase the fully canopies that can be achieved if the trees are allowed to grow unobstructed

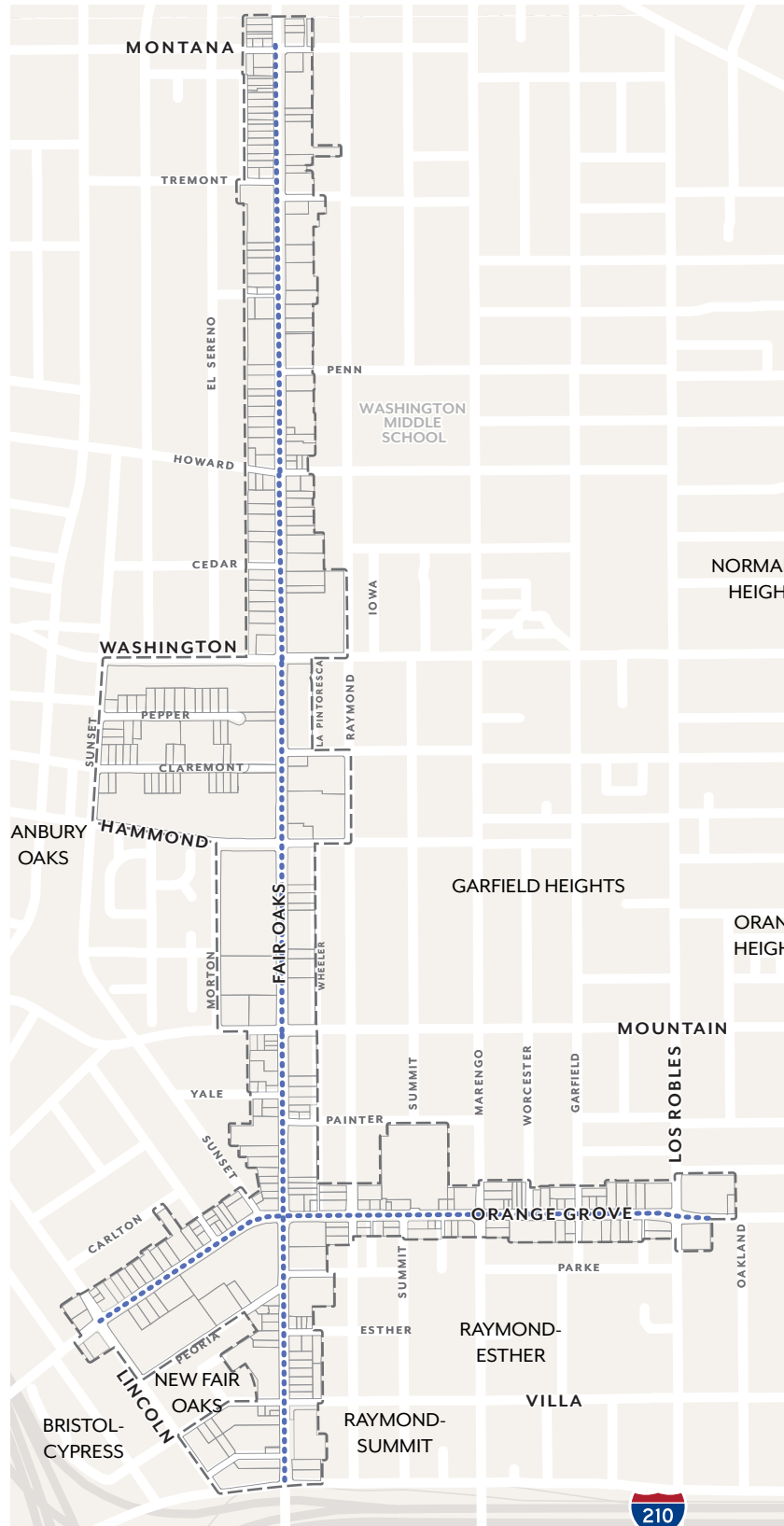
A.2.3 GUIDANCE FOR FUTURE TREE SELECTION

Trees play an important role in the experience of a streetscape. Through physical character, type of shade, and seasonal variety in the form of flowers or changing foliage, trees have a significant influence on our perception of a streetscape corridor. In addition to functional placemaking selection criteria, tree species selection should follow urban forestry best practices and take into consideration resilience and future climate change impacts. The planting environment for street trees is harsh, with trees often being subjected to limited root zone volumes, minimal supplemental irrigation, pollution from car exhaust, pet waste, and high temperatures from urban heat island effect as well as light reflected from nearby glazing. As climate change continues, we can anticipate generally warmer temperatures and more extreme heat days; therefore, the role of shade trees in urban environments will become increasingly valuable for urban heat island mitigation and pedestrian cooling. To meet this need, trees species should be suitable to warmer conditions and extreme heat.

