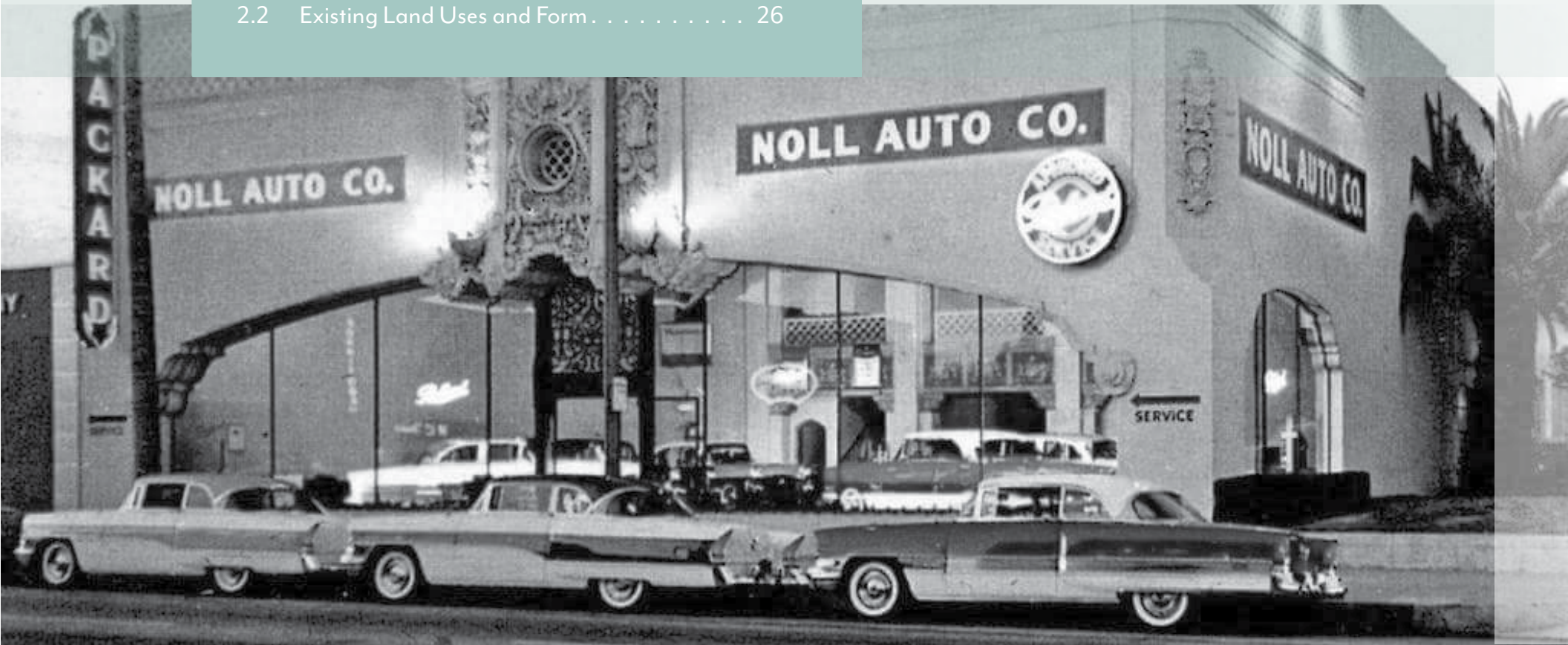


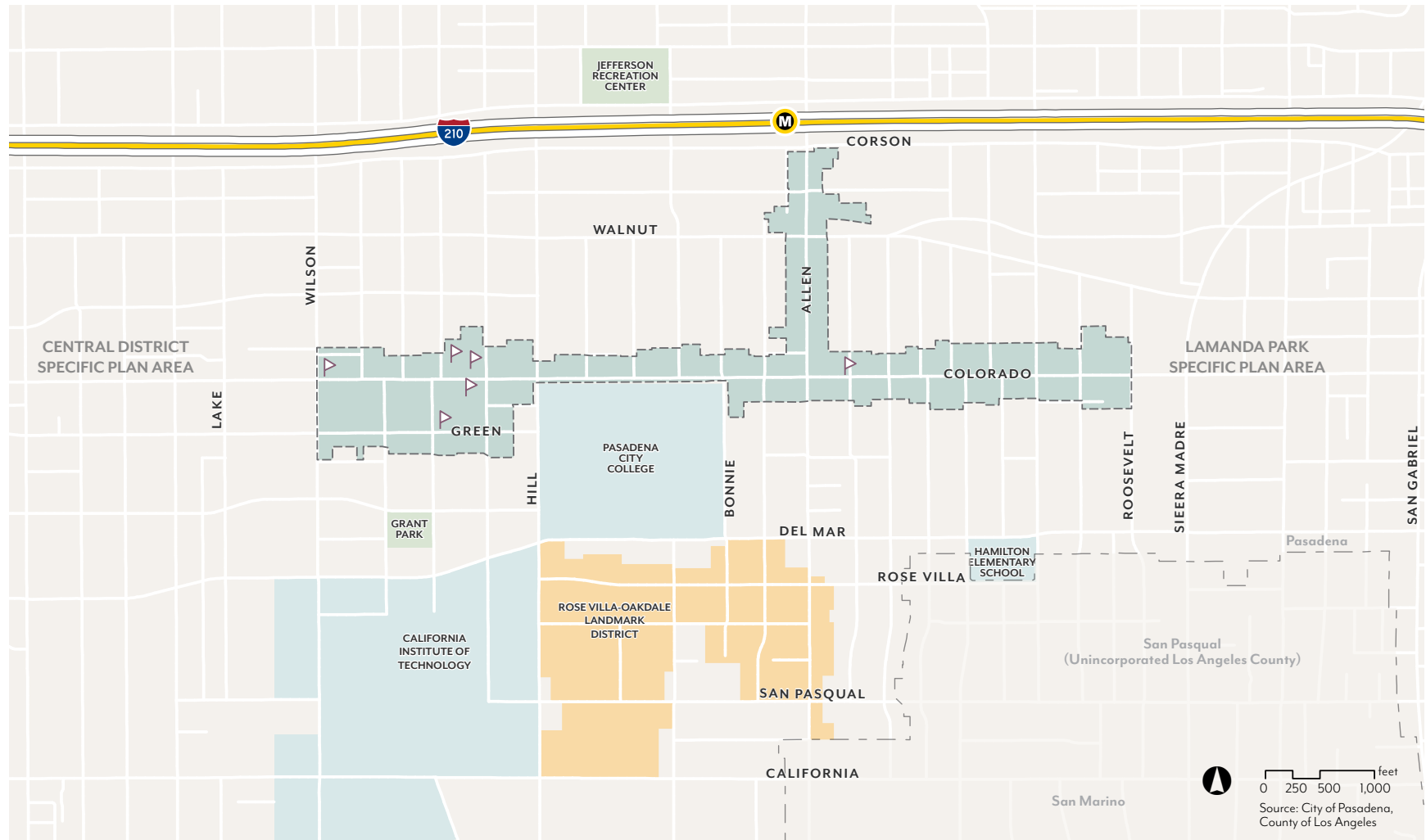
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Ch. 2 Background and Context

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Map 2.1-1: East Colorado Specific Plan Area and Regional Context



The East Colorado Specific Plan Area lies just south of the I-210 and Metro L Line (Gold), in between Central District to the west and Lamanda Park to the east. Pasadena City College, Caltech, the Rose Villa-Oakdale Landmark District, and the unincorporated neighborhood of San Pasqual are all located within a half-mile of the Plan area to the south.

- Specific Plan Area
- Educational Institutions
- Parks & Open Spaces
- Landmark Districts
- M Allen Station
- Metro L Line (Gold)
- ▷ Historic Resources and Landmark Buildings

2.1 Community and Historic Context

The East Colorado Specific Plan area is a commercially focused area of the City that includes historic properties, churches, motels popular for Rose Parade viewing, and a few pockets of residential homes. Mid-century signage, car dealerships, auto service shops, and re-purposed auto showrooms reflect the corridor's historic Route 66 character. The area was formerly called East Pasadena, independent from the City of Pasadena, originating as a small village around the intersection of Chester Avenue and Colorado Boulevard. Even from the establishment of the village the area has included commercial services, housing, and a variety of churches.

The primary corridor is approximately 1.4 miles along Colorado Boulevard running east/west. This portion of Colorado Boulevard was also part of the National Old Trails Route established by the Automobile Club of Southern California; it was later converted to be part of Route 66, the iconic motorway connecting Chicago to the Pacific Ocean. In the 1920s, the boulevard connected Pasadena with the independent communities of East Pasadena and Lamanda Park, which were eventually annexed into the City of Pasadena. For several decades Colorado Boulevard remained an auto-oriented corridor with an eclectic mix of commercial and auto service uses.

The original East Colorado Boulevard Specific Plan, adopted in 2003, included Colorado Boulevard from Catalina Avenue on the west to Sycamore Avenue on the east. The 2003 plan focused on expanding the mix of uses along the corridor to create a “unified streetscape and a series of distinctive places along the boulevard.” That plan captured a much greater portion of Colorado Boulevard with a more robust set of historic resources and legacy Route 66 land uses. Since then, the character of the City has evolved and the boundaries of this Specific Plan have adjusted accordingly. The portion along Green Street was added as part of the 2015 General Plan update, while the block of Colorado Boulevard between Catalina Avenue and Wilson Avenue was removed to be included in the Central District Specific Plan. The Lamanda Park Specific Plan area was established by the 2015 General Plan; this included removing the portion of Colorado Boulevard between Roosevelt Avenue and Kinneloa Avenue. The portion of Colorado Boulevard east of Kinneloa Avenue has been absorbed into the East Pasadena Specific Plan area.

Portions of the East Colorado Specific Plan area have evolved since 2003, such as the portion of Allen Avenue between Colorado Boulevard and the I-210 Freeway, which became a primary connector from the Allen Station. Other areas, such as the portion of Green Street between Wilson Avenue and Hill Street, have seen fewer changes and continue to provide the neighborhood with retail, small offices, and services. Wrapping around the north end of the Pasadena City College (PCC) campus, the Specific Plan area contributes to multi-modal campus access from Allen Station, and provides services for students and faculty. Allen Avenue, Green Street, and Colorado Boulevard all serve local needs for the variety of residential neighborhoods that border the Specific Plan area.

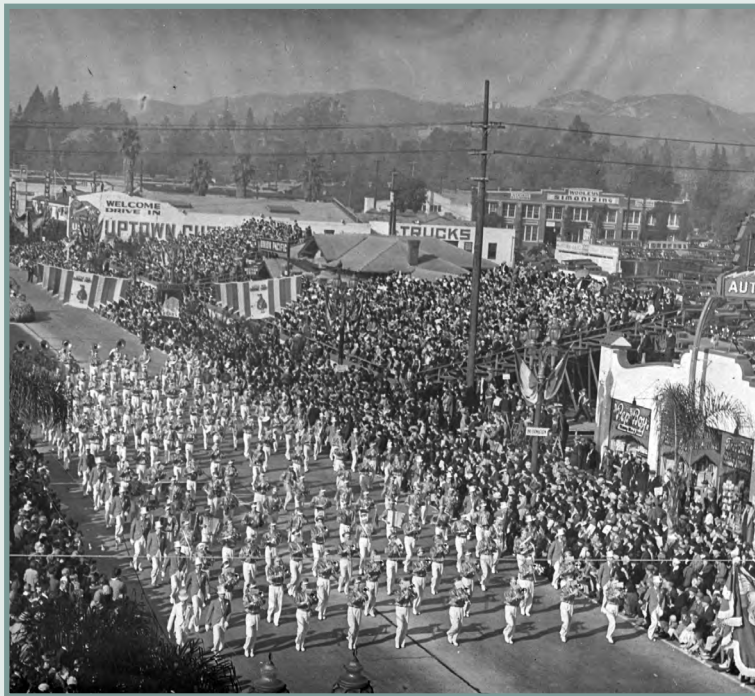
The Specific Plan area includes six designated historic resources, built between 1900 and 1932. Three of the resources are National Historic Register properties, including the Kindel Building at 1095 Colorado Boulevard (1927), Howard Motor Company Building at 1283 Colorado Boulevard (1927), and a historic Foothill Boulevard Milestone marker at 1304 Colorado Boulevard (1906). The other three are City identified Landmark Buildings, including the retail building at 1271 E. Green Street (1929), Holliston Avenue Methodist Church at 1305 Colorado Boulevard (1900), and Draper's Building at 1855 E. Colorado Boulevard (1932). These historic resources are from the height of automobile adoption across the country, with the Kindel Building and Howard Motor Company Building celebrating the automobile culture that pervaded Pasadena and Colorado Boulevard. Although not designated as historic, the Saga Motor Hotel at 1633 Colorado Boulevard in the College District Subarea is a stylized hotel built in 1959, which continues to hallmark the automobile's impact on the Specific Plan area and reminds the current-day visitor why automotive uses were so prevalent along this historic corridor.

The area continues to evolve beyond its auto-oriented history with more modern uses that include offices for professional services, studios for health and wellness, and an increasing number of restaurants throughout. The presence of churches has been maintained in the area with at least eight houses of worship located in the Specific Plan area. Today, much of the Colorado Boulevard corridor in the Specific Plan area serves as part of the annual Rose Parade route.

EAST COLORADO SPECIFIC PLAN TIMELINE

1900-1970

- » Holliston Avenue Methodist Church is established in 1900
- » Originally known as Foothill Boulevard, historic milestone markers remain from 1906
- » In 1914 the Automobile Club of Southern California posts signs along Colorado Boulevard marking it part of the National Old Trails Route
- » The Holliston Church building is moved in 1923 from Lake Avenue and Colorado Boulevard to the Holliston Avenue and Colorado Boulevard location
- » Pasadena Junior College is established in 1924, eventually becoming Pasadena City College
- » Auto-oriented development occurs throughout the area as Pasadena is an early adopter of the automobile
- » Motorcar showrooms and repair facilities proliferate along Colorado Boulevard
- » A portion of Colorado Boulevard becomes part of the historic Route 66 motorway



Pasadena City College Parade (1937)



Howard Auto Co. Building (1927)



Holliston Methodist Church (1900)



Draper's Building (1932)

EAST COLORADO TIMELINE

1970-2000

- » A growth period for the area including building of the Allen Avenue Square North condominiums, the Pep Boys and Office Depot on Colorado Boulevard near Wilson Avenue, the strip commercial centers along Corson Street and Roosevelt Avenue, and various office buildings along Green Street
- » 1996 the Pasadena Area Rapid Transit System (ARTS) Uptown route is extended through the Specific Plan area along Colorado Boulevard



Office Depot



Pasadena Transit



Allen Ave Square North
Condominiums

2000-Present

- » First East Colorado Boulevard Specific Plan is adopted in 2003
- » Metro L Line (Gold) starts service July 26, 2003, including the opening of the Allen Station
- » Pasadena City College expands facilities and parking at the campus between 2003 and 2007
- » Colorado Boulevard continues to serve as part of the annual Rose Parade route
- » Transit-oriented development begins to take shape around Allen Station
- » Our Pasadena Specific Plan Update process begins in 2018



Colorado Blvd for Rose Parade









LUXE Apartments



Allen Station

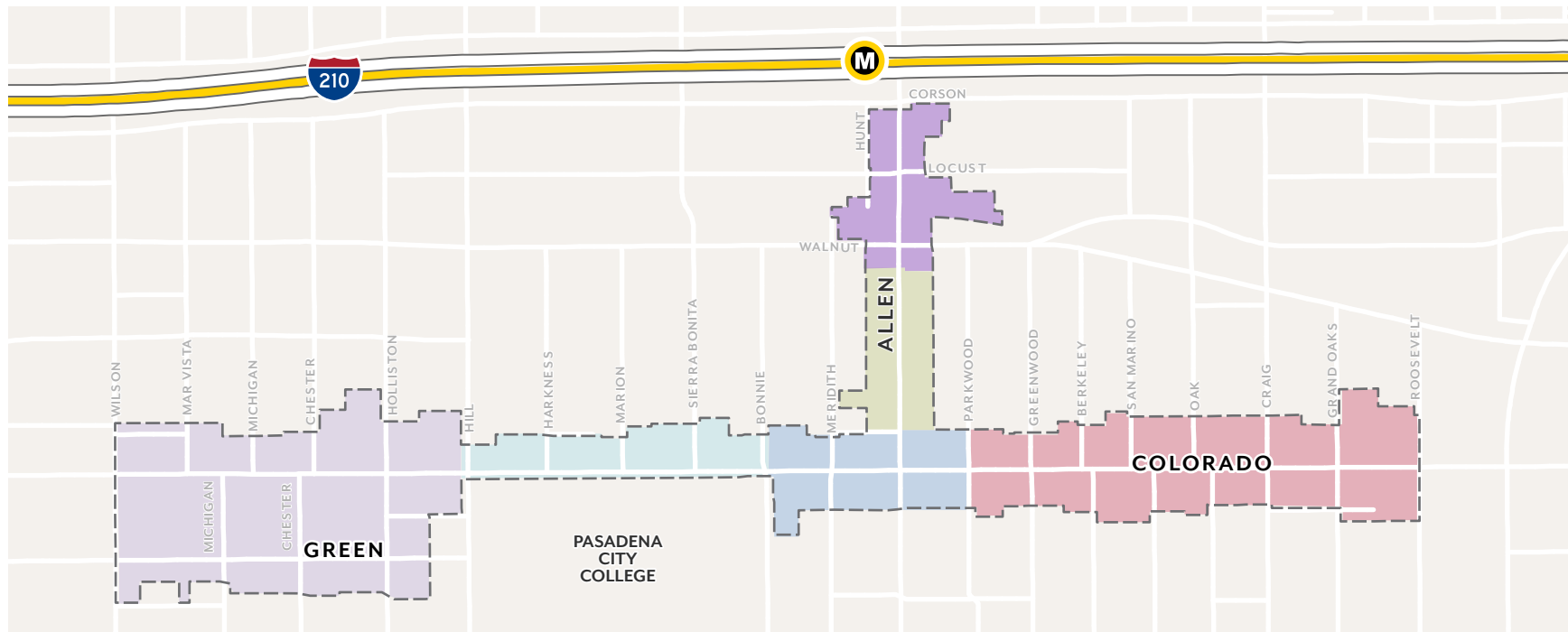
2.2 Existing Land Uses and Form

The Specific Plan Area is organized into six subareas, distinguished by their existing conditions, their General Plan Land Use designations, and the Specific Plan's vision for their future.

 Mid-City	 Eastern Corridor
 College District	 Allen Transit
 Gateway	 Allen Residential

This section describes existing uses, character, and urban form within these areas. In Chapter 3, future-oriented goals and policies are introduced for each subarea.

Map 2.2-1: East Colorado Specific Plan Subareas



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. This 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.



Ice cream shop in re-purposed gas station at Chester Ave. and Green St.

MID-CITY

The Mid-City Subarea extends along Colorado Boulevard and Green Street between Hill Avenue and Wilson Avenue, the western edge of the Specific Plan area and adjacent to the Central District Specific Plan boundary. Mid-City is commercially focused and includes a range of existing uses including local- and community-scale retail, neighborhood services, churches, hotels, and private and government offices. Colorado Boulevard is the main artery of the Specific Plan area, serving as the City's preeminent boulevard and historic "main street" with a variety of local and regional services that support a broad tax base for the City. Uses within Mid-City along Colorado Boulevard include a mix of retail, hotel, and vehicle-related commercial, including large big box stores such as Office Depot and Michaels, as well as the designated historic Holliston United Methodist Church.

Green Street is characterized by a combination of general office, retail, and medical office uses, in addition to government and PCC-related uses east of Michigan Street, including the State of California Employment Development Department and the PCC Child Development Center. Two large surface parking lots east of Holliston Street along Green Street serve PCC students and faculty. One mixed-use retail and residential development is located along the north side of Green Street at Holliston Street. North-south streets connecting Colorado Boulevard and Green Street, including Wilson Avenue, Michigan Avenue, Chester Avenue, and Holliston Avenue include a similar mix of offices and service-oriented uses in addition to surface parking lots that serve adjacent uses.



Retail and office uses on Colorado Blvd.

Lot and block size vary across the Subarea. Along Colorado Boulevard, lot sizes include a mix of small, narrow individually owned lots with between 30-70 feet in frontage and larger lots with approximately 150-200 feet in frontage. Lot sizes along Green Street are fairly consistent west of Michigan Avenue with approximately 50 feet in frontage. East of Michigan Avenue, lot sizes are generally larger with between 150-200 feet in frontage. Several frontages face north-south streets as lot sizes are fairly small and are oriented on block lengths of 400 feet. Blocks lengths along Colorado Boulevard are generally between 300 and 400 feet, which contribute to a walkable east/west environment, although the spacing between signalized crosswalks can span up to 1,200 feet across the length of the corridor within the Specific Plan area.

Large distances between north/south street crossings reduce pedestrian mobility and detract from the cohesiveness of the area, as shoppers cannot easily visit stores directly across the street from each other. While a grid network is predominant, some T-intersections (a three-way intersection where a minor roadway meets a major roadway) are present at Colorado Boulevard and Mar Vista Avenue, Michigan Avenue, and Chester Avenue, creating block pattern inconsistency and challenges for north-south mobility. Block lengths along Green Street are also range between 300 to 400 feet, however crossing opportunities for pedestrians are present at every intersection and are therefore more frequent.



