ATTACHMENT A

PROPOSED SOUTH FAIR OAKS SPECIFIC PLAN

South Fair Oaks Specific Plan

Proposed Specific Plan
April 13, 2022

CITY OF PASADENA
PLANNING AND COMMUNITY DEVELOPMENT

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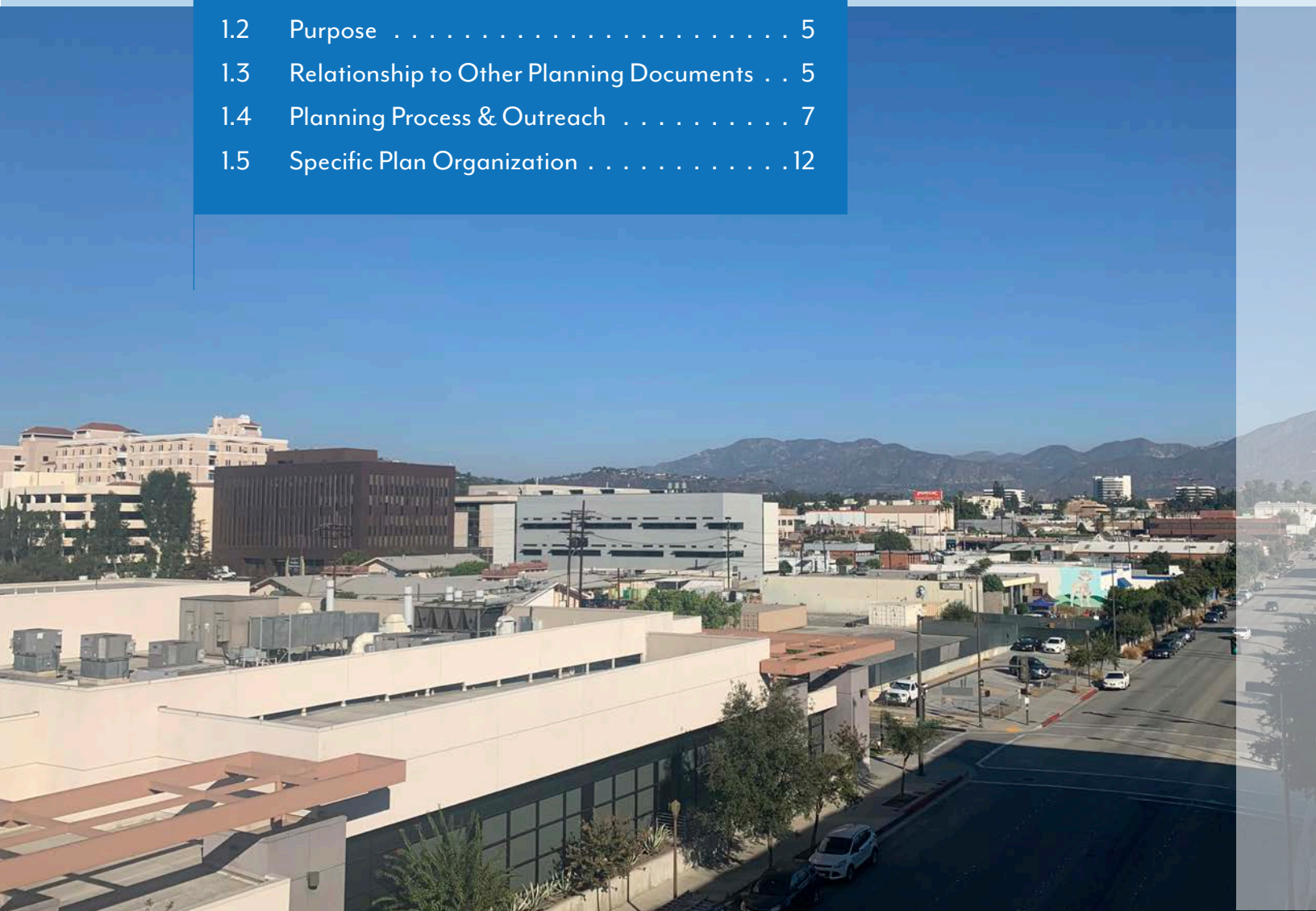
Introduction



INTRODUCTION

The South Fair Oaks Specific Plan (SFOSP) area has historically served the City as a major employment center with a strong commercial and industrial character centered around the establishment of the railroad in Pasadena in 1885. Bordering Pasadena's Central District to the south at Del Mar Avenue, the SFOSP area includes several major activities centers and institutions, including Huntington Memorial Hospital, Art Center College of Design South campus, and the Fillmore Metro Transit Station, all of which contribute to a wealth of opportunities for job-generating uses, creative industries, new housing, active neighborhood spaces, pedestrian-friendly streetscapes, and transit-oriented development. These opportunities are highlighted in Pasadena's 2015 General Plan as a guiding framework for development in the area and were central to the process of updating the SFOSP.

Positioned in the southern edge of the City, the SFOSP area links Pasadena's civic, cultural, and commercial core to neighboring city of South Pasadena. Running parallel to Fair Oaks Avenue, the Metro L Line (Gold) and South Arroyo Parkway (which transitions to the Arroyo Seco Parkway, or State Route (SR)-110 Freeway south of Glenarm Street) provide light rail and highway connections to neighboring communities and the larger region.

This specific plan establishes the following vision statement for the SFOSP area, which reflects ideas and feedback from a multi-phase community engagement effort between 2018 and 2021:

South Fair Oaks will be a creative, innovative, and health-oriented mixed-use district that provides multi-family housing, neighborhood-serving amenities, educational, and employment opportunities accessible to transit for residents, employees, students, and faculty.

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

WHAT IS A SPECIFIC PLAN?

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

CHAPTER OVERVIEW

This chapter is organized into the following sections:

1.1 Specific Plan Area

Map 1.1-1: South Fair Oaks Specific Plan Area

The SFOSP area generally encompasses the area between Del Mar Boulevard to the north, State Street to the south (bordering the City of South Pasadena), Pasadena Avenue to the west, and Picher Alley to the east (Map 1.1-1). While outside the SFOSP area boundaries, adjacent communities and educational institutions such as Raymond Hill, Madison Heights, and Blair Middle School also helped to inform policies and standards in the plan and are intended to benefit from the SFOSP's implementation.

Fillmore Metro Transit and Bike Share Station

Pasadena Humane Society Building on Raymond Ave.

1.2 Purpose

The purpose of the SFOSP is to facilitate and encourage development and improvements that help realize the community's vision for the SFOSP area. The SFOSP optimizes land uses to increase opportunities for financially feasible commercial and residential developments, and helps ensure that new buildings, streetscape improvements, and added amenities contribute positively to the pedestrian experience. The SFOSP seeks to reinforce the area's distinct eclectic character by building upon positive examples of recent development.

This document will be used by property and business owners, grant-seeking nonprofits, developers, elected and appointed officials, and City staff as the regulations that will guide private and public development projects. While the SFOSP introduces a framework and toolkit for designing and implementing future developments, it does not mandate or accelerate any specific projects or immediate changes to the built environment.

1.3 Relationship to Other Planning Documents

General Plan

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

The SFOSP mirrors and builds upon the General Plan's policies to achieve consistency with the General Plan's vision and guidance. The SFOSP seeks to focus development around transit, introduce housing for a diversity of residents, reinvigorate industrial areas with new job-generating business, encourage pedestrian mobility, and continue to support innovative architecture and "green" buildings. Projects that are consistent with the SFOSP policies and standards will in turn be consistent with the General Plan Guiding Principles, goals, and policies.

While the SFOSP establishes an overall vision for SFOSP, the standards and guidelines herein apply specifically to private development and adjacent sidewalk. The SFOSP serves as one of many complementary tools the City uses to implement the General Plan and Specific Plan visions, and to meet larger sustainability goals through prioritization and guidance for private and public investments.

SUMMARY OF 2015 GENERAL PLAN GUIDING PRINCIPLES

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

Pasadena General Plan Land Use Element, 2015

Previous South Fair Oaks Specific Plan (1998)

As the 1998 SFOSP was adopted to implement the 1994 General Plan update, the 2015 General Plan requires an updated implementation document for each of Pasadena's eight Specific Plan Areas. While the new Specific Plan builds on many of the objectives from the 1998 Specific Plan, this document replaces and supersedes the previous Specific Plan, introducing updated policies and standards that address current and future community needs, opportunities, and challenges. The SFOSP boundaries are also expanded in the updated Specific Plan, including new areas north of California Boulevard, previously part of the Central District Specific Plan area, east of the Metro rail right-of-way, and south of Bellefontaine Street.

Zoning Code

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

Design Guidelines for Neighborhood Commercial & Multifamily Districts

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

Sign Design Guidelines

The Sign Design Guidelines provide guidance in the way signs are designed, constructed, and placed in order to further implement the purposes of Chapter 17.72 (Sign Regulations) of the City of Pasadena's Municipal Code. The guidelines are intended to provide good examples of techniques that should be used in order to meet the City's expectations for quality business signage to be applied during the City's design review process or the approval of a discretionary land use permit.

GENERAL PLAN GOAL 37: SOUTH FAIR OAKS AVENUE

"Concentration of mixed-use development adjoining the Fillmore Metro Gold Line station; expanded housing opportunities for seniors, students, or employees of the major institutions; and redevelopment of underutilized industrial areas for new businesses and job-generating uses leveraged by the medical and creative office uses."

GENERAL PLAN POLICIES

- **37.1 Fillmore Transit Village.** Provide for the development of higher density, transit-oriented uses with a mix of retail, office, and multi-family housing uses that expand the customer base for local retail uses and support Metro Gold Line ridership; while contributing to reductions in vehicle trips, energy consumption, and GHG emissions.
- **37.2 Medical Supporting Uses.** Capitalize on the Huntington Memorial Hospital through opportunities for new and expanded medical facilities, medically-oriented businesses and increased housing so that hospital employees are able to live close to jobs.
- **37.3 Creative Culture.** Foster a creative culture by providing space for start-up businesses and creative office and flex space.
- **37.4 Visual Variety.** Allow for a diversity of architectural design styles and building types contributing to the distinctive characteristics of the area's intended artistic, cultural, and creative businesses.
- **37.5 Economic Vitality.** Foster a thriving businesses district by supporting the retention and enhancement of local businesses and, emerging technology, and medical uses by encouraging the development of creative office, research and development, and institutional uses with a mix of supporting retail and residential uses.
- **37.6 Sustainable Streetscape.** Improve sidewalks to enhance connectivity and pedestrian activity through enhanced streetscape amenities, distinctive signage, lighting and paving.
- **37.7 Neighborhood Compatibility.** Require that the types of use and location, scale, and design of development buffer commercial and mixed-use development on N. Fair Oaks Ave. and Arroyo Parkway from adjoining lower density residential neighborhoods.

Pasadena General Plan Land Use Element, 2015

Pasadena Pedestrian Plan

The Department of Transportation's Pasadena Pedestrian Plan (July 2006) provides guidance to preserve the walkability of pedestrian areas, better design and develop pedestrian-friendly projects, better integrate pedestrian improvements into street maintenance and traffic management programs, and implement public education and enforcement programs that improve pedestrian safety and increase levels of walking. An update to the Pasadena Pedestrian Plan is currently under development at the time of writing the SFOSP through the *Pasadena Walks!* project, designed to inform the plan development through identifying barriers to walking, potential improvements, and locations to prioritize based on analyses, public input, and focus groups. The SFOSP reinforces pedestrian-friendly design and development in new projects through land use, development standards, and design guidelines.

Bicycle Transportation Action Plan

The Department of Transportation's Bicycle Transportation Action Plan (BTAP) (August 2015) provides specific goals, objectives, actions, and timelines for creating an environment (1) where people circulate without a car, (2) that significantly increases the number of people who commute by bike, (3) that increases the number of people who use a bike for utilitarian trips, fitness and recreation, and (4) that provides business and economic benefits for the City. The plan provides details for a network of bikeways so that every neighborhood is within 1/4 mile of an effective bicycle route and funding strategies to implement the plan. The SFOSP area contains a portion of the BTAP's Bellefontaine-Fillmore-Arden-Lombardy "Roseway" Route, a low-stress street network that connects the Fillmore L Line (Gold) Station to the Arroyo Seco, Caltech, and the Huntington Library. The SFOSP also supports the BTAP through promoting enhanced sidewalks that allocate space for bicycle parking and supporting bicycle infrastructure within the plan area.

Pasadena Street Design Guide

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

Master Street Tree Plan

The Department of Public Works' Master Street Tree Plan serves as the guiding document that designates the official tree species to be planted on a block-by-block basis throughout the City. The SFOSP references the Master Street Tree Plan in Appendix A.2 (Design Guidance for Tree Selection) to guide discussions between the City and community when updating the Master Street Tree Plan for the area. The appendix includes a description of the existing street trees along key streets within the SFOSP area, followed by recommendations for potential new species aligned with the updated Specific Plan.

Pasadena Climate Action Plan

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

1.4 Planning Process & Outreach

1.4.1 OUR PASADENA PROGRAM

The General Plan is a document that outlines the community's vision for Pasadena over the next 20 years. As an overall visioning document, the General Plan's goals and policies are implemented in various ways, including Specific Plans. *Our Pasadena – Putting the Plan in Motion* is the City's General Plan implementation program, focused on updating Pasadena's Zoning Code and establishing neighborhood-specific design and land-use goals for the City's eight Specific Plans: Central District, East Colorado, East Pasadena, Fair Oaks/Orange Grove, Lamanda Park, Lincoln Avenue, North Lake, and South Fair Oaks.

The SFOSP is informed by a thorough planning and public outreach process led by the City's Planning & Community Development Department, and supported by a consultant team of urban planners, urban designers, outreach specialists, economists, architects, and landscape architects. The planning process also involved coordination with staff from Pasadena's departments of Public Works, Transportation, and Economic Development, and City's Accessibility Coordinator.

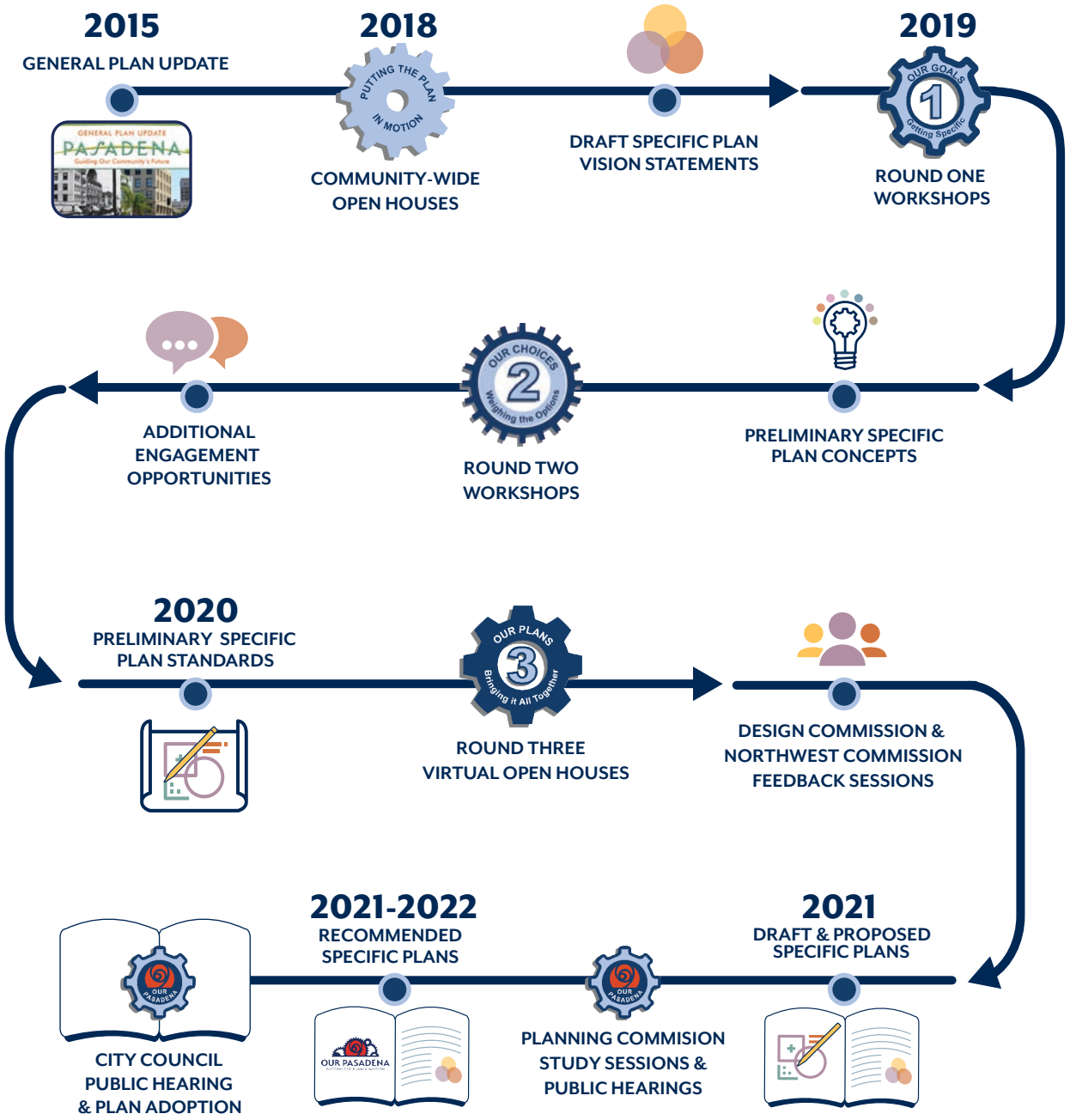
1.4.2 PUBLIC OUTREACH

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

Community-Wide Open Houses

March 2018

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



Round 1 Workshop
May 24, 2018

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

Round 1 Workshop

Community Walking Tour
May 18, 2019

The Planning & Community Development Department hosted a one-mile walking tour of the SFOSP area, starting at the corner of Del Mar Boulevard and Fair Oaks Avenue, and ending at the Fillmore Metro L Line (Gold) Station. Participants responded to questions and wrote other comments on walking tour worksheets/Plan area maps at six designated stops on the tour. Discussion and worksheet questions focused on a specific topic or location for each stop, including: Arts & Innovation Flex District, Commercial Development along S. Fair Oaks Avenue, Huntington Hospital and Medical Uses, Raymond Avenue, Fillmore Metro Station, and S. Arroyo Parkway.

Community Walking Tour

ArtCenter Pop-up Event
May 22 - May 24, 2019

The Planning & Community Development Department hosted an interactive Pop-up Event at ArtCenter College of Design (south campus) to inform students about the SFOSP process and solicit feedback on how they would like to see the neighborhood surrounding the campus develop in the future. Among other activities, participants were invited to add to an interactive visioning collage and sculptural installation using precedent imagery, text, and drawing, leveraging student creativity and expression through multiple mediums.

ArtCenter Pop-up

Round 2 Workshop
June 20, 2019

The Planning & Community Development Department hosted a second community workshop to present preliminary land use and urban form concepts that considered a number of factors, including community feedback received since the first workshop. Input received helped to refine these concepts and guide the drafting of goals, policies, and development standards. In an opening icebreaker activity, participants were able to reaffirm what we heard so far from the community by placing stickers next to those comments. Next, City staff gave a PowerPoint presentation covering background information on the program, an overview of the existing Specific Plan area, emerging themes and draft vision, and preliminary concepts. Lastly, participants broke out into small groups to discuss the preliminary concepts. Each table reported back to the larger group with a summary of the main points.

Youth Summit
October 19, 2019

The Planning & Community Development Department hosted an OurPasadena Youth Summit for Pasadena High School students at the Robinson Recreation Center. Through the use of multi-media tools and interactive activities, the event introduced city planning to youth and allowed participants to share their unique perspective on what they think will make Pasadena a better place now and in the future.

Round 3 Virtual Open House
November 2020 - March 2022
(Live Webinar: November 5, 2020)

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

Design Commission Meeting
February 23, 2021

Following the Round 3 Virtual Open House, the Planning & Community Development Department presented to the Design Commission to solicit feedback on the draft SFOSP, respond to clarifying questions from commissioners, and discuss various issues to be considered in the development of standards, policies, and implementation strategies for the next draft of the SFOSP.

Planning Commission Meetings
October 27, 2021 and April 27, 2022

Section to be completed following Planning Commission Hearing

City Council Meetings
TBD

Section to be completed following City Council Meetings

Youth Summit

Round 3 Workshop - Virtual Open House

Mailings & Promotional Materials

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

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

1.4.3 ENVIRONMENTAL CLEARANCE

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

Per the GP EIR, future discretionary review may rely on analysis provided in the GP EIR for the purpose of tiering and/or streamlining. The purpose of tiering is to use the analysis of general matters contained in a broader EIR (such as the GP EIR) with later California Environmental Quality Act (CEQA) documents on narrower or more site specific projects. Tiering serves to reduce repetitive analysis and provide subsequent site specific analysis at a time when it is meaningful. Tiering is common and appropriate when the sequence of analysis is from a General Plan EIR to a program of lesser scope, such as a specific plan. Therefore, CEQA review required for the SFOSP may tier from the GP EIR pursuant to CEQA Guidelines Section 15152.

WHAT WE HEARD

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

- ***Mixed opinions on the amount of density and height proposed for most subareas**, with some calling for more housing density while others expressed concerns about increased development;*
- ***Desire for more flexibility in allowed land uses**, particularly at the ground floor of mixed-use buildings;*
- ***Desire to allow more multi-family housing** with a diversity of housing types, such as micro-units and senior housing;*
- ***Mixed opinions on the appropriate amount of parking to require for new development**, particularly near the Fillmore Station, where many support limited or no parking requirements;*
- *Concerns from some property owners regarding requirements for increased sidewalk widths, setbacks, paseos, and plazas and **impacts of these requirements on development feasibility**;*
- ***Support for increased open space, landscaping, and an improved tree canopy** that promotes shade and walkability;*
- ***Concerns about increased traffic** and impacts to surrounding neighborhoods;*
- ***Desire to strike an appropriate balance** of medical offices and facilities with housing, retail, restaurant, and other pedestrian oriented land uses so that one land use type doesn't dominate the plan area;*
- ***Preserve historic resources and encourage adaptive re-use**; and*
- ***Explore the possibility of allowing housing along portions of Arroyo Parkway** that currently only allow commercial uses.*

1.5 Specific Plan Organization

The SFOSP is organized into seven chapters and multiple appendices, as described below.

CH. 1 - INTRODUCTION

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

CH. 2 - BACKGROUND

This chapter provides additional historical context for the SFOSP area and identifies challenges and opportunities within South Fair Oaks' existing conditions.

CH. 3 - VISION, GOALS & POLICIES

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

CH. 4 - ZONING & LAND USE

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

CH. 5 - PUBLIC REALM STANDARDS

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

CH. 6 - DEVELOPMENT STANDARDS

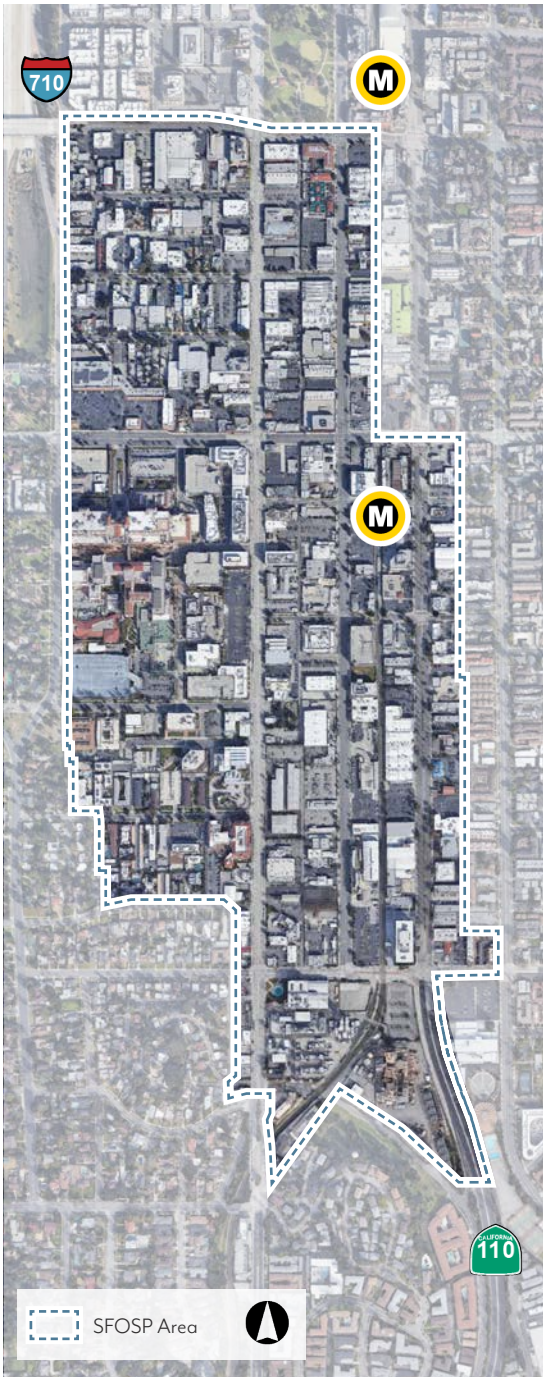
This chapter presents standards and guidelines for development of private property, including allowable densities and heights, as well as required setbacks, open space and parking standards.

CH. 7 - IMPLEMENTATION & ADMINISTRATION

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

APPENDIX

The SFOSP includes two appendices: A.1 – Definitions provides a glossary of land use planning and urban design terminology used throughout the document; A.2 – Design Guidance for Tree Selection supplements the public realm standards and guidelines introduced in Chapter 5 with a detailed overview of existing street tree conditions, and recommendations for tree species to be incorporated in future updates to the Department of Public Works' Master Street Tree Plan.



SFOSP Area
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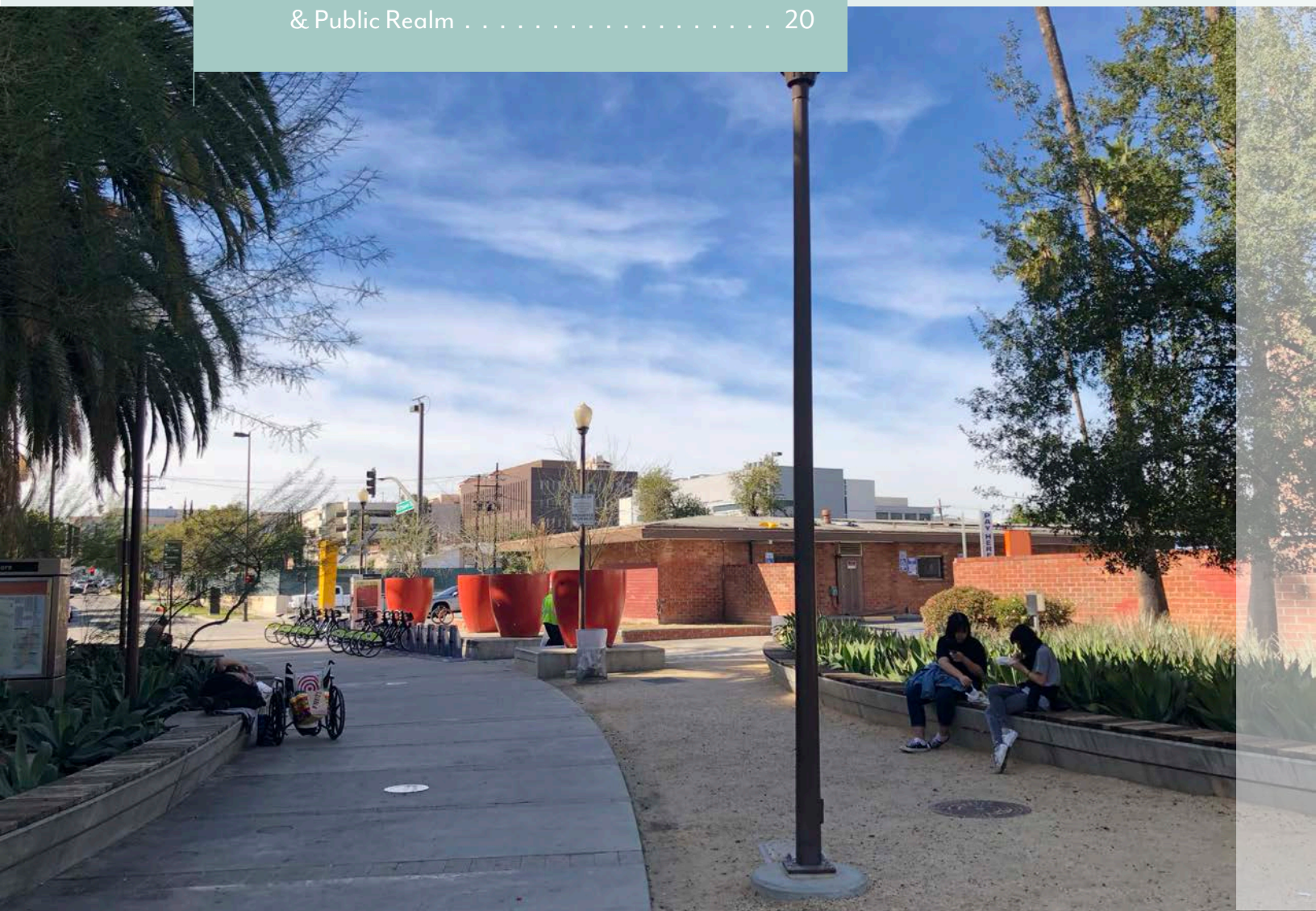
Ch. 2
Background




PUBLIC
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RESISTANCE

2.1 Community & Historic Context

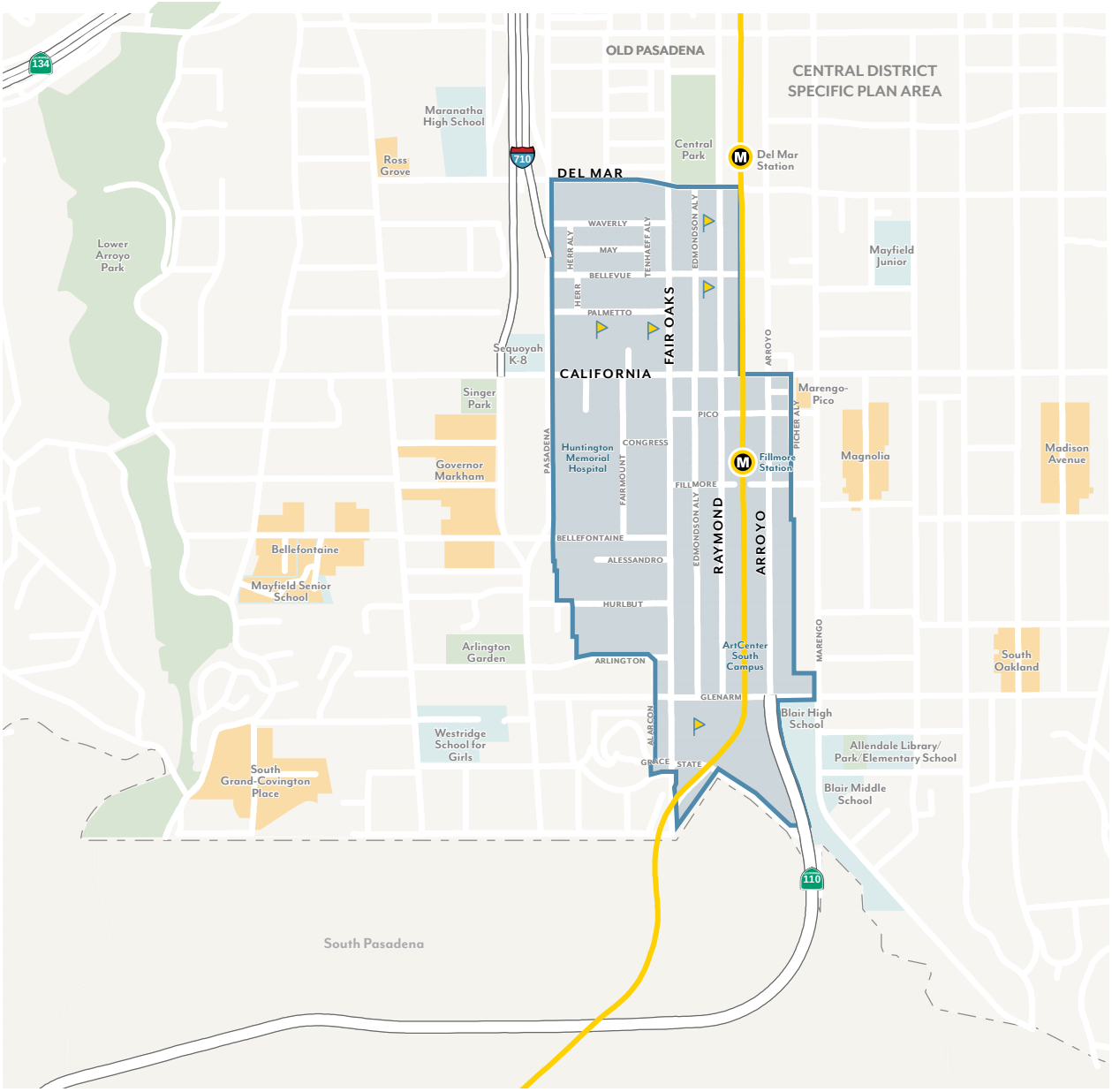
The SFOSP area is a primarily commercial, institutional, and medical district of the City that formed around early railroads and industrial development in the late 1800s and early 1900s. Today, the original railroad right-of-way remains in use as the Metro L Line (Gold) track between Raymond Avenue and Arroyo Parkway, and many of the SFOSP area's older light industrial buildings have been adapted into commercial uses, medical offices or clinics, and educational uses. In addition to the continued presence of early twentieth century buildings and design elements, the area experienced a steady increase in new, larger-scale development in the second half of the twentieth century and early 2000s. This growth focused on a range of medical, educational, office, and retail uses, most notably the Huntington Memorial Hospital and ArtCenter College of Design South Campus. Both older and contemporary buildings are widely varied in their architectural styles and configurations, creating an eclectic urban scale and form throughout the SFOSP area.