Table A.2-1: Tree Species Recommendations by Street

Street Segment	Tree Species
» Fair Oaks Avenue (Montana Street to Howard Street)	» Mesa Oak (<i>Quercus engelmannii</i>) » Maidenhair Tree (Ginkgo) (<i>Ginkgo biloba</i>)
» Fair Oaks Avenue (Howard Street to Washington Boulevard)	» Mesa Oak (<i>Quercus engelmannii</i>) » Maidenhair Tree (Ginkgo) (<i>Ginkgo biloba</i>)
» Fair Oaks Avenue (Washington Boulevard to Mountain Street)	» Mesa Oak (<i>Quercus engelmannii</i>) » Maidenhair Tree (Ginkgo) (<i>Ginkgo biloba</i>)
» Fair Oaks Avenue (Mountain Street to Maple Street)	» Mesa Oak (<i>Quercus engelmannii</i>) » Maidenhair Tree (Ginkgo) (<i>Ginkgo biloba</i>)
» Orange Grove Boulevard (Lincoln Avenue to Fair Oaks Avenue)	» Mesa Oak (<i>Quercus engelmannii</i>) » Maidenhair Tree (Ginkgo) (<i>Ginkgo biloba</i>)
» Orange Grove Boulevard (Fair Oaks Avenue to Los Robles Avenue)	» Mesa Oak (<i>Quercus engelmannii</i>) » Maidenhair Tree (Ginkgo) (<i>Ginkgo biloba</i>)

Map A.2-2: Recommended Street Trees



- Species 1: Mesa Oak
- Species 2: Maidenhair Tree (Ginkgo)

Note: Dots indicate recommended tree species, but are diagrammatic and do not reflect actual recommended tree spacing.

FAIR OAKS AVENUE (MONTANA STREET TO HOWARD STREET)

- » Mesa Oak (*Quercus engelmannii*)
- » Maidenhair Tree (Ginkgo) (*Ginkgo biloba*)

This northernmost portion of the FOOGSP area acts as a gateway to the City between Pasadena and Altadena, providing an opportunity to mark the entrance to the City with a statement tree. Maidenhair Trees also known as Ginkgo trees (*Ginkgo biloba*), known for their resilience to urban conditions and for their brilliant golden-colored leaves, are recommended as a featured gateway tree at the Pasadena/Altadena border as well as throughout the FOOGSP area to create a cohesive visual identity along both Fair Oaks Avenue and Orange Grove Boulevard.

The existing Fair Oaks Avenue streetscape between Montana Street and Howard Street features a range of nine species, with a predominance of Mexican Fan Palm and Oak species. The Mexican Fan Palms which can be found consistently planted along the east side of the street create a uniform visual character but provide little shade. Future recommendations for this area focus on creation of a consistent shade canopy.

The various Oak species found along this segment exist successfully. Although the MSTP designates Live, Cork, and Southern Live Oak for this segment, Mesa Oak (*Quercus engelmannii*) are recommended for future plantings. Given their nativity to the area, Mesa Oaks can thrive in the current conditions, work well with other Oak species planted along this segment to provide a consistent shade canopy, and offer a diversification of Oak species to protect against any species-specific diseases. Additionally, their columnar canopy shape can fit within area's sidewalk and street constraints.

To provide an accent and pop of color throughout the corridor, and to align visually with the recommended gateway plantings, Ginkgos are recommended to accompany the Mesa Oak. Ginkgos can thrive in urban environments and will provide a unique visual character to the street. However, Ginkgo trees do not provide much shade, so new plantings would need to be interspersed with Oaks to ensure a consistent shade canopy.



An example of Ginkgo (Maidenhair) trees



Placeholder - Mesa Oak at 888 Fair Oaks Ave

FAIR OAKS AVENUE (HOWARD STREET TO MOUNTAIN STREET)

- » Mesa Oak (*Quercus engelmannii*)
- » Maidenhair Tree (Gingko) (*Ginkgo biloba*)

Fair Oaks Avenue from Howard Street to Washington Boulevard is populated nearly exclusively by Oak species, most predominantly the Holly Oak, accompanied by a number of well-established Bottle Trees. The shade canopy in this two-block stretch is relatively consistent, with only small gaps in coverage. In the segment between Washington Boulevard and Mountain Street, Carrot Wood trees are predominant with a total of 46 trees. These Carrot Wood trees provide a consistent canopy along with Cork and Live Oaks. Some gaps in shade coverage exist at intersections, causing, in some cases, bus stops to lack shading.

To maintain and complement the canopy in this segment, Mesa Oaks are recommended for future plantings as an alternative to the existing Oak species. Diversifying the Oak species planted can help to protect against any species-specific disease. To maintain a consistent visual character throughout the FOOGSP area, Gingko trees are recommended as accent trees in this segment, interspersed with existing species to ensure the shade canopy maintains its consistency.

FAIR OAKS AVENUE (MOUNTAIN STREET TO MAPLE STREET)

- » Mesa Oak (*Quercus engelmannii*)
- » Maidenhair Tree (Gingko) (*Ginkgo biloba*)

In the southern-most portion of Fair Oaks Avenue, Crape Myrtle is the predominate species with a mix of established Crape Myrtle and newly planted trees. Gaps in shade coverage are mostly found at intersections. As the southern boundary of the FOOGSP area, as marked by the entrance to the 210 Freeway, Gingko trees are recommended to create a gateway planting for consistency with the northern entrance to the area and to reinforce the area's visual identity.

ORANGE GROVE BOULEVARD (LINCOLN AVENUE TO LOS ROBLES AVENUE)

- » Mesa Oak (*Quercus engelmannii*)
- » Maidenhair Tree (Gingko) (*Ginkgo biloba*)

Holly Oak are the predominant species along Orange Grove Boulevard in the FOOGSP area. Many of these Oaks are thriving, providing a relatively consistent tree canopy. However, in the long super block between Fair Oaks Avenue and Lincoln Avenue along Orange Grove Boulevard, there is minimal shade coverage. In front of newer multi-family housing developments, newly planted trees are still growing to their full canopy potential, also contributing to a lack of shade in this area. Diversifying the Oak species planted in this area is highly recommended as the predominance of Holly Oaks means that the shade canopy is at risk of species-specific impacts that could prove detrimental to the canopy overall. For future planting opportunities, Mesa Oaks are recommended for consistency with the rest of the plan area and their ability to thrive in urban areas. For consistency, Gingko trees are recommended accent trees.



Placeholder

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