Example of a T-intersection at Colorado Blvd. and Michigan Ave.

Most buildings along Colorado Boulevard, including designated historic resources, are configured within a traditional storefront setting and include a high frequency of individual storefronts, transparent windows facing the street, and surface parking lots located behind or to the side of buildings. Building setback widths are fairly consistent, providing a uniform building streetwall. The auto-oriented cluster of buildings near Wilson Avenue is an exception to the dominant urban form, featuring varied building setback conditions and a high number of parking lots along the street. Due to the variety in building form and height, views of the San Gabriel mountains to the north are generally limited to street intersections or as viewed from surface parking lot areas.

Green Street is characterized by pedestrian-oriented traditional storefronts with high-quality facades and a high frequency of individual storefronts with transparent windows. This street-facing building form is less dominant east of Michigan Avenue extending to Hill Avenue as more surface parking lots are present along the street. Streets oriented north-south connecting Colorado Boulevard and Green Street are characterized by one- and two-story buildings with large expanses of surface parking lots. Urban form in this area is less pedestrian-oriented as there are few street-facing buildings and windows, and surface parking lots separating buildings.



Retail uses on Colorado Blvd.



Office uses and mature ficus trees on Green St.

Public realm conditions are varied within the Mid-City Subarea. Colorado Boulevard provides consistent 15-foot-wide sidewalks along the full length of the Specific Plan area, which allows sufficient space for pedestrians and other streetscape amenities. Amenities include a strong pattern of pedestrian-scaled double-light poles, which adds to the character of the corridor, as well as bus shelters/benches, bike parking, and trash receptacles, though they are inconsistent in design and placement. Colorado Boulevard is on the Rose Parade route; due to this significant status, the entire corridor includes the standard light pole and a thematic light pole.

While the sidewalk width is conducive to pedestrian activity, the presence of frequent driveways, streetlight spacing, and amenities, such as bus shelters, has made street tree planting difficult. In addition, the use of Mexican Fan Palms and Pink Trumpet trees, while consistently planted and supportive of a retail environment, has created a sparse landscape, with limited shade for pedestrians. Although aspects of the streetscape are successful, coordinated improvements should be implemented to increase the tree canopy and enhance pedestrian comfort, as well as reduce the number and frequency of driveways as redevelopment occurs.



Colorado Blvd. sidewalk with pedestrian-oriented lighting and street trees

The Green Street corridor has a unique public realm character created by the mature Indian Laurel Fig (figus) tree canopy and strong building streetwall. The characteristic ficus tree canopy creates consistent shade and a comfortable pedestrian setting. These trees occupy a majority of the existing sidewalk widths, ranging between 11 feet to 12 feet, which generates a narrow pedestrian experience in this retail-oriented setting. East of Michigan Avenue, the ficus tree spacing and canopy tapers off as some trees were removed due to disease and conflicts with recent new development.

Along the north-south streets, existing sidewalk widths vary between 10 feet and 14 feet; some sidewalks include landscaped parkways with some urban-setting street tree grates. Street tree and shade conditions are minimal along these north-south streets, with several instances of large expanses devoid of street trees and with frequent driveways interrupting the sidewalk and pedestrian experience. Despite the relatively close distance between Green Street and Colorado Boulevard, public realm and urban form conditions along these north-south streets do not create a cohesive pedestrian-friendly connection throughout the Subarea.



Green St. sidewalk with mature ficus tree canopy

COLLEGE DISTRICT

The College District Subarea is located immediately north of the PCC campus along Colorado Boulevard extending from Hill Avenue to Allen Avenue. College District includes a variety of uses, primarily restaurants, cafes, and retail services targeted towards the daytime PCC student population, in addition to the hotel, motels, and religious institutions.

Block length is fairly consistent with and lot sizes vary along this portion of Colorado Boulevard, however, lots are consistently fairly shallow with 150-foot depths. This four-block stretch of Colorado Boulevard demonstrates a high level of variety in form, transitioning from auto-oriented strip mall configurations with 100 foot lot widths, to a fairly consistent streetwall that feels like a ‘main street’ characterized by individually owned narrow lot widths. Buildings in the College District Subarea are predominantly one- and two-story apart from the existing three-story hotels. Most of the street experience includes a hardscaped sidewalk with a couple of pockets of landscaped front setbacks. While the subarea includes restaurants serving local residents, students, and faculty, some current uses are less compatible with an educational village character.

Public realm conditions are consistent with the portion of Colorado Boulevard within the Mid-City Subarea. However, along the portion of Colorado Boulevard fronting PCC, street trees and parkway conditions change, forming a uniform campus frontage with mature magnolia trees and parkways with turf which lines an expansive front lawn. Crossing opportunities north/south and east/west are more frequent along this portion of Colorado Boulevard to serve the PCC community, with unique crosswalk treatments that feature colored brick between Harkness Avenue and Meredith Avenue. Generally, views of the San Gabriel mountains are only visible from the sidewalk on the south side of Colorado Boulevard and within street intersections.



Colorado Blvd. at Harkness Ave.



The public realm along the Pasadena City College frontage features mature magnolia trees and wide grass parkways

GATEWAY

The Gateway Subarea is located immediately east of the PCC Campus along Colorado Boulevard extending from Bonnie Avenue to Parkwood Avenue. Uses between Bonnie Avenue and Allen Avenue include a mix of retail, restaurants, cafes, with some medical offices. The combination of uses is somewhat supportive of the PCC community, including fast food and fast-casual restaurants, print centers, a bank, and a laundromat. However, there are also several auto-related uses, notably from Allen Avenue to Parkwood Avenue. Overall there are opportunities for the Subarea to better serve the student and faculty through more supportive uses that create a college district and atmosphere.

Urban form in the Gateway Subarea is characterized by street-oriented buildings with a high frequency of entries and window transparency. Between Bonnie and Allen Avenue, surface parking lots located at the rear of the lots allowing a high number of uses that support pedestrian activity. However, east of Allen Avenue, urban form transitions to a more auto-oriented design with surface parking facing the Colorado Boulevard with driveways that interrupt pedestrian travel. Lot sizes vary, with some small and individually owned lots with approximately 50 feet in frontage and some lots which have been consolidated create strip malls with a combination of businesses with approximately 300 feet in frontage. One-story buildings dominate this Subarea with some views to the San Gabriel mountains from the sidewalk on the south side of Colorado Boulevard.

Public realm conditions are similar to that west of Bonnie Avenue, however, the prevalence of parkways planted with turf along Colorado Boulevard begins at Allen Avenue and continues east creating a more suburban commercial parkway condition along the corridor.



Auto-oriented retail uses on Colorado Blvd. between Allen Ave. and Parkwood Ave.



Retail and dining uses at the intersection of Colorado Blvd. and Meredith Ave.



Turf parkway on Colorado Blvd. between Allen Ave. and Parkwood Ave.

EASTERN CORRIDOR

The Eastern Corridor Subarea extends along Colorado Boulevard from Parkwood Avenue to Roosevelt Avenue, constituting the eastern edge of the Specific Plan area adjacent to the Lamanda Specific Plan boundary. Existing uses include auto-service or sales, as well as offices, churches, and motels, with retail and restaurant uses increasing toward the eastern end of the corridor.

Urban form along this portion of Colorado Boulevard is dominated by auto-oriented building configurations. Lot sizes vary with frontages ranging from 50 to 200 feet. Buildings are predominantly one-story with a few two- to three-story properties. While other portions of Colorado Boulevard have consistent building entries and storefronts, frequent driveways and surface parking lots along this portion of the corridor detract from the pedestrian experience and discourage activity in the public realm. Surface parking lots along the street frontage and strip mall configurations are typical. Like the portion of Colorado Boulevard in the Mid-City Subarea, some T-intersections are present along the corridor at Berkeley Avenue, San Marino Avenue, and Oak Avenue, creating similar inconsistency in block pattern and challenges for north-south street crossings.

Public realm conditions in the Eastern Corridor Subarea are fairly consistent with minor deviations. Parkways with planted turf are prevalent along this portion of the corridor, creating a more suburban commercial character.



Automobile sales use on Colorado Blvd.



Surface parking lot along the street frontage at Colorado Blvd. and Craig Ave.



Lodging uses on Colorado Blvd. between Oak Ave. and Craig Ave.

ALLEN RESIDENTIAL

The Allen Residential Subarea is located along Allen Avenue between one parcel north of Colorado Boulevard and one parcel south of Walnut Street. The Subarea is an established single- and multi-family residential neighborhood. Lots are a combination of individually-owned 50-foot lot widths interspersed with larger consolidated lots with multi-family developments. The west side of Allen Avenue is dominated by a four-story condominium while the east side includes a mix of older single-family homes and more recent townhomes on smaller lots. This newer multi-family development includes two-story building forms with limited three-story portions located at the rear of the lot.

The public realm along this portion of Allen Avenue has a strong character of consistent 15-foot sidewalks, large landscaped setbacks, and large parkways planted with turf and mature oak street trees. This provides consistent shade and an overall comfortable pedestrian environment. This is the most comfortable portion of the walk from the Allen Station to the core of the Specific Plan area.



Multi-family residential use with a wide landscaped setback on Allen Ave.



Multi-family residential use with grass parkways, wide landscaped setbacks, and street trees on Allen Ave.



Sidewalk with grass parkways, wide setbacks, and street trees on Allen Ave.

ALLEN TRANSIT

The Allen Transit Subarea is located along Allen Avenue between one parcel south of Walnut Street and Corson Street, just south of the I-210 Freeway and Allen Station. Uses along this portion of Allen Avenue are highly varied and include a combination of auto-related uses, public storage, institutional uses, single-family homes, restaurants, and retail within a strip mall setting, and a mixed-use residential and commercial development.

This portion of Allen Avenue has a high degree of variation in existing uses, urban form and lot sizes. The block lengths are approximately 350 feet, forming a fairly walkable north/south street pattern. Buildings are generally street-facing; however, several buildings are auto-oriented in design with surface parking and driveways along Allen Avenue. Heights within this area are generally one- to two stories. However, the Luxe Apartments mixed-use development at Allen Avenue and Walnut Street stands out among the existing setting of this Subarea. This recent development is four stories and reflects the mixed-use development direction set by the General Plan. Aside from this recent development in the area, the form and uses surrounding the Allen Station do not currently meet the potential of a transit-oriented district.

Within the public realm, this portion of Allen Avenue is characterized by approximately 11-foot sidewalks, which is a narrow dimension for a transit-proximate

area, inconsistent parkways, sporadic street trees, and few public amenities. Coupled with the high frequency of driveways for individual auto-oriented parcels, this portion of the Specific Plan area creates challenges to navigate as a pedestrian. Department of Transportation's Allen Station L Line (Gold) Safety Enhancements project (Allen Station project), which is currently underway, has identified improvements for Allen Avenue between Villa Street and Colorado Boulevard as part of the Department of Transportation's Complete Streets Program. The project aims to enhance the safety and walkability of Allen Avenue, which serves as a vital connection to the Allen Station, focusing on sidewalk and curb extensions, high visibility pedestrian crosswalks, ADA-compliant (Americans with Disabilities Act) ramps, landscaping improvements, pedestrian lighting, and other elements.

Streetscape improvements have been implemented over time along Colorado Boulevard, Green Street, and Allen Avenue, including implementation of the Department of Public Works' Master Street Tree Plan, the in-progress Allen Station project, Allen Station artwork and lighting enhancements, and other infrastructure improvements such as undergrounding of utilities, installation of uniform street furniture that includes bus benches and trash receptacles, and pedestrian-scale lighting. However, there are opportunities to further improve pedestrian walkability and enhance the character of the corridor through the public realm. These opportunities are addressed in this Specific Plan within Chapter 5 (Public Realm) and Chapter 7 (Implementation and Administration), as well as Appendix A.2 (Design Guidance for Tree Selection).



Mixed-use residential and commercial use at Allen Ave. and Walnut St.



Allen Station entrance with enhanced pedestrian-scale lighting



Strip mall retail uses on Allen Ave. between Walnut St. and Locust St.



A blank wall fronting a narrow sidewalk without parkway or shade trees on Allen Ave.

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Ch. 4 Zoning and Land Use

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Zoning and 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 East Colorado Specific Plan. While broad land use categories are assigned in the General Plan, the 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 Zoning Districts.**
- » **4.2 Allowed Land Uses.**



Residential Use: Ground Floor Residential Units



Commercial Use: Ground Floor Retail



Mixed-Use: Ground Floor Dining

4.1 Zoning Districts

4.2.1 PURPOSE

The purpose of the East Colorado Specific Plan zoning districts is to implement the Specific Plan's land use vision for each of the districts (Map 4.1-1), described below.

ECSP-MU1

Mixed-Use Neighborhood

- » Promote the development of a mixed-use, pedestrian-friendly neighborhood with a broad range of retail, office, services, and multi-family housing
- » Support projects that are entirely commercial, entirely residential, or a mix of the two, integrated either horizontally or vertically consistent with ground floor use requirements

ECSP-MU2

Mixed-Use Gateway

- » Create a mixed-use activity center near high frequency transit that accommodates a diverse range of retail, services, and housing where people can walk to shops and restaurants
- » Support businesses that provide products and services to Pasadena Community College students, workers, and visitors, as well as local residents
- » Support projects that are entirely commercial, entirely residential, or a mix of the two, integrated either horizontally or vertically consistent with ground floor use requirements

ECSP-MU3

Mixed-Use Corridor

- » Allow for a wide variety of commercial uses that support citywide needs, as well as goods and services for local residents
- » Support projects that are entirely commercial, entirely residential, or a mix of the two, integrated either horizontally or vertically consistent with ground floor use requirements

ECSP-CG

Commercial General

- » Allow for a variety of small-scale, pedestrian-oriented commercial uses
- » Support a mix of retail and service uses that extend the transit rider amenities along the corridor

ECSP-CL

Commercial Limited

- » Enhance the existing commercial character with pedestrian-oriented uses and reinforce the corridor with additional retail, offices, and services
- » Ensure that future uses are compatible with the neighborhood character

RM-32

Residential Multi-family

- » Maintain the current uses and protect the existing residential character of the neighborhood

4.2 Allowed Land Uses

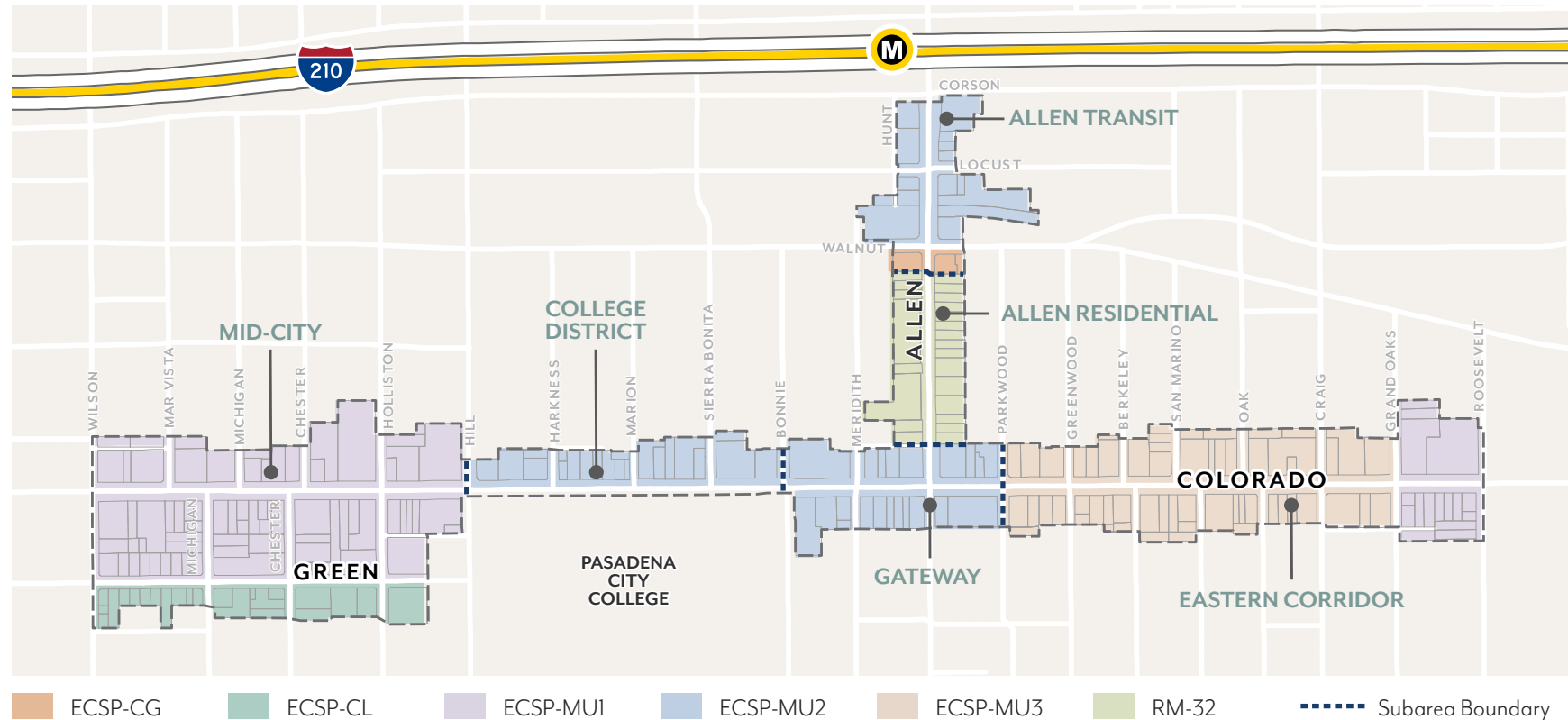
4.2.2 APPLICABILITY

The standards of this Specific Plan apply to proposed development and new land uses in all zones except RM-32. In RM-32, development shall follow all standards of RM-32 zoning in Pasadena Municipal Code (PMC) 17.22.

4.2.1 LAND USES AND PERMIT REQUIREMENTS

- A. **Permit Requirements.** Table 4.2-1 identifies the uses of land allowed by this Specific Plan, the land use permit required to establish each use, and limitations that may apply for a particular use.
1. Definitions of specific land uses are found in PMC 17.80.020, except those listed in footnotes.
 2. Additional standards for specific land uses may apply; refer to the PMC Section noted in the table.
 - a. PMC 17.50.160 shall not apply to mixed-use development.

Map 4.1-1: Zoning Districts



- B. **Ground Floors.** In Mixed-Use zoning districts, ground floor use requirements shall apply to the first 35 feet in depth behind the sidewalk line; see Map 4.2-1.
1. Where the ground floor requirement does not extend the full block (Allen Avenue at Locust Street, Allen Avenue at Walnut Street, and Colorado Boulevard at Allen Avenue) the requirement shall apply to 60 feet of frontage measured from the intersection of the street property lines.
- C. **Major Construction.** For non-residential uses with a gross floor area of 25,000 square feet or greater, a Conditional Use Permit shall be required per PMC 17.61.050.J.2.
- D. **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.
1. Drive-throughs associated with any use are prohibited.
- E. **Nonconforming Uses.** Existing uses which are made nonconforming by this Specific Plan shall not be expanded and are further subject to PMC 17.71.