While residential uses are now focused in discrete pockets of the SFOSP area, the area was once home to a diverse population of workers for the growing industries of the early twentieth century. Following the introduction of the two railroads, lumber yards, factories, power plants, fruit-packing plants, and other manufacturing uses, the area also became a residential enclave for laborers of various ethnic groups, including Latino, Black, and Asian Americans. Much of this early housing was substandard or informal, lacking most critical infrastructure and services; the community was successful in some efforts to improve housing conditions, but further efforts to improve access to education and integrate with the larger community were stifled by segregationist residents of wealthier neighboring communities. Segregation and disinvestment were further reinforced and formalized as the residential communities surrounding Fair Oaks Avenue were "redlined," meaning residents were systematically blocked from mortgage or home improvement loans between 1939 and 1968 due to the Home Owners' Loan Corporation (HOLC) investment risk-grading documents. The HOLC described the area as "*honeycombed with poorly constructed cottages and shacks... which are occupied by Negroes, Mexicans and Japanese. This area is thoroughly blighted and a slum clearance project is under discussion. It is graded a 'low red.'*" The HOLC also states that "*the higher grade areas to the west are protected from subversive races by deed restrictions, and many servants in these districts are residents of this area*." The explicitly racist and discriminatory HOLC documents are now infamous for their long-term influence on housing policy and access to services including banking, insurance, and healthcare within racially and economically marginalized communities throughout the United States.

Despite the history of segregation and discrimination, non-white ethnic groups also established roots in the SFOSP area through businesses. The Raymond Florist (60 E. California Boulevard) and Sugano Grocery (527 S. Fair Oaks Avenue) buildings represent the importance of Japanese-Americans in the development of the SFOSP area. Bellefontaine Nursery (838 S. Fair Oaks Avenue) and Mijares Restaurant (145 Palmetto Drive) remain active as important community fixtures and examples of Japanese- and Mexican-American communities' rich legacies in the area.

Early horsecar line along South Fair Oaks Avenue (ca. 1889; Source: Water and Power Associates)

Map 2.1-1: South Fair Oaks Specific Plan Area and Regional Context



The SFOSP area lies just south of Old Pasadena, adjacent to the Central District Specific Plan area's southern and western boundaries. The Metro L Line (Gold) runs north/ south through the SFOSP area, and the 110 freeway meets the SFOSP area at its northern terminus, turning into Arroyo Parkway. The SFOSP area is surrounded by several Landmark Districts, parks, and schools.

- South Fair Oaks Specific Plan Area
- Educational Institutions
- Parks & Open Spaces
- Landmark Districts
- Designated Historic Resources and Landmark Buildings in Specific Plan Area *
- Metro Station
- Metro L Line (Gold)

* Other historic resources, such as signs and eligible resources are not mapped

The area's industrial and manufacturing uses were an important source of jobs and economic prosperity for Pasadena during the Great Depression and World War II, and industrial growth continued until the late 1950s. Established at its current location in 1902, Huntington Memorial Hospital also grew steadily throughout the century, expanding its campus footprint over time. While the hospital is regulated through a separate Master Development Plan, its influence on the SFOSP area can be seen in how it has attracted many other medical uses to the vicinity. From the 1960s onward, these newer medical offices and clinics, along with retail storefronts, neighborhood services, and auto repair uses, replaced many of the industrial, manufacturing, and residential uses in the SFOSP area.

Several properties clustered between Del Mar Boulevard and California Boulevard reflect the historic relationship between industrial and residential uses in the SFOSP area, and the ways in which many older buildings have been adapted to serve more contemporary uses. These notable historic buildings include: The Pasadena Humane Society and SPCA building at 361 N. Raymond Avenue (built in 1932); the Royal Laundry building at 443 S. Raymond Avenue, adaptively reused and currently serving as a software company office (1915); 511 Fair Oaks Avenue, adaptively reused as Public Storage (1915); and the Bungalow Court at 100 Palmetto Dr. (1915). The Glenarm Power Plant (1928) and Pacific Electric Substation #2 (1893), two locally-designated historic resources, are both located at 72 E. Glenarm Street at the southern end of the SFOSP area.

The Huntington Memorial Hospital, located at 100 W. California Boulevard, is a significant regional institution and employment hub in the area. While embedded within the SFOSP area, the hospital is regulated by a Master Development Plan that includes a comprehensive arts and medical district vision, pedestrian linkages from Fillmore Station to the hospital, and additional housing opportunities for employees. ArtCenter College of Design South Campus, with buildings at 950 Raymond Avenue and 1111 Arroyo Parkway, has also influenced the area since it's opening in 2004. Like the hospital, ArtCenter is regulated through a separate Master Development Plan consisting of several parcels bisected by the Metro L Line (Gold) and totaling approximately 7 acres. ArtCenter has shaped the area through its creative presence and contemporary architecture. The college's 2017 master plan envisions new infill student housing, gathering spaces, a mobility hub, a campus cycleway, and an activated streetscape along Raymond Avenue, all of which will strongly influence the SFOSP area by adding more students, faculty, staff, and overall activity to a generally medical, commercial, and industrial-focused area.

The SFOSP area has long provided regional rail connections, with Pacific Electric's Pasadena Short Line operating on Fair Oaks Avenue from 1902 to 1951, connecting downtown Los Angeles and Pasadena. Today's Metro L Line (Gold) right-of-way between Raymond Avenue and Arroyo Parkway served passenger rail trains from the 1890s to 1994, when plans formed to extend Metro's light rail system from Los Angeles to Pasadena. The connection was eventually realized with the completion of the Metro L Line (Gold) in 2003, which included the SFOSP area's Fillmore Station and Del Mar Station just to the north.

The original South Fair Oaks Specific Plan, adopted in 1998, covered a smaller area than the SFOSP, as parcels north of California Boulevard and parcels east of the Metro Rail right-of-way north of Glenarm Street were included within the original Central District Specific Plan area. The 1998 plan envisioned a "*premier business location in California*" focused on "*promoting new development near light rail transportation*," and "*new development of design integrity, particularly technology-based development, building on the variety inherent in the area to create visual vitality*." This focus on biomedical and technology-based growth was based on rapidly growing employment sectors, a wealth of industrial-scale adaptive reuse opportunities, and proximity to major medical, research, and educational institutions and the City's civic, cultural, and commercial center. While the 1998 plan promoted new development near light rail, residential uses were still limited to the area west of Fair Oaks Avenue and South of Hurlbut Street. Some new development has occurred in the SFOSP area between the adoption of the 1998 Specific Plan and the preparation of the SFOSP update, with recent growth mostly attributed to new medical office uses and new businesses' adaptive reuse of existing buildings.

While maintaining a focus on "*job-generating uses leveraged by the medical and creative office uses innovative industry sectors,*" the 2015 General Plan update introduced a major change to the land use vision of the SFOSP area, designating the areas surrounding the Metro L Line (Gold) between Fair Oaks Avenue and Arroyo Parkway as High Mixed-Use. Long restricted from residential development, these previously industrial and commercial areas now have the potential to provide transit-adjacent housing for a diversity of residents.

SOUTH FAIR OAKS TIMELINE

1880-1940

- Passenger rail trains operate along current Metro right-of-way beginning in 1890s
- Pacific Electric Short Line connects downtown Los Angeles and Pasadena beginning in 1902
- Huntington Memorial Hospital is established in its current location in 1902
- The Glenarm Power Plant begins operation in 1907 to power the City of Pasadena
- Lumber yards, factories, power plants, fruit-packing plants, and other manufacturing uses are developed around the rail lines
- Diverse residential enclaves are formed to house laborers for nearby industries
- Large industrial and commercial buildings are constructed, including the Royal Laundry Building (1915), and Pasadena Humane Society building (1932)

Glenarm Power Plant is an Art Deco style power plant built in early 1900

Antiques store at 512 S Fair Oaks (built 1922)

Royal Laundry Building at 443 S Raymond Ave (built 1915)

1940-1970

- Redlining of residential communities in the South Fair Oaks area formalizes their segregation from wealthier, whiter neighborhoods, and limits public investment and access to financial lending for non-white racial and ethnic groups
- Pacific Electric Short Line ceases operation in 1951
- Postwar growth of industrial sector and buildings continues throughout 1950s
- Medical, retail, neighborhood services, and auto repair uses replace many of the industrial, manufacturing, and residential uses beginning in the 1960s

Automotive service at 38 Waverly Dr (built 1955)

Office building at 650 S Raymond Ave (built 1965)

SOUTH FAIR OAKS TIMELINE

1970-2000

- The majority of Huntington Memorial Hospital's campus is constructed throughout the 1970s and 1980s
- Development of medical, retail, neighborhood services, and auto repair uses continues to expand throughout the plan area
- Passenger rail service along current Metro right-of-way ceases operation in 1994
- First South Fair Oaks Specific Plan is adopted in 1998

Huntington Memorial Hospital Buildings (built between 1970-1990)

Waverly School at 67 W Bellevue Dr (built 1979)

ArtCenter South Campus building at 1111 Arroyo Pkwy (built 1983)

2000-present

- Metro L Line (Gold) is completed in 2003
- 2015 General Plan Update introduces high mixed-use designation to previously commercial and industrial areas, creating opportunities for new housing and transit-oriented development
- Our Pasadena Specific Plan Update process begins in 2018

Fillmore Metro Station (est. 2003)

ArtCenter South Campus building at 950 S Raymond Ave (est. 2004)

Healthcare Facility at 909 S Fair Oaks Ave (built 2017)

2.2 Existing Land Uses, Urban Form, & Public Realm

The SFOSP is organized into six subareas distinguished by their existing conditions, their General Plan Land Use designations, and the plan's vision for the future (Map 2.2-1).

This section describes existing land uses, urban form, and public realm conditions by subarea. Future-oriented goals and policies are introduced for each subarea in Chapter 3.

LAND USE

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

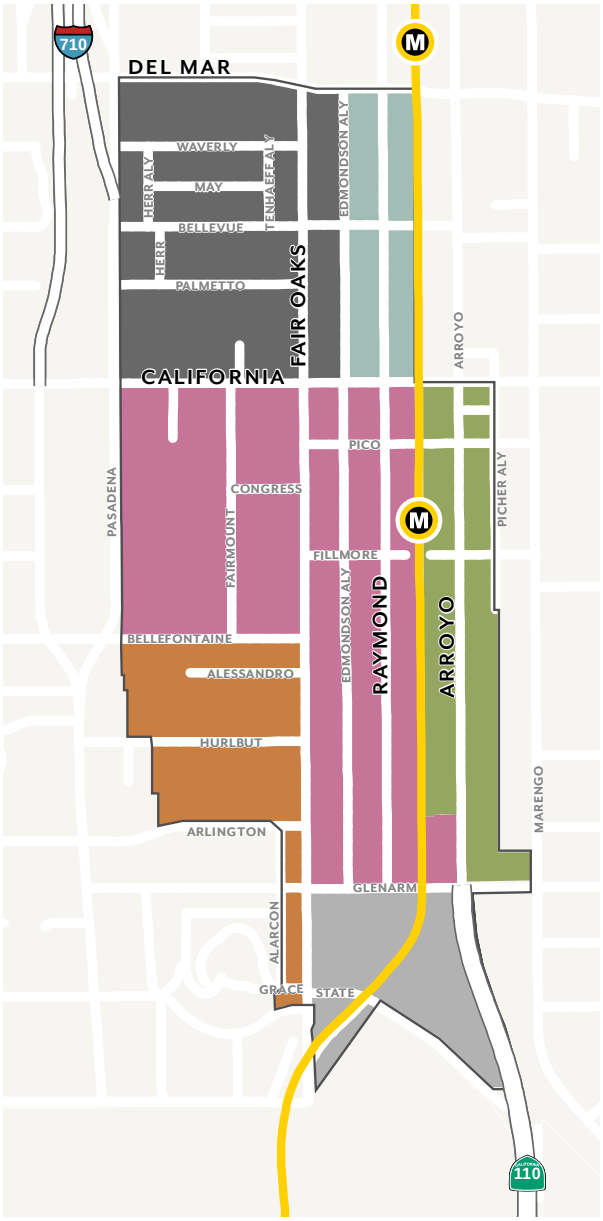
URBAN FORM

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

PUBLIC REALM

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

Map 2.2-1: South Fair Oaks Specific Plan Subareas



ARTS & INNOVATION FLEX DISTRICT

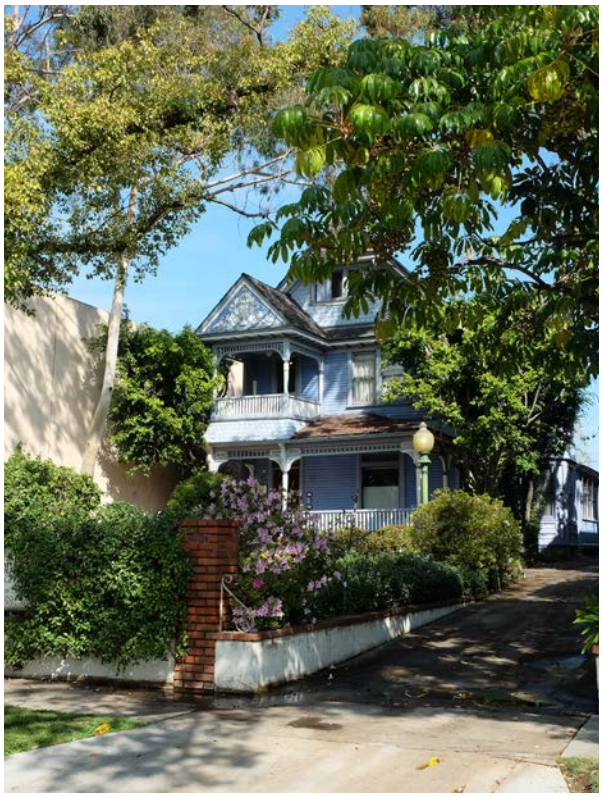
The Arts & Innovation Flex District is in the northwest portion of the SFOSP area, bounded by Del Mar Boulevard to the north, Pasadena Avenue to the west, California Boulevard to the south, and Edmonson Alley to the east. The subarea is commercially focused, with an eclectic range of uses including commercial office and retail, medical office, fitness, educational, research and development, auto service, and some legacy residential. Several smaller commercial uses in the subarea are operating in adaptively reused light industrial buildings from the early and mid-twentieth century. However, many of the subarea's larger parcels were developed between 1970-2000 with modern office buildings, strip malls, and other auto-oriented building forms with street-facing surface parking lots.

The subarea's primary commercial corridor is Fair Oaks Avenue, which runs north-south through the subarea. Uses along Fair Oaks Avenue include medical offices, boutique retail stores and salons, as well as restaurants, multiple antique shops, the Los Angeles College of Music, an auto service center, Public Storage, and a Goodwill thrift store and donation center. In addition to Del Mar Boulevard and California Boulevard, east-west streets in the subarea include Waverly, Bellevue, and Palmetto Drive. Uses along these streets include the Salvation Army thrift store and donation center, the Orangewood Center shopping mall, multiple dance and martial arts studios, a private school, an auto repair, the historic Palmetto Drive bungalow court, and several small business storefronts and offices. A wide range of lot sizes in the subarea reflect the eclectic uses and varied development history of the area.

Los Angeles College of Music within the Historic Union Garage Building on Fair Oaks Ave

Facing Fair Oaks Avenue on the west, the subarea contains four blocks ranging between 280 and 520 feet long, contributing to a relatively walkable experience along the west side of Fair Oaks Avenue, where smaller blocks exist in the middle of the subarea. Facing Fair Oaks Avenue on the east, the subarea contains two long blocks intersected by Bellevue Drive, 730 feet long to the north, and 860 feet long to the south, which impede east-west connectivity in the district. A marked but unprotected crosswalk at Bellevue Drive provides an opportunity to cross Fair Oaks Avenue about halfway between the signalized intersections at Del Mar and California Boulevard, however there are no marked crosswalks at the T-intersections of Waverly and Palmetto Drive. The 1,675-foot distance between signalized crossings on Fair Oaks Avenue prevents pedestrians from efficiently and comfortably visiting locations on both sides of the street.

Facing the east/west streets between Pasadena and Fair Oaks Avenue, blocks are all approximately 1,045 feet long, however, the presence of Herr, Tenhaeff, and May Alley helps increase connectivity between the long blocks. As Waverly, Bellevue and Palmetto Drive are narrow, low-volume access streets, they are more conducive to informal pedestrian crossing.



Medical office in adapted single-family residential property on Bellevue Dr

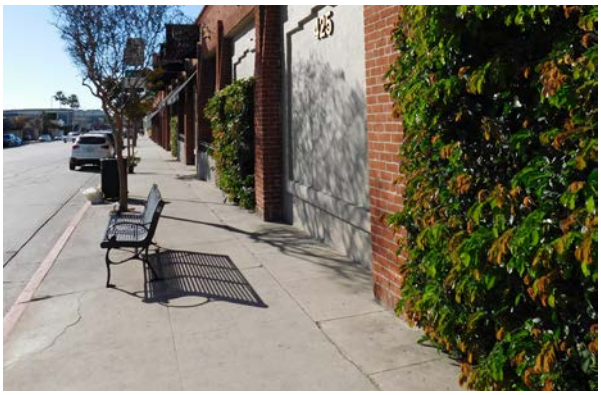
Building forms and configurations on Fair Oaks Avenue are varied, with some stretches of traditional storefronts interspersed between contemporary office buildings, retail complexes, surface parking lots, and the historic Public Storage building. Lots with traditional storefront frontages generally have transparent windows facing the street and parking lots to the rear or side of buildings. Most buildings in the subarea are 1 to 3 stories tall, with a few buildings between 4 and 5 stories tall. The streetwall along Fair Oaks Avenue is generally between 1 to 2 stories where buildings are situated adjacent to the sidewalk.

Existing sidewalk widths along Fair Oaks Avenue in the subarea are between 9 and 10 feet. While these widths currently provide a sufficient walk zone for pedestrian travel, they are not ideal for the amenity-rich commercial retail environment envisioned for the area, and do not provide appropriate space for enhanced landscaping with a wide retail-friendly walk zone. South of Waverly Drive, street trees are planted approximately every 30 feet; while these trees help to create a sense of place and visual consistency, they currently provide limited shade and are planted in substandard tree wells, which inhibit the growth of a full and healthy canopy. Seating and trash receptacles are only provided at bus stop locations along Fair Oaks Avenue, and bicycle parking is provided inconsistently along the corridor. Street lighting along Fair Oaks Avenue is scaled and oriented to cars, however certain storefronts provide pedestrian-scale lighting.

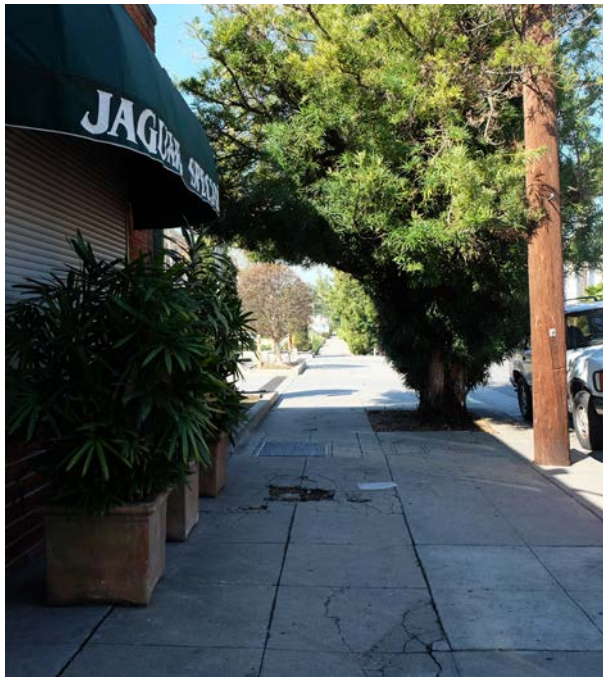
Existing sidewalk widths along Waverly, Bellevue, and Palmetto Drive are generally 12 to 15 feet, providing sufficient space for wide grass parkways, larger shade trees, and pedestrian-scale streetlamps which all contribute to a comfortable pedestrian experience.

Traditional retail storefront on Fair Oaks Ave

Dance studio on Palmetto Dr with parking adjacent to the sidewalk



Sidewalk with bus stop bench on Fair Oaks Ave



Sidewalk with planters and street tree on Waverly Dr

RAYMOND TRANSIT DISTRICT

The Raymond Transit District extends along Raymond Avenue in the northeast portion of the SFOSP area, bounded by Del Mar Boulevard to the north, Edmonson Alley to the west, California Boulevard to the south, and the Metro L Line (Gold) to the east. This stretch of Raymond Avenue serves predominantly commercial, institutional, and industrial uses, with large lot sizes and historic industrial buildings creating a unique and widely varied urban form. Existing uses in the subarea include the Pasadena Humane Society & SPCA, Kids Klub Child Development Center, U-Haul storage and moving truck rental, Southern California Public Radio station, a personal wine storage facility, an aircraft supply business, a software company office, a medical office, a homeless housing and service center, a moving truck rental company, auto service, and a small number of retail businesses. In addition to several private surface parking lots, the subarea currently contains three private parking structures.

On the west side of Raymond Avenue, Bellevue Drive splits the subarea into two blocks, 730 feet long to the north, and 860 feet long to the south. On the east side of Raymond Avenue, the subarea consists of one continuous block, approximately 1,675 feet long due to the end of the street grid to accommodate the Metro L Line (Gold). The T-intersection at Raymond Avenue and Bellevue Drive provides one marked but unprotected crosswalk. This block configuration creates street-crossing challenges for pedestrians and impedes east-west connectivity in the subarea.

Pasadena Humane Society & SPCA on Raymond Ave

Historic single-story brick building currently occupied by a brewpub along Raymond Ave

Buildings in the subarea are built to the property line with minimal setbacks, creating the potential for sidewalk-oriented activity and pedestrian-friendly conditions. However, most building frontages lack transparency. Most buildings in the subarea are 1 to 3 stories tall, with some formerly industrial and office buildings reaching heights of approximately 50 feet.

Existing sidewalk widths along Raymond Avenue in the subarea are between 9 and 10 feet, which sufficiently accommodate pedestrian travel now, but would be insufficient as the area redevelops with higher intensity. North of Bellevue Drive, mature Oak trees provide shade at inconsistent intervals. South of Bellevue Drive, a collection of younger trees has been planted with greater consistency, but do not yet provide sufficient shade. Raymond Avenue lacks pedestrian amenities such as seating, trash receptacles, or bicycle parking in the subarea. However, street lighting is provided consistently in both the form of auto-oriented roadway lighting and pedestrian-scaled streetlamps. Several properties also provide pedestrian-oriented lighting on the building's façade. Overall, current pedestrian conditions along Raymond Avenue in the subarea are comfortable for short trips, but do not provide the space or amenities needed to support increased foot traffic or gathering destinations.

Historically designated Art Deco style building along Raymond Ave currently occupied by a software company

Southern California Public Radio station built in a contemporary architectural style on Raymond Ave

HEART DISTRICT

The HEART (Health, Education, Arts, Research, and Technology) District is the SFOSP's central and largest subarea, bounded by California Boulevard to the north, Pasadena Avenue and Fair Oaks Avenue to the west, Bellefontaine Street and Glenarm Street to the south, and the Metro L Line (Gold) right-of-way to the east. The eastern boundary extends to Arroyo Parkway in the southern end of the district, to include all ArtCenter South Campus parcels. In addition to the Huntington Memorial Hospital campus and the Fillmore Metro L Line (Gold) Station, the subarea contains a variety of medical, industrial, institutional, and commercial uses, in addition to a significant amount of private and public parking. The Huntington Memorial Hospital campus comprises the entire west side of Fair Oaks Avenue between California Boulevard and Bellefontaine Street, covering approximately 26 acres of land. The east side of Fair Oaks Avenue includes a medical-related use, including a biotechnology office, and several Huntington Medical Research and Care facilities, as well as a surface parking lot and fast-food drive-thru. Uses facing Raymond Avenue and Edmonson Alley include industrial laundry facilities, food services, coffee roasters, a commercial printer, a dialysis center, a medical office, fitness and physical therapy facility, Fillmore Station, ArtCenter South Campus buildings, Rose Palace (a Rose Parade float construction facility and former concert venue), City of Pasadena's Municipal Light and Power facility, two public parking structures, and several surface parking lots.

The industrial history of the HEART District is reflected in the area's long blocks, large lot sizes, and predominantly large and unapproachable building forms. While not part of the historically industrial area, the Huntington Memorial Hospital site west of Fair Oaks Avenue similarly contributes to the large-scale urban form, with a parcel frontage of approximately 575 feet between California Boulevard and Congress Street, and a surface parking lot frontage of approximately 525 feet between Congress Street and Bellefontaine Street. East of Fair Oaks Avenue, including Raymond Avenue, Pico Street and Fillmore Street help to break up block lengths in the northern portion of the HEART District. However, for Fair Oaks (east side) and Raymond Avenue, the block between Fillmore Street and Glenarm Street extends 1,920 feet. Along this block, Fair Oaks Avenue has only one marked or signalized crossing at the T-intersection with Bellefontaine Street, despite three additional T-intersections with Alessandro Place, Hurlbut Street, and Arlington Drive. Raymond Avenue lacks marked crossing opportunities for the full 1,920 length of the block. While existing land uses along this stretch are generally auto-oriented, future activity associated with mixed-use development would benefit from improved pedestrian accessibility and mobility.

Buildings in the HEART District vary in height and scale, reaching up to 8 stories in the interior of the Huntington Memorial Hospital campus and ArtCenter College of Design at 1111 Arroyo Parkway. Other buildings in the subarea range between 1 and 5 stories along Fair Oaks Avenue, Raymond Avenue, and California Boulevard.

Jones Coffee Roasters in adaptively reused light industrial building with playful mural

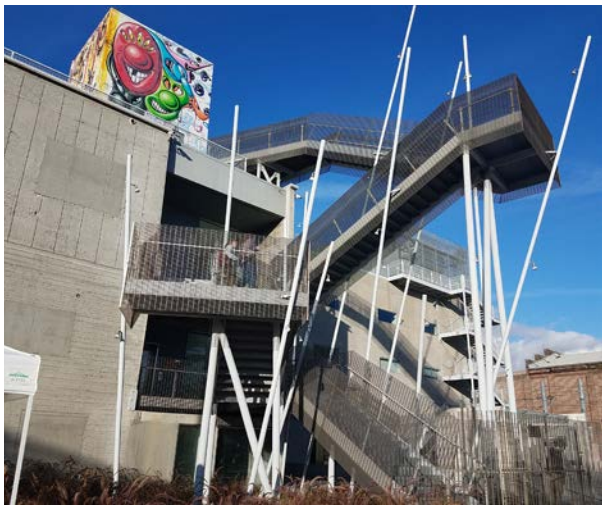
Fillmore Station with plaza and shared transit parking in adjacent parking structure

Huntington Pavilion at the intersection of Fair Oaks Ave and California Blvd

Street setbacks and ground floor conditions are inconsistent, and many properties have large surface parking lots fronting the sidewalk, sometimes surrounded by unattractive fencing or walls. Of the buildings that do front the sidewalk, most are protected from public view and/or access through windowless walls, highly reflective glazing, fencing, or tall hedges. While these treatments are sometimes intended to protect the privacy of medical patients and clients, an overall lack of public-facing design consideration is detrimental to the pedestrian experience.

Existing sidewalk widths along Fair Oaks Avenue, Raymond Avenue, Arroyo Parkway, and Pico Street within the HEART District are between 9 and 12 feet. Along Fair Oaks Avenue, street trees are planted approximately every 30 feet; while these trees help to create a sense of place and visual consistency, many are planted in substandard tree wells, which inhibit the growth of a full and healthy canopy. Aside from street trees, Fair Oaks Avenue lacks landscaped parkways and pedestrian amenities such as trash receptacles, benches, pedestrian-scaled lighting, and bike parking are infrequent along the corridor. Raymond Avenue's sidewalks provide space for a low volume of pedestrian travel, in addition to landscaped parkways and a consistent Oak tree canopy which provides ample shade for portions of the corridor. Pedestrian amenities along Raymond Avenue in the HEART District are limited to streetlamps and a single bus stop bench.

Within the HEART District, Pico Street generally has narrow sidewalks with consistent landscaped parkways and pedestrian-scaled streetlamps, but the street tree canopy and overall pedestrian experience vary significantly from parcel to parcel. For example, mature trees in both the setback and parkway create a pleasant, shaded experience on the south side of Pico Street at Fair Oaks Avenue, while just across the street the sidewalk is fully exposed to the sun and fronted by a surface parking lot and drive-thru. As few buildings front this stretch of Pico Street, these sidewalks serve primarily to connect the major north/south arterials and do not require a variety of pedestrian amenities. Existing sidewalk widths along Fillmore Street within the HEART District are generally 15 feet, however a stretch of 22-foot sidewalk between Edmonson Alley and Raymond Avenue provides an inviting pedestrian approach to the Fillmore Station plaza across the street. Fillmore Street's wide grass parkways and shade trees contribute to a pleasant and relatively consistent overall pedestrian experience despite the adjacent surface parking lots and chain link fencing.



ArtCenter College of Design South Campus on Raymond Ave include contemporary and creative architecture

Approximately 12 ft sidewalk along Fair Oaks Ave with Crape Myrtle trees

Long block along Raymond Ave without east-west crossing opportunities

ARROYO GATEWAY

The Arroyo Gateway subarea is the eastern portion of the SFOSP area, comprised of all parcels facing Arroyo Parkway between California Boulevard and Glenarm Street with the exception of the ArtCenter property at 1111 S. Arroyo Parkway. The subarea includes additional parcels facing Glenarm Street between Arroyo Parkway and Marengo Avenue. As the southern entrance to Pasadena from the SR-110 Freeway, Arroyo Gateway is comprised of auto-oriented uses, including two gas stations, an auto-body shop, a car wash, as well as a variety of commercial uses including a grocery store, a retail strip mall, several individual retail and dining storefronts, a clothing store, a fitness studio, office buildings, and medical and cosmetic services.

Arroyo Gateway consists of three blocks facing Arroyo Parkway, broken up by Pico Street and Fillmore Street. Between California Boulevard and Pico Street, the 305-foot block contains a gas station on either side, a car wash, a grocery store with surface parking, an auto repair shop, and a clothing donation site. Between Pico Street and Fillmore Street, the 605-foot block contains both street-facing and strip mall retail and dining uses, medical offices, a car rental company, a pharmacy, and a large storage facility. The block between Fillmore and Glenarm Street extends 1,920 feet, reflecting a similar block pattern to parallel street segments in the HEART District due to the interruption of the street grid at the Metro L Line (Gold). The block consists of a few big box stores with large surface parking lots on the west side, and a variety of auto services, office, retail and dining, and surface parking lots on the east side. The smaller parcels on the east side of Arroyo Parkway create a transition to the residential parcels abutting the Arroyo Gateway subarea to the east. This 1,920-foot block between Fillmore and Glenarm Street lacks marked crossing opportunities.

Date Palms planted in a center median along Arroyo Parkway create visual consistency

Buildings in Arroyo Gateway are predominantly 1 to 2 stories in height except for a 3-story building in the southern portion of the subarea. Smaller setbacks help create a pedestrian-oriented environment, however building frontages are frequently interrupted by surface parking lots and driveways. Ground floor design treatments are varied by use, with higher levels of transparency and visual interest among retail and dining uses. However, the subarea lacks a traditional pedestrian-oriented ground floor configuration even among retail and dining uses, with many building entrances facing an interior parking lot rather than the sidewalk. Newer developments in the subarea generally provide more pedestrian-friendly ground floor design through using transparency, landscaping, and pedestrian-scale lighting.

Existing 9 to 10-foot sidewalks along Arroyo Parkway in the Arroyo Gateway subarea provide space for a lower volume of pedestrian travel, and include consistent plantings of alternating Fern Pine and Date Palm trees, complemented by the iconic Date Palm trees planted within the landscaped center median. The enhanced median provides a visually striking entrance to the city, with the Date Palms offering visual consistency and identity supported by Fern Pine street trees which create shade for pedestrians. Pedestrian amenities along Arroyo Parkway in Arroyo Gateway consist of two bus stop benches on either side of the street, several bike racks, and occasional trash receptacles; no pedestrian-scaled lighting is provided in the public realm.

Intersection of Arroyo Parkway and Fillmore St with enhanced crosswalk

Bus shelter along narrow sidewalk with street trees planted within a landscape parkway along Arroyo Parkway

SOUTH FAIR OAKS NEIGHBORHOOD

The South Fair Oaks Neighborhood subarea is the southwestern portion of the SFOSP area, bounded by Bellefontaine Street to the north and Fair Oaks Avenue to the east. North of Arlington Drive, the subarea's western boundary is staggered along interior parcel lines, following the transition between the subarea's larger multi-family residential or institutional lots and neighboring single-family residential lots and open space. South of Arlington Drive and Grace Terrace to the south, the subarea contains parcels fronting Fair Oaks Avenue. The subarea consists primarily of multi-family residential, assisted living, and medical uses, with a small number of commercial and industrial uses fronting Fair Oaks Avenue.

The subarea consists of five blocks facing Fair Oaks Avenue, between 100 and 535 feet in length. Parcel sizes north of Arlington Drive are notably large, with parcels up to 2.5 acres accommodating the large building forms, open spaces, and parking facilities of the medical uses, assisted living, and multi-family residential developments in that area. Alessandro Place, Hurlbut Street, and Arlington Drive all are narrow, relatively low-trafficked streets; therefore, no signalized pedestrian crossings are present, except for the signalized intersection at Glenarm Street.

Buildings in the subarea are varied in height and scale, with some medical uses in the northern portion of the subarea reaching up to 5 stories in height. A majority of buildings within the subarea are between 1 and 3 stories in height. Along Fair Oaks Avenue, the scale of buildings largely determines their level of pedestrian-oriented ground floor design. The larger-scale medical uses in the north of the subarea typically do not have sidewalk-facing entrances or high levels of ground floor transparency, however the recently constructed Shriners for Children Medical Center between Alessandro Place and Hurlbut Street provides visually engaging landscaping in the southern portion of its setback. Moving south along Fair Oaks Avenue, building scale reduces and pedestrian-oriented features such as shade, transparency, minimal setbacks, and sidewalk-fronting entrances increase in frequency, except for a few industrial uses south of Glenarm Street.

Shriners for Children Medical Center on Fair Oaks Ave at Alessandro Place, a newer healthcare facility in the district

Existing sidewalk widths along Fair Oaks Avenue are between 9 and 10 feet, providing space for a low volume of pedestrian travel. Street trees are planted approximately every 30 feet; while these trees help to create a sense of place and visual consistency, many are planted in substandard tree wells, which inhibit the growth of a full and healthy canopy. Fair Oaks Avenue lacks landscaped parkways, but relatively consistent pedestrian amenities such as benches, trash receptacles, pedestrian-scaled lighting, and bike parking are provided north of Arlington Drive.

Existing sidewalk widths along Bellefontaine Street, Alessandro Place, Hurlbut Street, and Arlington Drive are between 12 and 15 feet with a majority of sidewalk width dedicated to grass or landscaped parkways also serving as tree wells for a variety of mature shade trees. Wide setbacks along these streets allow for additional landscaping in the private realm, and provide ample space for tree canopies to grow outward and shade the sidewalk and street. Pedestrian-scaled streetlamps are also placed consistently along Hurlbut Street and Arlington Drive, contributing further to the comfortable pedestrian environment.

Left: Traditional storefront frontages on State St
Right: Low-scale multi-family housing on Hurlbut St

Four-story senior living facility on Fair Oaks Ave

INSTITUTIONAL FLEX

The Institutional Flex subarea contains Pasadena Department of Water and Power's Power Plant, a 14-acre site consisting of two facilities on either side of the Metro L Line (Gold) tracks: the Glenarm site to the west, and the Broadway site to the east. The Glenarm facility is developed with the Art Deco Glenarm Steam Plant Building and Electric Fountain, a City-designated local historic monument, while the Broadway site is undeveloped except for its power-generating facilities. The site is bounded by Fair Oaks Avenue to the west, Glenarm Street to the north, the northern terminus of the Pasadena Freeway (110) to the east, and State Street/Metro L Line (Gold) tracks to the south.

The Glenarm Steam Plant Building directly fronts the Glenarm Street sidewalk, set back approximately 120 feet from Fair Oaks Avenue, with a large corner plaza and Electric Fountain separating the street from the building. The building height varies between approximately 35 and 75 feet tall. Aside from the plaza at the southeast corner of Glenarm Street and Fair Oaks Avenue, there are no publicly accessible areas within the site. The building façade, including several pedestrian-oriented entrances, facing Glenarm Street has long been fenced off to the public.

Sidewalk widths surrounding the power plant site are between 8 and 10 feet, providing space for a low volume of pedestrian activity. Consistent placement of street trees on Glenarm Street and Fair Oaks Avenue and landscaped parkways on Glenarm Street contribute positively to the pedestrian experience, however most of the trees the subarea are both small and deciduous, providing limited year-round shade. Due to the inaccessible and predominantly industrial nature of the site, and a lack of pedestrian amenities such as shade, seating, or lighting, the Institutional Flex subarea's public realm is relatively uninviting.

Glenarm Power Plant on Glenarm St is a City-designated local historic monument

Power-generating facilities on the Glenarm Power Plant site

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Ch. 3
Vision, Goals & Policies


CAFE

Vision, Goals & Policies

CHAPTER OVERVIEW

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

VISION

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

GOALS

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

POLICIES

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

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

3.1 Vision

3.1.1 VISION STATEMENT

South Fair Oaks will be a creative, innovative, and health-oriented mixed-use district that provides multi-family housing, neighborhood-serving amenities, medical services, and educational and employment opportunities accessible to transit for residents, employees, students, and faculty.

3.1.2 VISION OBJECTIVES

1. Arts & Medical Hub

A balanced variety of medical, office, educational, retail, restaurant, and residential uses that take advantage of the proximity to ArtCenter and Huntington Memorial Hospital and support the City's creative and economic vitality.

2. Creativity & Innovation

Diverse building design that fosters creativity and identity in a district that supports businesses and educational innovation.

3. Transit Accessible Housing

A variety of new housing options with convenient access to transit, major institutions and amenities, all supported by an engaging public realm.

4. Compatible Scale

Compatible development with sensitive transitions to existing residential neighborhoods that support community character.

5. Walkable Streetscapes

A walkable community with enhanced sidewalks and connective paseos to make transit and destinations more comfortable and pleasant to access.

6. Multi-Modal Mobility

A community that supports traveling without a car and provides safe and comfortable options for getting around.

7. Greening & Open Space

A livable and sustainable community with rich landscaping and open space.

3.2 Goals & Policies

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

The SFOSP includes goals and policies that are applicable to specific subareas, shown in Map 3.2-1, as well as the entire plan area. The goals and policies for the entire plan area are organized by topic:

- Public Realm & Community Cohesion
- Development & Design
- Economic Development
- Subareas

Adaptive re-use of pre-1940s buildings for commercial storefronts contributes to South Fair Oaks' eclectic character

PUBLIC REALM & COMMUNITY COHESION

Goal 1. A public realm, including sidewalks, paseos, plazas, and pocket parks, that are safe and accessible to the general public and contribute to the plan area's overall identity and sense of place.

Policies:

1.a. Pedestrian Environment. Improve pedestrian conditions throughout the plan area through expanded sidewalks, more streetscape amenities and shade, paseos, and pedestrian-oriented design to enhance walkability.

1.b. Public Amenities. Provide a designated portion of the sidewalk as the Amenity Zone for public amenities such as seating, bicycle parking, trash receptacles, bus shelters, and parkways, tree wells, or other stormwater management features.

1.c. Enhanced Storefronts. Promote enhanced storefronts that engage the public realm with street-oriented entrances, modulated facades, and pedestrian amenities in the public realm.

1.d. Raymond Avenue. Strengthen Raymond Avenue as a pedestrian-oriented and transit corridor with a high-quality public realm including consistent street trees and lighting, supported by well-designed facades and ground floors that bring activity and visual interest to the corridor.

A public realm with wide sidewalks, landscaped parkways, shade trees, and open spaces provide a comfortable and amenity-rich experience for pedestrians in commercial and mixed-use settings.

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

Policies:

2.a. Pedestrian Access. Provide an unobstructed path of travel for users of all abilities that enhances pedestrian access and accommodates increased pedestrian activity throughout the plan area.

2.b. Plan Area Connectivity. Support enhanced connectivity in the plan area through the addition of signalized crossings along Fair Oaks Avenue and Raymond Avenue, as well as bulb-outs, crosswalk treatments, pedestrian lighting, and other improvements that promote safe, comfortable connections.

2.c. Safe Corridors. Support safe corridors for students of Blair Middle and High School, ArtCenter South Campus, and Los Angeles College of Music to access public transit and neighborhood services.

2.d. Bicycle Connections. Explore future bicycle facilities in the plan area to connect cyclists to existing bicycle facilities immediately outside of the plan area.

2.e. Multi-Modal Environment. Encourage non-driving modes of travel and multi-modal connections to local activity centers and institutions by providing sufficient space for installations such as bus shelters and bicycle racks.

Sidewalks with ample space for seating, bicycle parking, trash and recycling receptacles, and bus shelters supports walkability and an environment that encourages multi-modal connections.

PUBLIC REALM & COMMUNITY COHESION

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

Policies:

3.a. **Parkways.** Incorporate parkways into the public sidewalk to the greatest extent feasible, providing opportunities for street tree planting, improving permeability for rain and stormwater capture, and cooling the sidewalk environment.

3.b. **Street Tree Distribution.** Increase the frequency and consistency of canopy trees to improve air quality and allow pedestrians to walk the plan area in a shaded environment.

3.c. **Street Trees.** Encourage street tree plantings that provide shade while supporting the objectives of local businesses within a walkable retail- and services-oriented environment, and that have tree canopies appropriate to the scale and setbacks of each corridor.

3.d. **Landscape Setbacks.** Incorporate thoughtful landscaping with sustainable and native plant materials in areas where wider, buffered setbacks are appropriate.

3.e. **Green Buildings.** Integrate green building design and landscaping in new development, including terraces and rooftops with landscaping and trees, to promote wellness and create livable, healthy buildings.

3.f. **Tree Protection.** Require the protection and maintenance of mature and healthy trees which bring aesthetic, environmental, and economic benefits to the plan area through the Citywide Tree Protection Ordinance.

Goal 4. A creative , innovative, and socially connected plan area supported by public art, community events, and the positive presence of Huntington Memorial Hospital and ArtCenter South Campus.

Policies:

4.a. **Public Art.** Encourage collaboration between City departments, Arts & Cultural Affairs, and local businesses to identify locations for public art installations and other aesthetic improvements that reflect and build upon the community identity.

4.b. **Shared Facilities.** Promote collaboration between City departments and local institutions in the plan area to share campus facilities and resources with the community, including activating existing open spaces for educational, creative, and wellness-focused community programming.

4.c. **Wayfinding and Signage.** Incorporate signage that helps to build a sense of place and community while providing direction to nearby places of interest.

Landscaping and shade coverage help fulfill sustainability objectives such as carbon sequestration, mitigating the urban heat island effect, and enhancing stormwater capture while improving the pedestrian experience.

Collaboration between major institutions, such as ArtCenter South Campus (left) and Huntington Memorial Hospital (right) can be leveraged to promote campus facilities for community use.

Community identity can be promoted through public art, community events, creative wayfinding for the plan area.

DEVELOPMENT & DESIGN

Goal 5. Foster creative building design and architectural innovation that respects the existing urban street wall and creates an engaging ground floor environment.

Policies:

5.a. **Architectural Diversity.** Allow for a range of architectural styles and forms that provide visual interest and quality design through massing and façade standards.

5.b. **Medical Office.** Improve the aesthetic and design quality of new medical office development, elevating the identity of the district.

5.c. **Scaled Transitions.** Provide appropriate upper floor stepbacks where new development may be adjacent to lower density districts such as single-family residential.

5.d. **Transparency.** Require façade transparency, particularly on the ground floor, that improves architectural design.

5.e. **Blank Walls.** Reduce the prevalence of blank walls and facades within the plan area.

5.f. **Design Flexibility.** Enable design flexibility throughout the plan area to support creativity across uses and privacy for medical office developments.

5.g. **Buffered Parking Lots.** Buffer parking lots with planted green space to help beautify the plan area.

Goal 6. Ample access to open space for both passive and active enjoyment.

Policies:

6.a. **Residential Open Space.** Incorporate private and common open space areas that correlate to a building's size and number of residents.

6.b. **Commercial Open Space.** Require large non-residential or mixed-use projects to provide open space for residents, employees, and visitors.

6.c. **Quality Design.** Introduce open space design standards meant to create usable and functional open space for residents, employees, and visitors alike.

6.d. **Urban Greening.** Use all open space areas to further environmental goals – such as carbon sequestration and reducing the urban heat island effect – through tree planting, stormwater capture, and native landscaping.

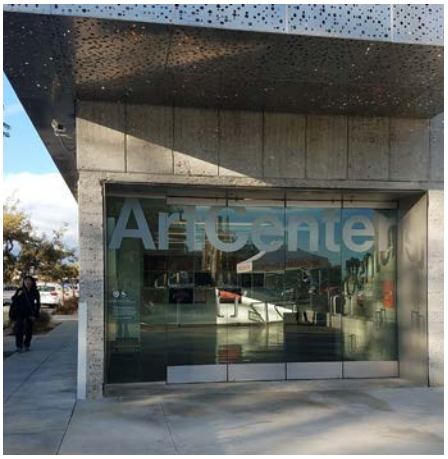
6.e. **Quality Planned Development.** Require Planned Developments to design the public realm, including publicly accessible open space, with an equal or higher level of quality amenities as those required by the plan.

Massing standards help create scaled transitions to lower-density areas

Ground floor design standards such as transparency, shade structures, and pedestrian-scaled lighting improve façade quality

Flexible yet updated design standards allow for higher-quality design of medical uses while maintaining privacy

Open spaces associated with large commercial developments encourage public gathering and provide opportunities for greening



A diversity of architectural styles complements the plan area's eclectic character

ECONOMIC DEVELOPMENT

Goal 7. A supportive environment for new development and businesses that are compatible with surrounding residential uses and historic resources, and which also leverage major institutions.

Policies:

7.a. Balanced Requirements. Elevate the quality of design while maintaining a reasonable level of flexibility to increase market feasibility for new developments.

7.b. Lower Barriers to Entry. Simplify parking requirements to support small businesses, historic resources, and the preservation of older buildings, promoting greater flexibility for changing uses and economic factors.

7.c. Unbundled Parking. Separate the cost of parking from the costs of housing to ensure that non-car owners do not pay for parking they do not need.

7.d. Housing Options. Support a range of housing types, including co-living and micro-units, that allow for variety in affordability and configurations, provide shared amenities, and are suitable for people across all phases of life.

7.e. Huntington Memorial Hospital. Leverage proximity to Huntington Memorial Hospital and the variety of research and medical facilities within the plan area to foster a health and wellness-oriented district for residents, employees, and visitors.

7.f. ArtCenter College of Design. Leverage proximity to arts-based higher learning and creative educational events on ArtCenter College of Design South Campus to create cultural benefits for residents and economic benefits for local businesses.

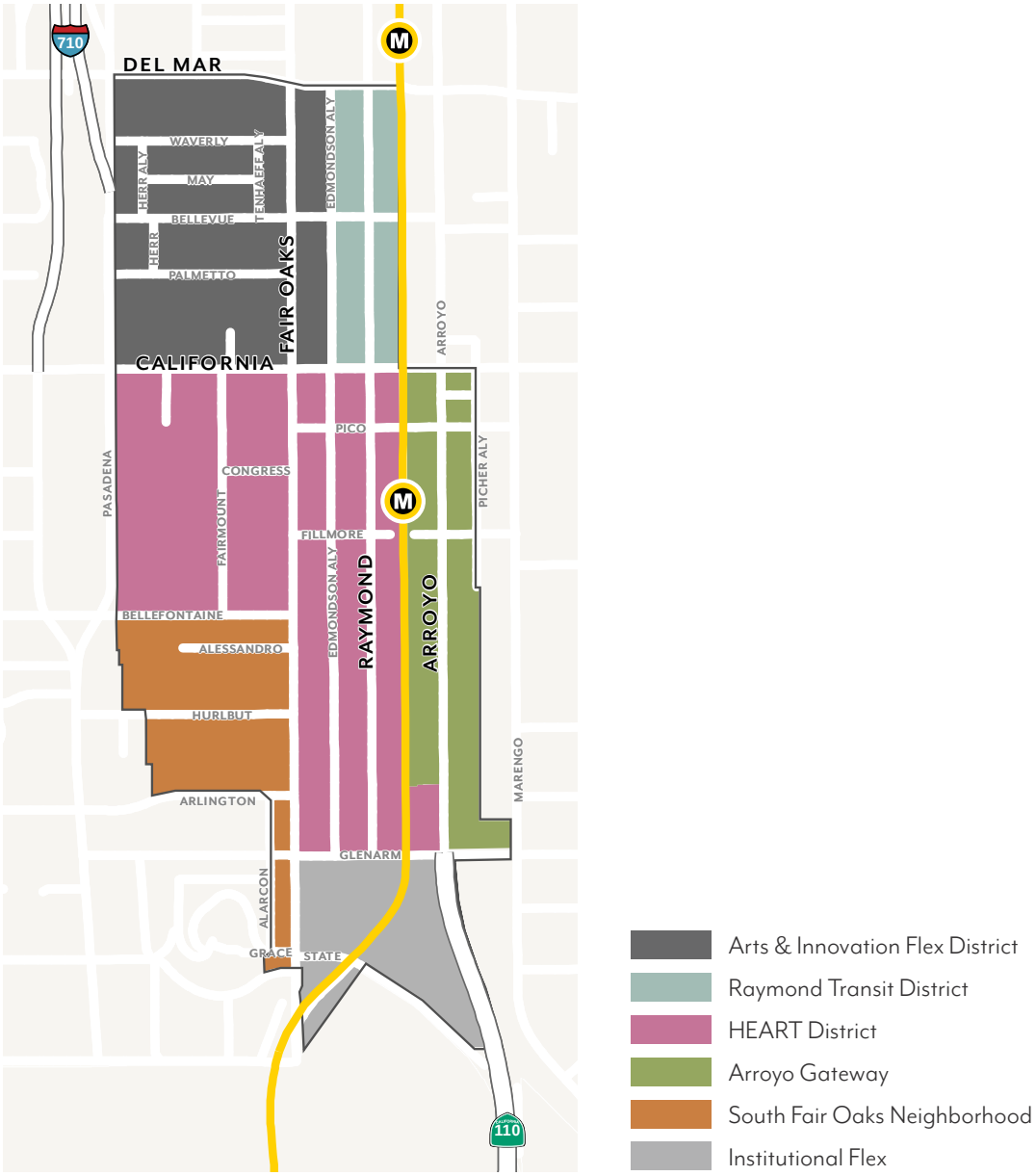
7.g. Los Angeles College of Music. Leverage the presence of the Los Angeles College of Music, which serves as a northern marker to the plan area from the north and a space for learning and musical events.

Simplified parking requirements allow greater flexibility for small businesses, especially in older buildings

Housing options meet a variety of affordability and unit configuration needs for residents

3.2.2 SUBAREA GOALS & POLICIES

Map 3.2-1. South Fair Oaks Specific Plan Subareas



RAYMOND TRANSIT DISTRICT

Goal 8. An active, mixed-use transit district that takes advantage of the close proximity of Del Mar Station, Central Park, and Old Pasadena.

Policies:

8.a. Mixed Use Hub. Create an activity node with additional housing options and neighborhood-serving amenities adjacent to transit.

8.b. Ground Floor. Emphasize residential ground floor uses and character with commercial uses at intersection corners to provide neighborhood services within walking distance of residents.

8.c. Supportive Scale. Establish building scale requirements that support the creation of a higher intensity transit district.

8.d. Enhanced Public Realm. Promote an enhanced public realm through wider sidewalks and increased setbacks, allowing additional space for landscaping and street trees.

Figure 3.2-1: Raymond Transit District Vision Concept

ARTS & INNOVATION FLEX DISTRICT

Goal 9. An eclectic district with a mix of residential and nonresidential uses that support existing businesses and encourage economic vitality for the City.

Policies:

9.a. **Flexible Uses.** Allow a variety of uses to encourage flexibility and innovation, including Research & Development, commercial, creative office, and light industrial uses.

9.b. **Mixed Use Corridor.** Allow a mix of uses along Del Mar Boulevard to enable housing and neighborhood services along the corridor.

9.c. **Commercial Corridors.** Maintain commercial uses along Fair Oaks Avenue and California Boulevard to support existing businesses and promote more neighborhood services for the surrounding community.

9.d. **Low-Scale Character.** Maintain low-scale existing scale and character to support adaptive reuse and innovative uses, such as incubator spaces, start-ups, and biotech.

Figure 3.2-2: Arts & Innovation Flex District Vision Concept

HEART DISTRICT

Goal 10. An arts and medical district with a mix of land uses and amenities that creates an active district and serves residents, students, employee needs throughout the day.

Policies:

10.a. Balanced Uses. Allow a variety of uses while promoting hubs of complementary uses near local institutions, including medical-related uses near Huntington Memorial Hospital and student services and housing near ArtCenter.

10.b. Transit Village. Focus higher density residential and commercial development with supportive heights surrounding the Fillmore Station to encourage transit use and help meet housing needs.

10.c. Complementary Scale. Enable building scales that support a higher intensity mix of uses that bring activity and amenities to the neighborhood.

10.d. East-West Connections. Require new developments within specific parcels to fulfill open space requirements through east-west paseos supported by signalized pedestrian crossings to create a well-connected and cohesive district and promote pedestrian mobility.

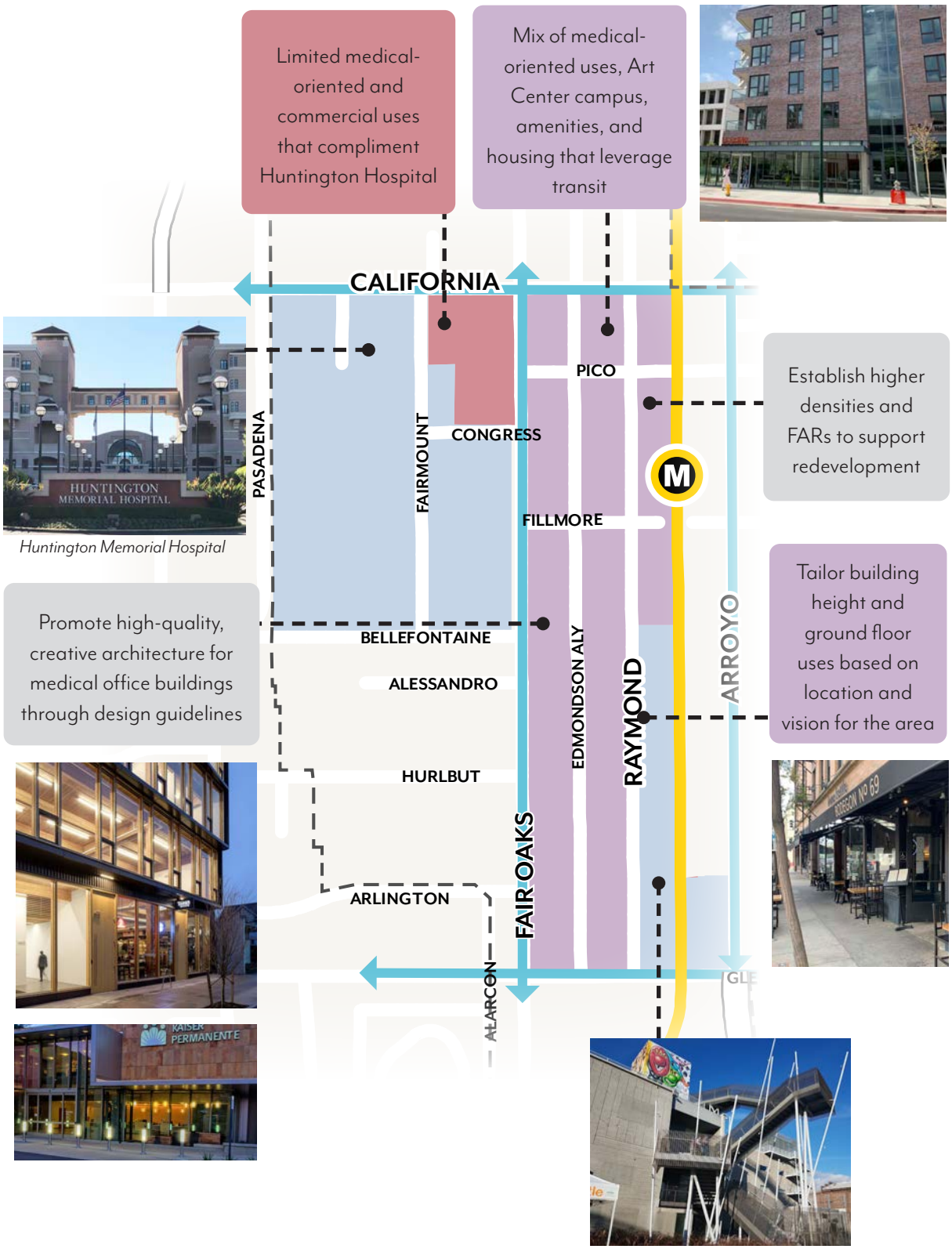
10.e. Fillmore Station Gateway. Create a sense of place and arrival to the Fillmore Transit Station from the east through gateway treatments including wider sidewalks, trees, corner plazas, improved visibility, and wayfinding.

10.f. Fillmore Node. Phase out heavy industrial and auto repair uses that are incompatible with nearby residential uses.

10.g. Flexible Spaces. Create a node of activity and enhanced connection between Huntington Memorial Hospital and Fillmore Station through corner public plazas, wide sidewalks, street trees, and active ground floor uses.

Conceptual illustration of enhanced visibility and access to Fillmore station from Arroyo Parkway through setbacks and publicly-accessible open space

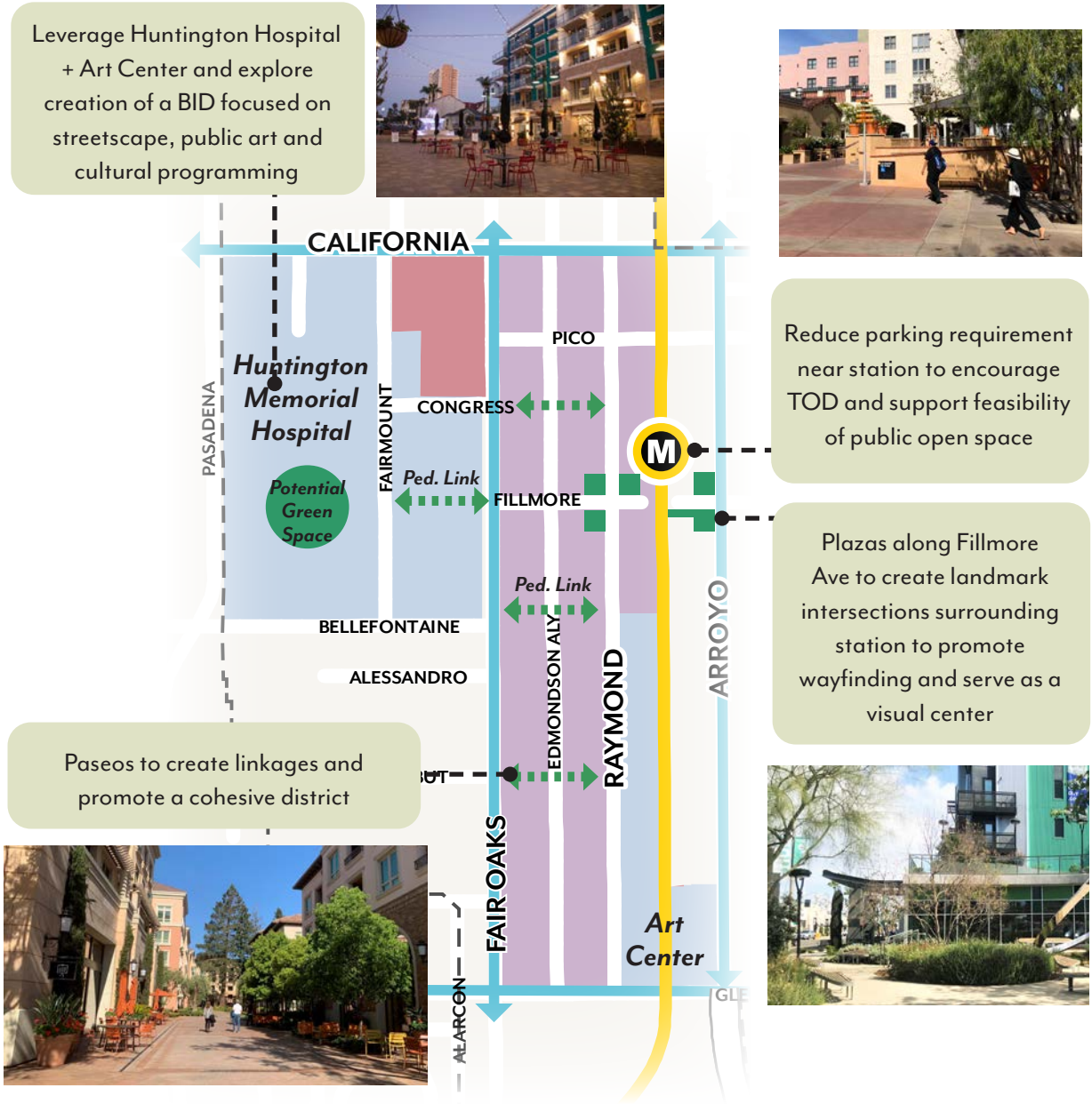
Figure 3.2-3: HEART District Vision Concept - Uses and Design



Huntington Memorial Hospital

ArtCenter College of Design South Campus

Figure 3.2-4: HEART District Vision Concept - Public Realm




GYM

ARROYO GATEWAY

Goal 11. A commercial gateway to the City that acts as a transition to higher intensity uses to the west and north.

Policies:

11.a. **Commercial Focus.** Reinforce neighborhood-serving and larger-format commercial uses along the corridor.

11.b. **Mix of Uses.** Allow a mix of uses surrounding the Fillmore Station to encourage housing near transit.

11.c. **Ground Floor.** Enhance ground floor with a variety of treatments which help to transition from auto-oriented character to a pedestrian-oriented urban form.

11.d. **Sensitive Transitions.** Allow building heights that support commercial development and provide appropriate transitions to adjacent residential properties.

11.e. **East-West Crossings.** Improve east-west connections across Arroyo Parkway through signalized pedestrian crossings to promote pedestrian safety, including for nearby students to access public transit, services, and amenities.

11.f. **Streetscape.** Maintain uniform streetscape, including mix of street trees, landscaped median, and sidewalk lighting.