Map 4.2-1: General Use and Ground Floor Requirements

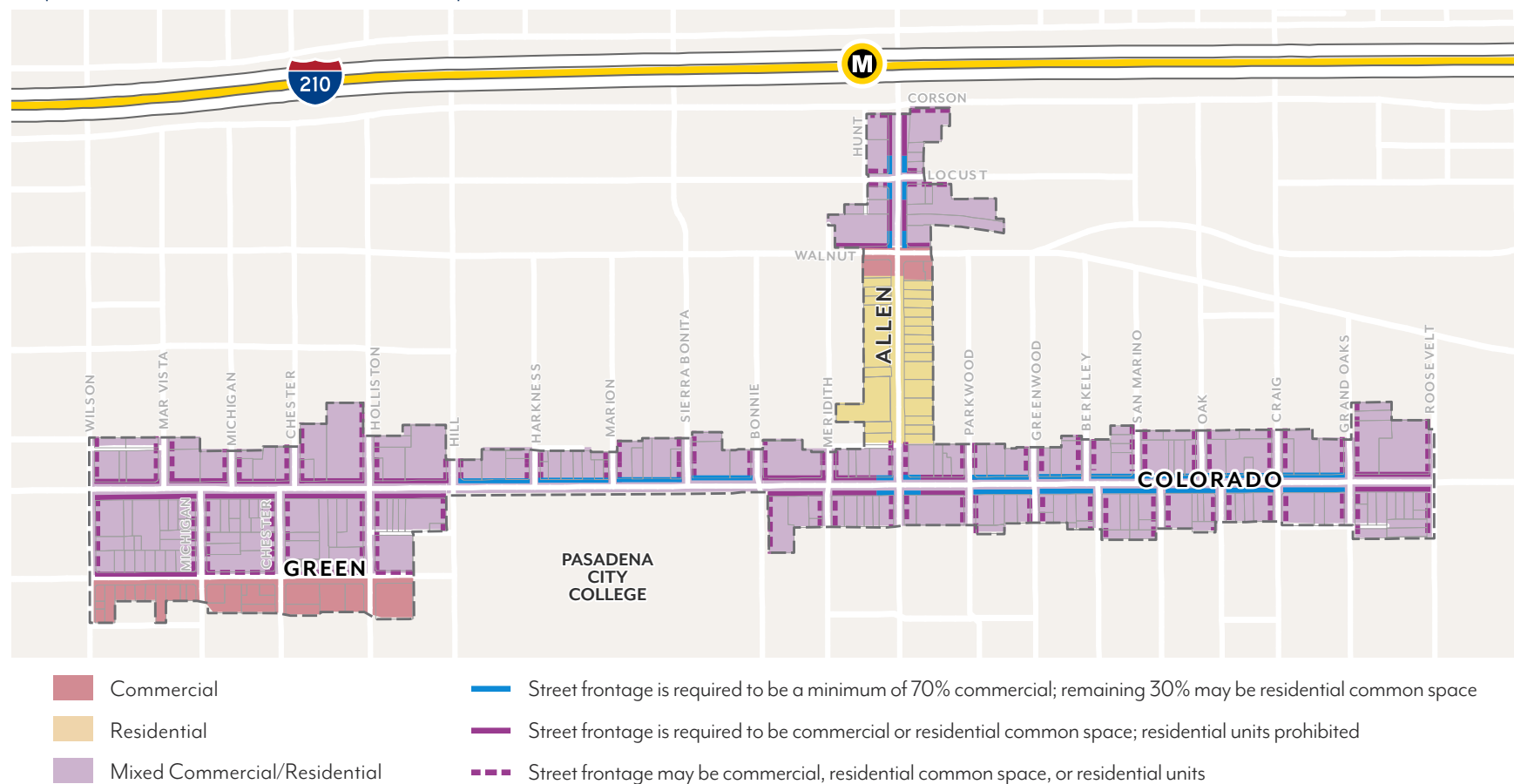


Table 4.2-1: Allowed Uses, Permit Requirements & Specific Limitations

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
C	Conditional use, Conditional Use Permit required.	
E	Conditional use, Expressive Use Permit required.	17.61.060
TUP	Temporary use, Temporary Use Permit required.	17.61.040
—	Use not allowed.	

(L1) **Housing.** Residential units are not permitted on the ground floor within 35 feet of the sidewalk line; see Map 4.2-1.

(L2) **Ground Floors.** Use is not permitted on the ground floor within 35 feet of the sidewalk line on Colorado Boulevard, Green Street, and Allen Avenue. Entries to upper floors or ground floor spaces/units behind the 35 feet are allowed on the ground floor.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use ¹	Permit Requirement					PMC Section / Notes
	ECSP- CG	ECSP- CL	ECSP- MU1	ECSP- MU2	ECSP- MU3	
RESIDENTIAL USES						
Accessory Dwelling Unit	—	P (LI)	P (LI)	P (LI)	P (LI)	17.50.275
Boarding Houses ²	—	—	C (LI)	C (LI)	C (LI)	
Dormitories	—	—	P (LI)	P (LI)	P (LI)	
Fraternities / Sororities	—	—	P (LI)	P (LI)	P (LI)	
Home Occupations	—	—	P (LI)	P (LI)	P (LI)	17.50.110
Multifamily Residential	—	—	P (LI)	P (LI)	P (LI)	17.50.350
Residential Accessory Uses and Structures	—	—	P (LI)	P (LI)	P (LI)	17.50.250
Residential Care, Limited	—	—	P (LI)	P (LI)	P (LI)	
Residential Care, General	—	—	P (LI)	P (LI)	P (LI)	
Single-Room Occupancy	—	P (LI)	P (LI)	P (LI)	P (LI)	
Supportive Housing	—	P (LI)	P (LI)	P (LI)	P (LI)	
Transitional Housing ³	—	P (LI)	P (LI)	P (LI)	P (LI)	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use ¹	Permit Requirement					PMC Section / Notes
	ECSP- CG	ECSP- CL	ECSP- MU1	ECSP- MU2	ECSP- MU3	
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES						
Clubs, Lodges, Private Meeting Halls	—	—	MC	MC	C	17.50.230
Colleges, Nontraditional Campus Setting	P	P	P	P	P	
Commercial Entertainment	E	E	E	E	E	17.50.130
Commercial Recreation, Indoor	P	P	P	P	P	17.50.130
Commercial Recreation, Outdoor	—	C	—	—	—	17.50.130
Cultural Institutions	P	P	P	P	P	
Electronic Game Centers	P	P	P	P	P	17.50.100
Park and Recreation Facilities	P	P	P	P	P	
Religious Facilities	C	C	C	C	C	17.50.230
with Columbarium	MC	MC	MC	MC	MC	17.50.230
with Temporary Homeless Shelter	MC	MC	MC	MC	MC	17.50.230
Schools, Public and Private	C	C (L2)	C	—	C	17.50.270
Schools, Specialized Education and Training	P	P (L2)	P	P	P	
OFFICE, PROFESSIONAL & BUSINESS SUPPORT USES						
Automated Teller Machines (ATMs)	P	P	P	P	P	17.50.060
Banks and Financial Services	P	P	P	P	P	
with Walk-Up Services	P	P	P	P	P	17.50.060
Business Support Services	P	P	P	P	P	
Offices, Accessory	P (L2)	P (L2)	P (L2)	P (L2)	P (L2)	
Offices, Administrative Business Professional	P	P (L2)	P	P (L2)	P	
Offices, Government	P (L2)	P (L2)	P (L1)	P (L2)	P	
Offices, Medical	P	P	P	P	P	
Offices, Research and Development	P	P (L2)	P	P (L2)	P	17.50.240
Work/Live Units	—	—	P	P	P	17.50.370

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use ¹	Permit Requirement					PMC Section / Notes
	ECSP- CG	ECSP- CL	ECSP- MU1	ECSP- MU2	ECSP- MU3	
RETAIL SALES						
Alcohol Sales, Beer and Wine	C	C	C	C	C	17.50.040
Alcohol Sales, Full Alcohol	C	C	C	C	C	
Animal Services, Retail Sales	P	P	P	P	P	
Bars / Taverns	C	C	C	C	C	17.50.040, 17.61.050.J
with Live Entertainment	C	C	C	C	C	15.50.130
Building Materials and Supplies Sales	—	—	—	—	P	
Convenience Stores	P	P	P	P	P	
Food Sales	P	P	P	P	P	
Liquor Stores	C	C	C	C	C	17.50.070, 17.61.050.J
Restaurants, Fast Food	P	P	P	P	P	17.50.260
Restaurants, Formula Fast Food	P	P	P	P	P	17.50.260
Restaurants	P	P	P	P	P	17.50.260
with Limited Live Entertainment	P	P	P	P	P	
with Walk Up Window	MC	MC	MC	MC	MC	
Retail Sales	P	P	P	P	P	
Significant Tobacco Retailers	C	C	C (L2)	C (L2)	C	
Vehicle Services, Sales/Leasing	—	C	C	—	C	
Vehicle Services, Sales/Leasing, Limited	C	C	C	C	C	
SERVICES						
Adult Day Care, Limited	P	P (L2)	P	P (L2)	P	
Adult Day Care, General	C	C (L2)	C	C (L2)	C	
Animal Services, Hospitals	—	—	—	—	P	17.50.050

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use ¹	Permit Requirement					PMC Section / Notes
	ECSP-CG	ECSP-CL	ECSP-MU1	ECSP-MU2	ECSP-MU3	
Catering Services	P	P (L2)	P	P (L2)	P	
Charitable Institutions	P	P	P	P	P	
SERVICES (continued)						
Child Day Care Centers	P	P	P	P	P	17.50.080
Child Day Care, Large	—	—	P	P	P	
Child Day Care, Small	—	—	P	P	P	
Emergency Shelters	MC	—	MC	MC	MC	
Laboratories	—	P (L2)*	—	—	P	*L2 condition shall not apply east of Holliston Ave.
Life/Care Facilities	MC (L2)	MC (L2)	MC (L2)	MC (L2)	MC	17.50.120
Lodging, Hotels and Motels	C	C	C	C	C	17.50.150
Massage Establishments	C	C	C	C	C	17.50.155
Medical Services, Extended Care	MC	MC	MC (L2)	—	MC	
Mortuaries / Funeral Homes	MC	MC	MC	—	MC	17.50.230
Neighborhood Gardens	P	P	P	P	P	
Personal Improvement Services	P	P	P	P	P	
Personal Services	P	P	P	P	P	
Printing and Publishing	P	P (L2)	P	P (L2)	P	
Printing and Publishing, Limited	P	P	P	P	P	
Public Safety Facilities	C	C	C	C	C	
Vehicle Services, Vehicle Equipment Repair	—	—	—	—	C	17.50.360
INDUSTRY, MANUFACTURING & PROCESSING USES						
Alcohol Beverage Manufacturing ⁴	C	—	—	—	C	17.50.040 17.61.050.J
with Accessory Tasting Room ⁵	C	—	—	—	C	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use ¹	Permit Requirement					PMC Section / Notes
	ECSP- CG	ECSP- CL	ECSP- MU1	ECSP- MU2	ECSP- MU3	
Artisan Production / Custom Manufacturing ⁶	P	P	P	P	P	
Industry, Restricted	MC	—	—	—	MC	
Research and Development, Non-Offices	—	P (L2)*	P (L2)	P (L2)	P (L2)	17.50.240 *L2 condition shall not apply east of Holliston Ave.
Wholesaling, Distribution and Storage, Small-Scale	C	—	—	—	—	
TRANSPORTATION, COMMUNICATIONS & UTILITY USES						
Alternative Fuel / Recharging Facilities	P	—	—	—	P	
Accessory Antenna Array	P	P	P	P	P	17.40.070
Communications Facilities	C	C	C	C	C	
Commercial Off-Street Parking	MC	MC	MC	MC	MC	
Utility, Major	C	C	C	C	C	
Utility, Minor	P	P	P	P	P	
Wireless Telecom Facilities, Major	MC	MC	MC	MC	MC	17.50.310
Wireless Telecom Facilities, Minor	C	C	C	C	C	
Wireless Telecom Facilities, SCL	P	P	P	P	P	
TEMPORARY USES						
Filming, Long-term	C	C	C	C	C	
Filming, Short-term	P	P	P	P	P	
Tents	TUP	TUP	TUP	TUP	TUP	17.50.320
Personal Property Sales	—	—	P	P	P	17.50.190
Seasonal Merchandise Sales	P	P	P	P	P	17.50.180
Other Temporary Uses	TUP	TUP	TUP	TUP	TUP	

NOTES:

- ¹ See PMC 17.80.020 for definition of the listed land uses, except those listed in footnotes.
- 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.
- ³ The maximum interior or exterior area in which support services are offered or located shall not exceed 250 square feet.
- ⁴ **Alcohol Beverage Manufacturing** is defined as a use where manufacturing of beer, wine, or other alcohol beverages are produced and prepared for consumption.
- ⁵ **Accessory Tasting Room** is defined as the sale of beverages manufactured on the premises for on-site or off-site consumption. It includes establishments such as breweries, wineries, and distilleries that offer tastings and sales of alcohol beverages in accordance with a license issued by the California Department of Alcoholic Beverage Control.
- ⁶ **Custom Manufacturing / Artisan Production** is defined as an artisanal, independent, or small-scale use limited to a maximum gross floor area of 15,000 square feet that involves the assembly, compounding, design, development, evaluation, manufacturing, processing, packaging, or treatment of components into products and conducted within enclosed buildings. These uses do not produce noise and vibration beyond the property line, and uses requiring state or federal emissions permits are excluded. Truck trips are limited to maximum of 10 per day. Accessory uses that support the primary use may comprise up to 25% of the gross floor area. Accessory uses may include, but are not limited to, outdoor dining, on-site food and beverage tastings, and retail.

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Public Realm

CHAPTER OVERVIEW

The public realm standards and design guidelines in this chapter serve to implement the General Plan vision for East Colorado 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.** Addresses minimum sidewalk widths and sidewalk zones.
- » **5.2 Parkway and Street Trees.** Addresses parkway dimensions, amenities, and materials, and street tree placement.

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.

Figure 5.1-1: Sidewalk Zones



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 East Colorado 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, 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 obstruction.
- » The **Building Frontage Zone** is adjacent to private property and allows for door openings from buildings, outdoor furniture and shade structures.

5.1 Sidewalks

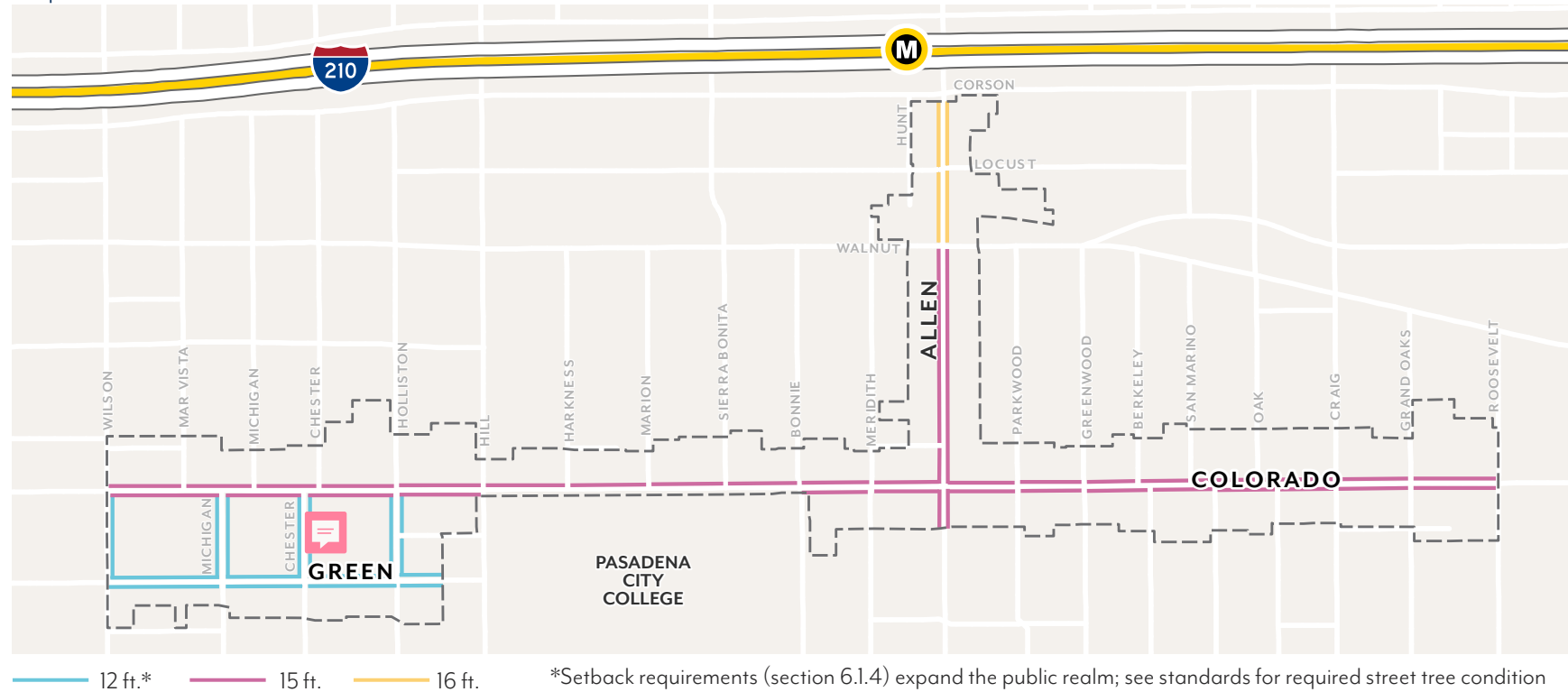
These standards are intended to:

- » 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.

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. Private property setbacks from the street also augment sidewalk width and support additional public realm features.

Map 5.1-1: Minimum Sidewalk Widths



*Setback requirements (section 6.1.4) expand the public realm; see standards for required street tree condition and setback treatments.

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 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 Figures 5.1-3 through 5.1-10.
 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.

SIDEWALK WIDTHS

Sidewalk widths of at least 12 feet are required throughout the Specific Plan area to provide space for a clear Walk Zone and basic amenities such as landscaping, lighting, signage, and bicycle parking. Sidewalks of 15 to 16 feet are required in commercial areas with more pedestrian activity and greater need for amenities.

Figure 5.1-2: Minimum 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 line 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.



5.1.2 SIDEWALK ZONES

- A. **Amenity Zone.** Sidewalks shall provide an Amenity Zone at the width illustrated in Figures 5.1-3 through 5.1-10, 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 Public Works:
 - a. Paved area for pedestrian mobility,
 - b. Parkway and street trees,
 - c. Seating/furniture,
 - d. Outdoor dining (with a Public Works permit),
 - e. Planters,
 - f. Bicycle parking,
 - g. Bus shelters, and/or
 - a. Other utility facilities including streetlights, signals, meter/sign poles, and pullboxes, etc.
- B. **Walk Zone.** Sidewalks shall maintain a minimum continuous path of travel for pedestrians at the width illustrated in Figures 5.1-3 through 5.1-10. This area shall be free of all furnishings, landscaping, or obstructions.
- C. **Frontage Zone.** Sidewalks shall provide a Frontage Zone between the Walk Zone and the Sidewalk Line. A maximum width is illustrated in Figures 5.1-3 through 5.1-10.
 1. The following elements are permitted in the Frontage Zone and may not encroach on the Walk Zone:
 - a. Seating/furniture,
 - b. Outdoor dining (with a Public Works permit),
 - c. Planters,
 - d. Shade structures and galleries, and/or
 - e. Paved areas for pedestrian movement.

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 include planters to add greenery



Frontage Zones may be used to accommodate outdoor dining

WALK ZONE



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



Wider Walk Zones of at least 7 feet are appropriate for commercial retail areas

AMENITY ZONE



Amenity Zones typically include street furniture, landscaping, and walkways for accessibility

MINIMUM SIDEWALK WIDTH | CROSS-SECTIONS BY STREET

Figure 5.1-3: Required Sidewalk Width - Colorado Blvd.
(in ECSP-MU1 and ECSP-MU2 west of Parkwood Ave.)

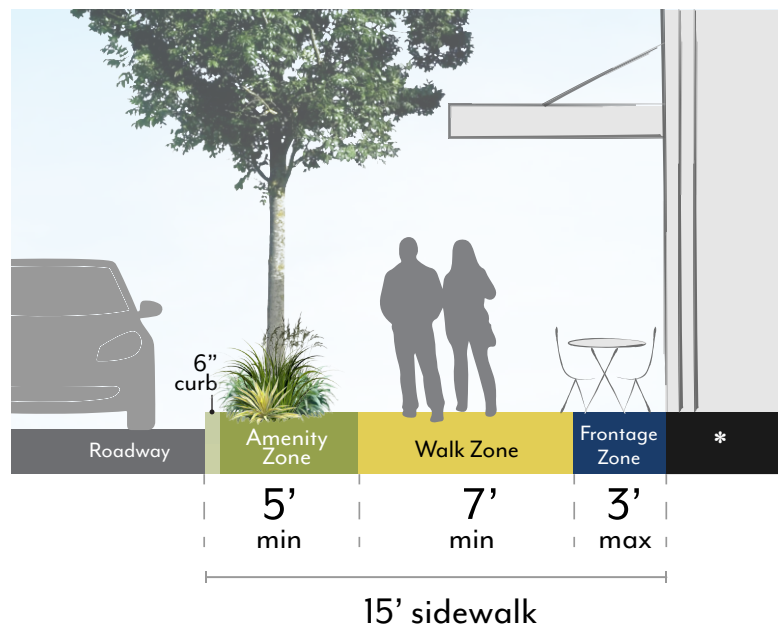
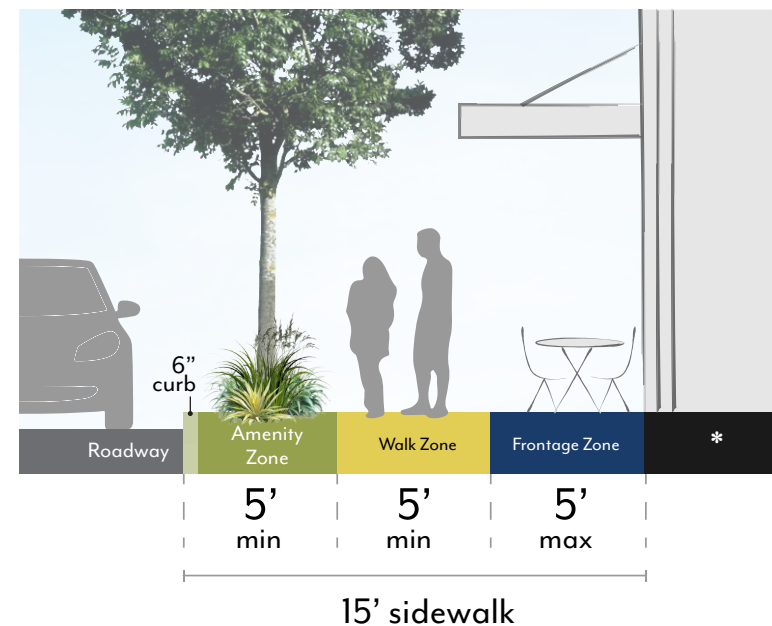


Figure 5.1-4: Required Sidewalk Width - Colorado Blvd.
(in ECSP-MU1 and ECSP-MU3 east of Parkwood Ave.)