Figure 3.2-5: Arroyo Gateway Vision Concept

Allow a mix of uses near the Fillmore Station to encourage housing near transit

Encourage new infill commercial development with more pedestrian-oriented urban form

Parking reductions to attract restaurants, cafes, and coffee shops to provide amenities for students, residents, and employees

Establish scale and massing transitions to residential uses in the rear

Maintain medium heights and FARs and allow broad use flexibility

Maintain uniform streetscape, including mix of street trees, landscaped median and street lighting

Preserve and reinforce existing mix of commercial uses

Blair Middle and High School

SOUTH FAIR OAKS NEIGHBORHOOD VILLAGE

Goal 12. A neighborhood village with a variety of uses to support a residential and medical care community near Huntington Memorial Hospital.

Policies:

12.a. Residential Neighborhood. Support a medium-scale residential-only area that supports the existing neighborhood and encourages additional infill residential development.

12.b. Health and Wellness. Strengthen medical uses, including assisted living facilities and outpatient care, that promote a health and wellness community near the hospital.

12.c. Commercial Corridor. Promote medical-related and neighborhood commercial services along Fair Oaks Avenue to reinforce the commercial character and benefit the surrounding residential community.

12.d. Sensitive Transitions. Allow building heights that support redevelopment and provide appropriate transitions to adjacent residential properties.

Figure 3.2-6: South Fair Oaks Neighborhood Village Vision Concept

INSTITUTIONAL FLEX

Goal 13. A district focused on the preservation of City properties for institutional uses that serve residents and the City.

Policies:

13.a. Flex Uses. Support institutional flex district through allowing a range of light industrial, utility, and commercial uses for future City use.

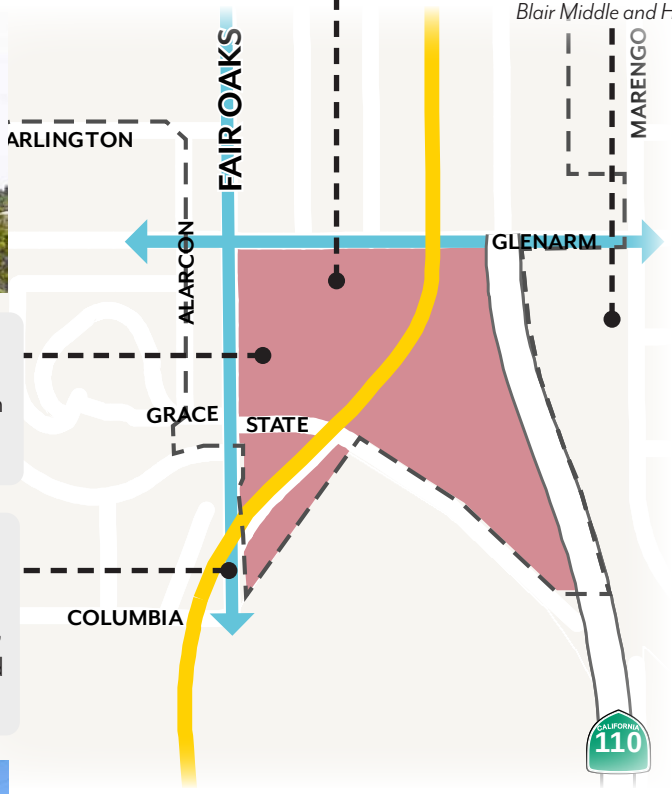
13.b. Glenarm Power Plant. Collaborate amongst City departments to re-conceptualize the Glenarm Power Plant at the 110 entrance to Pasadena as a major public artwork, the southern gateway to the district, and opportunity for adaptive reuse.

13.c. Public Realm. Enhance pedestrian experience along Fair Oaks Avenue and Glenarm Street through improved setbacks, parkways, and sidewalks to improve mobility for students and enhance connectivity to nearby residential neighborhoods.

Figure 3.2-7: Industrial Flex Vision Concept

Preserve area for future city use focusing on light industrial, utility and commercial uses

Blair Middle and High School

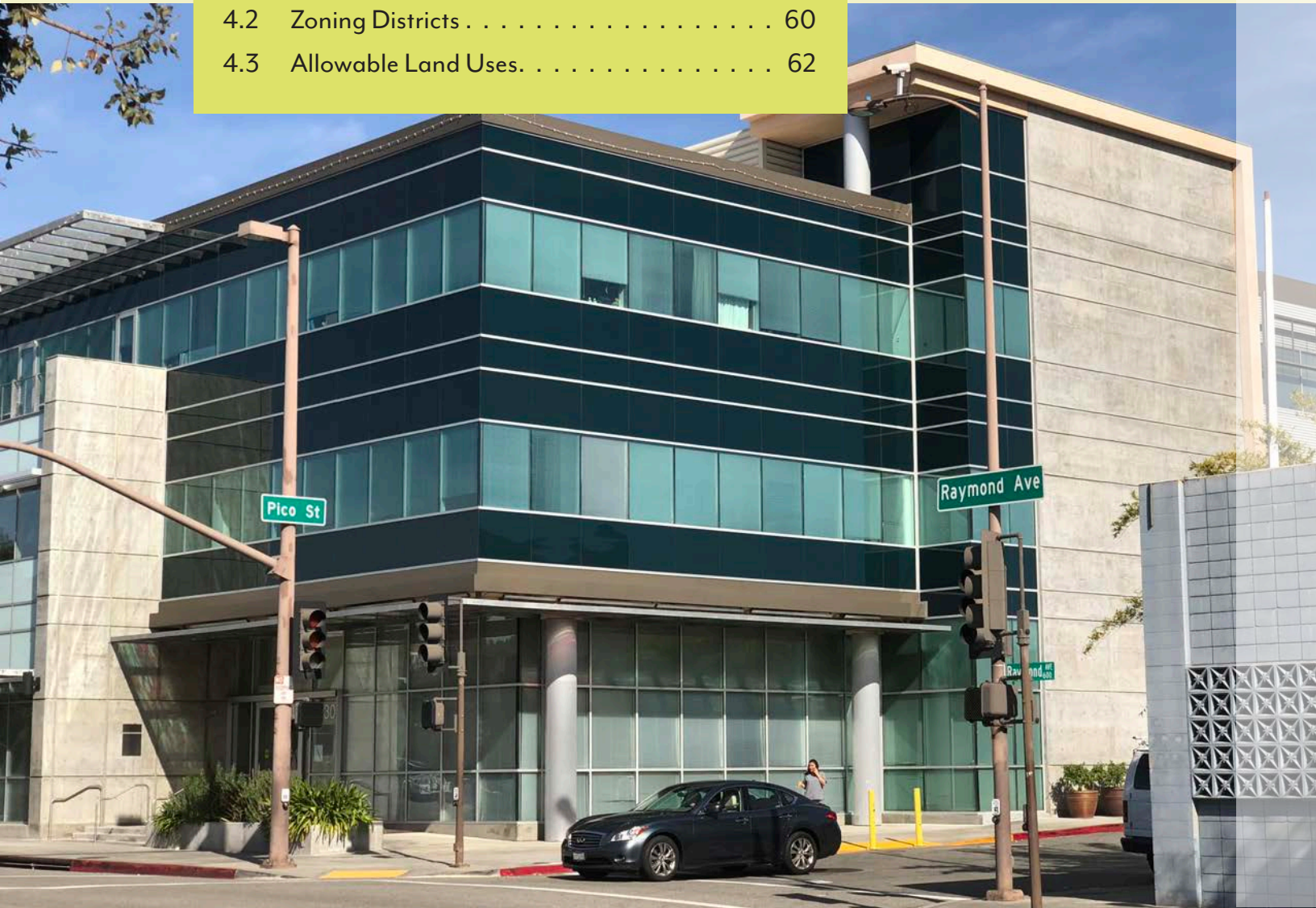


Maintain lower FAR and height and ensure future uses are compatible with existing public and industrial uses

Enhance pedestrian experience along Fair Oaks Ave and Glenarm St through improved setbacks, parkways, and sidewalks for nearby residents and PUSD students

to South Pasadena and Downtown Los Angeles

Ch. 4
Zoning & Land Use



Zoning & Land Use

CHAPTER OVERVIEW

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

This chapter is organized into the following sections:

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

Mixed-Use

Institutional Use

Commercial Office Use

4.1 Applicability

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

Note that Vision, Goals & Policies in Chapter 3 and Public Realm standards in Chapter 5 apply throughout the plan area.

Table 4.1-1: Applicable Specific Plan Chapters

Zone	Specific Plan Chapters			
	Vision, Goals & Policies	Zoning & Land Use	Public Realm Standards	Development Standards
	3	4	5	6
SFO-MU-C	✓	✓	✓	✓
SFO-MU-G	✓	✓	✓	✓
SFO-MU-N	✓	✓	✓	✓
SFO-MU-T	✓	✓	✓	✓
SFO-CG	✓	✓	✓	✓
SFO-CL	✓	✓	✓	✓
SFO-CF	✓	✓	✓	✓
SFO-IF	✓	✓	✓	✓
SFO-RM-32	✓	17.22	✓	17.22
PD/PS	✓	17.26	✓	17.26

R&D Flex Use

4.2 Zoning Districts

The purpose of the SFOSP zoning districts (Map 4.2-1) is to implement the plan vision for each of the subareas.

SFO-MU-C
Mixed-Use Core

- Promote the development of a mixed-use, pedestrian-friendly neighborhood with a broad range of retail, medical office, labs, services, senior and multi-family housing
- Support businesses that leverage the proximity of Huntington Memorial Hospital and ArtCenter South Campus and that provide products and services to nearby institutional and local residential communities
- Support projects that are a mix of residential and commercial, integrated either horizontally or vertically consistent with ground floor use requirements

SFO-MU-G
Mixed-Use General

- Enhance the existing mixed use character with a variety of commercial services and multi-family uses
- 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

SFO-MU-N
Mixed-Use Neighborhood

- Create a mixed-use activity center near high frequency transit that accommodates a diverse range of retail and services, prioritizing housing opportunities where people can walk to shops, restaurants, jobs, and school
- 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

SFO-MU-T
Mixed-Use Transit

- 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, restaurants, jobs, and school
- Support projects that are a mix of residential and commercial, integrated either horizontally or vertically consistent with ground floor use requirements

SFO-CG
Commercial General

- Enhance the existing commercial character with a wide variety of commercial uses that support citywide needs, as well as pedestrian-oriented goods, restaurants, and services for local residents and employees

SFO-CL
Commercial Limited

- Allow for a limited selection of commercial uses which support medical-oriented uses and are compatible with the surrounding character

SFO-CF
Commercial Flex

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

SFO-IF
Industrial Flex

- Allow a range of light industrial, utility, and commercial uses for city use
- Ensure that future uses are compatible with existing public and industrial uses

SFO-RM-32
Residential Multi-family

- Provide areas for medium density residential neighborhoods and relate new development to the existing environment

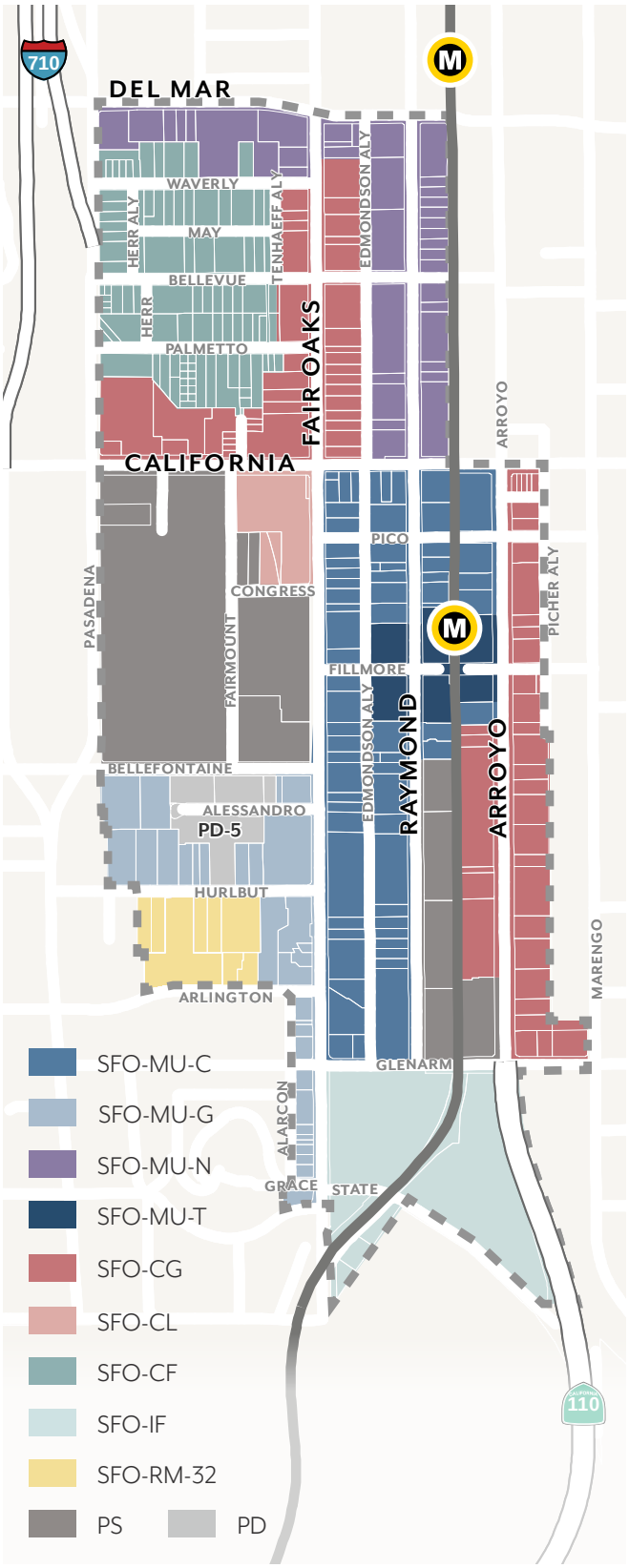
PS
Public Semi-Public

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

PD
Planned Development

- Achieve a particular mix of uses, appearance, land use compatibility, or special sensitivity to neighborhood character

Map 4.2-1: Zoning Districts



4.3 Allowable Land Uses

A. **Definitions.** Definitions of specific land uses are found in PMC 17.80.020, except those listed in Table 4.3-1 footnotes.

B. **Permit Requirements.** Table 4.3-1 identifies the uses of land allowed, the land use permit required to establish each use, and limitations that may apply for a particular use.

C. **Standards for Specific Land Uses.** Additional standards may apply to specific land uses; refer to the PMC Section noted in the table.

   1. PMC 17.50.160 shall not apply to Mixed-Use Projects.

   2. PMC 17.50.350 shall not apply to Multi-Family Housing.

D. **Ground Floor Frontages.** In Mixed-Use zoning districts, additional commercial requirements and residential unit restrictions on the ground floor shall apply per Section 6.2.1.

E. **Major Construction.** 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.

F. **Prohibited Uses.** Those uses not listed in Table 4.2-1 are prohibited by this Specific Plan, except as otherwise provided by PMC 17.21.030.A.

   1. Drive-throughs associated with any use are prohibited.

G. **Nonconforming Uses.** Existing uses which are made nonconforming by this Specific Plan shall be subject to PMC 17.71.

Table 4.3-1: Allowable Land 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.	17.61.050
E	Conditional use, Expressive Use Permit required.	17.61.060
TUP	Temporary use, Temporary Use Permit required.	17.61.040
—	Use not allowed.	

Limitations

(L1) Use prohibited on the ground floor within 35 feet of the sidewalk line. Entrances to upper/lower floors and ground floor spaces behind 35 feet are permitted; these entrances shall not qualify as required commercial uses for the purposes of Section 6.2.1.

(L2) Use limited to a maximum of 30% of the total building frontage on the ground floor, regardless of the ground floor frontage type per Section 6.2.1.

(L3) Use limited to a maximum of 30% of the building frontage on the ground floor fronting Raymond Avenue south of Fillmore Street, regardless of the ground floor frontage type per Section 6.2.1.

(L4) Use limited to east of Metro right-of-way.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use[1]	Permit Requirement								PMC Section / Notes
	SFO-CG	SFO-CL	SFO-CF	SFO-IF	SFO-MU-C	SFO-MU-G	SFO-MU-N	SFO-MU-T	
RESIDENTIAL USES									
Accessory Dwelling Unit	—	—	—	—	P	P	P	P	17.50.275
Boarding Houses[2]	—	—	—	—	P	P	P	—	
Dormitories	—	—	—	—	P (L3)	P	P	—	
Fraternities / Sororities	—	—	—	—	P (L3)	P	P	—	
Home Occupations	—	—	—	—	P	P	P	P	17.50.110
Hospitality Homes	MC	MC	—	—	MC (L3)	MC	—	—	
Mixed-Use Projects	—	—	—	—	P	P	P	P	
Multi-Family Housing	—	—	—	—	P	P	P	P	
Residential Accessory Uses and Structures	—	—	—	—	P	P	P	P	17.50.250
Residential Care, General	—	—	—	—	C (L3)	—	—	—	
Residential Care, Limited	—	—	—	—	P (L3)	P	P	—	
Single-Room Occupancy	—	—	—	—	P (L1)	P	P (L1)	P (L1)	
Supportive Housing	—	—	—	—	P	P	P	P	
Transitional Housing[3]	—	—	—	—	P	P	P	P	
COMMERCIAL USES									
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES									
Clubs, Lodges, Private Meeting Halls	C	—	C	C	C	C	C	C	
Colleges, Nontraditional Campus Setting	P	—	P	P	P	P	P (L1)	P (L1)	
Commercial Entertainment	E	—	E	—	E	E	E	E	17.50.130
Commercial Recreation, Indoor	P	—	P	P	P	P	P	—	
Commercial Recreation, Outdoor	P	—	P	P	—	—	—	—	
Conference Centers	—	—	—	—	C	—	C (L1)	C (L1)	
Cultural Institutions	P	—	P	P	P	P	P	P	
Electronic Game Centers	P	—	P	—	P	P	P	P	17.50.100
Park and Recreation Facilities	P	—	P	P	P	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use[1]	Permit Requirement								PMC Section / Notes
	SFO-CG	SFO-CL	SFO-CF	SFO-IF	SFO-MU-C	SFO-MU-G	SFO-MU-N	SFO-MU-T	
Religious Facilities	C	—	C	C	C	C	C	C	17.50.230
with Columbarium	MC	—	—	—	—	—	—	—	
with Temporary Homeless Shelter	—	—	—	MC	—	—	—	—	
Schools, Public and Private	C	—	C	C	C	C	C	—	17.50.270
Schools, Specialized Education and Training	P	—	P	P	P (L1)	P	P (L1)	P (L1)	
OFFICE, PROFESSIONAL & BUSINESS SUPPORT USES									
Automated Teller Machines (ATMs)	P	—	P	P	P	P	P	P	17.50.060
Banks and Financial Services	P	—	P	P	P	P	P	P	
with Walk-Up Services	P	—	P	P	P	P	P	P	17.50.060
Business Support Services	P	—	P	P	P (L2)	P	—	—	
Offices, Accessory	P	—	P	P	P (L2)	P	P	P (L1)	
Offices, Administrative Business Professional	P	—	P	P	P (L2)	P	P	P (L1)	
Offices, Government	P	—	P	P	P (L1)	P	P (L1)	P (L1)	
Offices, Medical	P	P	P	P	P (L3)	P	—	P (L1)	
Research and Development, Offices	P	P	P	P	P (L2)	P	P	P (L1)	17.50.240
Work/Live Units	—	—	P	—	P	P	P	—	17.50.370
RETAIL SALES									
Alcohol Sales, Beer and Wine	C	—	C	C	C	C	C	C	17.50.040
Alcohol Sales, Full Alcohol	C	—	C	C	C	C	C	C	
Animal Retail Sales	P	—	P	—	P	P	P	P	
Bar / Taverns	C	—	C	C	C	—	C	C	17.50.040, 17.61.050.J
with Live Entertainment	C	—	C	C	C	—	C	C	17.50.130
Convenience Stores	P	P	P	P	P	P	P	P	
Food Sales	P	—	P	P	P	P	P	P	
Liquor Stores	C	—	C	C	C	C	C	C	17.50.040, 17.61.050.J

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use[1]	Permit Requirement								PMC Section / Notes
	SFO-CG	SFO-CL	SFO-CF	SFO-IF	SFO-MU-C	SFO-MU-G	SFO-MU-N	SFO-MU-T	
Restaurants, Fast Food	P	P	P	P	P	P	P	P	17.50.260; drive-throughs prohibited
Restaurants, Formula Fast Food	P	P	P	P	P	P	P	P	
Restaurants	P	P	P	P	P	P	P	P	17.50.260, 17.61.050.J
with Limited Live Entertainment	P	—	P	P	P	P	P	P	
with Walk-Up Window	P	P	P	P	P	P	P	P	
Retail Sales	P	P	P	P	P	P	P	P	
Significant Tobacco Retailers	C	—	C	C	C	C	C	C	17.50.330; 17.61.050.J
Swap Meets	C	—	C	C	C	C	C	C	17.61.050.J
Vehicle Services, Automobile Showrooms[4]	P	—	—	—	—	—	—	—	
Vehicles Services, Sales/ Leasing	P	—	—	—	—	—	—	—	17.50.360
Vehicles Services, Sales/ Leasing, Limited	P	—	P	—	—	—	—	—	
SERVICES									
Adult Day Care, General	C	C (L1)	—	—	C (L1)	C	—	—	Performance standards required
Adult Day Care, Limited	P	P (L1)	—	—	P (L1)	P	—	—	Performance standards required
Animal Boarding	P	—	P	—	—	—	C	—	
Animal Grooming	P	—	P	—	P	P	P	—	
Animal Hospital	P	—	P	—	—	—	C	—	17.50.050
Animal Shelter	P	—	P	—	—	—	C	—	
Bed and Breakfast Inns	—	—	—	—	—	C	—	—	17.50.140
Catering Services	P	—	P	P	P	P (L1)	P (L1)	P (L1)	
Charitable Institutions	P	P	P	P	P	P	P	P (L1)	
Child Day Care Centers	P	P	—	—	P	P	P	—	17.50.080
Child Day Care Large	—	—	—	—	P	P	P	P	
Child Day Care Small	—	—	—	—	P	P	P	P	
Emergency Shelters, Limited	P	P	P	P	P	—	P	P	17.50.105
Laboratories	P	P	P	P	P (L1)	P (L1)	P (L1)	P (L1)	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use[1]	Permit Requirement								PMC Section / Notes
	SFO-CG	SFO-CL	SFO-CF	SFO-IF	SFO-MU-C	SFO-MU-G	SFO-MU-N	SFO-MU-T	
Life-Care Facilities	MC	MC	—	—	MC (L3)	MC	—	—	17.50.120
Lodging, Hotels and Motels	C	—	—	—	C (L2)	—	C (L2)	—	17.50.150
Massage Establishments	C	—	—	—	C	C	C (L1)	C (L1)	17.50.155
Medical Services, Extended Care	MC	MC	—	—	MC (L3)	MC	—	—	
Medical Services, Hospital	P	P	P	P	P (L3)	P	—	—	
Mortuaries / Funeral Homes	P	—	—	—	—	—	—	—	17.50.230
Neighborhood Gardens	P	—	P	P	P	P	P	P	
Personal Improvement Services	P	—	P	—	P	P	P	P	
Personal Services	P	—	P	—	P	P	P	P	
Printing and Publishing	P	—	P	P	P (L1)	P (L1)	P (L1)	—	
Printing and Publishing, Limited	P	—	P	P	P (L2)	P	P	P	
Public Safety Facilities	C	—	C	C	—	—	—	C	
Vehicle Services, Washing/Detailing	P (L4)	—	—	—	—	—	—	—	17.50.290
Vehicle Services, Washing/Detailing, Small-Scale	P	—	P	—	—	—	—	—	17.50.290
INDUSTRY, MANUFACTURING & PROCESSING USES									
Alcohol Beverage Manufacturing[5]	C	—	C	C	—	—	C	—	17.50.040, 17.61.050.J
with Accessory Tasting Room[6]	C	—	C	C	—	—	C	—	
Custom Manufacturing / Artisan Production[7]	P	—	P	P	P	P	P	—	
Industry, Standard	C	—	—	P	—	—	—	—	
Industry, Restricted	MC	—	MC	MC	MC (L2)	MC	MC	—	
Maintenance and Service Facilities	—	—	—	P	—	—	—	—	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use[1]	Permit Requirement								PMC Section / Notes
	SFO-CG	SFO-CL	SFO-CF	SFO-IF	SFO-MU-C	SFO-MU-G	SFO-MU-N	SFO-MU-T	
Research and Development, Non-Offices	P	P	P	P	P (L1)	—	—	—	
Recycling Centers, Small Collection Facilities	C	—	—	P	—	—	—	—	17.50.220
Wholesaling, Distribution and Storage	C (L4)	—	—	P	—	—	—	—	
Wholesaling, Distribution and Storage, Small Scale	MC	—	P	P	—	—	—	—	
TRANSPORTATION, COMMUNICATIONS & UTILITY USES									
Accessory Antenna Array	P	P	P	P	P	P	P	P	
Alternative Fuels/ Recharging Facilities	P	—	P	P	—	—	—	—	
Commercial Off-Street Parking	C	C	C	C	C	C	C	C	17.40.070
Communications Facilities	C	C	C	C	C	C	C	C	
Heliports	—	C	—	C	—	—	—	—	
Transportation Terminals	C	C	C	C	C	C	C	C	
Utility, Major	C	—	C	C	C	C	C	C	
Utility, Minor	P	—	P	P	P	P	P	P	
Wireless Telecom Facilities, Major	C	C	C	C	C	C	C	C	17.50.310
Wireless Telecom Facilities, Minor	MC	MC	MC	MC	MC	MC	MC	MC	
Wireless Telecom Facilities, SCL	P	P	P	P	P	P	P	P	
TEMPORARY USES									
Filming, Long-term	MC	MC	MC	MC	MC	MC	MC	MC	
Filming, Short-term	P	P	P	P	P	P	P	P	
Personal Property Sales	—	—	—	—	P	P	P	P	17.50.190
Seasonal Merchandise Sales	P	P	P	P	P	P	P	P	17.50.180
Street Fairs	P	P	P	P	P	P	P	P	
Tents	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	17.50.320
Other Temporary Uses	TUP	TUP	TUP	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.

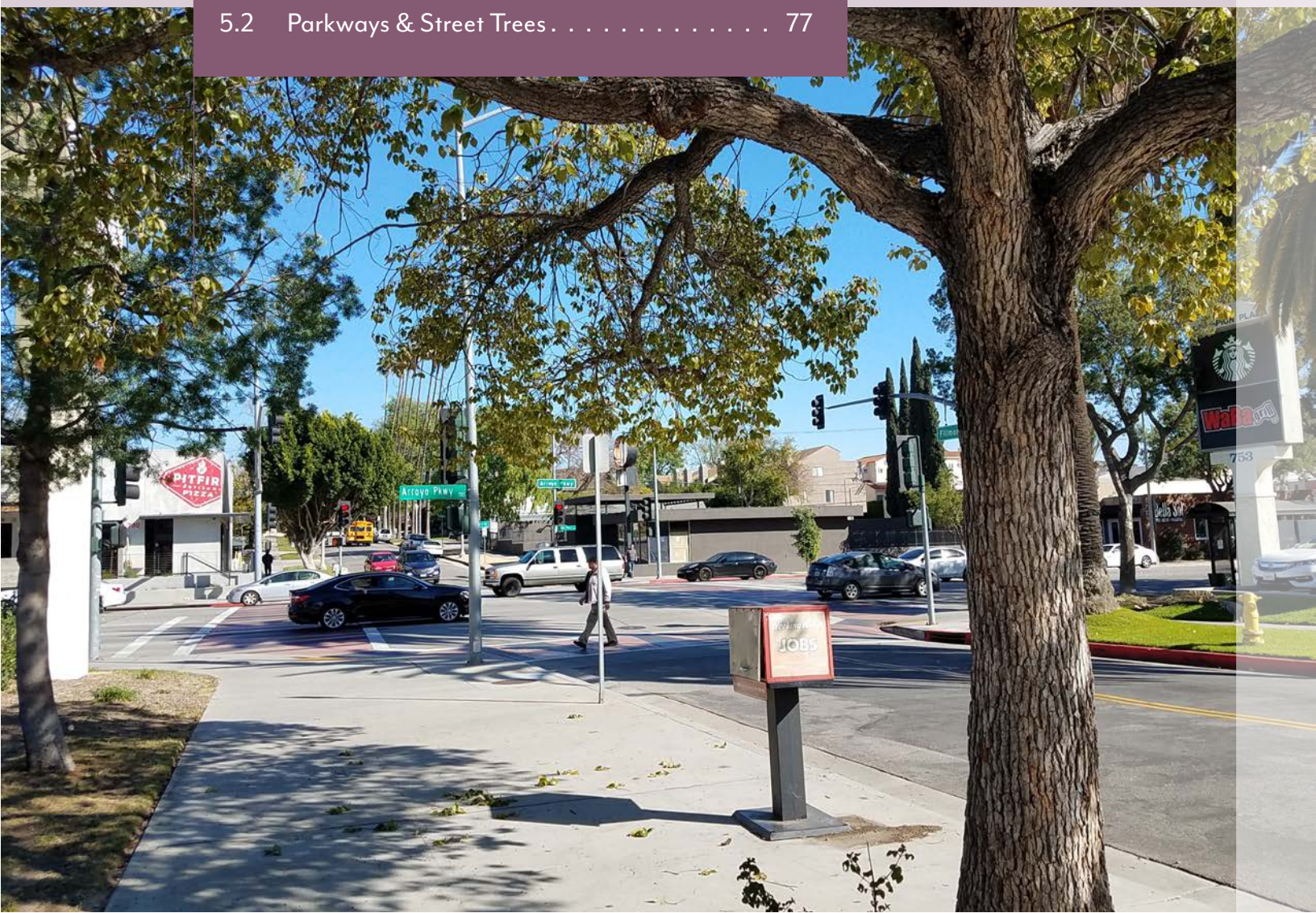
[4] **Vehicle Services, Automobile Showrooms** is defined as a use where retail storefronts are used as showroom space for five (5) or fewer vehicles and limited to a maximum of 8,000 square feet. Internet vehicles sales are permitted where on-site vehicle storage/sales are not present/allowed.

[5] **Alcohol Beverage Manufacturing** is defined as a use where manufacturing of beer, wine, or other alcohol beverages are produced and prepared. Sale for off-site consumption permitted.

[6] **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.

[7] **Custom Manufacturing / Artisan Production** is defined as a 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.

Ch. 5
Public Realm Standards



Public Realm Standards

CHAPTER OVERVIEW

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

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

Walkable neighborhoods also have convenient and intuitive connections, and outdoor spaces to rest and gather. Features such as mid-block pedestrian walkways or "paseos" can reduce walking distance, while adding public open space and additional amenities. Other public open spaces such as plazas create communal nodes in the public realm to sit and enjoy amenities such as shading, landscaping, and public art. While these connections and spaces are integral to the public realm, the standards and guidelines for Paseos and Plazas are set forth in Chapter 6 (Section 6.3 - Open Space).

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

This chapter is organized into the following sections:

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

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

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

PASADENA STREET DESIGN GUIDE

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

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

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

Figure 5.1-1: Sidewalk Zones

SIDEWALK ZONES

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

BUILDING FRONTAGE ZONE

Frontage zones may be used to accommodate outdoor dining

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

WALK ZONE

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

Wider walk zones of at least 7 feet are appropriate for commercial retail areas

AMENITY/CURB ZONE

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

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

5.1 Sidewalks

These standards are intended to:

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

5.1.1 SIDEWALK WIDTH

A. **Dimension.** Projects shall provide sidewalks that meet the required widths per Map 5.1-1. Where the existing sidewalk right-of-way is less than the required width, the difference shall be provided through a private property dedication.

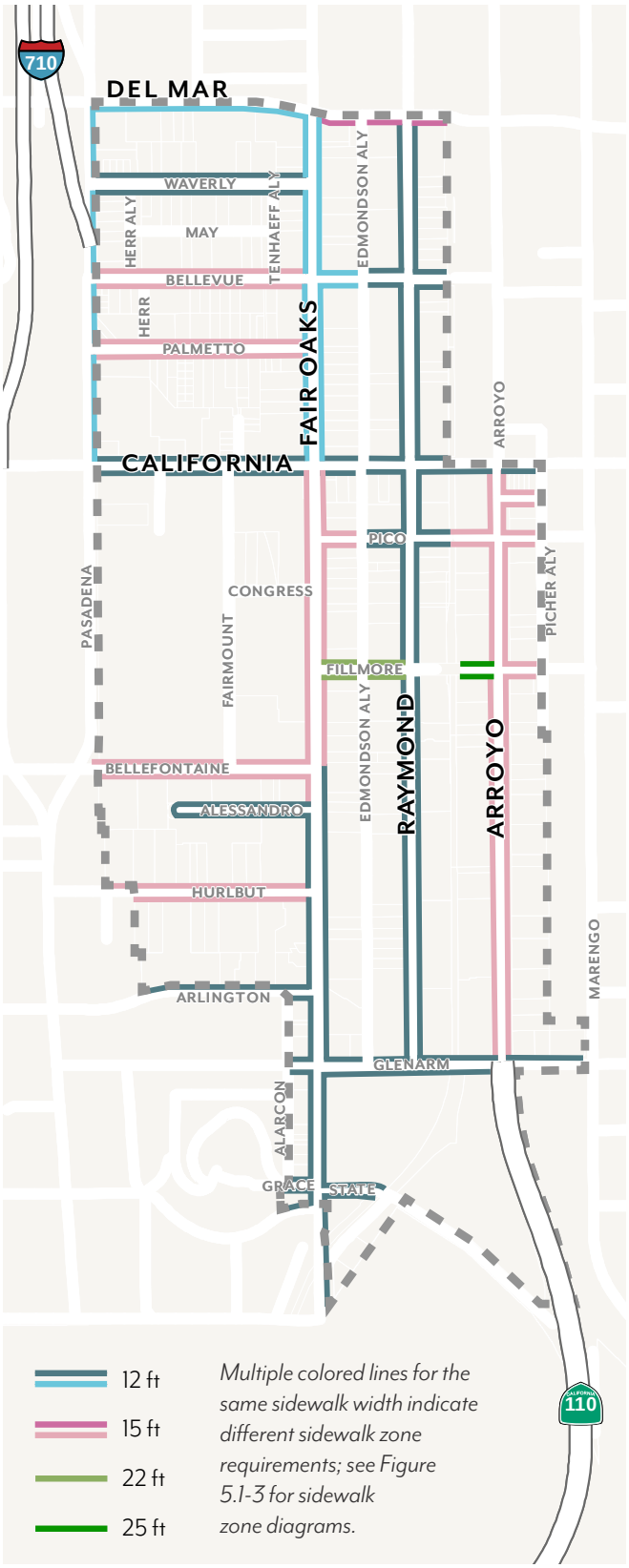
1. Sidewalks are measured from the Primary Curb Line of each block to the sidewalk line, as illustrated in Figure 5.1-2.
2. This area shall be paved for general use to the standards specified by Public Works, except for landscaped parkways per Section 5.2.
3. Within the sidewalk width, sidewalk zones shall be provided to the dimensions set in Figure 5.1-3.
4. Where the curb deviates (i.e. bulb-outs), exceptions in zone width are allowed and shall be determined by Public Works.
5. Driveways are allowed per Section 6.4.2.

B. **Maintenance.** Sidewalk improvements shall be installed and maintained by the abutting property owner.

SIDEWALK WIDTHS

Sidewalk widths of at least 12' 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 at least 15' are required in commercial areas with more pedestrian activity and greater need for amenities.

Map 5.1-1: Sidewalk Widths



5.1.2 SIDEWALK ZONES

A. **Amenity Zone.** Sidewalks shall provide an Amenity Zone consistent with the width illustrated in Figure 5.1-3, including the curb.

1. Projects shall meet minimum parkway and street tree requirements per Section 5.2.
2. The following elements are permitted in the Amenity Zone at the discretion of Public Works:
   a. Paved area for pedestrian mobility,
   b. Parkways and street trees,
   c. Seating/furniture,
   d. Outdoor dining (with a Public Works permit),
   e. Planters,
   f. Bicycle parking,
   g. Bus shelters, and/or
   h. Other utility facilities including streetlights, signals, meter/sign poles, and pullboxes, etc.

B. **Walk Zone.** Sidewalks shall maintain a minimum continuous path of travel for pedestrians at the width illustrated in Figure 5.1-3. This area shall be free of all furnishings, landscaping, or obstructions.

IMPORTANCE OF SIDEWALKS

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

C. **Frontage Zone.** Sidewalks may include a Building Frontage Zone between the Walk Zone and the sidewalk line. A maximum width is illustrated in Figure 5.1-3.

1. The following elements are permitted in the Frontage Zone and may not encroach on the Walk Zone:
   a. Seating/furniture,
   b. Outdoor dining (with a Public Works permit),
   c. Planters, and/or
   d. Shade structures and galleries.

Figure 5.1-2: Sidewalk Width Measurement

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

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

Figure 5.1-3: Sidewalk Zone Requirements

Diagram 1: 12' Sidewalks

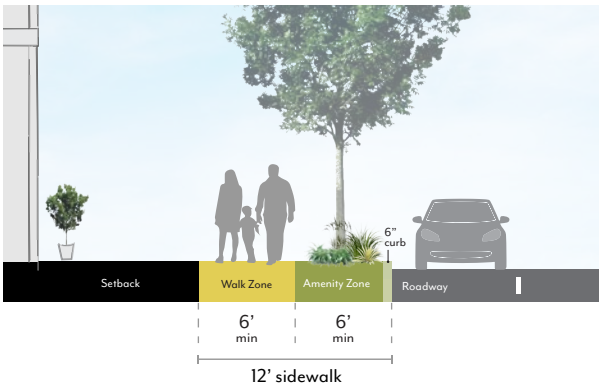


Diagram 2: 12' Sidewalks

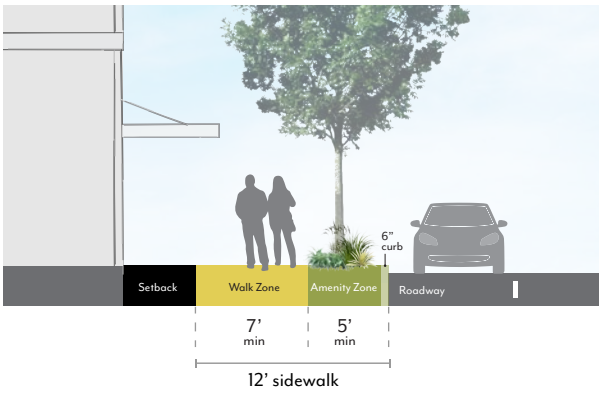


Diagram 3: 15' Sidewalks

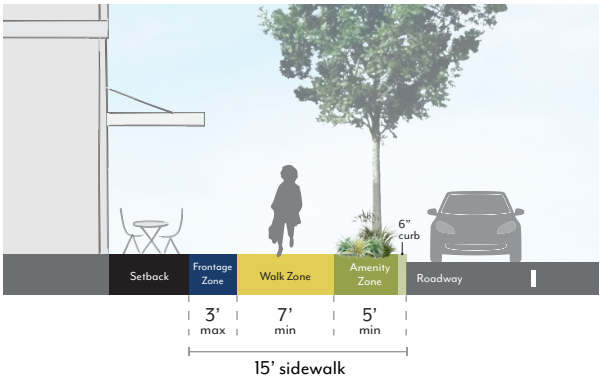


Diagram 4: 15' Sidewalks

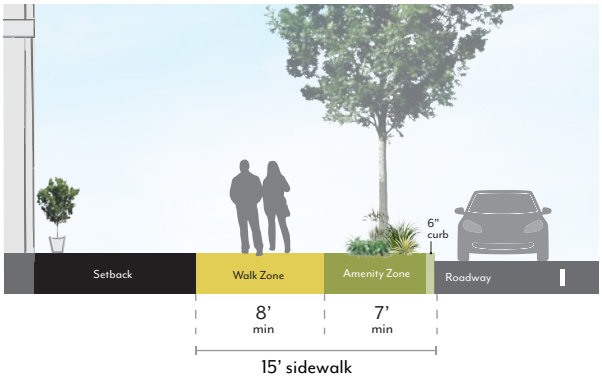


Diagram 5: 22' Sidewalks

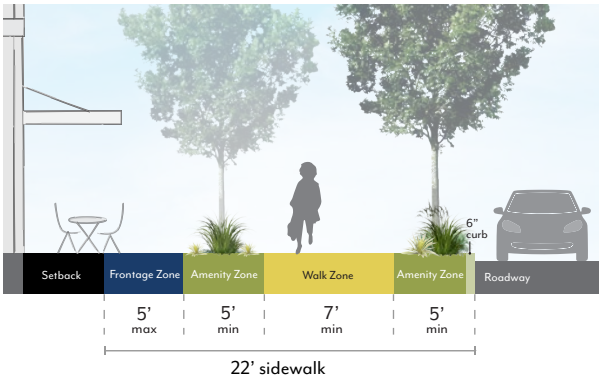
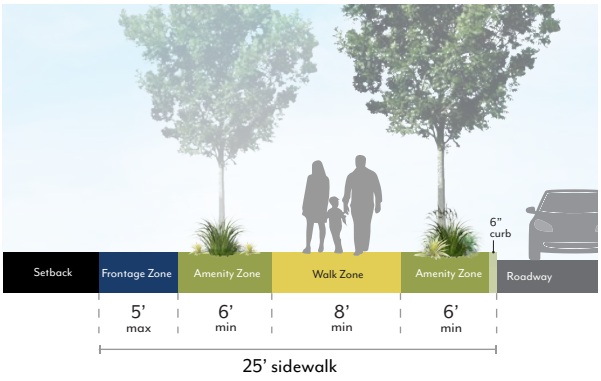


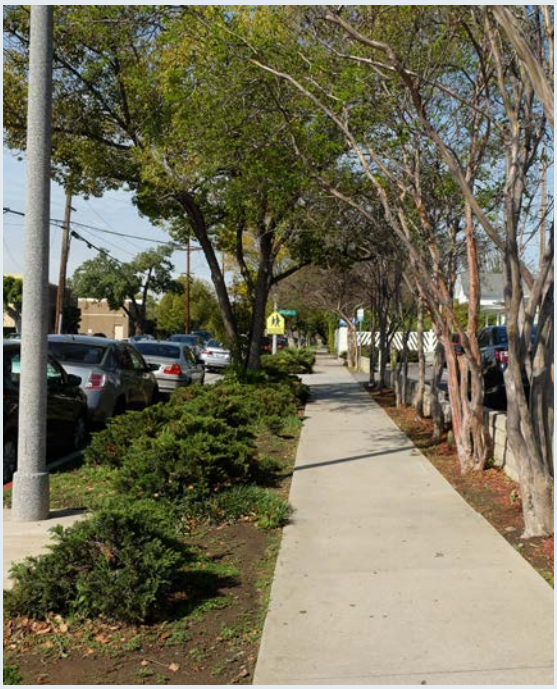
Diagram 6: 25' Sidewalks



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

SIDEWALK WIDTHS

Sidewalk widths of at least 12' are required throughout the SFOSP area to provide space for a clear walk zone and basic amenities such as landscaping, lighting, signage, and bicycle parking. Sidewalks of 15' to 25' are required in certain areas to increase flexibility of amenity placement and clear paths of travel.



Example of approximately 12' sidewalk

Example of approximately 15' sidewalk

Example of approximately 22' sidewalk

5.2 Parkways & Street Trees

These standards are intended to:

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

5.2.1 PARKWAYS

A. **Required Parkways.** Projects shall include parkways within the Amenity Zone as follows.

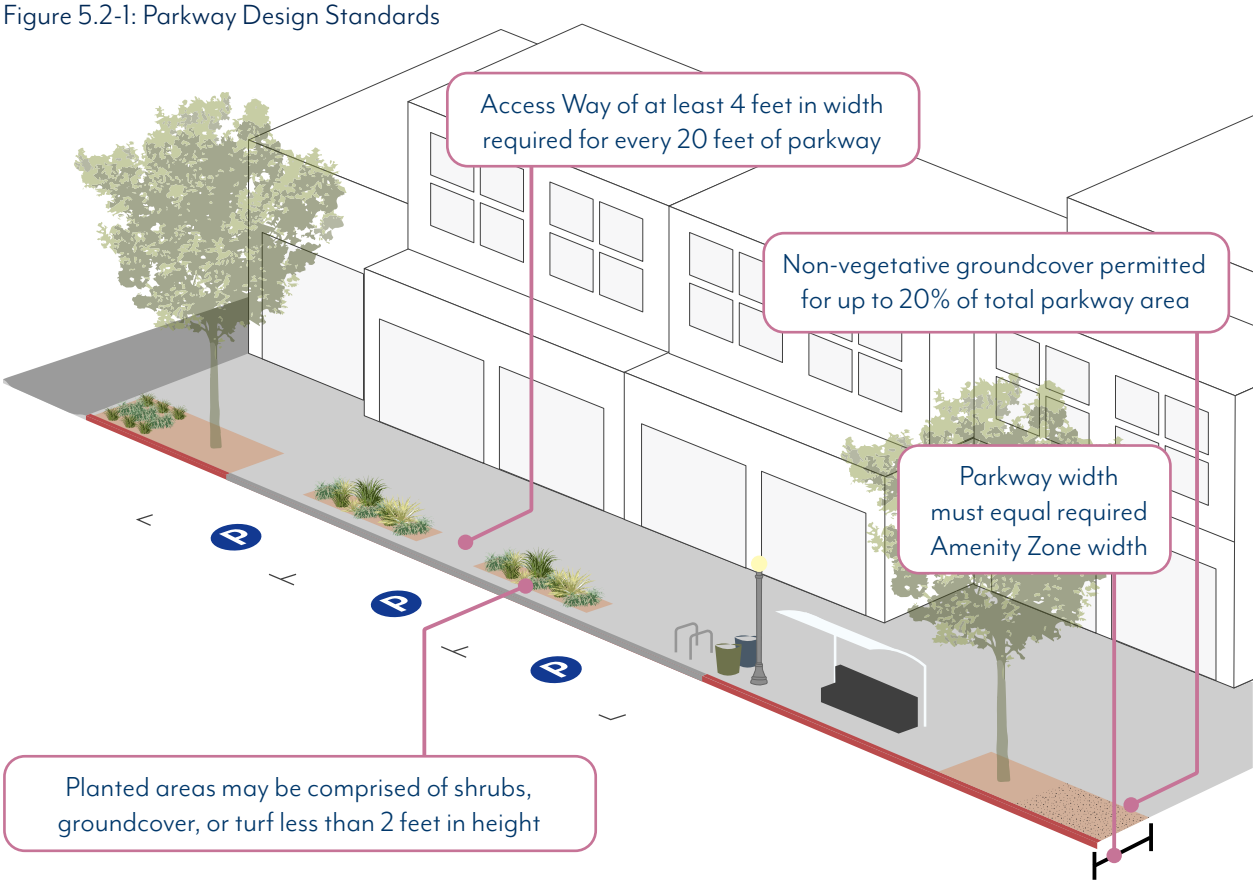
1. In SFO-RM-32, parkway length shall be no less than 60 percent of street frontage, unless approved by the Director of Public Works.
2. In all other zoning districts, parkway length shall be no less than 30 percent of street frontage, unless approved by the Director of Public Works.

IMPORTANCE OF PARKWAYS

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

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

Figure 5.2-1: Parkway Design Standards



PARKWAY TYPES

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

Commercial Parkway

Residential Parkway

Commercial Parkway

Residential Parkway

Commercial Parkway

Residential Parkway

B. **Dimensions.** Parkways shall be constructed at the same width as the Amenity Zones illustrated in Figure 5.1-3, minus the 6-inch width required for the curb.

1. When street parking is adjacent to the curb, a paved buffer with a minimum width of 18 inches is required, in addition to the 6-inch curb, except where tree grates are adjacent to the curb.
2. Barriers up to 24 inches high, such as low walls or fences, are permitted at the interior edge of the parkway but are not required.

C. **Access Ways.** Where on-street parking is permitted, access ways shall be provided at a minimum frequency of one per every 20 feet of continuous parkway.

1. Access ways shall be a minimum of 4 feet in width and provide a firm, uniform walking surface in all weather conditions from the curb to the Walk Zone.
2. The finished surface of access ways shall be in plane with both the adjoining top of curb and sidewalk.
3. Access ways shall be constructed of pavers, concrete, or stabilized decomposed granite.

Parkway with street trees and low perennial plantings

D. **Planted Area.** A minimum of 80 percent of the total required parkway area for a given project shall be comprised of plant material.

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

MATERIALS & ACCESS GUIDELINES

» In areas with high pedestrian traffic, plant material should have a minimum height of 18 inches to discourage pedestrians from stepping on the parkway. Groundcover is discouraged unless it can withstand heavy foot traffic.

» Plants which require little or no irrigation are preferred.

» Plants are not recommended to be planted within 4 feet of a tree trunk.

E. **Non-planted Area.** A maximum of 20 percent of the parkway area may be organic or inorganic cover.

1. Permitted materials include permeable pavers, decomposed granite, gravel, rocks, or mulch.

    a. Pavers are not allowed within 3 feet of any public streetlight pole or pull box or other utility facilities.

F. **Stormwater Management.** Parkways 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 percent towards the center of the parkway.

2. For parkways with a width greater than 5 feet, the center 2 feet of the parkway shall be depressed 3 to 4 inches to form a shallow swale to collect sidewalk stormwater. Alternative means of storing runoff, such as gravel sumps within the parkway, may be provided with review authority approval.

G. **Irrigation.** Irrigation systems in parkways shall be designed and constructed in a manner that will eliminate surface runoff onto any impermeable surface, public or private, under any condition.

1. Design of irrigation systems in parkways shall be in accordance with all local, state, and federal laws and regulations for water conservation.

2. Street tree roots shall not be damaged during the irrigation installation process.

H. **Maintenance.** Abutting property owner shall maintain the parkway in a condition so as not to endanger persons or property, and not to interfere with the public convenience.

STORMWATER & IRRIGATION GUIDELINES

» Parkways should be designed to treat and/or capture stormwater run-off from the adjacent to the greatest extent feasible given soil conditions.

» Suspended pavement systems are encouraged as a means of controlling runoff volume and should be implemented under and adjacent to large pedestrian walkways.

» If impermeable surfaces are used within parkways, they shall be constructed to drain to permeable areas.

» Low-volume, sub-surface/drip irrigation or other non-spray irrigation systems or hand-watering is preferred where irrigation is needed.

5.2.2 STREET TREES

A. **Species.**[1] Street tree species shall be selected according to the Master Street Tree Plan at the discretion of the Director of Public Works. Trees may be planted within parkways or tree wells.

B. **Spacing.** Street trees shall be planted at a spacing of one per 30 feet. Exceptions can be made by the Director of Public Works due to conflicts with street lights, bus shelters, utility boxes, other street amenities or species type. Closer spacing is encouraged where feasible/when appropriate for a particular tree type.

C. **Well Dimension.** Tree well width shall be equivalent to the required Amenity Zone, minus the 6-inch width required for the curb.

   1. If a paved buffer zone is required due to adjacent street parking, the tree well width may be reduced to accommodate this buffer strip. The minimum length of a tree well shall be 6 feet.

   2. Street trees planted within tree wells must be installed according to the Department of Public Works Tree Planting in Tree Well Standard Plan.

D. **Well Frames.** Tree well frames, or tree grates, may be installed according to the Department of Public Works Tree Well Frame Installation Standard.

E. **Expanded Root Zone Cell.** Each street tree shall be provided with an uncompacted root zone volume of 800 cubic feet minimum. The root zone volume depth shall be 2 feet minimum and 3 feet maximum.

   1. Where this root zone volume cannot be provided within the parkway area, an expanded root zone cell volume shall be provided below adjacent pavement using a strategy such as structural soil or a suspended pavement system to provide an uncompacted soil area suitable for tree root growth.

   2. The root zone volume per tree requirement may be reduced by 10 percent where two or more trees share a contiguous root zone cell.

F. **Maintenance.** All street trees shall be maintained by the Department of Public Works.

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

IMPORTANCE OF STREET TREES

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

Camphor trees on Fillmore St.

Street tree with healthy canopy and sufficient tree well size

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Ch. 6
Development Standards


ArtCente

Development Standards

CHAPTER OVERVIEW

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

In addition to the requirements of the SFOSP, all projects shall comply with the Pasadena Municipal Code (PMC) requirements below. In the event of conflict between the Zoning Code and the SFOSP, the requirements of the SFO 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

Development standards for the SFO-RM-32 and PS zoning districts are not included in the SFOSP; see Section 4.1. In SFO-RM-32, development shall be subject to the standards of RM-32 zoning in PMC 17.22. In PS, development shall be subject to a Conditional Use Permit or Master Plan per PMC 17.26.

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

This chapter is organized into the following sections:

Table 6-1: Summary of Development Standards

Table 6-1 provides abbreviated development and design standards by zoning district for the SFOSP. 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. **Complete standards shall be referenced within the relevant sections of Chapter 6.**

Standard	SFO-CG, -CL	SFO-CF, -IF	SFO-MU-C, -MU-G, -MU-N, -MU-T
Scale			
Allowable Density			
Dwelling Units per Acre	N/A		Map 6.1-1
Allowable Intensity			
Floor Area Ratio	Map 6.1-2		
Building Height			
Height	Map 6.1-3		
Required Setbacks			
All streets	Map 6.1-4		
Adjacent to PS/RM/RS	15' min.		
Other interiors	None required		
Required Stepbacks			
Adjacent to RM/RS	45° encroachment plane starting at 20'		
Historic Adjacency			
Setbacks & Stepbacks	Modified standards apply to projects adjacent historic resources per Section 6.1.6		
Required Modulation			
Length	10% or 20' break required for buildings exceeding 150' street frontage		
Area	25% for buildings over 50' in length		
Frontage			
Ground Floor Frontages			
Required Uses	Table 6.2-1 and Map 6.2-1		
Commercial Depth	35' average, 20' min.		
Ground Floor Design			
Height	15' min.		
Residential Elevation	-2' to 6' max.		
Minimum Transparency			
Ground Floor	60%	30%	60%
Overall Façade	30%	15%	30%
Residential Units	N/A		15%
Shade Structures	✓	✓	✓
Arcades & Galleries	✓	✓	✓

Standard	SFO-CG, -CL	SFO-CF, -IF	SFO-MU-C, -MU-G, -MU-N, -MU-T
Walls & Fences	✓	✓	✓
Balconies & Roof Decks	✓	✓	✓
Open Space			
Minimum Area			
Non-residential	5% of Non-residential Gross 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		
Publicly Accessible	Table 6.3-2 and Map 6.3-1 for projects over 60,000 sf		
Private Open Space	✓	✓	✓
Common Open Space	✓	✓	✓
Publicly Accessible Open Space	✓	✓	✓
Paseos	✓	✓	✓
Parking			
Minimum Parking	✓	✓	✓
Vehicle Access	✓	✓	✓
Layout & Design	✓	✓	✓
Other Applicable Standards[1]			
General Development	PMC17.40		
Inclusionary Housing	PMC17.42		
Density Bonus	PMC17.43		
Landscaping	PMC17.44		
Parking & Loading	PMC17.46		
Signs	PMC17.48		
Specific Land Uses	PMC17.50		

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

6.1 Scale

These standards are intended to:

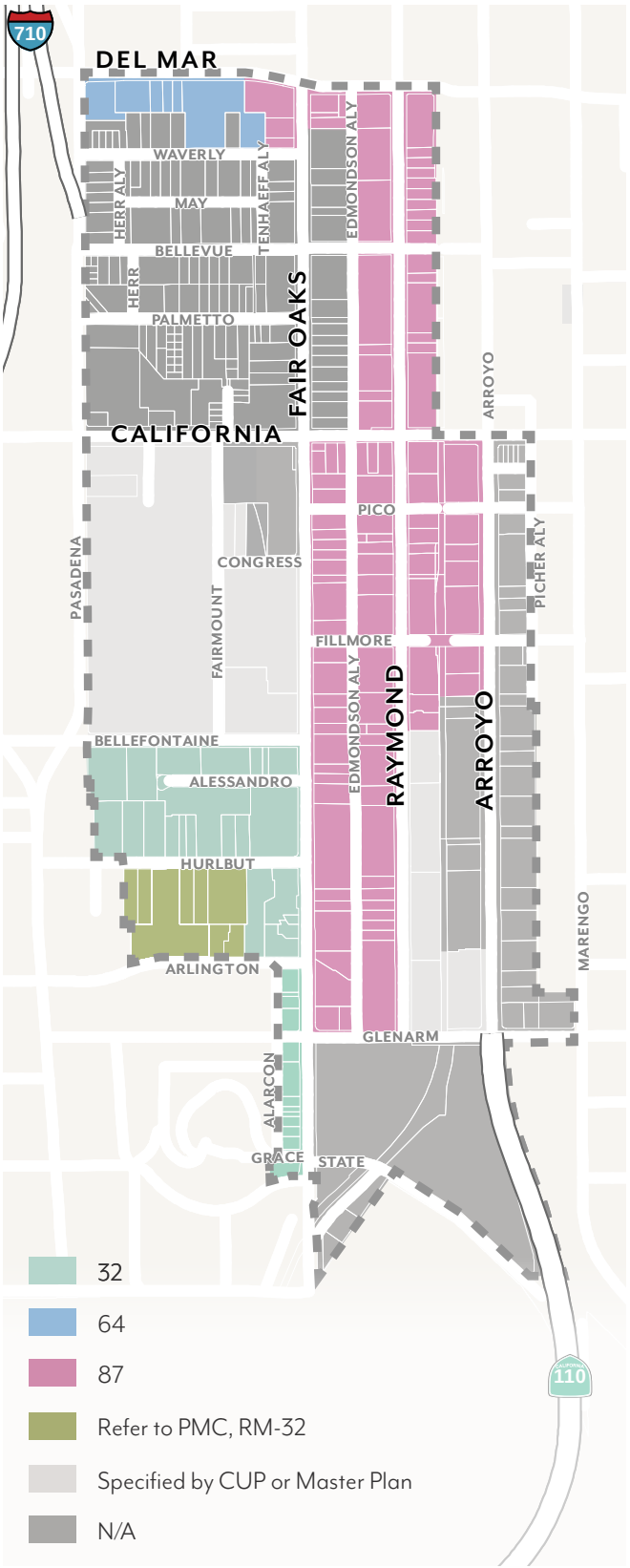
- Implement the General Plan density (du/ac) and floor area ratio (FAR) values;
- Shape development in a manner that creates a defined public realm and appropriate scale of buildings for a visually appealing community;
- Reduce building massing through setback and stepback requirements that create appropriate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

6.1.1 DENSITY

A. **Residential Density.** Projects that include residential dwelling units shall not exceed the allowable dwelling units per acre (du/ac) set in Map 6.1-1.

1. Fractions shall be rounded to the nearest whole number; those at 0.50 may be rounded up.
2. For projects utilizing state density bonus, refer to Government Code 65915.
3. The maximum is based on site area. If a dedication or easement is required, density shall be calculated using the size of the lot prior to the dedication or easement.

Map 6.1-1: Allowable Density

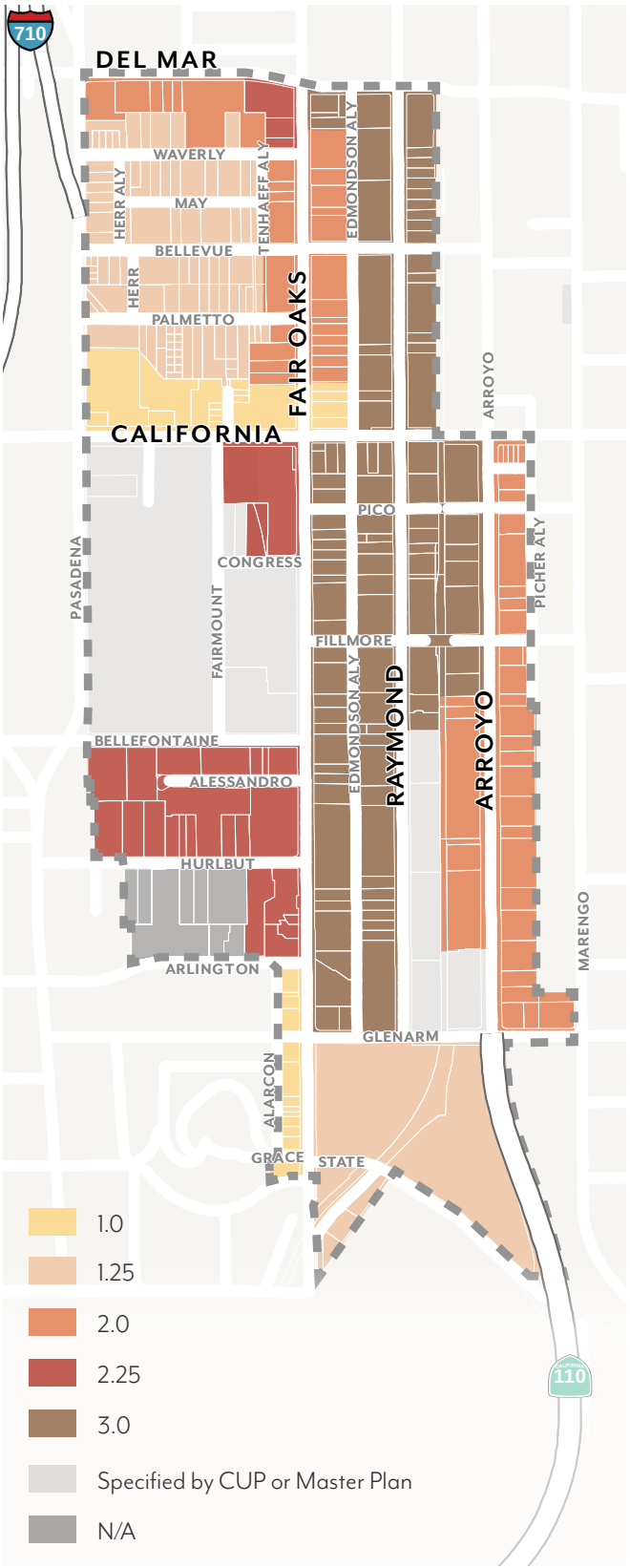


6.1.2 INTENSITY

A. **Floor Area Ratio.** Projects that include non-residential space, including mixed-use, shall not exceed the allowable floor area ratio (FAR) set in Map 6.1-2.

1. In mixed-use projects, residential floor area is included in FAR.
2. Areas used exclusively for vehicle and bicycle parking and loading are excluded from FAR.
3. The maximum is based on site area. If a dedication or easement is required, FAR shall be calculated using the size of the lot prior to the dedication or easement.

Map 6.1-2: Allowable Floor Area Ratio



6.1.3 HEIGHT

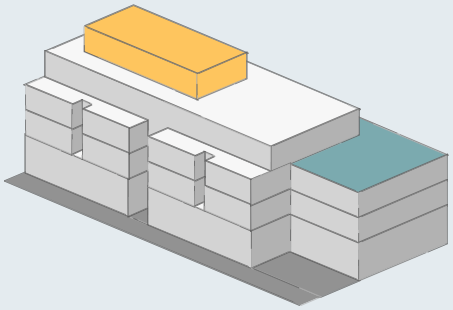
A. **Building Height.** Projects shall not exceed the height limits set in Map 6.1-3.

1. Height is measured per PMC 17.40.060.
2. Exceptions allowed for Height Averaging (6.1.3.B) and projecting features such as appurtenances and railings per PMC17.40.060.

B. **Height Averaging.** With approval of Design Commission, up to 30 percent of a building's footprint may exceed the height limit to the maximum set in parentheses in Map 6.1-3, provided that the average height over the entire footprint does not exceed the allowable height; see Figure 6.1-1.

1. The intent is to counterbalance additional height with lower heights elsewhere to achieve an economically-feasible development that protects view corridors and contributes to a more visually-compelling skyline.
2. 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 17.43.