**Example setback conditions illustrated. Reference section 6.1.4 for required setback dimensions.*

Figure 5.1-5: Required Sidewalk Width - Michigan Ave.
(in ECSP-MUI between Colorado Blvd. and Green St.)

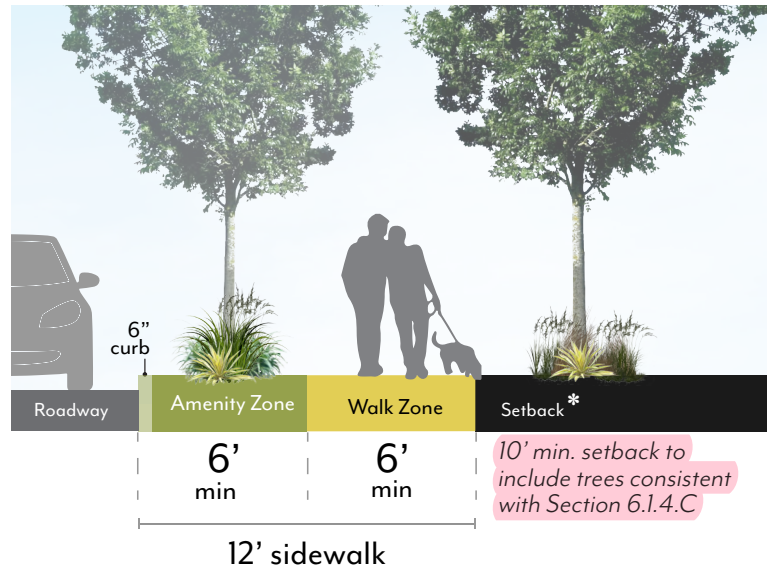


Figure 5.1-6: Required Sidewalk Width - Wilson Ave., Chester Ave.,
Holliston Ave. (in ECSP-MUI between Colorado Blvd. and Green St.)

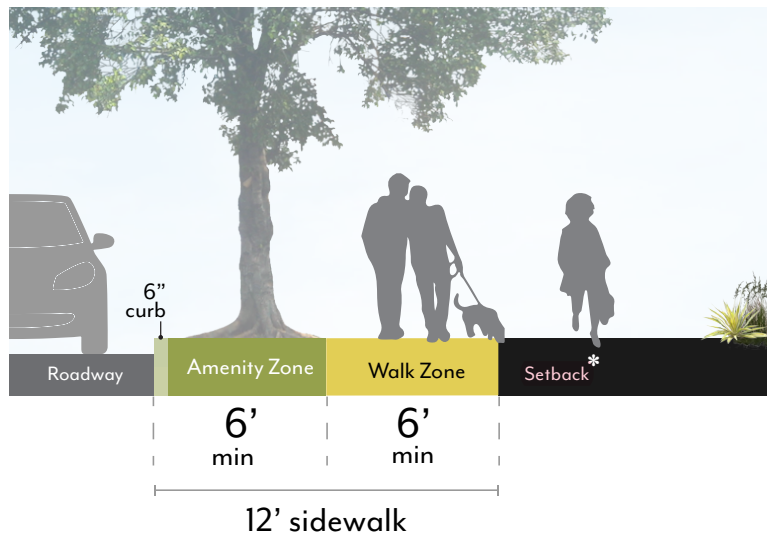
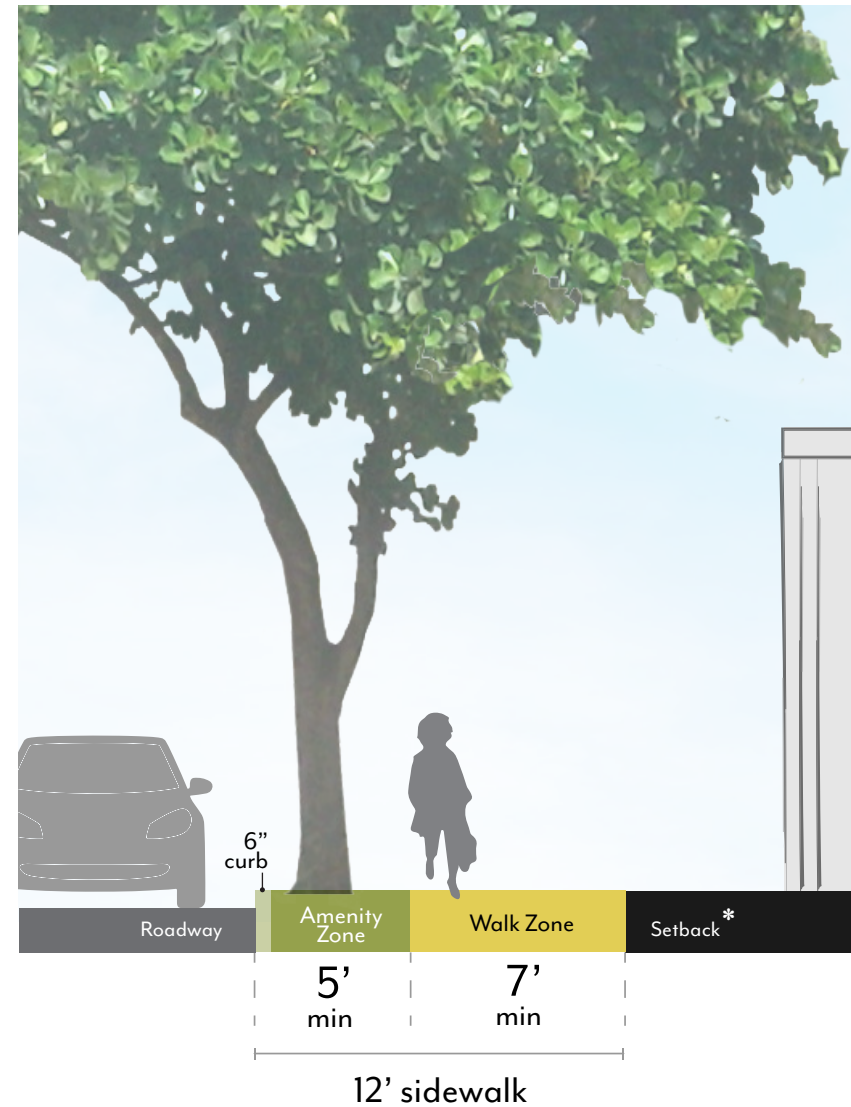


Figure 5.1-7: Required Sidewalk Width - Green St.
(in ECSP-MUI and ECSP-CL)



*Example setback conditions illustrated. Reference section 6.1.4 for required setback dimensions.

Figure 5.1-8: Required Sidewalk Width - Allen Ave. (in ECSP-MU2)

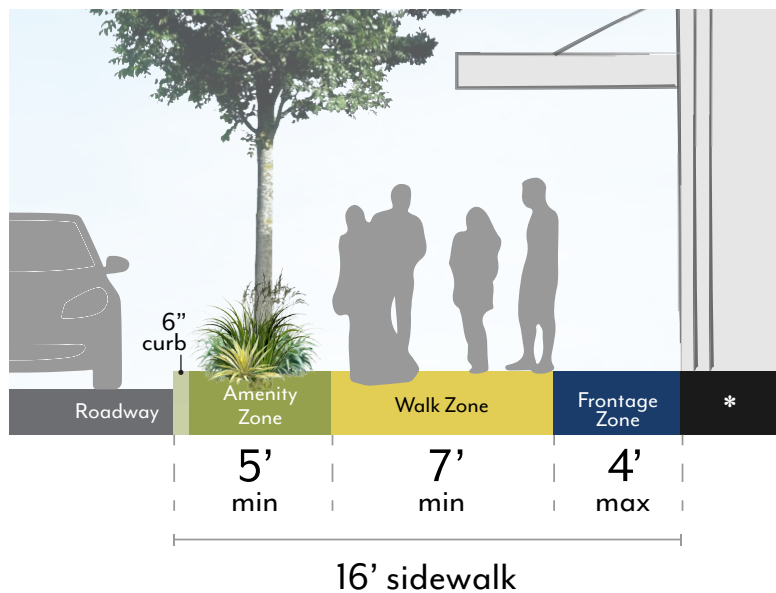


Figure 5.1-9: Required Sidewalk Width - Allen Ave. (in ECSP-CG)

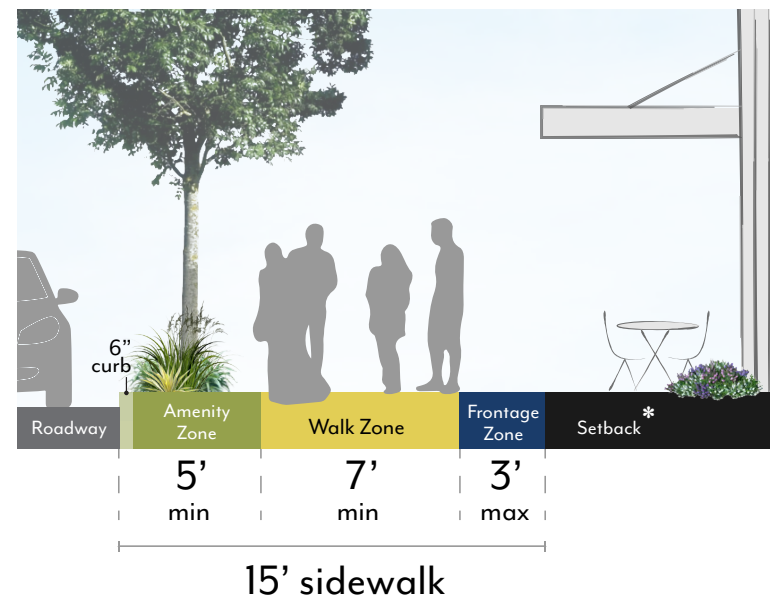


Figure 5.1-10: Required Sidewalk Width - Allen Ave. (in RM-32)



*Example setback conditions illustrated. Reference section 6.1.4 for required setback dimensions.

5.2 Parkways and Street Trees

Standards in sections 5.2 shall apply to all Projects as defined in PMC 17.80.020. 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

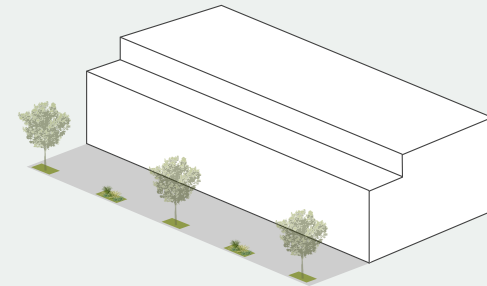
- A. **Required Parkway.** Projects shall provide parkways within the Amenity Zone for between 20 to 30% of parcel frontage. Tree wells shall be counted towards the parkway frontage.
1. Where parkways currently exist, they are permitted to maintain the current parkway frontage even if it is more than 30% of the parcel. Planted areas shall be updated to meet the requirements in 5.2.1.C.

IMPORTANCE OF PARKWAYS

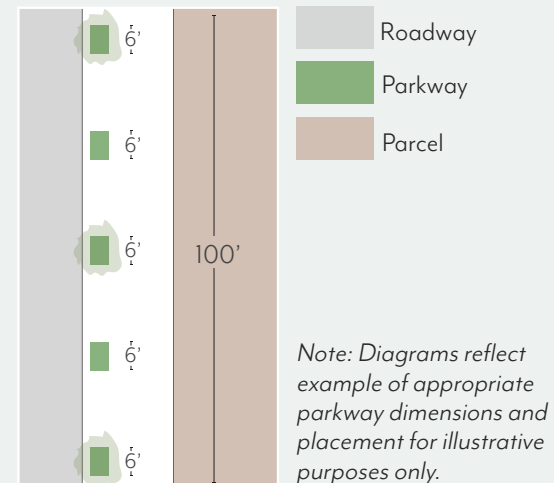
Parkways are landscaped or permeable areas within the sidewalk that play an important role in today's urban landscape by improving pedestrian comfort, increasing sustainability, and enhancing the aesthetic character of the public realm. By expanding the permeable area around street trees, parkways increase 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; however, significant parkway opportunities still exist on these corridors.

Figure 5.2-1: Parkway Requirements



A 20-30% parkway frontage provides room for landscaping and street trees while allowing for other amenities or utilities that may be found in a commercial or mixed-use environment, including seating, waste receptacles, bicycle parking, bus shelters, and driveways.



- B. **Dimensions.** Parkway shall be constructed at the same width as the Amenity Zones illustrated in Figures 5.1-3 to 5.1-10, minus the 6-inch width required for the curb. When street parking is adjacent to the curb, an 18-inch paved buffer is required, in addition to the 6-inch curb.
1. The length of individual parkways shall be at least 3 feet and no more than 15 feet. When street trees are planted within a parkway, the minimum parkway length shall be 6 feet.
 2. Barriers up to 2.5 feet high, such as low walls or fences, are permitted to be constructed at the edge of the parkways but are not required.
- C. **Planted Area.** At least 50% of the total parkway area required for a given project must be comprised of plant material.
1. Permitted materials include groundcovers, turf or turf substitutes, and shrubs or low perennials that are lower than 2.5 feet in height at full maturity.
 - a. Plant material shall not exceed a height of 2 feet within 5 feet of a driveway or curb cut.
 - b. Plant materials must not be installed within 24 inches of street trees as measured from the base of the tree trunk.
 - c. 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 per approval by the Director of Public Works.
 - d. Plants with spines or thorns shall not be planted adjacent to any walkways or curbs.
 - e. Edible plants are not permitted in parkways.
 - f. 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 undo harm.



Parkway with street trees and low perennial plantings

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.

- D. **Non-vegetative Area.** Up to 50% 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.
- E. **Stormwater Management.** Parkway shall either meet the following basic stormwater standards, or propose a biofiltration planter or swale design based on local conditions per 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% towards the center of the parkway.
 - 2. For parkways with a width greater than 5 feet, the center two feet of the parkway should 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.
- F. **Irrigation.** Irrigation systems in parkways must be designed and constructed in a manner that will eliminate surface runoff onto any impermeable surface, public or private, under any condition. Design of irrigation systems in parkways shall be in accordance with all local, state, and federal laws and regulations for water conservation. Street tree roots shall not be damaged during the irrigation installation process.
- G. **Maintenance.** The abutting property owner shall maintain the parkway in a safe 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 sidewalk 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 no greater than one per every 30 feet. Exceptions can be made by the Director of Public Works due to conflicts with street lights, bus shelters, utility boxes, or other street amenities. Closer spacing is encouraged when feasible and when appropriate for the particular tree type.
- C. **Well Dimension.** Tree well width must be equivalent to the required Amenity Zone, minus the 6-inch width required for the curb. 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. 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 at least 800 cubic feet. The root zone volume depth shall be 2 feet minimum and 3 feet maximum. 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. The root zone volume per tree requirement may be reduced by 10% 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.

¹See **Appendix A.2 Design Guidance for Tree Selection** for detailed recommendations to better align East Colorado's 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.



Top Left:
Pink Trumpet trees on Colorado Blvd.

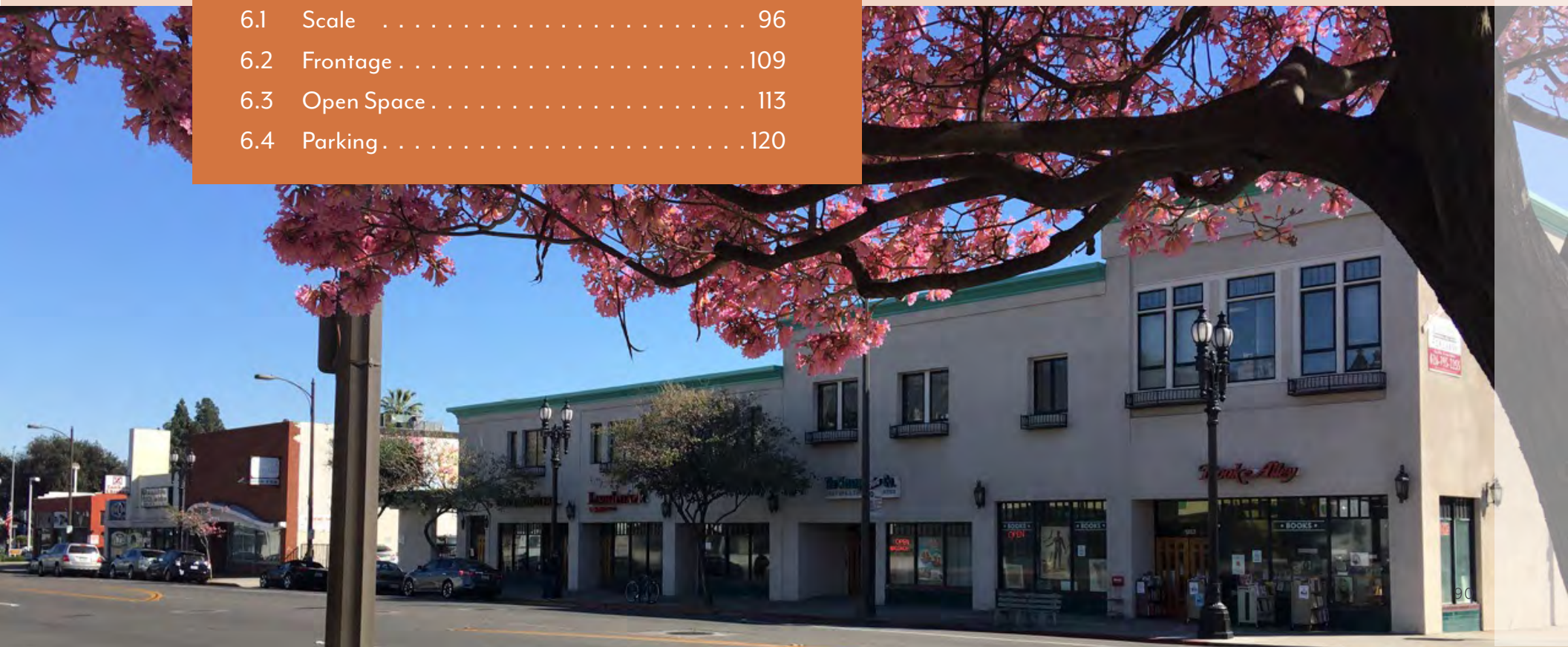
Top Right:
Oak tree varieties on Allen Ave.

Bottom Left:
Mature Ficus trees on Green St.

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Ch. 6 Development Standards

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Development Standards

CHAPTER OVERVIEW

The development and design standards in this chapter serve to implement the vision, goals, and policies for the East Colorado Specific Plan area, described in Chapter 3.

In addition to the requirements of this Specific Plan, all projects shall comply with the Pasadena Municipal Code (PMC) requirements below. In the event of conflict between the Zoning Code and this Specific Plan, the requirements of this 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 4.1.2, standards for RM-32 zoning are not included in this Specific Plan. In RM-32, development shall follow all standards of RM-32 zoning (PMC 17.22).

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 the proposed project scope and subject to the standards and guidelines of this document.

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
- » 6.2.2 Entrances
- » 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 Public Open Space
- » 6.3.5 Paseos

» 6.4 Parking.