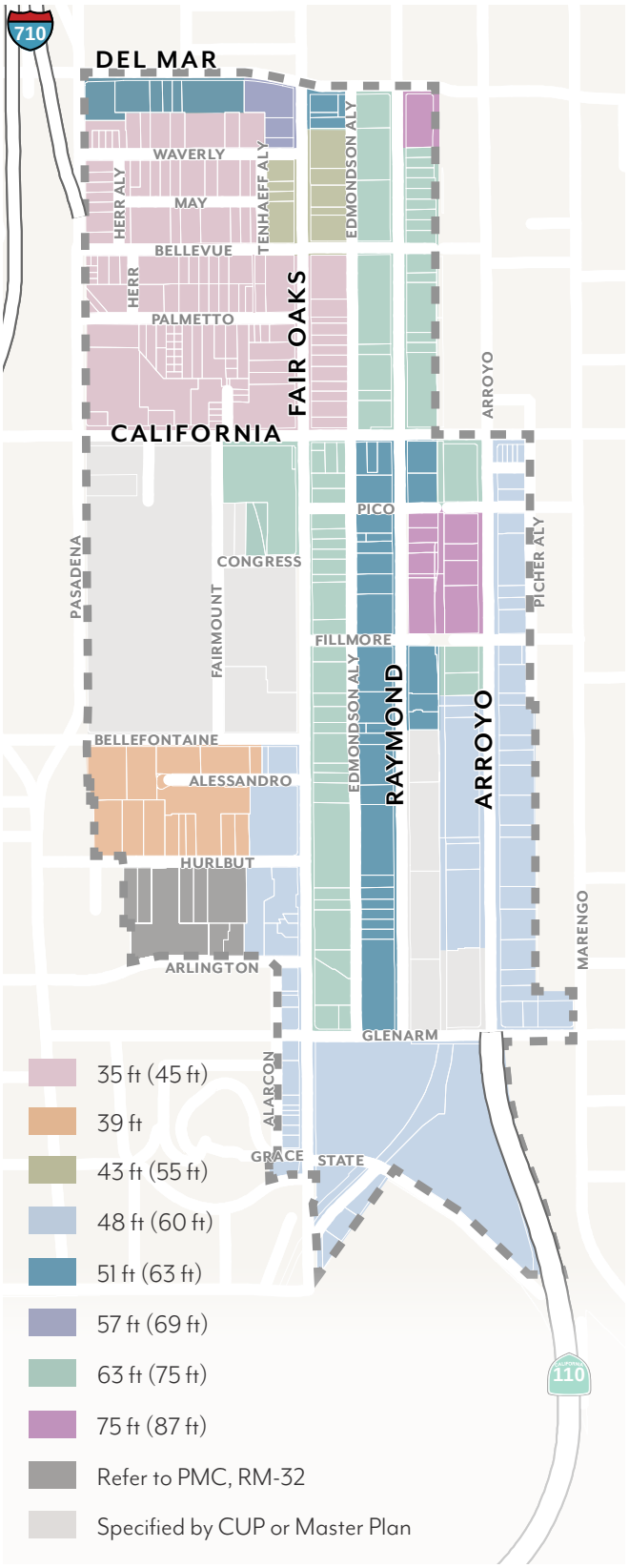
Figure 6.1-1: Height Averaging



A building may exceed its height limit for up to 30% of its footprint if another area is lowered so that the average height is at or below the height limit

Note: Diagrams used for illustrative purposes only.

Map 6.1-3: Building Height

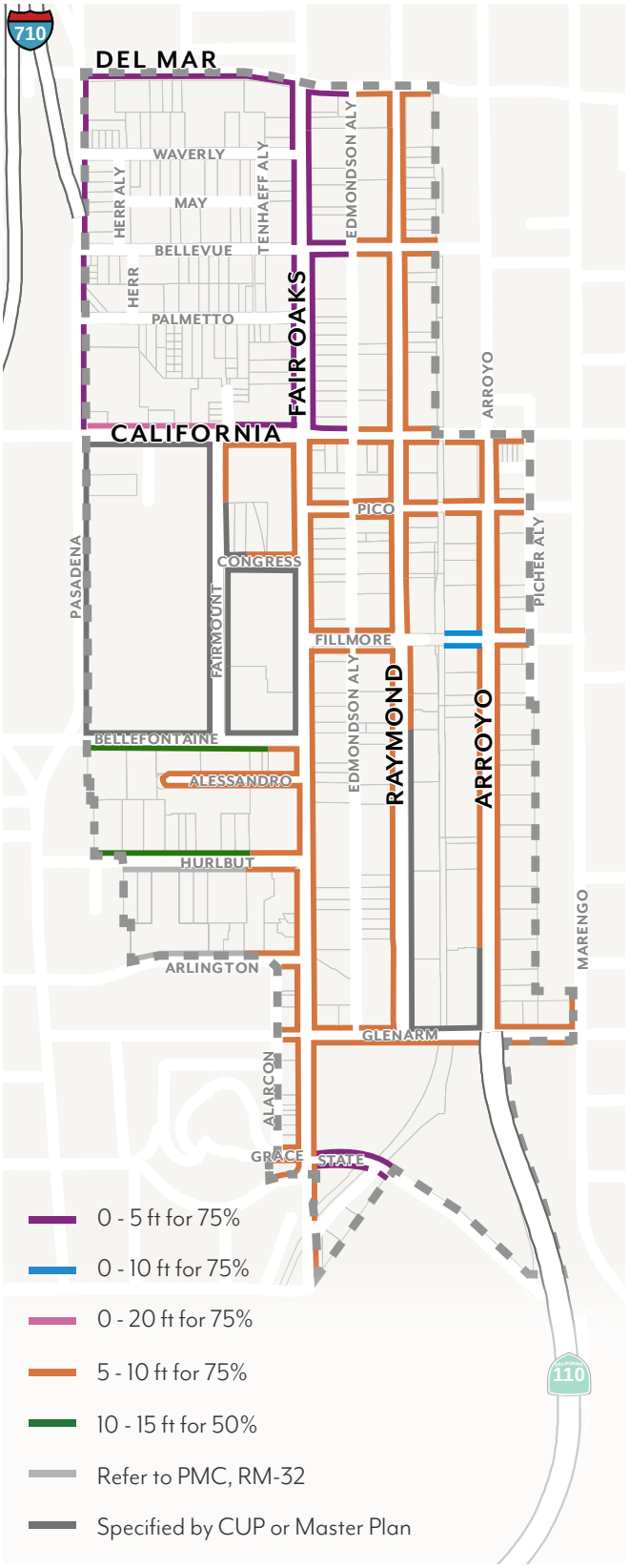


6.1.4 SETBACKS

A. **Street Setbacks.** Buildings shall comply with the street setbacks set in Map 6.1-4. Setback ranges establish a minimum and maximum for the specified percentage of linear street frontage; see Figure 6.1-4.

1. Street setbacks are measured from the sidewalk line; see Figure 5.1-2.
2. Minimum setbacks shall apply to all stories of a building; setbacks less than the minimum are prohibited. Maximum setbacks shall apply only to the ground floor.
3. Residential units on the ground floor shall have a minimum setback of 5 feet. Where elevated between 4 and 6 feet above sidewalk elevation, a minimum setback of 8 feet shall be required.
4. Exceptions allowed per PMC 17.40.160 (Table 4-1) and the following:
   a. Arcades and recessed ground floors up to 15 feet in depth, as well as parking entrances per Section 6.4.2, are allowed when a second story meets the specified setback; see Figure 6.1-3.
   b. The primary frontage percentage may be reduced for the provision of Publicly Accessible Open Space facing the street through the Design Review process with Design Commission approval.
5. Features allowed within the street setback include:
   a. Landscaping and planters;
   b. Hardscape (e.g. stoops, patios);
   c. Shade structures per Section 6.2.4;
   d. Arcades and galleries per Section 6.2.5;
   e. Walls and fences per Section 6.2.6;
   f. Seating and furniture;
   g. Outdoor dining; and
   h. Other open space amenities per review authority approval.

Map 6.1-4: Street Setbacks



STREET SETBACKS

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.

Example of a 0-5' setback

Example of a 5-10' setback

Example of an approximately 10' setback

Example of a 10-20' setback

Example of Recessed Ground Floor

Example of Arcade

SETBACKS TO SUPPORT HEALTHY TREE CANOPY

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

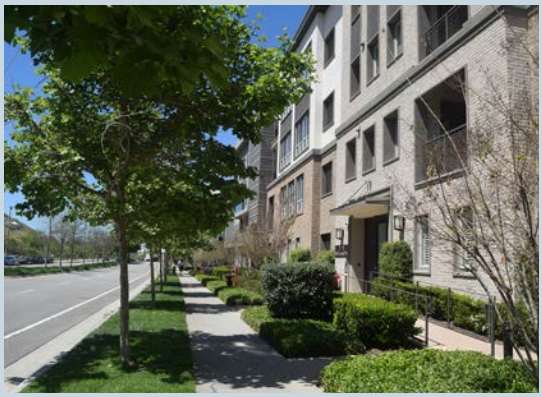
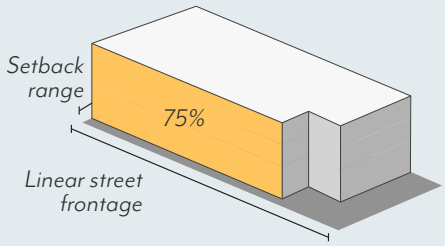
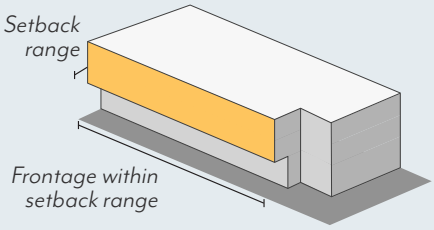


Figure 6.1-2: Setback Range



Example condition:
When specified for 75%, up to 25% of street 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 if a second story meets the required setback range

Note: Diagrams used for illustrative purposes only.

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

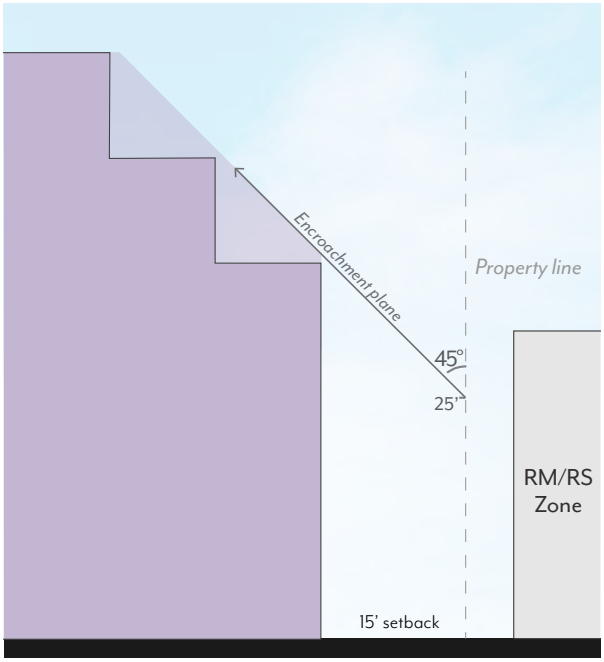
1. Interior setbacks are those abutting other parcels along non-street side and rear property lines and are measured from the shared property line.
2. Exceptions allowed per PMC17.40.160 (Table 4-1).

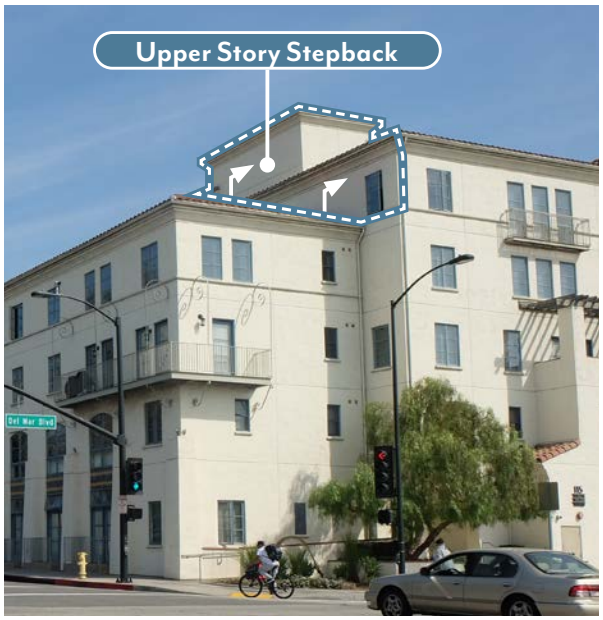
6.1.5 STEPBACKS

A. **Interior Stepbacks.** Adjacent to RM/RS zoning districts, buildings shall not be located within the encroachment plane sloping upward and inward at a 45-degree angle measured from the vertical, commencing 25 feet above the existing grade along the shared property line; see Figure 6.1-4.

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

Figure 6.1-4: Interior Stepbacks Adjacent to RM/RS Zoning Districts





6.1.6 HISTORIC ADJACENCY

A. **Landmark Properties.** Projects on parcels with a historic resource shall be subject to review for consistency with the Secretary of the Interior's Standards.

B. **Transition Massing.** Projects sharing a property line with a designated historic resource shall be subject to the following modified standards; see Figure 6.1-5.

1. Street Setbacks: The minimum street setback shall be an average of the minimum setback in Map 6.1-4 and that of the resource for a minimum of 20 feet from the shared property line. If between two resources, the street setback shall be an average of the setbacks of the two resources.

2. Interior Setbacks: The minimum interior setback shall be equal to that of the historic resource or 15 feet, whichever is less. No setback is required where the resource is built to the shared property line.

3. Streetwall Height: A maximum streetwall height shall not exceed the height of the historic resource for a minimum of 20 feet from the shared property line. A stepback with a minimum depth of 10 feet is required above this height, measured from the modified minimum street setback.

4. Interior Stepbacks: Projects shall not be located within an encroachment plane sloping upward and inward at a 30-degree angle measured from the vertical, commencing 15 feet above the existing grade at the property line. This plane is not applicable if the resource is built to the shared property line.

Pasadena Humane Society

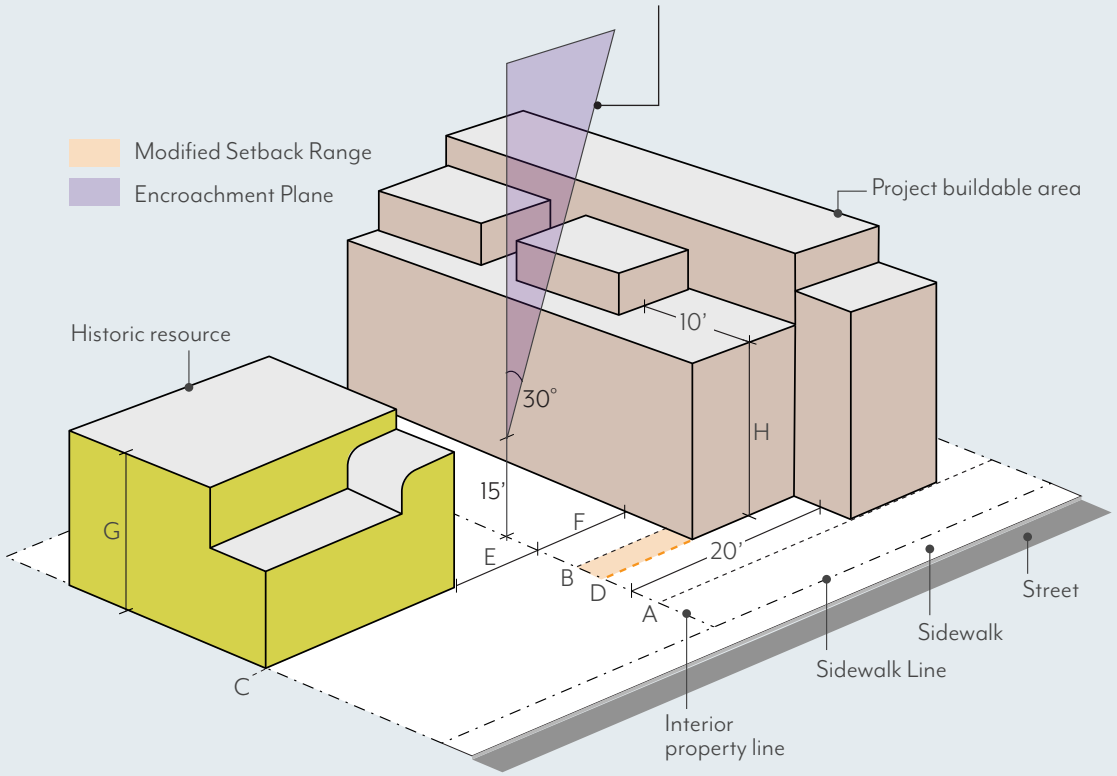
Royal Laundry

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.

Figure 6.1-5: Historic Adjacency Transition Massing

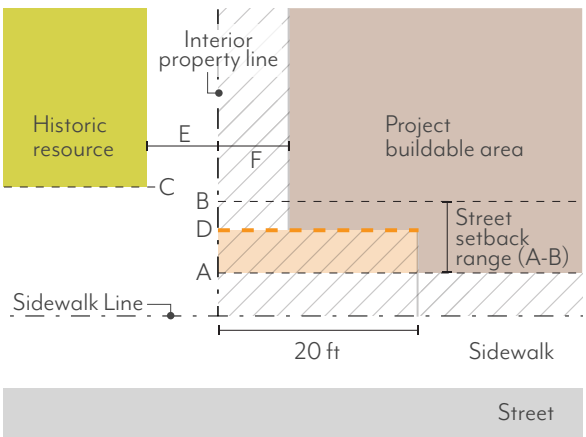
The 30 degree historic adjacency encroachment plane is an imaginary inclined plane that slopes inward and extends along the length of the shared property line.



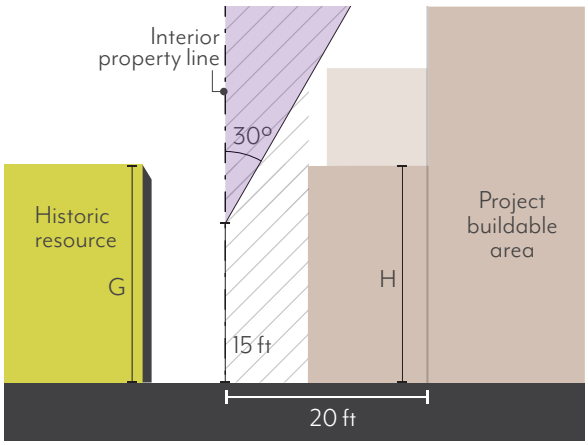
A: Minimum street setback from setback range
B: Maximum street setback from setback range
C: Street setback of historic resource
D: Modified minimum street setback (average of A & C) within 20' of Interior property line

E: Interior setback of historic resource
F: Interior setback of project
G: Height of historic resource
H: Maximum height before stepback of 10' in depth within 20' of Interior property line

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 in length shall include a minimum break of 10 percent of the façade length or 20 feet, whichever is greater. This break shall be a minimum of 10 feet deep, open to the sky; see Figure 6.1-6.

B. **Façade Area.** Each street-facing façade exceeding 50 feet in length shall modulate a minimum of 25 percent of the area above the ground floor between 2 feet and 12 feet in depth from the primary façade plane; see Figure 6.1-7. 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 beyond the sidewalk line.

   3. Required stepbacks (6.1.5.A), 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.**

   1. Eligibility. Modulation standards may be reduced or otherwise modified through the Design Review process if:

      a. A minimum of 90% of the provided parking is fully or partially subterranean;

      b. A minimum of one publicly accessible open space is provided at the ground level, visible and accessible from the sidewalk;

      c. No other concessions, waivers, or incentives have been requested, including those associated with PMC 17.43 (Density Bonus), unless the project is designed to achieve LEED Gold certification; and

      d. The review authority makes all of the following findings.

   2. Required Findings.

      a. The building design provides modulation on each street-facing façade in a manner consistent with the project's architectural style and/or immediate context, including adjacent historic resources.

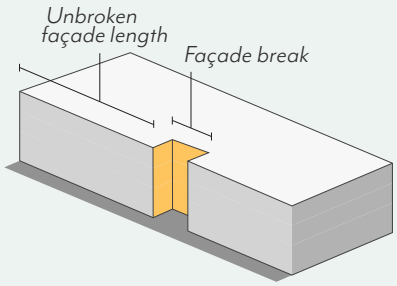
      b. The building design does not cause an adverse impact on the quality of the ground floor and public realm.

      c. The ground level open space is of adequate size and integrated with the building in a functional way that ensures the space will be actively utilized.

      d. The modification will not be detrimental to the health, safety, and welfare of the public.

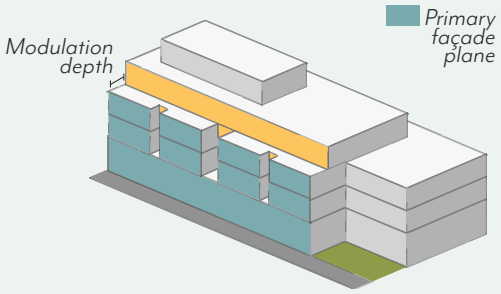
      e. The building design is consistent with the objectives and policies of the General Plan and SFOSP, as well as all other standards of the SFOSP.

Figure 6.1-6: Maximum Façade Length



Façades over 150 feet in length shall include a break at least 20 feet wide and 10 feet deep, open to the sky.

Figure 6.1-7: Modulated Façade Area



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

Note: Diagrams used for illustrative purposes only.

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 fenestration patterns and window bays, stepbacks, balconies, and full façade breaks. Modulation breaks up building massing, creates visual interest, and provides opportunities for open space.

Balconies and other variations in wall plane depth create visual interest

Façade modulation can be applied to various architectural styles

6.2 Frontage

These standards are intended to:

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

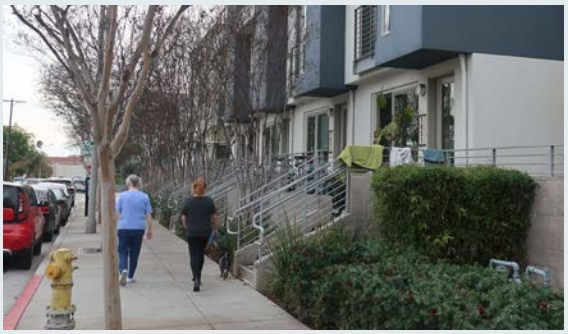
GROUND FLOOR FRONTAGES

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

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

Ground floor commercial use with outdoor dining

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



Residential units on the ground floor accessible from the sidewalk

6.2.1 GROUND FLOOR FRONTAGES

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

A. **Commercial Uses.** Frontage types shall require a minimum amount of the building frontage to be comprised of, and designed for, commercial uses per Table 6.2-1 and Map 6.2-1. Permitted commercial uses by zoning district are found in Table 4.3-1.

1. Entrances to non-ground floor uses, and/or entrances to uses prohibited within 35 feet of the sidewalk, shall not qualify toward the minimum commercial use percentage

2. Commercial uses shall have an average interior depth of at least 35 feet and a minimum depth of 20 feet, measured wall-to-wall.

B. **Residential Uses.** Frontage Types 1 and 2 per Table 6.2-1 and Map 6.2-1 set limitations on ground floor residential uses facing the street. Permitted residential uses by zoning district are found in Table 4.3.1.

1. Type A: Residential units on the ground floor shall be prohibited within 35 feet of the sidewalk line, inclusive of setbacks, per Table 6.2-1; see Figure 6.2-2.

2. Type B: Residential units on the ground floor shall be permitted with direct access to the street and a minimum setback of 5 feet.

3. Residential common space on the ground floor shall be permitted per Table 6.2-1.

Figure 6.2-1: Commercial Requirement

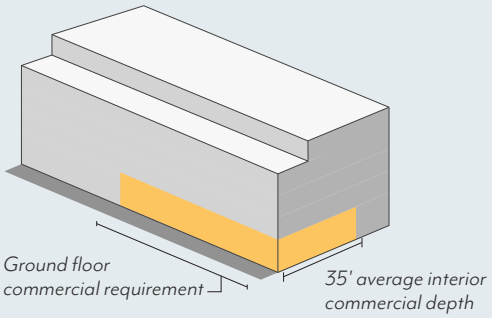


Figure 6.2-2: Residential Unit Restriction

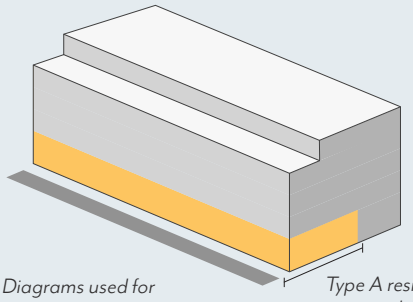
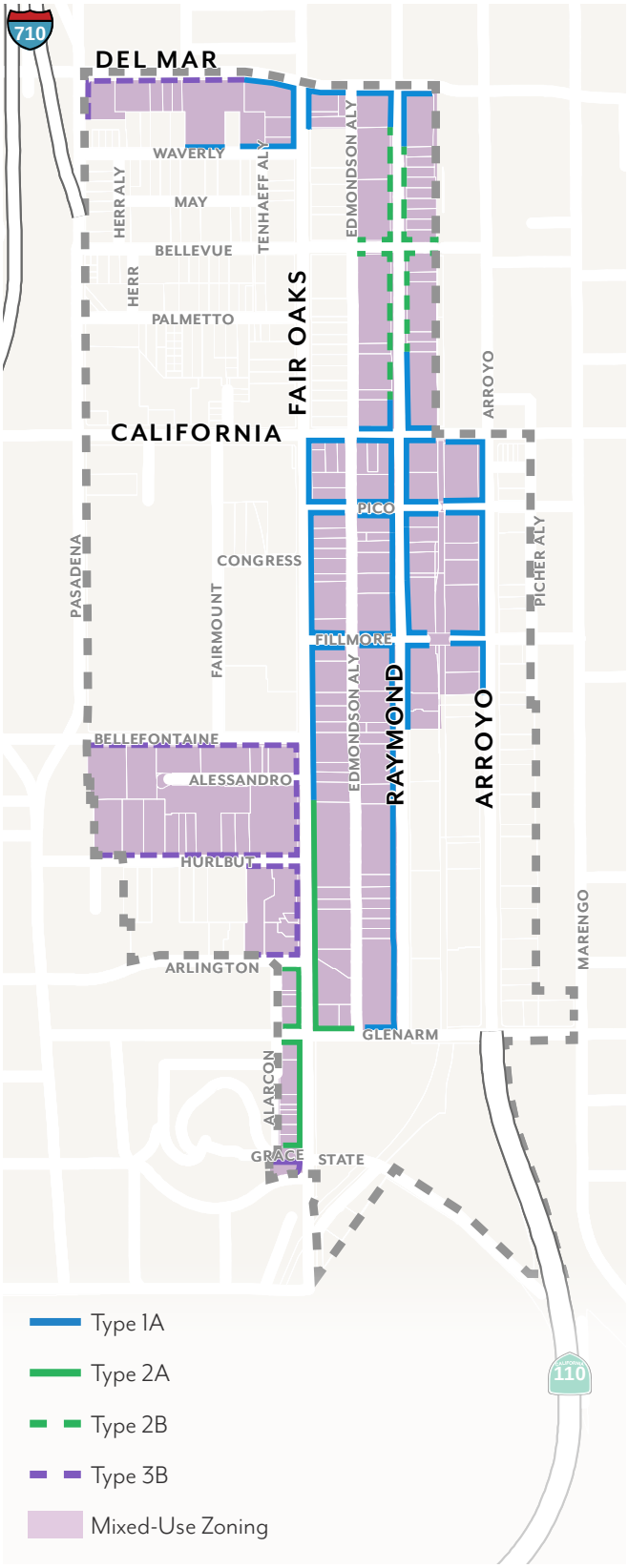


Table 6.2-1: Allowable Ground Floor Building Frontages in Mixed-Use Zones

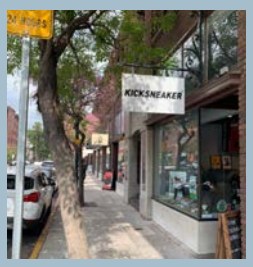
Type		Commercial Uses	Residential Common Space	Residential Units
	1A	80% minimum	20% maximum	Prohibited within 35 feet of sidewalk line
	2A	20% minimum	80% maximum	
	2B	20% minimum	80% maximum	
	3B	Allowed, no percentage requirements		

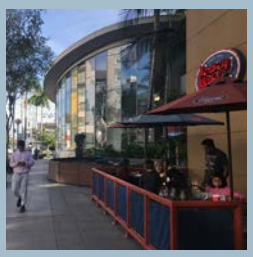
Map 6.2-1: Ground Floor Frontage Types



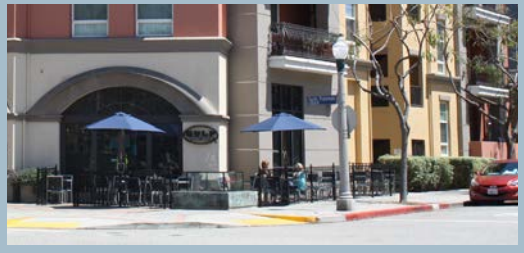
TYPE A FRONTAGES

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





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



TYPE B FRONTAGES

Type 2B frontages, like 2A, have a small commercial requirement (20% of building frontage) for a corner store or similar, to provide commercial amenities within walking distance of residents. However, in 2B areas, the urban character is more residentially dominated, with larger setbacks; therefore, residential units are permitted at the ground floor for up to 80% of the building frontage. Residential common space is also permitted for up to 80%.

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

6.2.2 GROUND FLOOR DESIGN

A. **Entrances.** A minimum of one primary entrance shall be located on the primary frontage of each building and open onto a sidewalk or other public space.

1. Primary entrances shall be distinguished by architectural features or overhead projections, such as an awning or canopy.
2. All entrances shall be recessed a minimum of 30 inches from the sidewalk line.

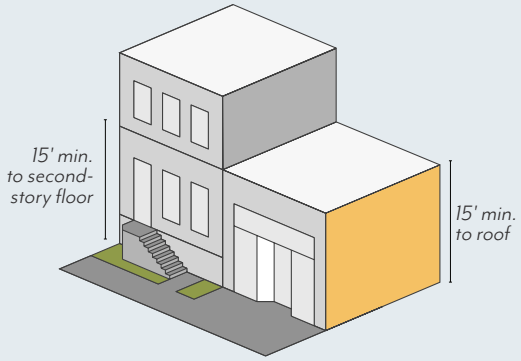
B. **Minimum Height.** Buildings shall have a minimum ground floor height of 15 feet, measured from the sidewalk elevation at the primary entrance to the second story floor or roof of a one-story building; see Figure 6.2-3.

1. For non-residential and residential common space uses, the primary entrance of the first habitable floor shall be located at existing grade along the sidewalk line.
2. For residential units, the first habitable floor shall be located between 6 feet above and 2 feet below sidewalk elevation.

A commercial ground floor of at least 15 feet in height

A residential ground floor elevated above the sidewalk

Figure 6.2-3: Ground Floor Height



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

Note: Diagrams used for illustrative purposes only.

DESIGN GUIDELINES FOR MEDICAL OFFICE BUILDINGS

The SFOSP area features a variety of urban forms and architectural styles which collectively contribute to an eclectic character. As the area has transitioned from the historic setting of industrial, manufacturing, and commercial uses to a mix of medical office, retail, hospital, and arts-related uses, the eclectic nature of the urban form has increased. Medical office buildings are one of the primary uses in the SFOSP area today, taking advantage of the proximity to Huntington Memorial Hospital. With the introduction of housing and expansion of the ArtCenter South Campus, including student housing, new mixed-use development will be infused in the area requiring a thoughtful approach to building design to help blend medical office buildings with the surrounding neighborhood. These guidelines for medical office buildings are designed to elevate the contribution that medical office developments can make to the area as a architectural hub that seamlessly integrates new and old development across a variety of uses, styles and building materials.

Existing Form & Materials

Across the SFOSP area existing buildings reflect Pasadena's rich architectural history, including art deco, craftsman, Victorian, and brick warehousing. Many buildings are well-maintained, creating a vital tradition of adaptive reuse of existing structures in the area. While building materials range, many older and historic buildings feature brick, wood, and stone. Huntington Memorial Hospital's long-standing presence in the SFOSP area has attracted medical-related uses over time, including offices, clinics, outpatient services, and care facilities that have created a strong medical use and design appearance. Building materials used for medical-related structures range from primarily glass, to mix of brick, stucco, and concrete. Building sizes vary across these medical uses, from larger format, multi-story structures to single-story individual buildings.

Older residential buildings in the Specific Plan area use brick and wood materials

Historically designated Royal Laundry building along Raymond Avenue with art deco style and features

Historically designated Pasadena Humane Society with stone materials

Coupled with the area's architectural history and medical use dominance is the presence of contemporary architecture, which is strongly influenced by the ArtCenter South Campus. Unique architectural features and materials, including non-orthogonal building forms, sculptural elements in open space, and artistic screening can be seen on ArtCenter's campus and reflected in nearby buildings. Murals and artwork integrated into architecture are other dominant features that can be seen throughout the area, including at the Fillmore Station. The SFOSP offers an opportunity to reinforce the historic urban fabric while enhancing the district's identity, creative culture, and design quality to create buildings that positively contribute to the economic and design vitality of the area.

Brick warehouse building being adaptively reused in the SFOSP area

Medical office uses at Fair Oaks Ave and Congress St include 4-5 story buildings, several of which include non-transparent ground floors

ArtCenter South Campus' contemporary architecture incorporates a range of unique features and materials, like artistic screening, non-orthogonal forms, and murals

DESIGN GUIDELINES FOR MEDICAL OFFICE BUILDINGS (CONTINUED)

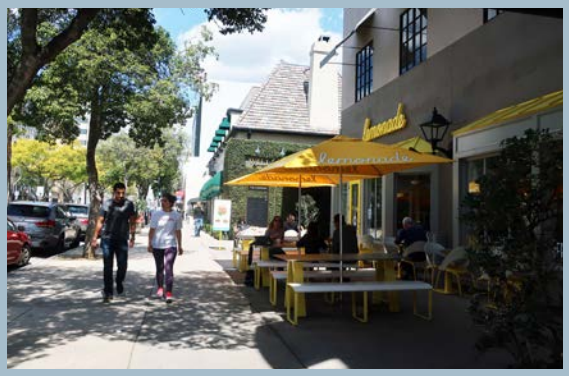
ACCESS & GROUND FLOOR

- **Access.** Projects should locate the primary entrance from the primary street. Medical-related uses may need secondary entrances from a side or rear location for accessibility considerations, therefore buildings should aim to create pleasant spaces along driveways on the side or rear of buildings to promote pedestrian-oriented access. Visibility of the entrance from the street should be a primary design goal.
- **Complementary Uses.** Projects should consider integrating uses which activate the street and provide services to nearby residents, employees and students. Examples include retail, neighborhood services, and restaurants with outdoor areas for seating. Patient focused retail, such as a pharmacy or medical supply store, is encouraged and should be located along the street.
- **Ground Floor Spaces.** Building ground floors should consider design and space programming which enhance pedestrian-orientation. Lobbies, registration areas, corridors and other areas that don't require higher levels of privacy should be located along the primary frontage. These areas can allow for visibility of internal activity from the street through ground floor transparency.

Medical office with a primary entrance from the street and a transparent ground floor with patient registration and wayfinding

Integrated medical clinic in mixed use development with large second floor terrace that connects activity to the ground floor and creates an amenity for patients, employees, and visitors.

Medical office and school with transprent ground floor treatments providing visibility of internal activity from the street



Complementary uses such as restaurants can help activate the ground floor with outdoor dining space

FACADE

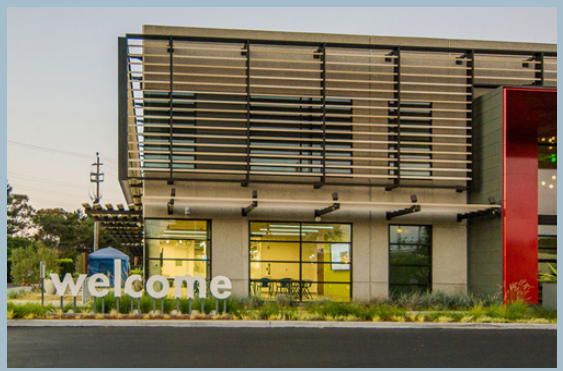
» **Screening.** New development should consider screening elements which enhance architectural design and quality while promoting shading and privacy.

» **Modulation.** Façade planes should provide variation in volume and avoid long flat surfacaes, particularly at grade, to create more interesting buildings.

» **Reuse & Alterations.** Reuse of existing buildings is encouraged and changes to a façade should repair and maintain its primary features and materials. Examples include brick and stucco materials, and storefront configurations, including large expanses of windows and main entrances oriented towards the sidewalk. Additions should respond to the existing cornice or roofline facing the sidewalk and use complementary fenestration patterns and materials.

Medical school with a modulated facade, a mix of materials, and upper floor terrace

Medical research center with contemporary architectural features including wood screen and glazed facade

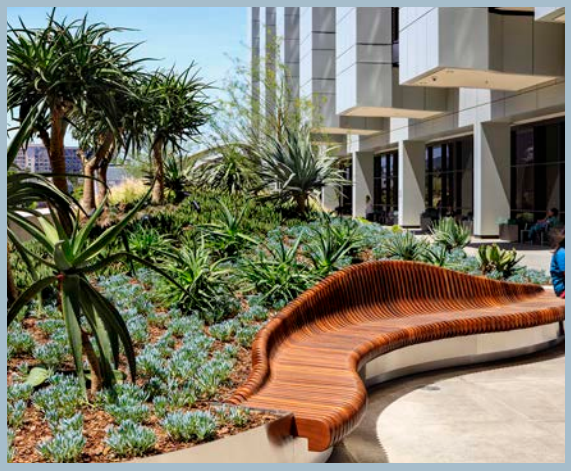


Adaptive reuse medical office with aluminum louvers which mitigates solar heat and glare while also creating privacy

DESIGN GUIDELINES FOR MEDICAL OFFICE BUILDINGS (CONTINUED)

OPEN SPACE

- **Outdoor Spaces.** New development should consider providing exterior open spaces, such as a roof or upper floor terrace, to help to break up massing while providing amenities to patients, visitors and employees of buildings to promote integration of landscaping and sustainability.
- **Healing Garden.** The use of healing gardens in medical office buildings to provide respite for patients can be an appropriate way to allow landscape elements to be integrated in the building design. Natural colors, materials, and features encourage a welcoming experience and promote healing in patients, families, and staff.
- **Landscaping.** Landscaping should be located on the ground floor and integrated in building design, for example within interior spaces, including atriums and exterior open spaces, such as roof or upper floor terraces.



Landscaping on the ground floor of healthcare facility enhances the building entrance and pedestrian experience

Accessible garden within medical office building provides respite and promotes healing in patients, families and staff

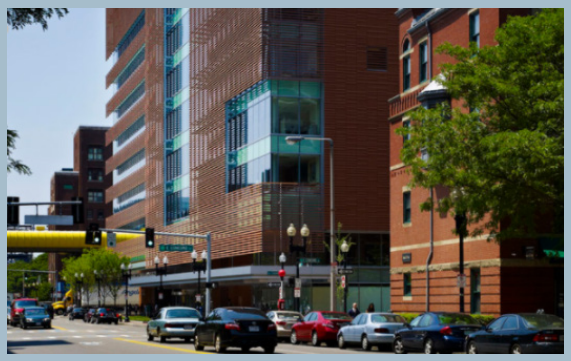
Ground floor landscaping surrounds a primary entrance and sets the building back from the street, protecting street trees

Pocket parks and pedestrian paseos can create pleasant spaces between buildings to gather outdoors

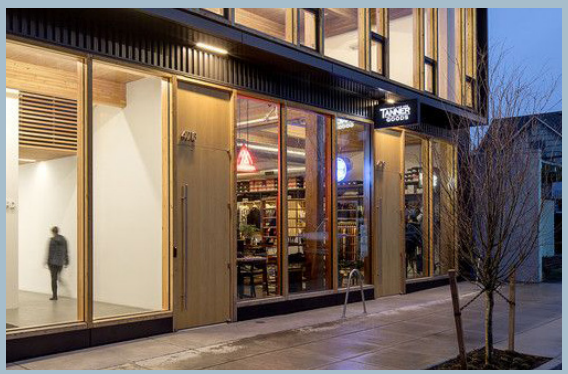
DESIGN

- **Complementary Features.** Projects should complement and respond to the immediate area, reflecting existing materials and architectural features of the district while introducing new and innovative features that help to integrate buildings with the surrounding community.
- **Quality & Materials.** High-quality, durable materials are encouraged to contribute to enhanced design and architectural outcomes. Natural materials such as stone and wood are highly encouraged to promote comfort and healing. Other materials to consider include brick, concrete, metal and glass.
- **Lighting.** Exterior light fixtures should be designed to illuminate the sidewalk, building entrances, storefront signage, and architectural features of the building. Fixtures should be simple and unobtrusive in appearance and size. Do not over-light the building with high intensity lighting or project light into the sky.
- **Signage & Wayfinding.** Integration of high-quality signage and wayfinding can increase ease of accessibility to the facility, promoting a positive patient journey. Signs should be oriented toward the pedestrian and designed to be read from a distance of 15 to 20 feet. Signs should be mounted in locations that respect the design of a building and be sized to fit; they should not cover windows or architectural features.
- **WELL Standards.** New development should consider WELL certification aimed at improving health and human experience through design. WELL standards related to light, movement, materials, and community can promote health and wellbeing for the interior and exterior of buildings.

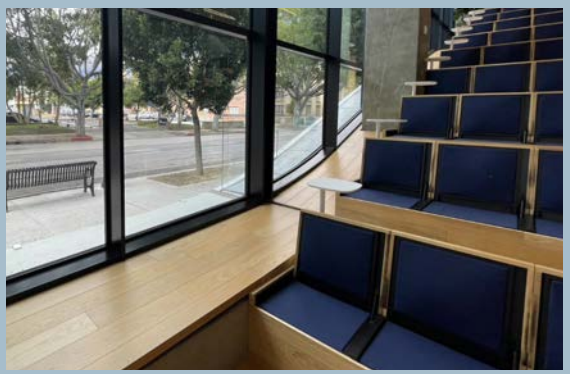
Medical research center with a mix of glass and concrete materials on the facade and a transparent ground floor



Medical office with exterior screen that reflects historic brick color and horizontal design



Simple exterior lighting illuminating the sidewalk and pedestrian-oriented signage is recommended



Use of wood and other high-quaity natural materials is strongly encouraged to promote comfort and healing

6.2.3 TRANSPARENCY

A. **Windows & Doors.** Street-facing facades shall incorporate glass providing views into work, display, sales, lobby, or similar active areas. Minimum transparency for street-facing façades is set in Tables 6.2-1 and 6.2-2 based on use.

1. For non-residential and residential common space uses, ground floor transparency is measured as the percentage of building frontage that consists of transparent openings between a height of 2 feet and 10 feet above sidewalk elevation.
2. All other transparency is measured as the percentage of building frontage area, viewed in elevation.
3. Windows shall be recessed by a minimum of 2 inches from the façade; flush windows may be allowed per review authority approval.
4. The use of color-tinted, mirrored or highly reflective glazing is prohibited.
5. Blinds, drapes, posters, and shelving for product displays visible to the public right-of-way shall obscure a maximum of 10 percent of the transparent areas of each respective storefront or 50 percent for medical office uses.

B. **Blank Walls.** Windowless expanses of street-facing walls shall not exceed 20 feet in length.

C. **Security Bars.** Any exterior or interior security bars shall be designed to be fully hidden from view during business hours with devices such as concealed side pockets and ceiling cavities.

Recessed entrance with overhead awnings

Recessed entrance with ground floor transparency

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

	CG, CL, MU	CF, IF
Ground Floor	60%	30%
Overall Façade	30%	15%

Table 6.2-3: Transparency for Residential Units

	All Zones
Ground Floor	15%
Overall Façade	15%

6.2.4 SHADE STRUCTURES

A. **Shading.** Shade structures may project up to two-thirds of the sidewalk width.

1. Shade structures shall allow a minimum of 8 feet of vertical clearance from sidewalk elevation.
2. Shade structures shall not conflict with existing trees; exceptions to the depth requirement shall be subject to review authority approval.

6.2.5 ARCADES & GALLERIES

A. **Arcades.** Any arcades shall be located behind the minimum setback.

1. Arcades shall be a minimum of 8 feet from back of column to building façade.
2. The distance between columns shall be equal to or greater than the arcade depth dimension, as measured from the column center.
3. The façade within the arcade shall meet the ground floor transparency set in Section 6.2.3.
4. Uses allowed within arcades include:
   a. Pedestrian travel,
   b. Seating/street furniture,
   c. Outdoor dining,
   d. Landscape planters, and/or
   e. Bicycle parking.

B. **Galleries.** Any galleries shall be located behind the minimum setback.

1. Galleries shall allow a minimum of 10 feet of vertical clearance from sidewalk elevation.

TRANSITIONAL OUTDOOR SPACES

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

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

Arcades provide shaded space for pedestrians

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

6.2.6 WALLS & FENCES

A. **Walls & Fences.** Walls and fences shall be subject to PMC 17.40.180 with the following exceptions for those located within the street setback.

1. Walls and fences that are less than 50 percent transparent shall have a maximum height of 30 inches above sidewalk elevation.
2. Walls and fences that are 50 percent transparent or more shall have a maximum height of 48 inches above sidewalk elevation. Those taller than 30 inches shall be set back a minimum of 18 inches from the sidewalk line, separated by planted area.
3. Walls and fences used to enclose outdoor dining may be located at the sidewalk line and are not required to provide a planted area if the wall or fence is 36 inches or less and more than 50 percent transparent.
4. Guardrails may exceed the maximum height to the extent required by the Building Code. The guardrail shall be a minimum of 50 percent transparent.

B. **Stoops & Patios.** 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.

6.2.7 BALCONIES & ROOF DECKS

A. **Balconies.** Balconies may project a maximum of 4 feet from the building façade but shall not extend beyond the sidewalk line or within 6 feet of any interior property line.

B. **Roof Decks**. 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 not exceed a maximum coverage of 50 percent of the roof area.

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

Appropriate residential fence height and placement

6.3 Open Space

These standards are intended to:

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

Private Open Space (Patio and 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 **Publicly Accessible Open Space** serves a range of purposes, including spaces for relaxation and community gathering for residents, employees, and visitors within an urban setting. Open spaces either on the ground floor or on upper level stories, correlated to the building use and size, can also help to break up building massing creating effective site and building design.

TYPES OF OPEN SPACE

- **Private.** Private Open Spaces (e.g. patios and balconies) adjoin a dwelling unit and are reserved for the exclusive use of the resident and their guests.
- **Common.** Common Open Spaces are usable spaces shared among tenants of a building and often take the form of courtyards and pool areas. It can also include shared indoor spaces, such as lounges, community kitchens, and gyms. Common Open Space may be open to the public.
- **Publicly Accessible.** Publicly Accessible Open Spaces (e.g. plazas, pocket parks, and paseos) are privately owned but open to the public and typically include amenities such as seating, landscaping, fountains, and public art.

6.3.1 MINIMUM AREA

A. **Private and Common Open Space.** Projects shall provide the minimum area of Open Space based on use and size per Table 6.3-1. 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/or Common Open Space.
2. **Non-residential.** Projects with more than 40,000 square feet of non-residential floor area shall provide a minimum of 5 percent of the gross non-residential floor area as Common Open Space.
3. **Mixed-use.** Projects shall comply with requirements applicable to each type of use.

B. **Publicly Accessible Open Space.** Projects with more than 60,000 square feet of gross floor area (GFA) shall provide a percentage of GFA as Publicly Accessible Open Space, as set in Table 6.3-2.

1. Publicly Accessible Open Space shall be provided in addition to Private and Common Open Space requirements.

6.3.2 PRIVATE OPEN SPACE

A. **Dimensions.** A minimum area of 40 square feet with a minimum dimension of 5 feet in each direction shall be required for Private Open Space.

B. **Distribution.** A maximum of 40 percent of the required residential Open Space set in Table 6.3-1 shall be Private Open Space.

1. All Private Open Space shall be outdoors.
2. Private Open Space may be located within a required setback.

Table 6.3-1: Residential Open Space by Unit Type

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

Common Open Space (Courtyard)

Private Open Space (Patio)

6.3.3 COMMON OPEN SPACE

A. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 15 feet in each direction shall be required for Common Open Space.

B. **Distribution.** A minimum of 60 percent of the required residential Open Space set in Table 6.3-1 shall be Common Open Space shared among tenants.

   1. A minimum of 70 percent of Common Open Space shall be outdoors, and a minimum of 80 percent of outdoor Common Open Space shall be open to the sky.

   2. A maximum of 30 percent of Common Open Space may be indoors. Indoor Common Open Space shall not include spaces used primarily for circulation.

C. **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.

D. **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.

E. **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.

F. **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.

G. **Access.** Common Open Spaces may be accessible to the public.

CREATING COMMUNITY GATHERING SPACES

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

Communal picnic area with moveable seating options

Enhanced paving, seating, and landscaping

6.3.4 PUBLICLY ACCESSIBLE OPEN SPACE

A. **Area.** Minimum area requirements are set in Section 6.3.1.A and Table 6.3-2, and may be contiguous or noncontiguous, subject to the dimension and elevation standards below.

B. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction shall be required for Publicly Accessible Open Space.

C. **Access.** A minimum of 80 percent of the Publicly Accessible Open Space shall be accessible to the general public and shall not be restricted to patrons of a particular business.

D. **Signage.** Publicly Accessible 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, Publicly Accessible Open Space shall be open to the general public from 8am to 8pm.

F. **Elevation.** A minimum of 3,000 square feet of Publicly Accessible Open Space shall be at sidewalk elevation. If less square footage is required, then all required Publicly Accessible Open Space shall be at sidewalk elevation.

G. **Hardscape.** A maximum of 25 percent of Publicly Accessible 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 at a minimum of 1 seat per 300 square feet of required Publicly Accessible Open 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 Publicly Accessible Open Space shall be planted area with a minimum dimension 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 for every 750 square feet of Publicly Accessible 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.** Publicly Accessible 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 Publicly Accessible 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 passsageway 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; standards 6.3.4.A through 6.3.4.I shall not apply.

M. **Required Plaza.** Projects that are required to provide Publicly Accessible 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 per Map 6.3-1.

   1. Publicly Accessible Open Space design standards shall apply.

Table 6.3-2: Required Publicly Accessible Open Space by Project Size & Location

Project Size (GFA)	60,000-119,999 sq ft	120,000-159,999 sq ft	160,000-199,999 sq ft	200,000+ sq ft
Projects within 500 feet of a Metro station platform	4%	4%	5%	5%
Projects outside 500 feet of a Metro station platform	2%	3%	4%	5%

Map 6.3-1: Publicly Accessible Open Space Requirement Location

Paseo opportunity area

Plaza opportunity area

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

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

6.3.5 PASEOS

A. **Dimensions.** Paseos shall have an average width of 25 feet, minimum width of 15 feet, and be a minimum of 75 percent open to the sky. Paseos shall have a walk zone with a minimum width of:

   - 10 feet for commercial / mixed-use paseos.
   - 8 feet for residential-only paseos.

B. **Access.** Paseos shall be physically and visually accessible from the connecting public sidewalk.

   1. Fences, walls, and/or entry gates are permitted; however, these features shall not block passage through the paseo during public hours.
   2. Bollards (fixed or removable) shall be provided at all entry points of paseos to restrict vehicular access during public hours.
   3. Emergency vehicular access shall be provided.

C. **Signage.** Paseos shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing public hours. In paseos that have commercial frontages, a directory 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.

D. **Hours.** At a minimum, paseos shall be open to the general public from 8am to 8pm. Commercial loading shall be limited to non-public hours.

E. **Elevation.** Paseos shall be at ground level and ADA accessible.

F. **Programming.** A maximum of 10 percent of required paseo area may be used by adjacent restaurants or food sales uses as a space restricted to customers only. Any additional programming must be non-transactional and without financial barriers to entry.

   1. Exception: Paseos may be closed to public access for private events no more than one day per month.

G. **Hardscape.** A maximum of 25 percent of paseos shall be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.

H. **Stormwater Management.** A minimum of 25 percent of the total paved area shall be permeable paving to allow for stormwater infiltration. Depending on soil and site conditions, infiltration and/or flow-through planters shall be installed to capture and treat 100 percent of the stormwater run-off on-site.

I. **Seating.** Seating shall be provided within the paseo at a minimum of 1 seat per 300 square feet of required space. Fractions shall be rounded down to the nearest whole number.

J. **Landscape.** A minimum of 25 percent of paseo area shall be planted area a minimum of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.

K. **Trees.** A minimum of one 24-inch box tree per project or per each 750 square feet of paseo area, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.

L. **Maintenance.** The paseo area, including landscape, hardscape, and all features, shall be maintained by the property owner or designated agent.

M. **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.

Accessibility & Safety

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

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

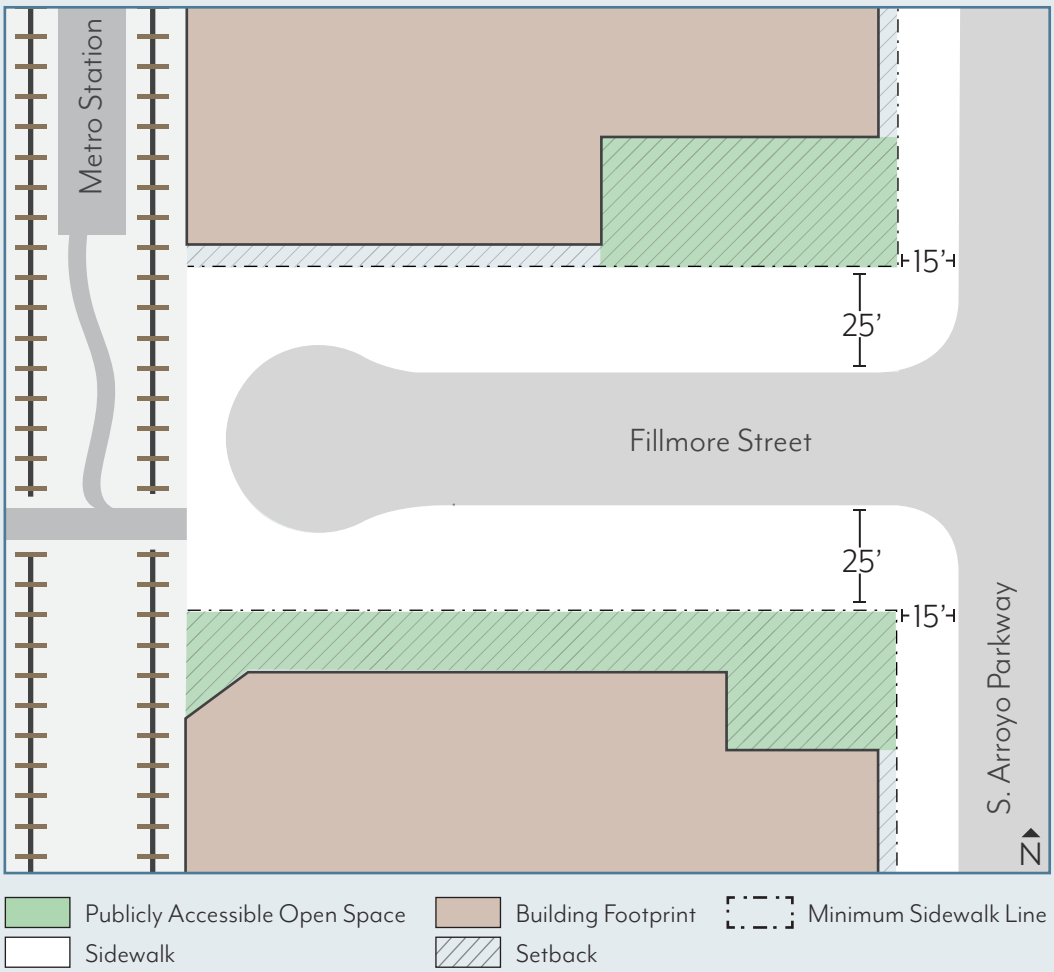
Example of paseo-facing retail facade with pedestrian-scale lighting.

Figure 6.3-1: Possible Configurations for Publicly Accessible Open Space Plaza Requirement at Fillmore Street and Arroyo Parkway

The intent of the South Fair Oaks Specific Plan is to support the implementation of a wide promenade entrance to Metro L (Gold) Line Fillmore Station entrance from Arroyo Parkway.

For projects on the southwest corner of Fillmore Street and Arroyo Parkway with less than 3,000 square feet of Publicly Accessible Open Space required, a linear configuration should be prioritized, providing a direct sight line from Arroyo Parkway to the Fillmore Station entrance. For projects with over 3,000 square feet of Publicly Accessible Open Space required, linear open space should be supplemented with a corner plaza, as illustrated below.

Note: This figure is an illustrative open space configuration and does not reflect exact requirements for open space dimensions or building footprint design.



6.4 Parking

These standards are intended to:

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

6.4.1 MINIMUM PARKING

A. **Number of Spaces.** Projects shall provide off-street automobile parking spaces per Table 6.4-1 based on general use classifications.

1. For projects within one-half mile of a Metro station, reductions in parking and a maximum number of parking spaces shall apply per PMC 17.50.340.
2. Bicycle parking shall be required per PMC 17.46.320.

IMPORTANCE OF PARKING

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

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]
Live/Work Units	1.5 per unit	
Recreation, Education & Public Assembly	PMC 17.46.040	
Office, Professional & Business Support	2 per 1,000 sf	For Medical Offices >5,000 sf, refer to PMC. No parking required for: • First 5,000 sf of a project • First 500 sf of outdoor dining (per tenant)
Retail Sales (including Restaurants)		
Services (excluding Lodging)		
Lodging	0.5 per room	No parking required for first 15,000 sf of banquet space
Industry, Manufacturing & Processing	2 per 1,000 sf	Recycling Centers: plus 1 space per bin
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 structures built prior to 1970		

[1] Use classifications correspond to general use categories in PMC 17.46.040. The number of spaces listed above shall apply to all uses listed under these general categories, with the exception of specific uses where the parking requirement is lower per PMC 17.46.040.

[2] No shared parking agreement is required; each guest space shall count as 1 commercial space.

B. **Shared Parking.** Parking may be shared among multiple uses per PMC 17.46.050.

C. **Unbundled Parking.** For any building with new residential units, off-street automobile parking spaces shall be leased or sold separately from the unit rental or purchase fees, such that renters or buyers have the option of renting or buying the residential unit at a lower price than if the parking was included.

1. For deed-restricted affordable units, one parking space shall be included in the base rent of each unit. The tenant may choose to receive the parking space or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space. Tenants of affordable units shall not sublease their parking spaces.
2. Renters or buyers have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease or purchase parking built for their unit.

6.4.2 VEHICLE ACCESS

A. **Driveways.** For Projects with less than 200 feet of primary street frontage, a maximum of 1 two-lane driveway shall be permitted. For sites with more than 200 feet of primary street frontage, a maximum of 2 two-lane driveways shall be permitted.

1. Driveways shall be prohibited on primary frontages of 200 feet or less where there is access from a secondary street or alley.
2. The Zoning Administrator shall determine the primary frontage.

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

6.4.3 LAYOUT & DESIGN

A. **Surface Parking.** Parking lots shall be set back a minimum of 30 feet from the primary frontage, 10 feet from any secondary frontage, and 5 feet from RM/RS zoning districts.

1. Parking shall be buffered by permitted non-parking uses or a landscaped setback adjacent to the sidewalk line, except for driveways or pedestrian access to the parking area.
   a. Landscaped setbacks shall include hedges or shrubs with a minimum height of 3 feet at the time of planting that form a continuous visual screen to block vehicle headlights.
2. Landscaped area with a minimum dimension of 5 feet in each direction shall be provided within the parking area as a percentage of parking lot area as follows:
   - 10 to 20 parking spaces: a minimum of 5%
   - More than 20: a minimum of 10%
3. A minimum of one tree of at least 24 gallons in size for every four vehicle parking spaces shall be planted and evenly distributed throughout the parking lot, so that a tree is located within 10 feet of any parking space.
   a. Exceptions to tree planting requirements allowed only for those parking spaces fully covered by solar energy systems.
4. In addition to the above standards, PMC 17.46.230.E-K shall apply to surface parking.

B. **Structured Parking.** Above ground parking structures shall be limited to the first level of a building.

1. Parking structures shall be buffered by permitted non-parking uses adjacent to the sidewalk line, except for driveways or pedestrian access to the parking area.
2. Parking structure façades visible from public streets, excluding alleys, shall use materials and design at least comparable to and integrated with the building architecture.

C. **Underground Parking**. Subterranean parking shall be set back a minimum of 5 feet from Raymond Avenue and RM/RS zoning districts. Otherwise, it may extend up to the property line.

Ch. 7
Implementation & Administration

Implementation & Administration

CHAPTER OVERVIEW

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

This chapter includes targeted implementation actions intended to help guide and prioritize the implementation of the plan. It also provides an overview of existing services, plans, and programs, all of which can be leveraged to help implement the plan. A summary of funding sources is also included to guide the City in understanding and selecting available funding sources to implement the improvements and programs identified in the SFOSP. Infrastructure facilities for transportation and traffic, wastewater, water supply, solid waste, stormwater, and electricity are also identified in this chapter for the purposes of meeting the anticipated growth. This chapter concludes with plan administration. This chapter is organized into the following sections:

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

7.1 Implementation Actions

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

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

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

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

Table 7.1-1: South Fair Oaks Specific Plan Implementation Actions

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

RESPONSIBLE AGENCIES:

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

Action	Description	Timeframe	Responsible Parties
Infrastructure, Mobility, and Sustainability (IMS)			
IMS-1: Master Street Tree Plan	Review street tree palette from the Master Street Tree Plan to consider tree designations that better address Specific Plan and Climate Action Plan objectives for climate resilience, shading, urban cooling, and carbon sequestration and which are complementary to adjacent development and uses. [Refer to A.2.]	Near-Term	PWD
IMS-2: Complete Streets Program Improvements	Work with DOT to identify opportunities for safety and mobility improvements consistent with DOT's Complete Street Program, such as pedestrian signalized crosswalks and bulb-outs with sustainable elements like bioswales. To support required east/west paseos per Section 6.3.4, specifically explore pedestrian crossings at Congress Street, Bellefontaine Street and Hurlbut Street along Fair Oaks Avenue and Raymond Avenue. Projects should incorporate cooling strategies, such as green infrastructure, cool pavements, shade trees, and cooling amenities aligned with the City's Cooling Pasadena Program objectives.	Near-Term	DOT PWD P&CDD
IMS-3: Streetscape Program	Explore opportunities to develop a Streetscape Program for Raymond Avenue, including improvements that address pedestrian amenities, such as seating, in alignment with DOT's Pedestrian Plan.	Medium-Term	DOT PWD P&CDD
IMS-4: Bicycle Transportation Action Plan Facilities	Support DOT implementation of bicycle infrastructure in alignment with the BTAP, including the existing Roseway along Fillmore Street. Explore future bicycle facilities along Raymond Avenue, Del Mar Boulevard, California Boulevard, and Glenarm Street to provide connections to existing bicycle facilities.	Medium-Term	DOT
IMS-5: Recreation and Parks Facilities	Consider identifying locations for future recreational and park facilities in SFOSP area as part of an updated citywide recreation and park facilities needs assessment to align facilities with future population.	Medium-Term	PR&CS

Action	Description	Timeframe	Responsible Parties
Community Identity, Programming and Public Art (PA)			
PA-1: Historic Resources Survey	Conduct a historic resources survey in the SFOSP area to identify and evaluate potentially eligible historic resources, including buildings, districts, structures, objectives, and sites.	Near-Term	P&CDD
PA-2: Citywide Rotating Public Art Program	Consider placing temporary public art within the South Fair Oaks Specific Plan as part of the Citywide Rotating Public Art Program.	Ongoing, Medium-Term	A&CAD
PA-3: Pedestrian-Oriented Art in Public Realm	Explore opportunities for pedestrian-oriented art on commercial and mixed-use portions of streets in the South Fair Oaks Specific Plan area through artist-designed crosswalks, utility boxes, and murals, as well as enhancements to blank facades, light poles, medians, and parking strips.	Medium-Term	A&CAD
PA-4: Visioning for Glenarm Power Plan	Collaborate amongst city departments to explore future Glenarm Power Plant improvements and adaptive reuse potential, including long-term visioning and planning for the site.	Medium-Term	PWD, P&CDD, EDD
PA-5: Glenarm Power Plan Gateway	Explore opportunities to transform the Glenarm Power Plant into an artistic landmark and create a southern gateway to the City at Glenarm and Arroyo Parkway through public art.	Medium-Term	A&CAD, PWD
PA-6: Temporary Art Installations in Empty Storefronts	Connect building owners with arts organizations to develop new temporary art installations in empty storefronts along streets in the SFOSP area.	Medium-Term	A&CAD
PA-7: Business Improvement District	Consider the formation of Business Improvement District (BID)/Property-Based Business Improvement District (PBID) to strengthen opportunities for placemaking and community identity, in addition to marketing within the South Fair Oaks Specific Plan Area.	Medium-Term	EDD
PA-8: Collaboration with Major Institutions	Continue to foster collaboration and partnerships with Huntington Memorial Hospital and ArtCenter to align opportunities to improve the Specific Plan area and bring community benefit to the district, including creative programming and shared facilities for community use.	Medium-Term	EDD, P&CDD

7.2 Citywide Implementation Overview

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

EQUITABLE IMPLEMENTATION

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

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

1. General Fund

WHO: Mayor & City Council

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

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

LEARN MORE HERE:
https://www.cityofpasadena.net/finance/general-fund/

2. Capital Improvement Program

WHO: Department of Public Works

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

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

LEARN MORE HERE:
https://www.cityofpasadena.net/public-works/engineering-and-construction/capital-improvement-program/

3. Master Street Tree Plan

WHO: Urban Forestry Program, Department of Public Works

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

WHEN: Periodically

LEARN MORE HERE:
https://www.cityofpasadena.net/public-works/urban-forestry/#master-street-tree-plan

4. Tree Protection Ordinance

WHO: Urban Forestry Program, Department of Public Works

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

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/public-works/urban-forestry/#pasadena-tree-ordinance

5. Complete Streets Program

WHO: Department of Transportation

WHAT: Implements Assembly Bill 1358, known as the Complete Streets Act, enacted in 2008, to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health through shifting short trips from automobiles to biking, walking and use of public transit. The Mobility Element (2015) of the City's General Plan guides the Department of Transportation (DOT) through goals and objectives that address complete streets. DOT implements Complete Streets through the Pasadena Street Design Guide (2017), the Bicycle Transportation Action Plan (2015), and Pasadena Pedestrian Plan (Draft 2022).