- » 6.4.1 Minimum Parking
- » 6.4.2 Vehicle Access
- » 6.4.3 Layout & Design

Zoning Districts

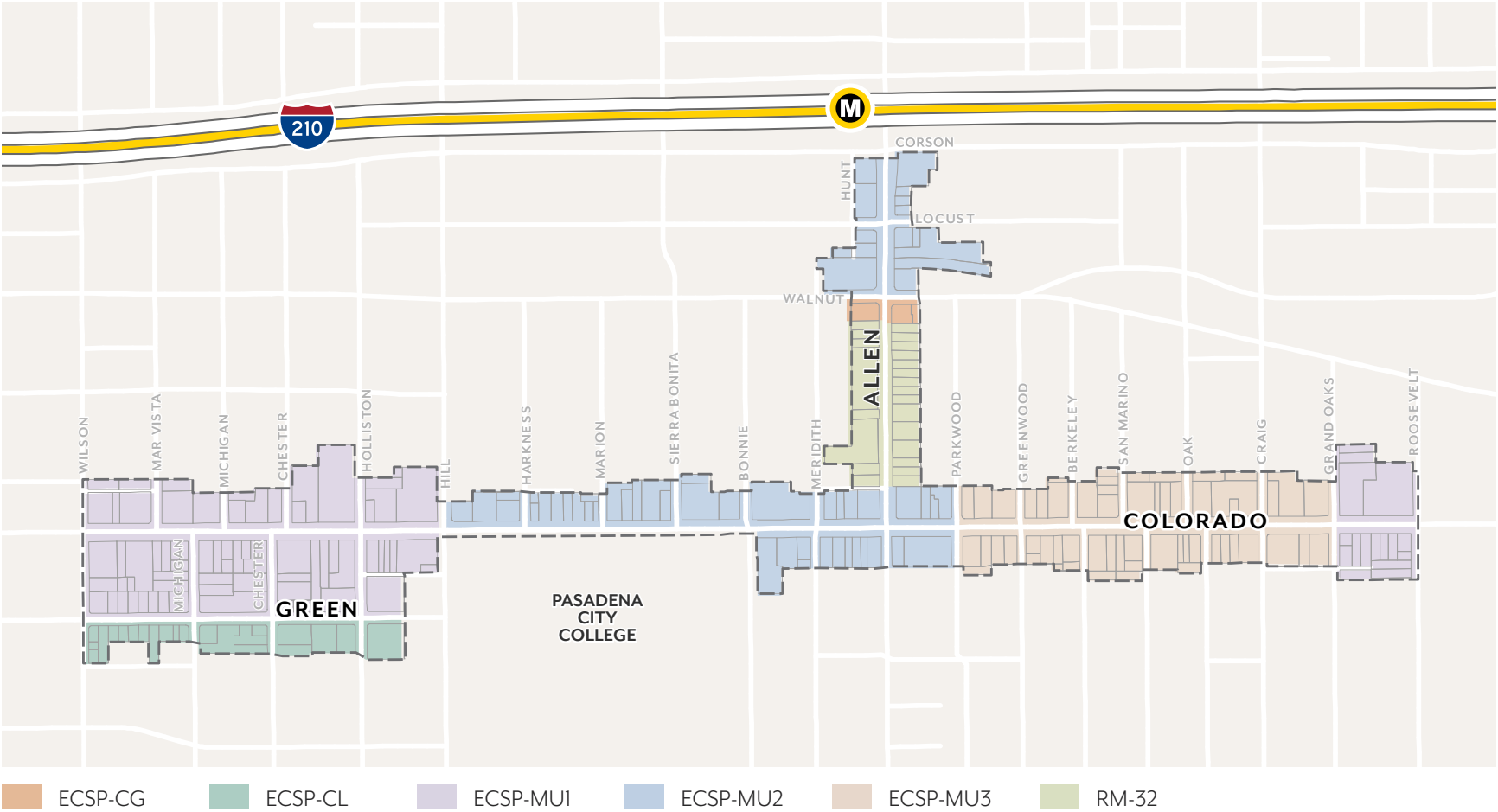


Table 6-1 provides abbreviated development and design standards by zoning district for the East Colorado Specific Plan. Where the Plan defers to the Pasadena Municipal Code (PMC) for a particular standard, the relevant code section is provided; however, the city's code is updated periodically and exact code references

may change. Checkmarks (✓) indicate where a Specific Plan standard applies, but the standard is text-based and cannot be condensed into the table. This table is provided for ease of use; **complete standards shall be referenced within the relevant sections of Chapter 6.**

Table 6-1: Summary of Development Standards

Standard	ECSP-MU1	ECSP-MU2	ECSP-MU-3	ECSP-CG	ECSP-CL
Scale					
Maximum Density					
Dwelling Units per Acre	87 / 64 (Map 6.1-1)		32	0	0
Maximum Intensity					
Floor Area Ratio	2.25	2.25 / 2.0 (Map 6.1-2)	1.0	1.0	2.25
Maximum Height					
Height	63' / 51' (Map 6.1-3)	63' / 51' / 48' (Map 6.1-3)	39'	36'	48'
Minimum Streetwall Height					
By Location	Table 6.1-1				N/A
Required Setbacks					
Allen Avenue	North of Walnut: 0-3' for 75% of frontage; south of Walnut: 5-10' for 75% of frontage				N/A
Colorado Boulevard	0-3' for 75% of frontage		3-8' for 75% of frontage	N/A	N/A
Other streets	Green: 5-8' for 75%; Chester and Michigan: 10' min.; all other streets: 5-10' for 50% of frontage				
Interiors	Adjacent to RM/RS: 15' min.; none required otherwise				
Required Stepbacks					
All streets	Table 6.1-2				
Adjacent RM	45-degree encroachment plane (Figure 6.1-6)				
Historic Adjacency					
Setbacks & Stepbacks	Modified standards apply to projects adjacent designated resources (Figure 6.1-7)				
Required Modulation					
Length	10% or 20' break required for buildings exceeding 150' street frontage				
Area	25% for buildings over 50' in length				

Table 6-1: Summary of Development Standards (Continued)

Standard	ECSP-MU1	ECSP-MU2	ECSP-MU-3	ECSP-CG	ECSP-CL
Frontage					
Minimum Ground Floor Dimensions					
Height	15'	15'	15'	15'	15'
Commercial Depth	35'	35'	35'	35'	35'
Residential Elevation	6' max. elevation above the sidewalk; where elevated between 4' and 6', an 8' min. setback is required				
Entrances	✓	✓	✓	✓	✓
Minimum Transparency					
Ground Floor	70%	70%	70%	70%	70%
Overall Façade	30%	30%	30%	30%	30%
Residential Units	N/A	N/A	N/A	15%	15%
Security Bars	✓	✓	✓	✓	✓
Required Shade Structures					
Colorado Boulevard	North side: 8-10' for 70% of frontage; elsewhere: optional			N/A	N/A
Arcades & Galleries	✓	✓	✓	✓	✓
Walls & Fences	✓	✓	✓	✓	✓
Balconies	✓	✓	✓	✓	✓
Roof Decks	✓	✓	✓	✓	✓
Open Space					
Minimum Area					
Non-residential	5% of Building Floor Area for projects over 40,000 sf				
Residential	200 sf per studio, 225 sf per 1-bed, 250 sf per 2-bed, 275 sf per 3+bed				
Public	Table 6.3-2 and Map 6.3-1 for projects over 80,000 sf				
Private Open Space	✓	✓	✓	✓	✓
Common Open Space	✓	✓	✓	✓	✓
Publicly Accessible OS	✓	✓	✓	✓	✓
Paseos	✓	-	-	-	-

Table 6-1: Summary of Development Standards (Continued)

Standard	ECSP-MU1	ECSP-MU2	ECSP-MU-3	ECSP-CG	ECSP-CL
Parking					
Minimum Parking	Table 6.4-1				
Vehicle Access	✓	✓	✓	✓	✓
Layout & Design	✓	✓	✓	✓	✓
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:

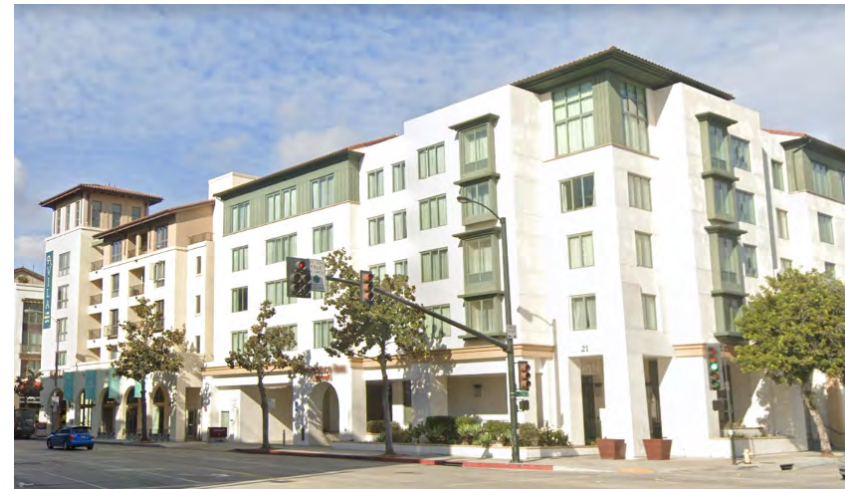
- » Implement the General Plan density (du/ac) and floor area ratio (FAR) values;
- » Shape development in a manner that creates a defined public realm and appropriate scale of buildings for a visually appealing community;
- » Reduce building massing through setback and stepback requirements that create 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.



Example of 30-40 foot building height



Example of 40-50 foot building height



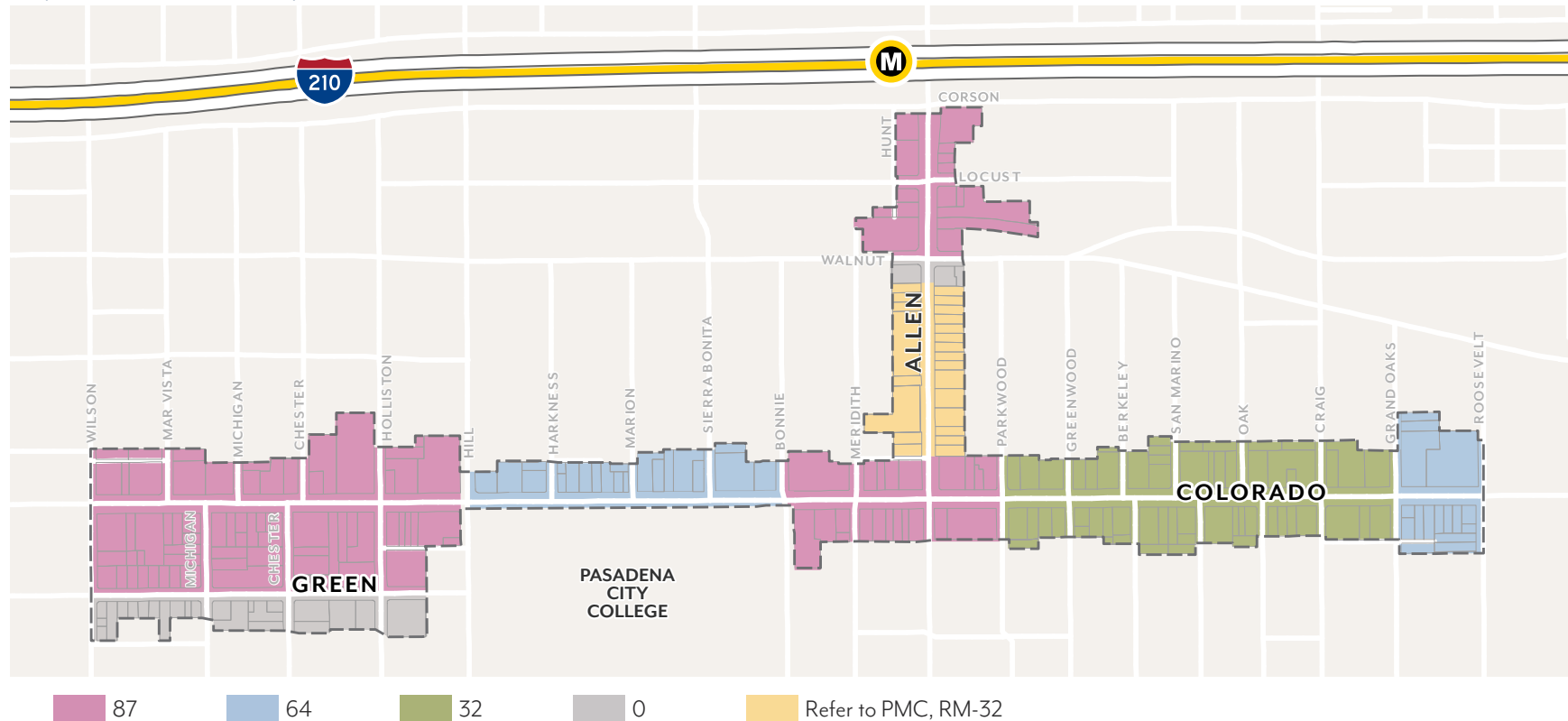
Example of 50-65 foot building height

The images above reflect a range of building heights that are allowed in sub-areas throughout the East Colorado Specific Plan area. These examples are illustrative and may not reflect all applicable development standards.

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. For projects utilizing state density bonus, refer to Government Code 65915.
 2. 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.
- B. **Unit Mix.** For projects west of Hill Avenue with 50 dwelling units or more, inclusive of any density bonus, 20 percent of the total number of units shall have 3 bedrooms or more.

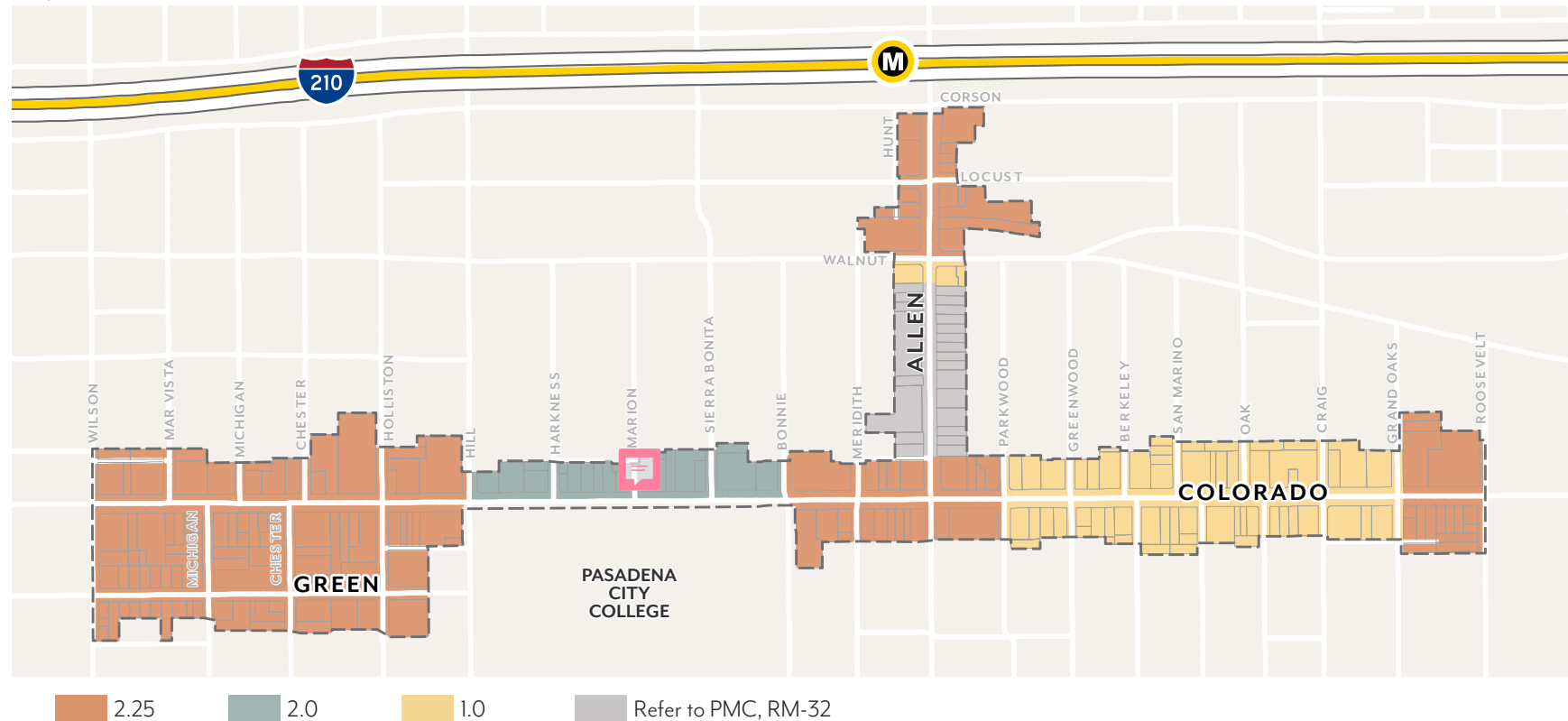
Map 6.1-1: Maximum Density (du/ac)



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 shall be 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, density shall be calculated using the size of the lot prior to the street dedication or easement.

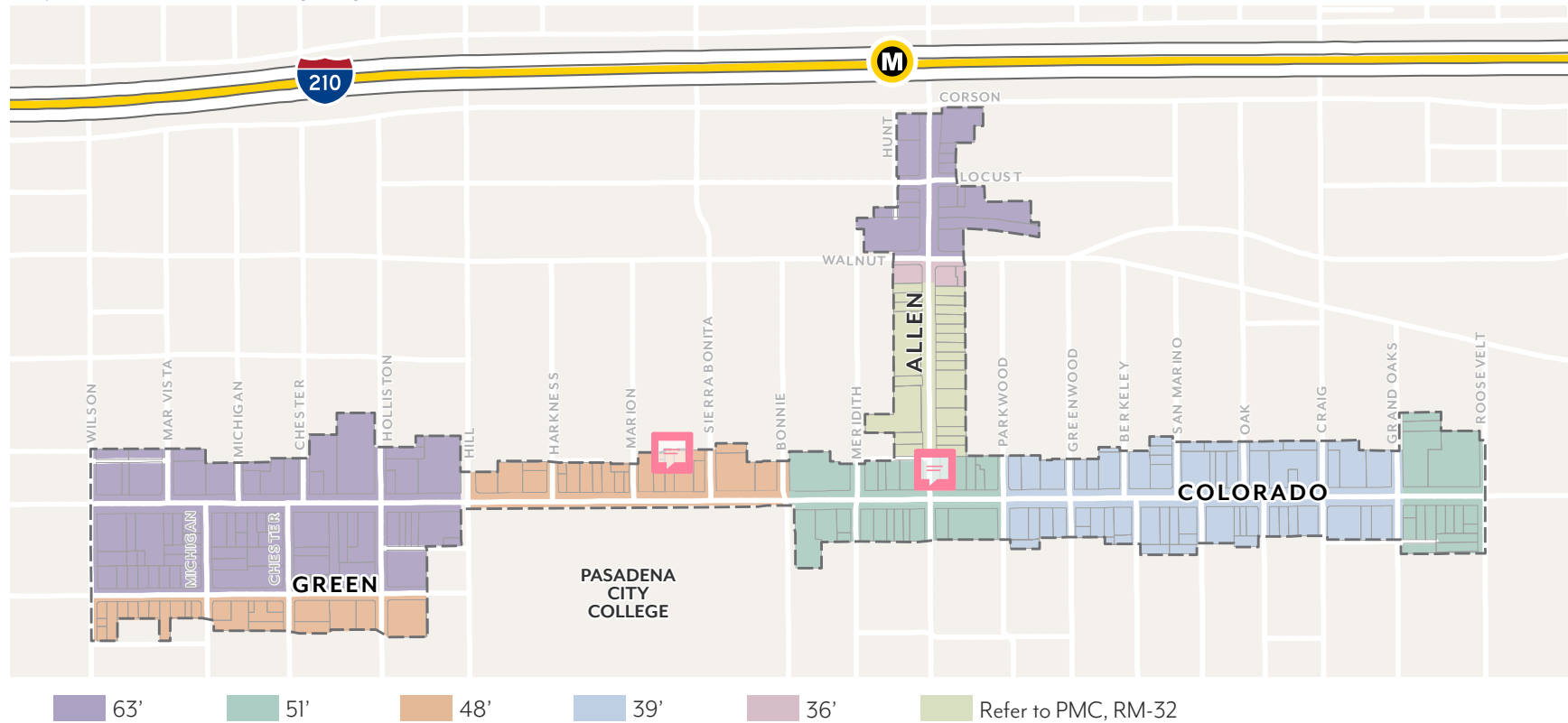
Map 6.1-2: Maximum Floor Area Ratio (FAR)



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. 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 stepbacks. It may not be used in combination with the height concession set in PMC 17.40.060.

Map 6.1-3: Maximum Building Height

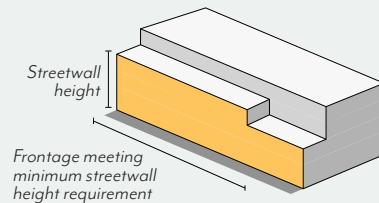


- C. **Streetwall Height.** Buildings shall meet or exceed the minimum streetwall height set in Table 6.1-1 for a minimum of 75 percent of building frontage, unless the overall building height is lower than the requirement.
1. Streetwall is defined as any street-facing façade within 10 feet of the maximum setback and is not required to be continuous.
 2. Appurtenances shall not count toward streetwall height.

Table 6.1-2: Minimum Streetwall Height

Allen Avenue (north of Walnut)	35'
Colorado Boulevard	25'

Figure 6.1-1: Minimum Streetwall Height



Buildings shall meet the minimum Streetwall height set in Table 6.1-1 for at least 75% of frontage if the overall building height is greater than the minimum

Note: Diagrams used for illustrative purposes only.



A 25' streetwall (two stories)



A 35' streetwall (three stories)

A SENSE OF PLACE THROUGH STREETWALLS

A continuous streetwall creates an engaging commercial environment, with architectural consistency and visual interest. A streetwall of at least two stories on major commercial corridors contributes to a sense of place and enclosure.

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 frontage; see Figure 6.1-2.
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 and Streetwalls (Section 6.1.3.C), where applicable.
 3. 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 are allowed when a second story meets the specified setback; see Figure 6.1-3.
 - b. The primary frontage percentage may be reduced for the provision of Public Open Space at the street with Design Commission approval.
 4. Features allowed within the street setback include:
 - a. Landscaping and planters per PMC 17.44;
 - b. Hardscape (e.g. stoops, patios) per Section 6.2.6;
 - 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. Allée requirements per Section 6.1.4.C; and
 - h. Other open space amenities per review authority approval.
- B. **Interior Setbacks.** Buildings shall be set back a minimum of 15 feet from an interior property line that is adjacent to a PS or RM zoning district. No setback is required when adjacent to other districts.
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 PMC 17.40.160 (Table 4-1).

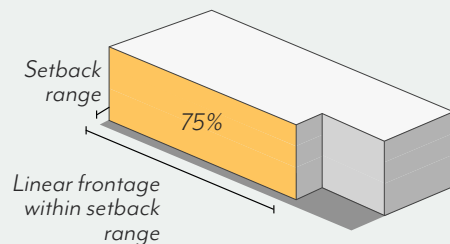


Street setbacks can include a range of features, including outdoor seating



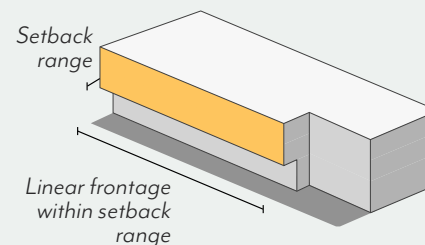
To increase opportunities for greening, setbacks can include landscaping and planters

Figure 6.1-2: Setback Range



Example condition:
When specified for 75%, up to 25% of building frontage can be set back further than the range (percentage varies by street)

Figure 6.1-3: Recessed Ground Floor



A building may have an arcade or recessed ground floor up to 15 feet in depth if a second story meets the required setback range

Note: Diagrams used for illustrative purposes only.

Map 6.1-4: Required Street Setbacks

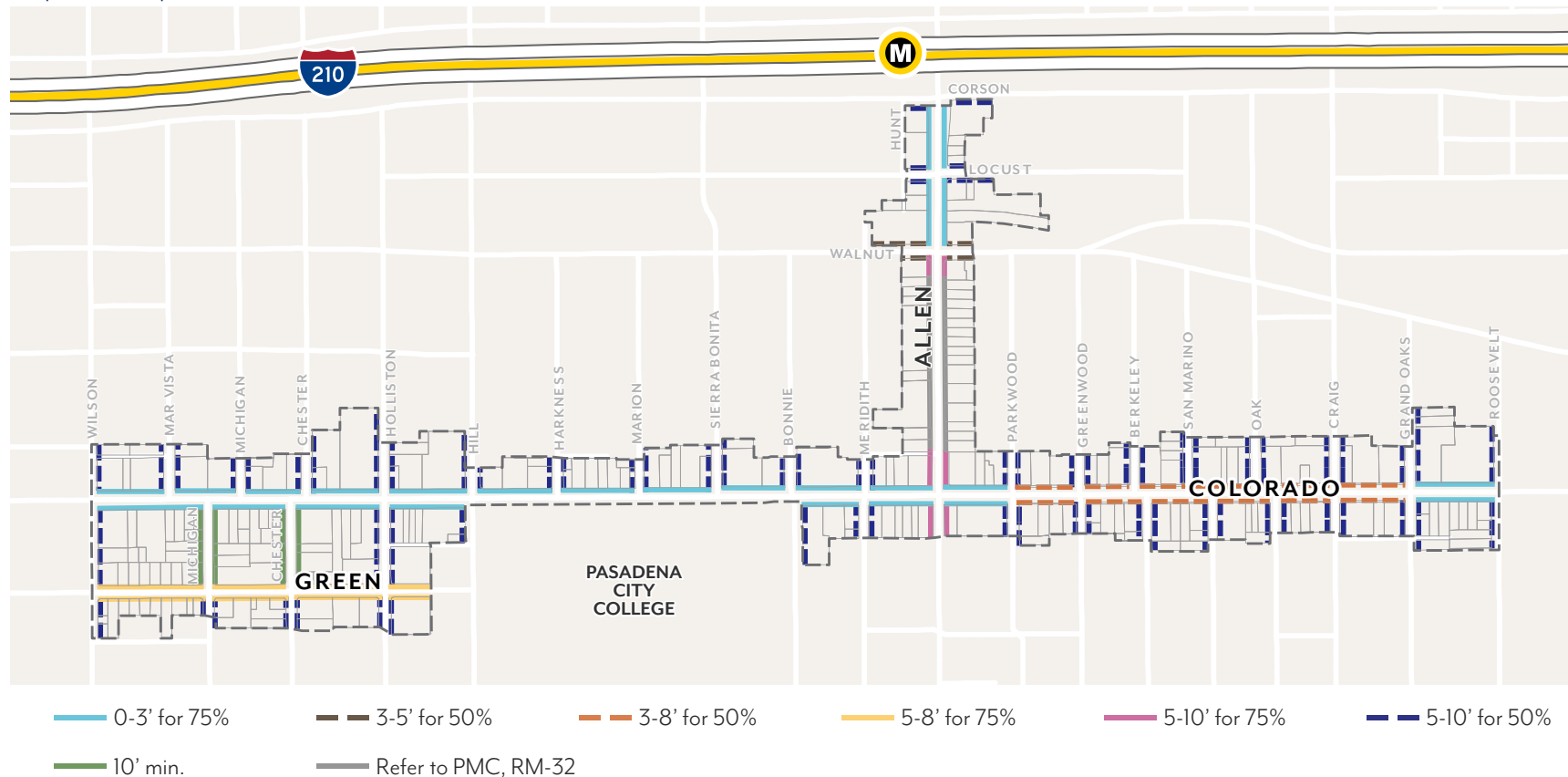
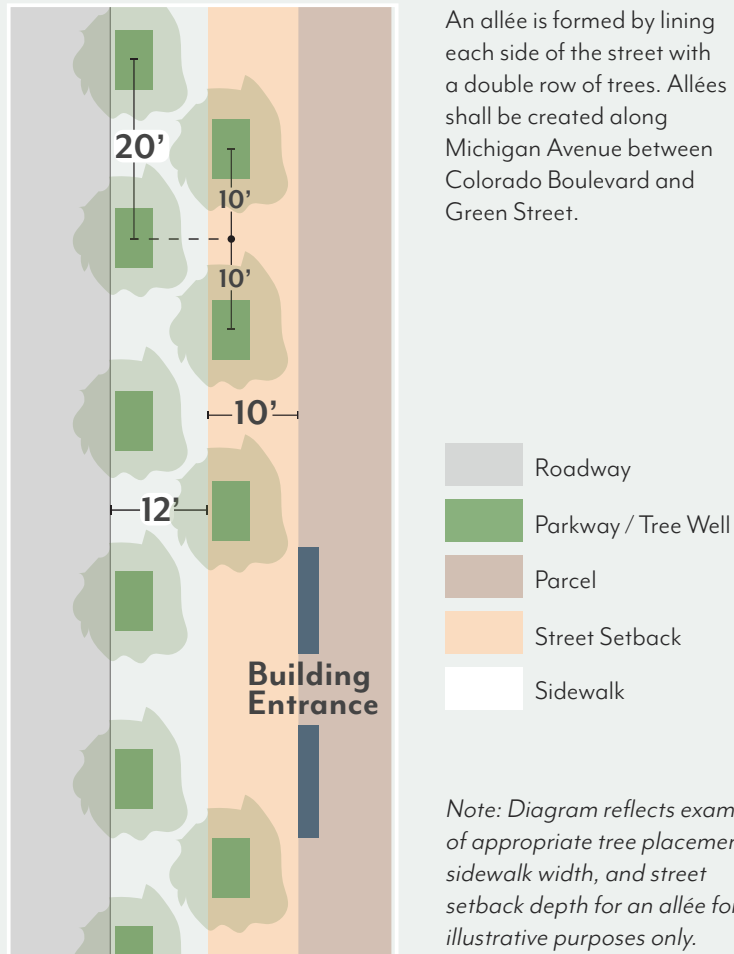
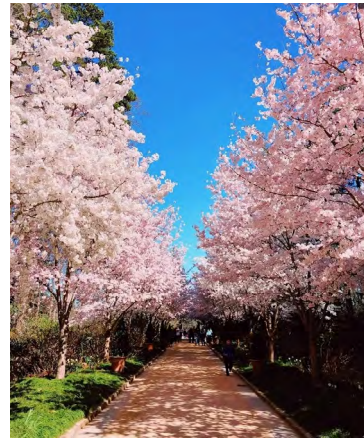


Figure 6.1-4: Michigan Avenue Allée Requirements



C. **Allée Setbacks.** Between Colorado Boulevard and Green Street on Michigan Avenue, trees offset from those in the Amenity Zone shall be planted within the street setback to form an allée; see Figure 6.1-4.

1. Trees shall be the same species as the street trees.
2. Trees shall be staggered halfway between the street trees, with an exception for locations that interfere with building/paseo entrances.



Allées, where trees in the setback match trees in the parkway, create a pleasant and unique pedestrian environment

SAMPLE SETBACKS & STEPBACKS

Street setbacks refer to the space between the public sidewalk and a building. Setback standards create a consistent streetwall and help achieve an appropriate level of interaction between the public realm and private properties. These examples are illustrative and may not reflect all applicable development standards.



Two foot setback that allows for landscaping between the building and sidewalk



A three-to-five foot setback allows for more significant landscaping at the sidewalk



A ten foot setback can allow ample space for outdoor dining



A recessed ground floor can provide additional shade for pedestrians or building users while allowing space for other amenities



Arcades can provide additional shade for pedestrians or space for sidewalk cafes

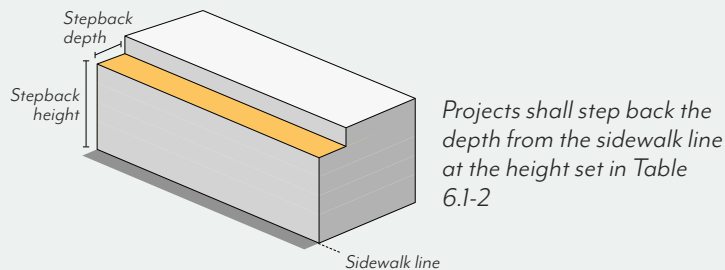


Upper story stepbacks help reduce the scale of development as seen from the street

6.1.5 STEPBACKS

- A. **Street Stepbacks.** Buildings shall not exceed the height specified in Table 6.1-3 before stepping back the specified depth; see Figure 6.1-5.
- Street stepbacks are measured from the sidewalk line.
 - Uses allowed within the street stepback include:
 - Private Open Space (e.g. balconies, terraces);
 - Shade structures, trellises, and similar;
 - Green roofs and photovoltaic panels; and
 - Other open space features per review authority approval.
- B. **Interior Stepbacks.** Adjacent to RM 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 6.1-6.
- Exceptions allowed per PMC17.40.160 (Table 4-2.1).

Figure 6.1-5: Street Stepbacks

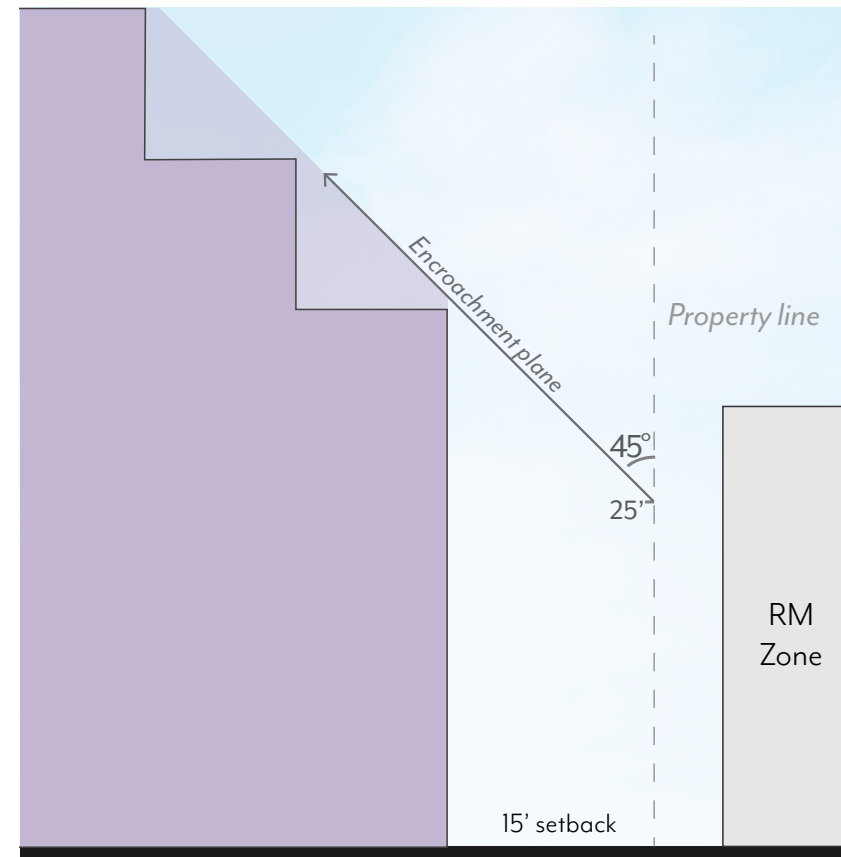


Note: Diagrams used for illustrative purposes only.

Table 6.1-3: Street Stepbacks

	Depth	Height
Colorado Boulevard	15'	51'
Green Street	8'	20'
	50'	51'
All other streets	8'	45'

Figure 6.1-6: Interior Stepbacks Adjacent to RM Zoning Districts



6.1.6 HISTORIC ADJACENCY

- A. **Landmark Properties.** Projects on parcels with a designated 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 are subject to the following modified standards, illustrated in Figure 6.1-8.
 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. 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 6 feet above the existing grade at the property line. This plane is not applicable if the resource is built to the shared property line.

HONORING HISTORIC SIGNIFICANCE

In addition to preserving historic landmarks throughout the district, modified standards for adjacent properties ensure that historic structures do not appear diminished or incongruous with new developments in the surrounding area.



Kindel Building

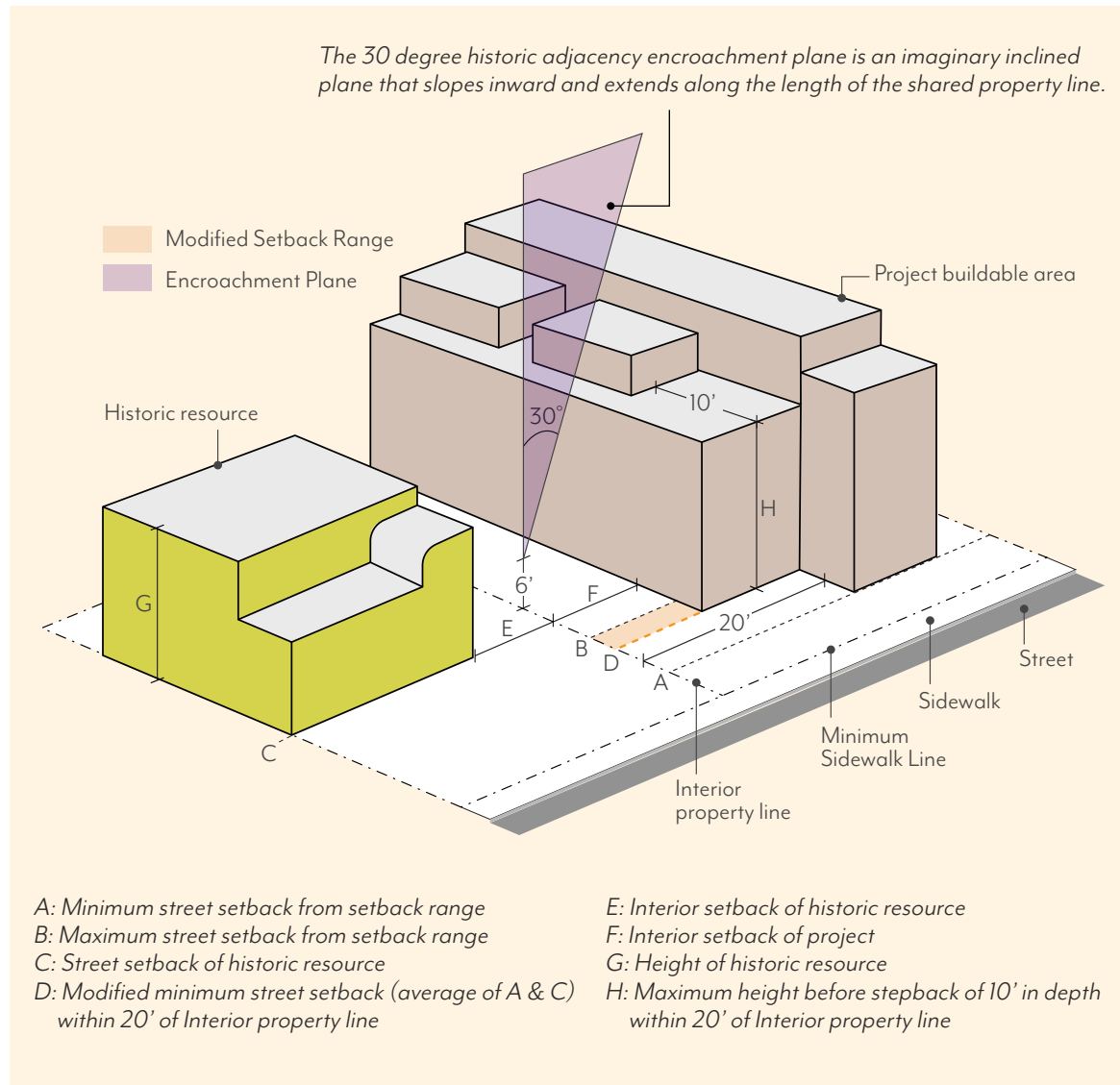


Rose City Dental

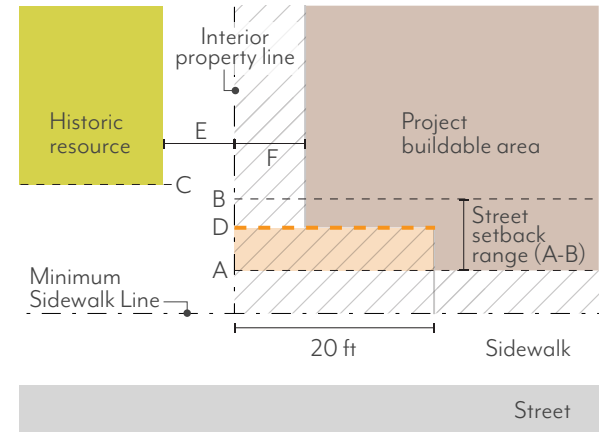


Howard Motor Co. Building and Holliston United Methodist Church

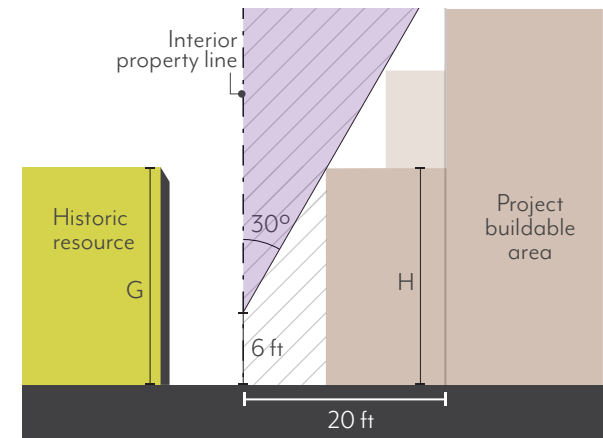
Figure 6.1-8: Historic Adjacency Transition Massing



PLAN VIEW



ELEVATION VIEW



Note: Diagrams used for illustrative purposes only.

6.1.7 MODULATION

- A. **Façade Length.** Each street-facing façade exceeding 150 feet shall include a break of at least 10 percent of the façade length or 20 feet, whichever is greater. This break shall be at least 10 feet deep, open to the sky; see Figure 6.1-9.
- B. **Façade Area.** Each street-facing façade exceeding 50 feet in length shall modulate a minimum of 25 percent of the area above the first story. This modulation shall be between 2 feet and 12 feet in depth from the primary façade plane; see Figure 6.1-10. 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. Modulation is not required to be continuous or open to the sky, and may be recessed or projected, but not past the sidewalk line.
 3. 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.
- C. **Alternative Compliance.** Modulation standards may be modified through the Design Review process if Design Commission makes the following findings.
 1. The modification provides for unique architecture and visual variety;
 2. The modification promotes a superior design solution that enhances the property and its surroundings;
 3. The modification will not be detrimental to environmental quality, or the health, safety, and welfare of the public; and
 4. The modification is otherwise consistent with the objectives and policies of the East Colorado Specific Plan and General Plan.



Façade plane breaks help to prevent monolithic building forms

CREATING VISUAL INTEREST AND BREAKING UP MASS

Façade modulation refers to variations in depth of a building's façade. Modulation can be achieved through architectural elements such as, stepbacks, balconies, and full façade breaks. Modulation breaks up building massing, creates visual interest, and provides opportunities for open space.

Figure 6.1-9: Maximum Façade Length

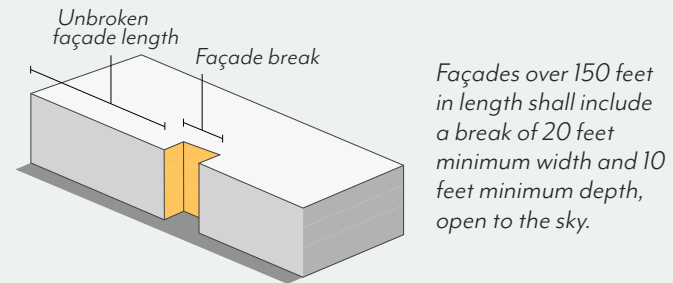
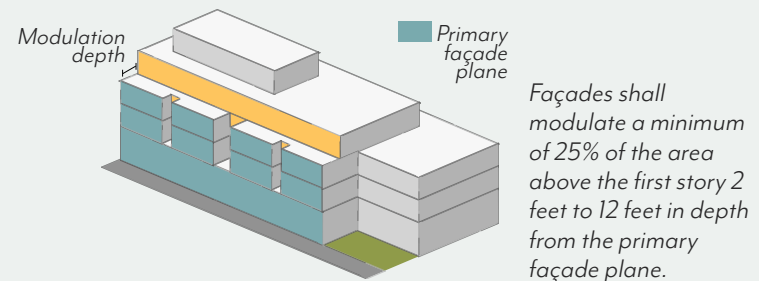


Figure 6.1-10: Modulated Façade Area



Note: Diagrams used for illustrative purposes only.

6.2 Frontage

These standards are intended to:

- » Prioritize pedestrian access by ensuring doorways are open to a public sidewalk or Public Open Space;
- » Increase visibility into ground floor uses to create visual interest for pedestrians;
- » Promote shade through arcades and shade structures;
- » Support a consistent character when different uses are allowed on the ground floor within the same block; and
- » Limit blank walls on the ground floor to enhance visual interest and pedestrian comfort.

6.2.1 GROUND FLOOR

- A. **Height.** Buildings shall have a minimum ground floor height of 15 feet, measured from the elevation of the primary entrance to second story floor; see Figure 6.2-1.
1. For residential units, floors may be elevated a maximum of 6 feet above the sidewalk elevation. Where elevated between 4 and 6 feet, a minimum setback of 8 feet is required.
- B. **Depth.** Commercial uses facing the street shall have a minimum interior depth of 35 feet, wall to wall, for a minimum of 80 percent of the commercial frontage; see Figure 6.2-2.



An approximately 15' non-residential ground floor



A residential ground floor elevated above the sidewalk

CREATING A VIBRANT STREET ENVIRONMENT

Successful ground floor design contributes to a vibrant built environment to create an inviting, visually engaging, shaded sidewalk and pedestrian environment that supports commercial activity. Altogether, ground floor treatments increase visual interest and physical access across all building uses to create active frontages.

Figure 6.2-1: Ground Floor Height

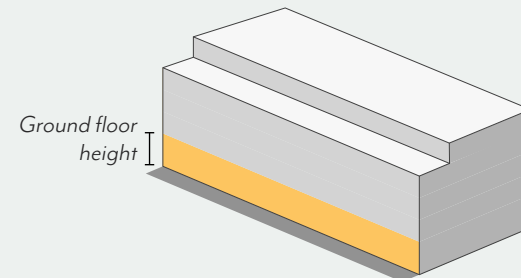
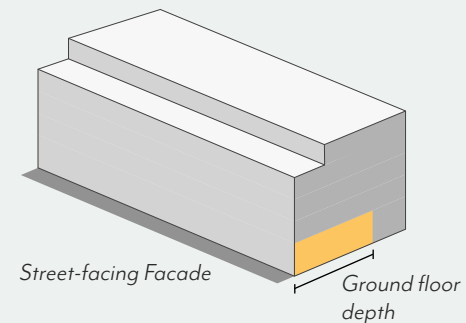


Figure 6.2-2: Ground Floor Depth



Note: Diagrams used for illustrative purposes only.

6.2.2 ENTRANCES

- A. **Location.** A minimum of one primary entrance shall be on the primary frontage of each building and open into the public realm (e.g. a sidewalk or Public Open Space).
1. All entrances shall be recessed a minimum of 30 inches from the sidewalk line.
 2. Primary entrances shall be distinguished by architectural features or overhead projections, such as an awning or canopy.
 3. For non-residential uses, primary entrances shall be located at sidewalk elevation.

6.2.3 TRANSPARENCY

- A. **Windows & Doors.** Street-facing facades shall incorporate glass providing views into work, display, sales, lobby, or similar active areas. The minimum transparency requirement is 70 percent for ground floors and 30 percent for the overall façade. For residential units, transparency requirements are reduced to 15 percent.
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 façade; flush windows may be allowed per review authority approval.
 4. The use of tinted, mirrored, or highly reflective glass 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.
- B. **Blank Walls.** Windowless expanses of 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.



Example of appropriate entrance with awnings and a recessed plane



Example of appropriate ground floor transparency for a residential lobby

6.2.4 SHADE STRUCTURES

- A. **Shading.** For projects on the north side of Colorado Boulevard west of Parkwood Avenue, shade structures (e.g. awnings and canopies) are required and shall project a minimum of 7 feet, up to a maximum of 10 feet, into the public right-of-way for a minimum of 70 percent of the building frontage. For all other frontages, shade structures are not required but 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.
 3. Where an arcade or recessed ground floor provides a minimum of 5 feet of unobstructed pedestrian clearance, shade structures are not required.

6.2.5 ARCADES & GALLERIES

- A. **Arcades.** Arcades may be located behind the minimum setback.
1. Arcades shall be at least 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 still 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.** Galleries may be located in street setbacks, and those up to 50 feet in length may project over public right-of-way with approval from Design Commission and Public Works.
1. Galleries shall allow a minimum of 8 feet of vertical clearance from sidewalk elevation.
 2. Columns shall not be located in the Amenity Zone. The minimum Walk Zone dimension shall be maintained between columns and the sidewalk line.
 3. Sidewalks shall still meet parkway requirements set in Section 5.2.

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.



Arcades provide shaded space for pedestrians



Shade structures help make the sidewalk more comfortable

6.2.6 WALLS & FENCES

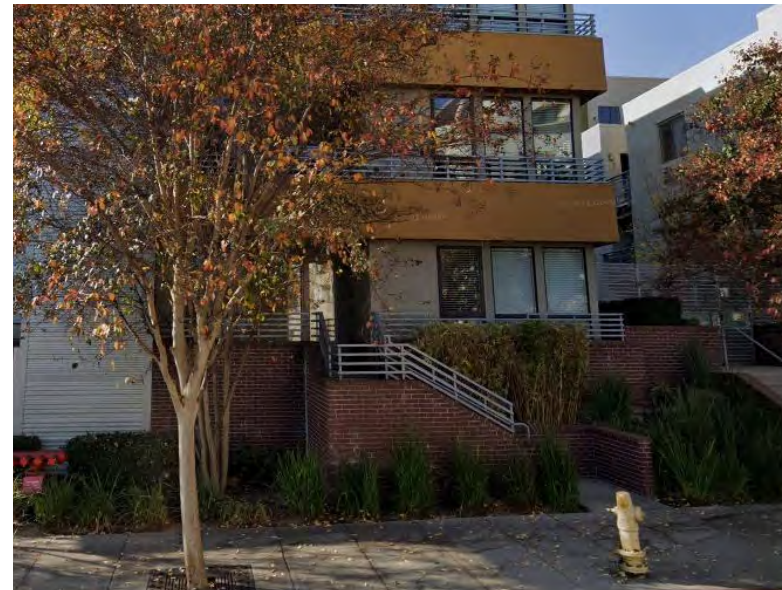
- A. **Walls and Fences.** Freestanding walls, fences, and raised/landscape planters are permitted within the street setback.
1. Walls and fences that are less than 50 percent transparent shall have a maximum height of 30 inches above sidewalk elevation.
 2. Walls and fences that are more than 50 percent transparent shall have a maximum height of 42 inches above sidewalk elevation. Those taller than 30 inches shall be setback a minimum of 18 inches from the sidewalk line, separated by planted area.
 3. Exceptions to height allowed for guardrails, which may exceed the maximum height to the extent required by the Building Code. The guardrail shall be a minimum 50 percent transparent.
 4. Exceptions to setback allowed for outdoor dining, which may be enclosed by a wall, fence, or raised planter located at the sidewalk line.
- B. **Stoops and Patios.** Walls along the side of a stoop, patio or entry to a residential dwelling unit shall be set back a minimum of 18 inches from the sidewalk line, separated by planted area.



Appropriate residential fence height and placement

6.2.7 BALCONIES & ROOF DECKS

- A. **Balconies.** Balconies may project a maximum of 4 feet into a street setback and a minimum of 6 feet from an interior property line.
1. Projection into the public right-of-way (beyond the sidewalk line and/or property line) may be permitted subject to review and approval of Public Works and consistent with Building Department requirements.
- B. **Roof Decks.** Roof decks shall be set back a minimum of 5 feet from the building edge on all sides. The sum of all roof decks on a single building shall cover a maximum of 40 percent of the roof area.



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

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 light, air, and pleasant views from 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.



Private Open Space (Balconies)

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 **Public 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. Common Open Space may be open to the public.
- » **Public.** Public Open Spaces (e.g. plazas, pocket parks, and paseos) are privately owned but publicly accessible and typically include amenities such as seating, landscaping, fountains, and public art.



Common Open Space (Pool Area)

6.3.1 MINIMUM AREA

- A. **Private and Common Open Space.** Projects shall provide the minimum area of 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 area of Open Space per Table 6.3-1 as a combination of Private and 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 above.
- B. **Public Open Space.** In addition to Private and Common Open Space, projects with more than 80,000 square feet of gross floor area shall provide a percentage of building floor area as Public Open Space, as set in Table 6.3-2.

Table 6.3-1: Required Residential Open Space by Unit Type

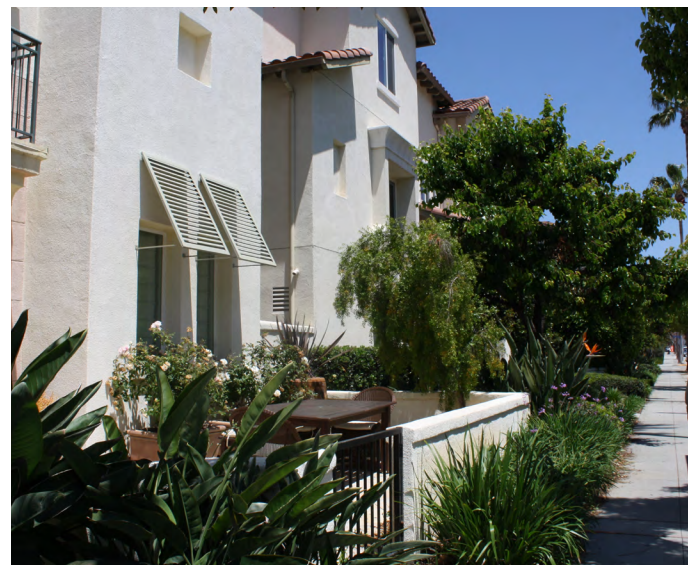
Number of Bedrooms	0	1	2	3+
Per unit, sq ft	200	225	250	275

6.3.2 PRIVATE OPEN SPACE

- A. **Area.** See Section 6.3.1.A for minimum area requirements.
- B. **Dimensions.** A minimum area of 40 square feet with a minimum dimension of 5 feet in each direction is required for Private Open Space.
- C. **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.



Common Open Space (Courtyard)



Private Open Space (Patio)

6.3.3 COMMON OPEN SPACE

- A. **Area.** See Section 6.3.1.A for minimum area requirements.
- B. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 15 feet in each direction is required for Common Open Space.
- C. **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 at least 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.
- D. **Access.** Common Open Spaces may be accessible to the public.
- 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 500 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.
- G. **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 colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- H. **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 and Public Open Spaces provide areas for gathering, recreation, and respite within a development, creating a livable urban environment and providing spaces supportive of nearby uses.



Communal picnic area with movable seating options



Enhanced paving, seating, and landscaping

6.3.4 PUBLIC OPEN SPACE

- A. **Area.** See Section 6.3.1.A and Table 6.3-2 for minimum area requirements. Required Public Open Space may be contiguous or noncontiguous, subject to the dimension and elevation standards below.
- B. **Dimensions.** A minimum area of 400 square feet with a dimension of at least 20 feet in each direction is required for Public Open Space.

Table 6.3-2: Required Public Open Space by Project Size

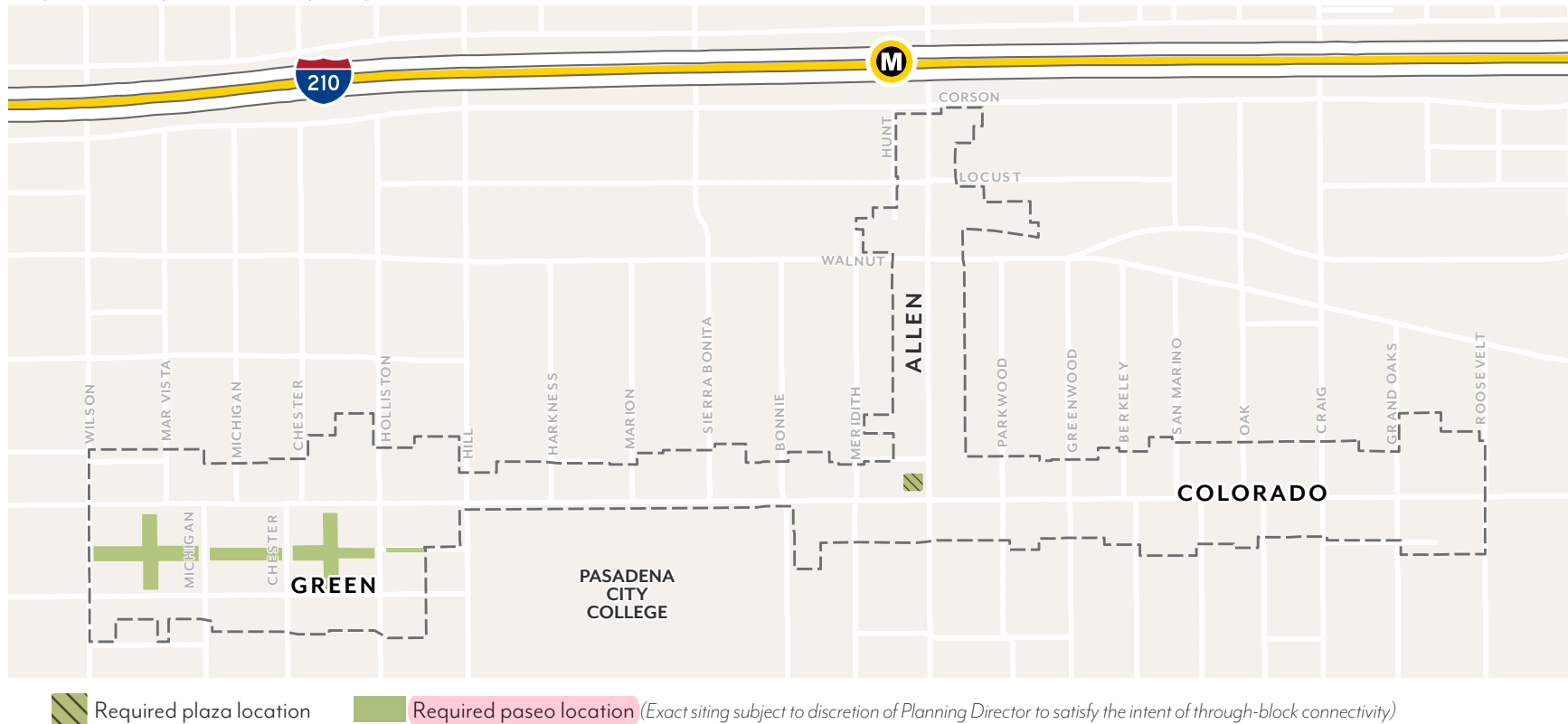
80,000- 119,999 ft ²	120,000- 159,999 ft ²	160,000- 199,999 ft ²	200,000+ ft ²
2%	3%	4%	5%

- C. **Access.** A maximum of 20 percent of the Public Open Space may be used as outdoor dining for a restaurant; a minimum of 80 percent of the Public Open Space shall be accessible to the general public.
- D. **Signage.** Public Open Space 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, Public Open Space shall be open to the general public from 8am to 8pm.
- F. **Elevation.** A minimum of 3,000 square feet of Public Open Space shall be at sidewalk elevation. If less square footage is required, then all required Public Open Space shall be at sidewalk elevation.
- G. **Hardscape.** A maximum of 25 percent of Public Open Space 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 within the required Public Open Space at a minimum of 1 seat per 300 square feet of required space. 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 Public Open Space shall be planted area a minimum of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.
- J. **Trees.** A minimum of one 24-inch box tree per project or per each 750 square feet of Public Open Space, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
- K. **Common Open Space Credit.** Public Open Space in excess of the minimum may count towards a maximum of 30 percent of the Common Open Space requirement at a 1:1 ratio.
- L. **Required Paseos.** Projects that are required to provide Public Open Space 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.
1. Paseos shall meet the standards set in Section 6.3.5 - Paseos. Public Open Space design standards 6.3.4.A through 6.3.4.I do not apply to paseos.
- M. **Required Plaza.** Projects that are required to provide Public Open Space per 6.3.1.B and are selected for plaza development on Map 6.3-1, are required to meet the minimum area requirement by providing a plaza at the northwest corner of Colorado Boulevard and Allen Avenue; see Map 6.3-1.
1. Public Open Space design standards shall apply.

A corner plaza in the Gateway subarea will help to create a distinct landmark and improve views to Colorado Boulevard when arriving from Allen Avenue.



Map 6.3-1: Required Public Open Space



6.3.5 PASEOS

- A. Paseos shall have an average width of 25 feet, minimum width of 15 feet, and be a minimum of 75 percent open to the sky.
- B. Paseos shall have a walk zone with a minimum width of:
 - 1. 10 feet for commercial / mixed-use paseos
 - 2. 8 feet for residential only paseos
- C. Paseos shall be at ground level and be ADA accessible.
- D. Paseos shall be physically and visually accessible from the connecting public sidewalk. Fences, walls, and/or entry gates are permitted; however, these features shall not block passage through the paseo during the established public hours.
- E. **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.
- F. **Access.** Bollards (fixed or removable) shall be provided at all entry points of Paseos to restrict vehicular access during established public hours.
 - 1. Emergency vehicular access shall be provided.
- 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. **Signage.** Paseos shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing accessible hours. In paseos that have commercial frontages, a directory signage shall be provided at each entry the all paseos. Specific sign guidelines shall be created for all properties with building facades immediately adjoining the paseos.
- I. **Hours.** At a minimum, paseos shall be open to the general public from 8am to 8pm.
- J. Commercial loading shall be limited to non-public hours.
- K. Property owners may close paseos to public access for private events no more than once per month.
- L. **Landscape.** A minimum of 25 percent of Public Open Space shall be planted area a minimum of 30 inches in length, width, and depth. Landscaping shall comply with PMC17.44.
- M. **Stormwater Management.** At least 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.
- N. **Trees.** A minimum of one 24-inch box tree per project or per each 750 square feet of Public Open Space, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
- O. The paseo area, including landscape, hardscape, and all features, shall be maintained by the property owner or designated agent.
- P. **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.
- Q. **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 and 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 lighted 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 facade 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 parking spaces through shared parking among multiple uses within a project; and
- » Increase design standards for parking structures through ensuring habitable floor areas between parking and street frontage and screening.

IMPORTANCE OF PARKING

Vehicle parking access, location and supply influences the street environment, multi-modal travel and overall development. Limiting 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 spaces 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 parking spaces per Table 6.4-1 based on general use classifications, and subject to the standards of PMC 17.46.
 1. Reductions in parking requirements shall apply for properties within half-mile of Allen and Lake stations 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, automobile parking spaces shall be leased or sold separately from the rental or purchase fees, such that renters or buyers have the option of renting or buying the 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.

6.4.2 VEHICLE ACCESS

- A. **Driveways.** For Projects with less than 200 feet of primary street frontage, a maximum of one two-way 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 are not permitted on primary frontages of less than 200 feet 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	≤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
Recreation, Education & Public Assembly	PMC 17.46.040	
Office, Professional & Business Support	3 per 1,000 sf	No parking required for: • First 5,000 sf of a project • First 500 sf of outdoor dining (per tenant)
Retail Sales		
Services		
Industry, Manufacturing & Processing	PMC 17.46.040	
Transportation, Communications & Utility	PMC 17.46.040	
Other Exceptions		
No new parking required for: • Projects within designated historic resources (excluding additions) • Changes of use in College District		
¹ Use classifications correspond to general use categories in PMC 17.46.040, Parking Requirements. The number of spaces listed shall apply to all uses listed in these categories, with the exception of uses where the parking requirement is lower per PMC 17.46.040.		
² No shared parking agreement is required; each guest space shall count as 1 commercial space.		

STRUCTURED PARKING GUIDELINES



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



Example of parking entrance design without screening or façade integration.

6.4.3 PARKING LAYOUT & DESIGN

- A. **Surface Parking.** 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 zoning. Parking shall be buffered by habitable floor area or landscaping, except for access and driveways.
1. Landscaping used as a parking buffer shall be located in the required parking setback and shall include hedges or shrubs a minimum of 3 feet in height at the time of planting that form a continuous visual screen.
- B. **Podium Parking.** Multiple stories of above ground parking are permitted within wrap style developments or parking structures if the project meets the parking structure standards; see Section 6.4.3.C.
- C. **Parking Structures.** Structures shall be buffered with habitable floor area between the parking and the street, except for access and driveways.
1. Elevators and stairs shall be located adjacent sidewalks or public spaces.
 2. Parking areas shall be screened from the public realm using heavy-gauge metal, precast concrete panels, laminated glass, green walls, photovoltaic panels or other material per review authority approval.
- D. **Underground Parking.** Subterranean parking shall be set back a minimum of 5 feet from Green Street and RM zoning. At all other locations, it is allowed to extend to the property line.

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Appendices

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A.1 Definitions

Amenity / curb zone: the portion of the sidewalk directly adjacent to the right-of-way, typically for street trees, parkways, street lights, street furniture, and bus shelters.

Blank wall: A windowless expanse of wall facing the street of 20 feet or greater.

Buildable area: The portion of parcel or development site which can be devoted to buildings and structures. This excludes slopes in excess of 50%, dedications, easements and other similar physical or legal constraints.

Building floor area: See 'gross floor area'

Building frontage: The elevation of a building, measured horizontally at grade, that faces a street and includes the building wall which incorporates the main entrance(s) facing a parking area on the same premises. The main entrance to the building may include entrances to individual uses.

Building frontage zone: The portion of the sidewalk adjacent to a building (may be located in private property or within the right-of-way) that allows for door opening from buildings, outdoor seating, bicycle parking, and sidewalk seating.

Curb zone: See 'Amenity / curb zone'

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

Fixed seating: Any seating that is permanently anchored to the ground or structure that cannot be relocated by an individual. Fixed seating may swivel or swing without being relocatable.

Floor area ratio: 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). Includes parking structures; excludes parking lots and non-occupancy structures.

Frontage zone: See 'building frontage zone'

Ground floor: The floor of a building or structure that is accessible from the finished grade or sidewalk

Gross floor area: 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 space: An occupiable space on the ground level that can be directly accessed from the sidewalk within three feet of the sidewalk grade.

Height: Height is measured from the finished sidewalk existing grade of the site to an imaginary plane located above but parallel to the grade; projections and features such as appurtenances and railings per PMC 17.40.060.

Sidewalk line: A line parallel the property line accommodating the required sidewalk width as measured from the curb face.

Mixed-Use Project: Any building or project that combines more than one use type or housing type within a district, block, or parcel. It may also include housing built above commercial or commercial combined with light industrial uses.

Moveable seating: Any seating that is not permanently anchored to the ground or structure and can be relocated by an individual.

New construction: Completely new improvement of a property, or construction occurring on a property where the existing structures were complete razed. Does not apply to expansion of existing on-site improvements.

Open space: (Outdoor) space that serves a recreational function or provides visual relief from the building mass

Common open space: a usable open space shared among residents within a building or development; includes shared indoor and outdoor spaces unless otherwise defined. Subject to minimum dimension requirements established by the Specific Plan.

Public open space: a usable open space freely available to the public to use. Subject to minimum dimension requirements established by the Specific Plan.

Private open space: a usable open space adjoining and directly accessible to a dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests. Subject to minimum dimension requirements established by the Specific Plan.

Usable open space: Unobstructed outdoor space that is landscaped and developed for active or passive recreational and leisure use, and is conveniently located and accessible; excludes required front yards not used for balconies or patios.

Parkway: (or landscaped parkway) landscaped or permeable areas located within or fully comprising the “Amenity / curb zone” between the building and the primary curb line.

Paseo: predominantly pedestrian-only open space at the ground level that is accessible to the public, that connects a right-of-way to another right-of-way, alley, or usable open space interior to a block; emergency vehicular access and commercial loading with limited hours are permitted. Subject to minimum dimension and design requirements established by the Specific Plan.

Plaza: usable open space at ground level accessible to the public. 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.

Street frontage: the sidewalk line adjacent to the street.

Project: Refer to PMC 17.80.020

Projection: Anything attached to and extended outside the outer face of the exterior wall of a structure and not intended for shelter or occupancy. Examples include but are not limited to exterior stairs, fireplace, balconies, bay windows, lighting fixtures, parapets, shade structures, mechanical features, energy production panels or structures, etc.

Public realm: The publicly-accessible space between the street curb face and the building. This area includes the sidewalk zones and the required street setback, if applicable.

Residential Common Services: 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 are permitted on the ground floor where residential units are not permitted.

Setback: The horizontal distance by which a development feature is required to be separated from the minimum sidewalk line. In some cases superseded by Setback range.

Street setback: The required setback from the minimum sidewalk line to the development feature. Not applicable to interior or rear property lines.

Setback range: minimum and maximum horizontal distances by which a development feature must be separated from the minimum sidewalk line or other property line. This measurement is similar to a “build-to” 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: Any property line that exists to separate adjacent parcels or properties.

Stepback: Measurement of the required upper-story horizontal distance by which a development feature must be separated from the minimum sidewalk. Regulated as a horizontal distance above a defined vertical distance.

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. Required streetwall height is set by the Specific Plan for subareas or specific locations.

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 grade.

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

Transparency: Provision of openings or surfaces that allow visual access into a structure.

Unbundled parking: Parking spaces, in any permitted configuration, rented or sold separately from a residential unit or non-residential square footage.

Walk zone: The portion of the sidewalk dedicated to pedestrian travel and free of obstruction.

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 East Colorado Specific Plan 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 East Colorado's 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 Specific Plan area, followed by recommendations for potential new species.



Pink Trumpet with Queen Palms in the distance along Colorado Blvd. at Allen Ave.

A.2.1 EXISTING STREET TREES

The City's Master Street Tree Plan designates the following street trees for the following streets which span multiple blocks in the East Colorado Specific Plan area, as shown in Map A.2-1:

Colorado Boulevard:

- » Species 1: King Palm (*Archontophoenix cunninghamiana*)
- » Species 2: Lavender Bloom/Pink Trumpet (*Handroanthus heptaphyllus*)

Green Street:

- » Indian Laurel Fig (*Ficus microcarpa*)

Wilson Avenue

- » Species 1: Coast Live Oak (*Quercus virginiana*)
- » Species 2: Mesa Oak (*Quercus engelmannii*)
- » Species 3: Cork Oak (*Quercus suber*)

Michigan Avenue:

- » Species 1: Coast Live Oak (*Quercus agrifolia*)
- » Species 2: Mesa Oak (*Quercus engelmannii*)
- » Species 3: Cork Oak (*Quercus suber*)
- » Species 4: Southern Live Oak (*Quercus virginiana*)

Holliston Avenue:

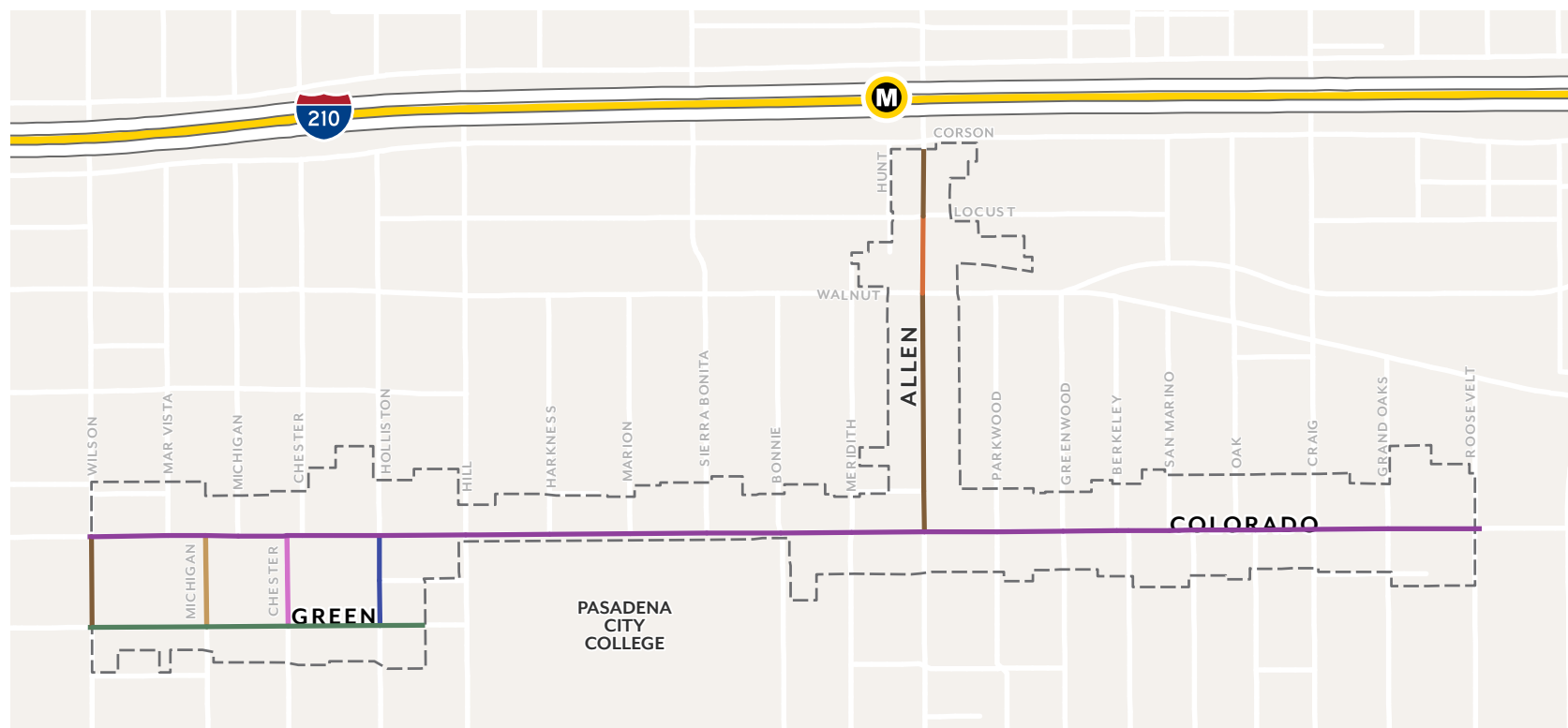
- » Incense Cedar (*Calocedrus decurrens*)

Chester Avenue:

- » Species 1: Coast Live Oak (*Quercus agrifolia*)
- » Species 2: Southern Live Oak (*Quercus virginiana*)

Estimations of current street tree inventory in this section are based on data from May 2021.

Map A.2-1: Master Street Tree Plan Designations



Specific Plan Area

Allen Station

Metro L Line (Gold)

Pasadena Master Street Tree Plan

Species 1: King Palm
Species 2: Lavender Bloom / Pink Trumpet

Incense Cedar

Indian Laurel Fig

Live Oak

Species 1: Coast Live Oak
Species 2: Southern Live Oak

Species 1: Coast Live Oak
Species 2: Mesa Oak
Species 3: Cork Oak

Species 1: Coast Live Oak
Species 2: Mesa Oak
Species 3: Southern Live Oak
Species 4: Cork Oak

A. Colorado Boulevard

Palm Varieties (King, Queen, Mexican Fan, Guadalupe)

King Palm (*Archontophoenix cunninghamiana*) is a designated street tree for Colorado Boulevard within the Specific Plan area; however, there are not currently any King Palms planted. There are, however, three other palm types on the corridor:

- » Queen Palm (*Syagrus romanzoffiana*) (14)
- » Mexican Fan Palm (*Washingtonia robusta*) (19)
- » Guadalupe Palm (*Brahea edulis*) (3)

Palm trees as a species are characterized by tall, narrow trunks that are topped with shiny green fronds. Across species, tree heights range from 15 to 95 feet in the Specific Plan area, and crown spread of between 10-25 feet. While the variety of palm trees planted along Colorado Boulevard are native to Australia, South America, Mexico, palms are well adapted to climate conditions in Southern California and require no supplemental irrigation once established. However, some palms, such as Mexican Fan Palms, require frequent pruning to remove old fronds that are susceptible to being blown off by high winds, a risk to pedestrians and property below.



Mix of Queen Palm and Mexican Fan Palm along Colorado Blvd. near Greenwood Ave.



Guadalupe Palms planted within parkway and turf along E. Colorado Blvd. near Grand Oaks Ave.

The majority of the 19 Mexican Fan Palms are located to the east of Allen Avenue and create a notable visual design element due to their height of up to 95 feet. However, the limited crown spread casts little meaningful shade and does not mitigate urban heat island effects.



Mexican Fan Palms planted within parkway and turf along E. Colorado Blvd. near Parkwood Ave.

Pink Trumpet (*Handroanthus heptaphyllus*)

There are currently approximately 140 Pink Trumpet trees planted along Colorado Boulevard within the Specific Plan area. In 2003, the City amended the Master Street Tree Plan by adding the Pink Trumpet tree as an alternate street tree on Colorado Boulevard between Catalina Avenue and Holliston Avenue. Following this amendment, the City planted roughly 230 Pink Trumpet trees on Colorado Boulevard from Wilson Street to Roosevelt Avenue within the Specific Plan area.

Pink Trumpets have a rounded canopy shape with partly deciduous foliage and showy and heavy clusters of pink flowers that bloom in Spring or Winter. Following blooms, the tree produces 1-foot long seed pods that hang on the tree until Winter. Tree heights are typically 20 to 30 feet and crown spread is typically about 15 to 25 feet. Pink Trumpet trees are winter deciduous. Native to Central and South America, the Pink Trumpet are healthiest in tree warmer areas and considered drought-tolerant once established, serving as a suitable urban street tree.

When used as a street tree, they can create a stunning effect when blooming. As a deciduous tree, their use as a consistent street tree is not effective for maximizing pedestrian shade; however, limited use as seasonal accent trees may be appropriate for placemaking purposes. Growing conditions impacts the tree size, health, and seasonal bloom quality, which has produced varied conditions along Colorado Boulevard. Those planted in small tree pits with compacted soil have generally smaller and thinner canopies, while those planted in either larger tree pits or within parkways, such as those along Colorado Boulevard generally east of Allen Avenue, produce larger, more expansive canopies.



Pink Trumpet tree in full bloom at 1813 Colorado Blvd.



Pink Trumpet tree planted in small tree pit with limited foliage at 1130 Colorado Blvd.



Pink Trumpet tree planted within a landscaped parkway along eastern edge of Colorado Blvd. in the Specific Plan area

B. Allen Avenue (between Colorado Boulevard and Corson Street)

Oak Varieties (*Quercus* spp.)

There are currently approximately 50 oak trees along Allen Avenue within the Specific Plan area, with the vast majority consisting of Holly Oaks (*Q. ilex*), followed by Coast Live Oaks (*Q. agrifolia*), Southern Live Oak (*Q. virginiana*), Cork Oak (*Q. suber*), and Mesa Oak (*Q. engelmannii*).

Coast Live Oaks and Mesa Oaks are both native to Southern California, while the Southern Live Oak is native to Southern United States and the Cork Oak and Holly Oak are native to Western Mediterranean and North Africa. These oak species feature dense, spreading evergreen canopies. Oak tree heights along Allen Avenue range from 10 to 55 feet but are most commonly between 25 and 40 feet. Tree crown spread, often referred to as tree canopy, ranges from 5 to 45 feet and is most commonly about 20 to 35 feet. As native species, the Coast Live Oak and Mesa Oak are well adapted to Pasadena's climate conditions and once established need minimal supplemental water. Historically, oaks have held significance throughout the development of Pasadena, and the Mesa Oak is sometimes referred as the Pasadena Oak.

Coast Live Oaks and other similar oak species are preferable for blocks with large front yard setbacks or single-story buildings which provide space to accommodate their wide canopy. Evergreen oak species are ideal for creating shaded pedestrian corridors.



Holly Oak at 128 Allen Avenue



Southern Live Oak at 86 Allen Avenue



Coast Live Oak at 42 Allen Avenue

C. Green Street (between Wilson Avenue and Hill Avenue)

Indian Laurel Figs (*Ficus microcarpa*)

There are currently approximately 22 Indian Laurel Fig (figus) trees planted along Green Street in the Specific Plan area. The Indian Laurel Fig is a member of the large fig family Moraceae and genus *Ficus*, characterized by large, dense, and rounded canopies with glossy and evergreen leaves. Tree heights range from 10 to 85 feet within the Specific Plan area but are most commonly between 35 and 40 feet. Small inconspicuous green flowers bloom in winter which flower in spring to form 1/2 inch round, green fruits which contain seeds. Tree crown spread ranges between 20 and 60 feet and is most commonly about 35 to 55 feet. Native to southern China, India, and Australia, the ficus has a slightly tropical appearance but is tolerant of semi-arid conditions and once established needs minimal supplemental water.



Consistent Indian Laurel Figs plantings along Green St.

Ficus trees have historical significance for Pasadena, with the commercial street Green Street as a prime example of consistently planted ficus trees that have matured to produce a full shade canopy. However, the ficus' aggressive root system can be attributed to hardscape damage, such as sidewalks and below ground utilities. Similarly, while the expansive tree canopies create shade and help reduce temperatures, large branches can conflict with nearby buildings. Over recent years, ficus trees across the Los Angeles region, including Pasadena, have been infected by the botryosphaeria fungus and subjected to the drought causing them to die, with an estimated timeline of all the region's ficus trees dying over the next 30 years.¹



Indian Laurel Fig with large branches conflicting with building at 1065 Green St.

¹ Scauzillo, Steve. "Love Them or Hate Them, Ficus Trees Lining City Streets are Dying from a New Fungal Disease." *San Gabriel Valley Tribune*. June 17, 2017. Accessed here: <https://www.sgvtribune.com/2017/06/17/love-them-or-hate-them-ficus-trees-lining-city-streets-are-dying-from-a-new-fungal-disease/>

**D. Wilson, Michigan, and Chester Avenues
(between Colorado Boulevard and Green Street)**

Oak Varieties (*Quercus* spp.)

There are currently 22 oak trees along Wilson, Michigan, and Chester Avenues between Colorado Boulevard and Green Street, with the majority consisting of Holly Oaks (*Q. Ilex*) and Coast Live Oaks (*Q. agrifolia*). A smaller number of Mesa Oaks (*Q. engelmannii*) and Southern Live Oak (*Q. virginiana*) are also present along these streets.

Coast Live Oaks and Mesa Oaks are both native to Southern California, while the Southern Live Oak is native to Southern United States and the Cork Oak and Holly Oak are native to Western Mediterranean and North Africa. These oak species feature dense, spreading evergreen canopies. Oak tree heights along Wilson, Michigan, and Chester Avenues range from 10 to 45 feet but are most commonly between 20 and 35 feet. Tree crown spread, often referred to as tree canopy, ranges from 5 to 55 feet on these streets, and is most commonly about 15 to 35 feet. As native species, the Coast Live Oak and Mesa Oak are well adapted to Pasadena's climate conditions and once established need minimal supplemental water. Historically, oaks have held significance throughout the development of Pasadena, and the Mesa Oak is sometimes referred as the Pasadena Oak.

Coast Live Oaks and other similar oak species are preferable for blocks with large front yard setbacks or single-story buildings which provide space to accommodate their wide canopy. Evergreen oak species are ideal for creating shaded pedestrian corridors.



Holly Oaks along Chester Ave. at Colorado Blvd.

**E. Holliston Avenue
(between Colorado Boulevard and Green Street)**

Incense Cedars (*Calocedrus decurrens*)

There are currently approximately 14 Incense Cedar trees planted on Holliston Avenue between Colorado Boulevard and Green Street. The Incense Cedar is characterized by a narrow, conical shape with evergreen foliage. Incense Cedars require ample growing space, growing up to 90 feet in height. Tree heights in the Specific Plan area are approximately 30 feet with a consistent crown spread of 10 feet. Incense Cedars produce flowers in Spring with brown or red medium-sized cones which fruit in Summer or Fall. Native to California and Western North Africa, Incense Cedars are drought tolerant and can tolerate a range of soil conditions, making it a resistant tree. However, Incense Cedars are susceptible to diseases, such as bark beetle and root rot.

When planted consistently, as is the case along Holliston Street in the Specific Plan area, Incense Cedars can create a unified, vertical design element; however, with a minimal tree crown spread, Incense Cedars do not provide ample shade for pedestrians.



Incense cedars planted along Holliston Street at Green Street

Other street trees planted along the streets identified in Map A-2.1 in the Specific Plan area, based on estimations of current street tree inventory from May 2021, include the following:

Colorado Boulevard:

- » Southern Magnolia (*Magnolia grandiflora*) (1)
- » Jacaranda (*Jacaranda mimosifolia*) (1)
- » Carrotwood (*Cupaniopsis anacardioides*) (1)

Green Street:

- » Queen Palm (*Syagrus romanzoffiana*) (1)

Wilson Avenue

- » Carob (*Ceratonia siliqua*) (1)

Michigan Avenue:

- » Carob (*Ceratonia siliqua*) (1)
- » Carrotwood (*Cupaniopsis anacardioides*) (3)

Holliston Avenue:

- » Bottle Tree (*Brachychiton acerifolius*) (1)
- » California Fan Palm (*Washingtonia filifera*) (1)

Center Median along Allen Avenue (between Locust Street and Corson Street)

- » Golden Trumpet Tree (*Handroanthus chrysotrichus*) (5)



While not a designated street tree, the Holly Oak is a prevalent tree along Allen Avenue and Chester Avenue in the Specific Plan area