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/transportation/

6. Water Conservation, Recycling, Stormwater Management

WHO: Department of Water and Power

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

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

LEARN MORE HERE:
https://ww5.cityofpasadena.net/water-and-power/uwmp/

7. Energy and Energy Efficiency

WHO: Department of Water and Power

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

WHEN: Ongoing

LEARN MORE HERE:

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

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

8. Climate Action Plan

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

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

WHEN: Ongoing

LEARN MORE HERE:

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

9. Development Impact Fees

WHO: Planning & Community Development Department

WHAT: The City charges development impact fees on new development to offset the cost of public facilities related to the development, in turn helping to fund implementation actions, such as improvement projects. While impact fees associated with new development are updated periodically, current fees include Public Works' Residential Impact Fee to fund affordable housing, Department of Transportation's Traffic Reduction & Transportation Improvement fee, Public Works' Sewer Facility Charge, and Arts and Cultural Affairs Division's fees to fund public art. Pasadena's development impact fees are calculated based on the number of bedrooms or gross built area (for the residential and transportation fees) or estimated project value (for public art fees). Impact fees are directed to the General Fund, which funds initiatives in the associated fee categories.

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/planning/permit-center/fee-schedules/

10. Parks, Recreation and Community Services

WHO: Parks, Recreation and Community Services

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

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/parks-and-rec/

11. Public Art Program

WHO: Arts and Cultural Affairs Division

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

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/planning/permit-center/fee-schedules/

12. Economic Development Division

WHO: Economic Development Division

WHAT: Responsible for encouraging business investment opportunities and supporting business retention and attraction activities in Pasadena. As part of the City Manager's Office, the Economic Development Division provides resources to help businesses, including assistance locating a site for a new business, training for new and small businesses, intel on consumers, and networking. Business Improvement Districts (BIDs) can be created through the Economic Development Division to establish defined areas within which businesses are typically required to pay an additional tax to help fund improvements and projects, such as sidewalk cleaning, trash pick-up, and programming.

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/economicdevelopment/

13. Master Plans

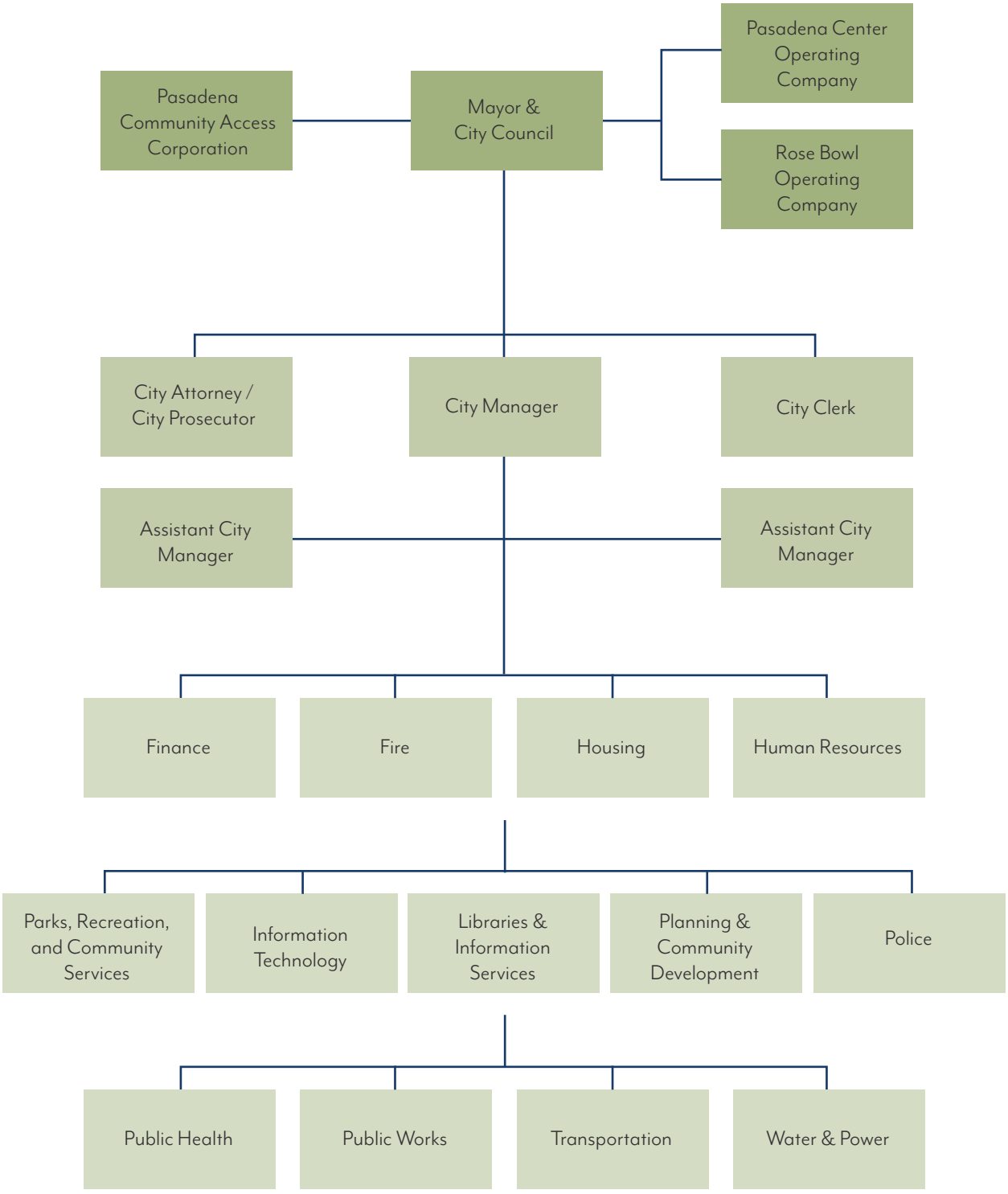
WHO: Planning & Community Development Department

WHAT: Some areas of the City are governed by existing Master Development Plans. These plans set forth the rules for development on property owned by major public institutions in Pasadena and are the implementation tools of the General Plan in these areas. The Master Plans set forth the maximum amount, type, and location of future development which will occur for the institution during the lifespan of the Master Plan. In the SFOSP area, relevant existing Master Plans include the ArtCenter College of Design Master Plan (15-year Master Plan approved in 2018) and the Huntington Memorial Hospital Master Plan (40-year Master Development Plan) Approved February 1987; Amended September 1994, November 2005, February 2008, and March 2018. As areas regulated through Master Plan documents, both ArtCenter South Campus and Huntington Memorial Hospital campuses are separate from the SFOSP, however, these institutions play a major role in the identity and draw to the area.

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/planning/planning-division/community-planning/master-plans/

Figure 7.2-1: Pasadena City Organization Chart



7.3 Funding

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

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

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

This list of sources is not exhaustive but is intended to provide a starting point for developing a funding strategy for South Fair Oaks improvements and programs. The programs listed in this chapter are relevant as of the time of Plan adoption, and funding programs are subject to change. As noted in the following section, grant applications for projects in the South Fair Oaks Specific Plan may be more successful if "bundled" with projects in other parts of the city.

7.3.1 LAND-SECURED FINANCING

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

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

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

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

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

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

A BID is formed through assessments on businesses within the district, and a PBID is formed through assessments of property owners alone. Both BIDs and PBIDs are public/private partnerships created to support the revitalization of commercial neighborhoods. Establishing a BID is voluntary and subject to a majority vote of the area businesses or property owners. BIDs are somewhat limited in their ability to leverage funding and therefore typically provide a narrow scope of services. These may include marketing (e.g., signage, advertising), programming (e.g., street fairs), security (to supplement local police), and sanitation (to supplement local services). The four existing PBIDs in Pasadena are in the Central SPA, and each is organized around an established commercial area: Old Pasadena, Pasadena Playhouse District, South Lake Property Business Improvement District, and the Pasadena Tourism Business Improvement District. There is potential opportunity to establish a BID or PBID within the South Fair Oaks Specific Plan Area given the presence of commercial businesses.

COMMUNITY FACILITIES DISTRICTS (MELLO-ROOS)

Mello-Roos financing is a discretionary financing mechanism that applies to real property owners within a Mello-Roos District, which is also known as a Community Facilities District (CFD). A CFD may be enacted by a two-thirds majority approval of residents living within the district boundaries or by two-thirds majority vote of landowners when there are fewer than 12 residents. A special tax, which is separate from property taxes, is imposed on real property in an area that benefits from the public improvement. The amount of the tax is determined by the real property owners and is usually less than one percent of the home value at

the time the home value was assessed for CFD funding. The newly formed district then seeks public financing through the sale of tax-exempt bonds that are serviced using the special taxes paid by homeowners over the course of the bond's term (typically 20 to 30 years). Through Mello-Roos, a project developer or property owner can access capital to build infrastructure and public improvements at below-market rates. The debt associated with those capital investments recourses back to the property owners rather than to the City.

7.3.2 DEVELOPMENT AND PRIVATE SOURCES

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

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

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

FOUNDATION AND CORPORATE SPONSORSHIPS

Private funds may also be raised for a specific use that implements the vision for the corridor. A variety of foundations provide funding for art installations, healthy community initiatives, and other innovative programs.

7.3.1 REGIONAL, STATE, AND FEDERAL PROGRAMS

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The AHSC funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. Administered through the California Department of Housing and Community Development (HCD), funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive Cap-and-Trade auction proceeds. 50 percent of the available funds are set aside for Affordable Housing Developments, and 50 percent of the available funds are set aside for projects benefiting Disadvantaged Communities. The majority of Lincoln Avenue Specific Plan is currently designated as a Disadvantaged Community (DAC) per CalEnviroScreen (version 3.0) which enables the Plan Area to benefit from the set aside funds for DACs, focusing on increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation, such as transit, bicycling, or walking.

A contiguous area with at least one transit station/stop must be established for eligibility, including a flexible transit service route which applies to Lincoln Avenue Specific Plan.

SUSTAINABLE COMMUNITIES COMPETITIVE GRANTS

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

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP funds projects that encourage increased use of active modes of transportation to increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, enhance public health, ensure that disadvantaged communities

fully share in the benefits of the program, and provide a broad spectrum of projects to benefit many types of active transportation users. ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.

The students at Blair Middle and High School, as well as other nearby schools, could benefit from SRTS funds to improve active transportation and access to school campuses.

URBAN GREENING PROGRAM

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

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

ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM

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

CAP-AND-TRADE PROGRAMS

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

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

Under each of these funding areas are numerous programs that have funding available for projects and programs that would either be contained within the Lincoln Avenue Specific Area or benefit the Specific Plan area and the City as a whole. Programs with high applicability to the South Fair Oaks Specific Plan are summarized in this section.

CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)

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

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

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

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

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

METROPOLITAN TRANSPORTATION AUTHORITY (METRO) CALL FOR PROJECTS

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

NEW MARKETS TAX CREDIT (NMTC)

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

NEW AND FUTURE RESOURCES

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

- Cap-and-Trade Transformative Climate Communities Local Partnership Program, forecasted for 2022, to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements
- HCD Infill Infrastructure Program (draft grant guidelines September/October 2020) to provide grant funding for infrastructure improvements for new infill housing in residential and/or mixed-use projects.

7.4 Infrastructure

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

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

7.4.1 TRANSPORTATION

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

Pasadena DOT helps to implement the Mobility Element of the General Plan through the Bicycle Transportation Action Plan (2015), the Pedestrian Plan (2021), and other projects and programs to enhance the safety and mobility of all modes of transportation. Land use as defined in the General Plan is included in the City's travel demand model which is used to determine the potential impact of new projects and the City monitors traffic operations to identify areas of concerns and address safety and mobility needs.

7.4.2 WASTEWATER SYSTEM

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

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

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

Developments in the Specific Plan area are subject to wastewater-related requirements and standard conditions of approval, such as payment of development fees and implementation of site-specific Storm Water Pollution Preventions Plan for construction. Development projects are required to comply with all applicable solid waste regulations, including the California Integrated Waste Management Act and the City's Zoning Code Section 17.40.120 (Refuse Storage Facilities).

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

7.4.3 WATER SYSTEM

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

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

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

7.4.4 SOLID WASTE SYSTEM

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

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

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

7.4.5 STORMWATER SYSTEM

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

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

Developments within the project area would be required to adhere to applicable local, state, and federal regulations and standards, as well as implement site design measures,

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

low-impact development, and best management practices (BMPs), including infiltration features that contribute to groundwater recharge and minimize stormwater runoff, erosion, siltation, and/or flooding. The City is one of the permittees under the NPDES municipal storm water permit which means that any new development in the Plan area is subject to the Los Angeles Standard Urban Storm Water Mitigation Plan (SUSMP). The SUSMP addresses post-construction storm water pollution from new development projects.

7.4.6 ELECTRIC SYSTEM

PWP provides electric services in the Specific Plan area with an energy system consisting of 1,658 linear miles of overhead and underground power line, 11,163 poles, and 11 substations.[3] The City owns and operates the Glenarm Power Plant that includes two power generating facilities. The system meets the City's power demand with 10 percent coming from PWP-owned generating facilities and the rest purchased from varied sources, both conventional and renewable, or through the wholesale energy market. [4]Electrical infrastructure in the Plan area is located above ground on utility poles as well as below ground.

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

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

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

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

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

7.5 Administration

7.5.1 GENERAL

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

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

7.5.2 AUTHORITY

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

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

7.5.3 APPLICABILITY

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

7.5.4 INTERPRETATION, CONFLICT AND SEVERABILITY

A. **Interpretation**

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

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

B. **Conflict**

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

C. **Severability**

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

7.5.5 REVIEW AND APPROVAL PROCESS

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

Appendices

A.1 Definitions

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

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

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

Curb zone: See 'amenity zone'

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

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

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

Frontage zone: See 'building frontage zone'

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

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

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

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

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

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

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

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

Project: Refer to PMC 17.80.020

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

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

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

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

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

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

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

Shared property line: The property line separating adjacent parcels.

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

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

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

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

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

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

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

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

A.2 Design Guidance for Tree Selection

While the City of Pasadena Department of Public Works' Master Street Tree Plan ultimately determines what tree species is planted in public right-of-way, this appendix to the South Fair Oaks Specific Plan (SFOSP) 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 South Fair Oak'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 SFOSP area, followed by recommendations for potential new species.

A.2.1 EXISTING STREET TREES

The City's Master Street Tree Plan designates the following street trees for the SFOSP area:

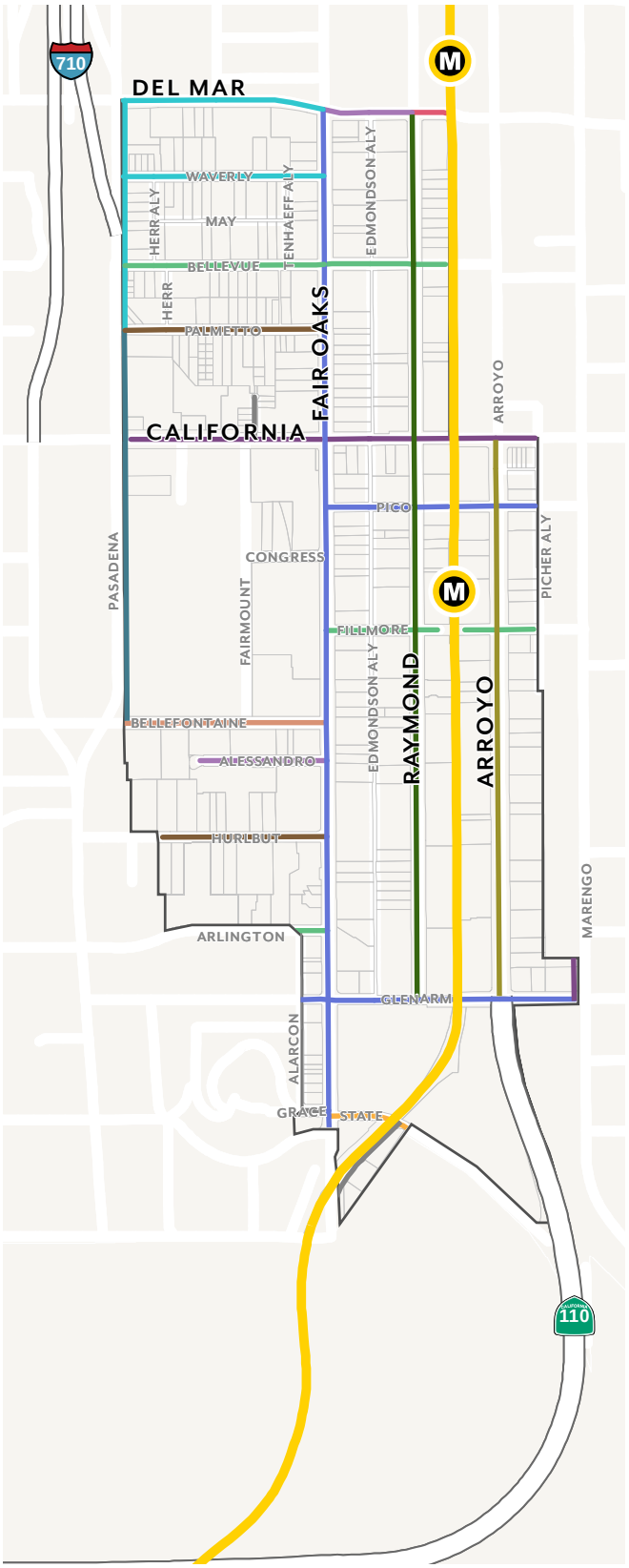
- Queen Palm *(Syagrus romanzoffiana)*
- Camphor Tree *(Cinnamomum camphora)*
- Jacaradna *(Jacaranda mimosifolia)*
- Crape Myrtle *(Lagerstroemia indica)*
- Brisbane Box *(Lophostemon confertus)*
- Southern Magnolia *(Magnolia grandiflora)*
- Fern Pine *(Afrocarpus gracilior)*
- Yew Pine *(Podocarpus macrophyllus)*
- Cork Oak *(Quercus suber)*
- Date Palm *(Phoenix dactylifera)*
- Coast Live Oak (*Quercus agrifolia*)
- Mesa Oak *(Quercus engelmannii)*

Estimations of current street tree inventory in this section are based on data from July 2021 and focused on Del Mar Boulevard, Raymond Avenue, and Fair Oaks Avenue to provide existing conditions and context for A.2.2 Guidance for Future Street Tree Selection.

Cork Oak in landscaped parkway at 835 Raymond Ave.

Crape Myrtles in typical winter condition along Fair Oaks Avenue near Hurlbut St.

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



Pasadena Master Street Tree Plan

- Queen Palm
- Camphor Tree
- Jacaranda
- Crape Myrtle
- Brisbane Box
- Southern Magnolia
- Fern Pine
- Yew Pine
- Cork Oak
- Canary Island Date Palm
- Species 1: Fern Pine
  Species 2: Date Palm
- Species 1: Coast Live Oak
  Species 2: Mesa Oak
  Species 3: Cork Oak
- No Room for Replant

A. Del Mar Boulevard

Del Mar Boulevard consists of the following three existing street tree designations within the SFOSP area:

- Yew Pine *(Podocarpus macrophyllus)* from Pasadena Avenue to Fair Oaks Avenue
- Fern Pine *(Afrocarpus gracilior)* from Fair Oaks Avenue and Raymond Avenue
- Jacaranda *(Jacaranda mimosifolia)* from Raymond Avenue to SFOSP area boundary

Existing street trees planted along Del Mar Boulevard align with the existing street tree designations. Yew Pines are the primary street tree planted on the southern side of the corridor west of Fair Oaks Avenue while a mix of Fern Pines and Jacarandas are present along the northern side. East of Fair Oaks Avenue, Fern Pines are the primary street tree along Del Mar Boulevard.

Yew Pine *(Podocarpus macrophyllus)*

There are currently approximately 22 Yew Pines *(Podocarpus macrophyllus)* along Del Mar Boulevard within the SFOSP area. Yew Pines are evergreen trees that grow with an upright, columnar manner with dense green foliage. Native to China and Japan, Yew Pines are naturally suited to cool climates with warm summers, and are highly adaptable to many planting conditions. Yew Pines tolerate pruning and low to moderate water conditions once established making it a resilient and versatile tree type.

Tree heights along Del Mar Boulevard range from 10 to 40 feet but are most commonly 20 feet along the corridor. Tree crown spread, often referred to as tree canopy, ranges from 5 to 25 and is most commonly about 20 feet.

As an upright tree that tolerates pruning, the Yew Pine is an example of a tree that grows well in urban conditions. However, because Yew Pines are conical in nature and suitable as a columnar shrub for privacy screening, the tree crown spread does not provide expansive shade for pedestrians compared to other tree species.

Yew Pine at 130 Del Mar Blvd.

Younger Yew Pines along Del Mar Blvd. in the SFOSP area

Yew Pine at 56 Del Mar Blvd. with young Fern Pines along the north side of the street

Fern Pine *(Afrocarpus gracilior)*

There are currently approximately 20 Fern Pines *(Afrocarpus gracilior)* along Del Mar Boulevard within the SFOSP area. Fern Pines are native to south-eastern Africa and characterized by a rounded tree canopy with long, narrow evergreen leaves that provide a fern-like appearance.

Tree heights along Del Mar Boulevard range from 30 to 35 feet with a tree crown spread, often referred to as tree canopy, of typically 25 feet.

Fern Pines' light gray and furrowed bark have a similar character to oaks, which are prevalent along nearby streets, while providing similar evergreen foliage. Evergreen leaves coupled with a rounded tree shape make Fern Pines an attractive street tree that provides year-round shade for pedestrians.

Jacaranda *(Jacaranda mimosifolia)*

There are currently approximately 10 Jacarandas *(Jacaranda mimosifolia)* along Del Mar Boulevard within the SFOSP area. Jacarandas are partly deciduous trees native to south-central South America and characterized by fern-like foliage and attractive violet-colored flowers which bloom in spring and summer.

Tree heights along Del Mar Boulevard range from 35 to 40 feet with a tree crown spread, often referred to as tree canopy, of typically to 35 feet.

Fast-growing and drought-tolerant, the Jacaranda is a resilient tree that needs minimal supplemental water once established. However, sidewalk impacts due to roots are a potential issue when planted without sufficient space.

Fern Pine along Del Mar Blvd. east of Fair Oaks Avenue

Fern Pines at 76 Del Mar Blvd.

Cluster of Jacaranda lining the north side of Del Mar Blvd. between Pasadena Ave. and De Lacey Ave

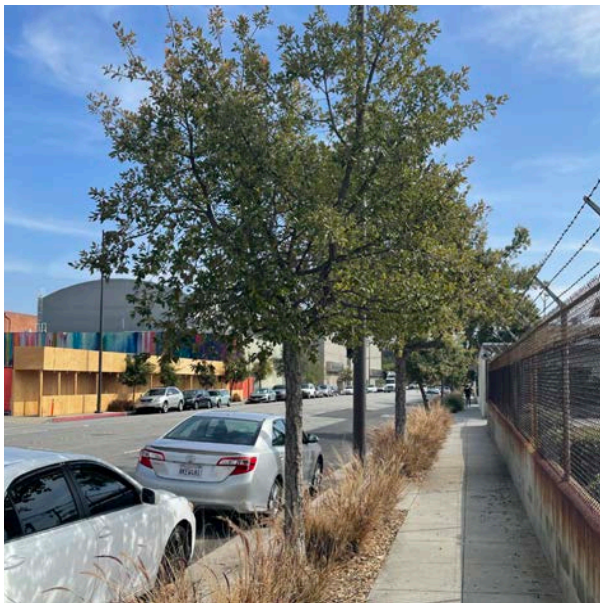
Mix of Fern Pines and Jacaranda lining the north side of Del Mar Blvd. between Pasadena Ave. and De Lacey Ave.

B. Raymond Avenue

There are currently approximately 129 Cork Oaks *(Quercus suber)* planted along Raymond Avenue within the SFOSP area. Native to Western Mediterranean and North Africa, Cork Oaks feature dense, spreading evergreen canopies. They are well adapted to Pasadena's climate conditions and once established need minimal supplemental water. Many of the Cork Oaks along Raymond Avenue are planted within landscaped parkways, a unique condition of the portion of the corridor in the SFOSP area, which are maintained by the property owner.

Tree heights along Raymond Avenue range from 10 to 30 feet but are most commonly 10 feet. Tree crown spread, often referred to as tree canopy, ranges from 5 to 20 feet and is most commonly about 5 to 7 feet.

Cork 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. However, while mature Cork Oaks are heat and drought tolerant, they are slow growing in nature and take many years to bring moderate to dense shade to corridors.



Cork Oaks along Raymond Ave in the SFOSP area planted within landscaped parkway

Cork Oak at 361 Raymond Ave along segment of with front setback

Cork Oaks lining Raymond Ave near intersection of Pico St.

Cork Oaks lining Raymond Ave near intersection of Del Mar Blvd.

C. Fair Oaks Avenue

There are currently approximately 120 Crape Myrtles *(Lagerstroemia indica)* planted along Fair Oaks Avenue within the SFOSP area. Crape Myrtles are deciduous, small trees native to China and Korea with showy magenta, pink or white flowers depending on that variety that resemble crepe paper and dark green foliage that changes in fall to yellows, oranges, and reds. Once established, these trees grow with limited supplemental water and are suitable for hot, sunny climates like Pasadena's.

Tree heights along Fair Oaks Avenue range from 10 to 20 feet but are most commonly between 10 to 15 feet. Tree crown spread, often referred to as tree canopy, ranges from 5 to 25 feet and is most commonly about 10 to 15 feet.

When used as a street tree, Crape Myrtles 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.

Crape Myrtle at 888 Fair Oaks Avenue in typical fall condition

Crape Myrtle at 797 Fair Oaks Avenue in typical winter condition

Crape Myrtle at 915 Fair Oaks Avenue in typical spring condition

Crape Myrtle in typical summer condition

A.2.2 GUIDANCE FOR FUTURE TREE SELECTION

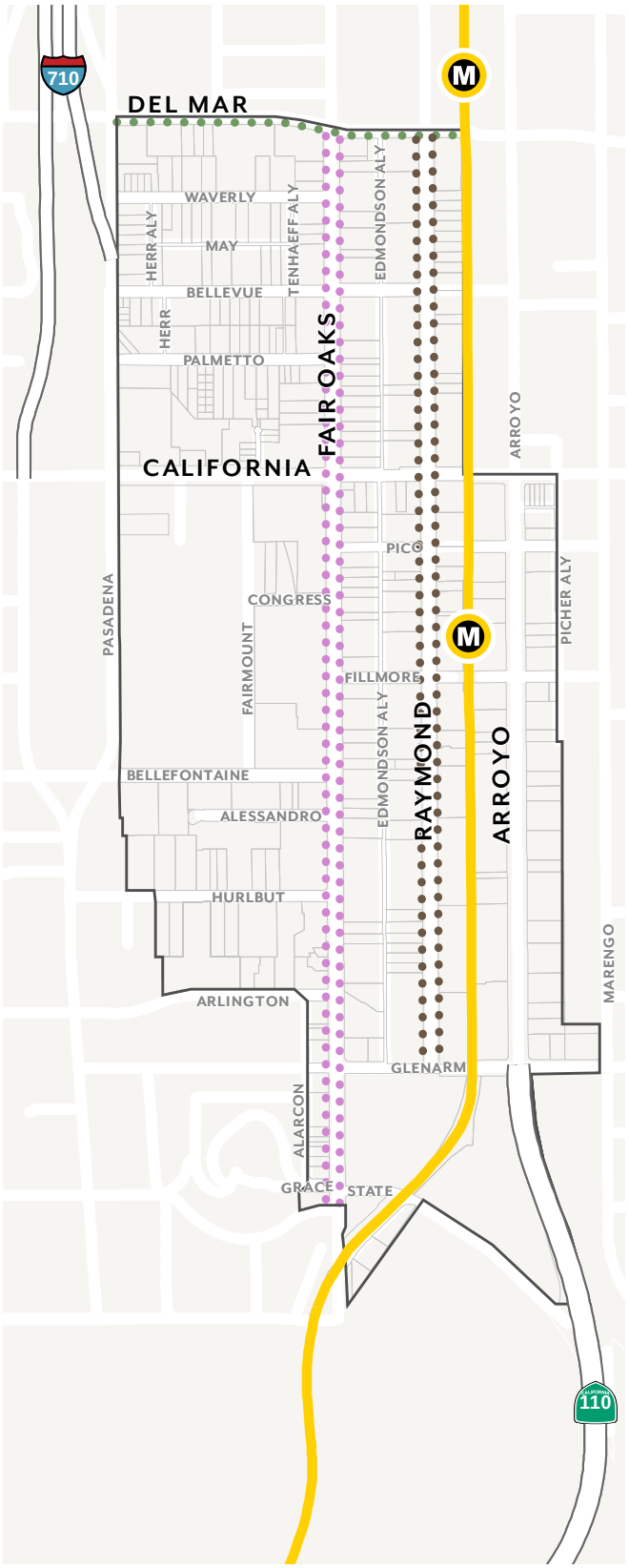
Trees play an important role in the experience of a streetscape. Through physical character, type of shade, and seasonal variety in the form of flowers or changing foliage, trees have a significant influence on our perception of a streetscape corridor. In addition to functional and placemaking selection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

Table A.2-1 summarizes recommendations for tree species along Del Mar Boulevard, Raymond Avenue, and Fair Oaks Avenue.

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

Street	Tree Species
» Del Mar Boulevard	» Yew Pine *(Podocarpus macrophyllus* » Fern Pine *(Podocarpus gracilior)*
» Raymond Avenue	» Cork Oak *(Quercus suber)* » Tipu Tree *(Tipuana tipu)*
» Fair Oaks Avenue	» Crape Myrtle *(Lagerstroemia indica)* » Tipu Tree *(Tipuana tipu)*

Map A.2-2: Recommended Street Trees



Specific Plan Area

Crape Myrtle
Tipu

Fern Pine
Jacaranda

Cork Oak
Tipu

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

A. Del Mar Boulevard

The existing Del Mar Boulevard streetscape is characterized by a mix of Yew Pines, Fern Pines, and Jacaranda trees. As previously mentioned, a single species is designated for distinct street segments of the corridor. The result is a somewhat disjointed streetscape character for Del Mar Boulevard as a whole. Establishing a mix of species along the full extent of the corridor can create cohesion and support resiliency and diversity within the urban forest.

As the neighborhood develops, there are opportunities to create a cohesive streetscape experience along Del Mar Boulevard and reinforce the corridor as the northern gateway to the district. It is recommended that Fern Pine and Jacaranda be designated as options for the full extent of Del Mar Boulevard within the SFOSP area to create a cohesive sense of place and attractive streetscape environment. Updated requirements for tree well dimensions included in Chapter 5 of this Specific Plan will create additional planting space for future trees, and improve conditions for tree species which require ample space for roots, such as Jacarandas. As a conical street tree that does not provide ample shade for pedestrians, it is recommended that Yew Pine be removed from the list of designated species. Allowing Fern Pines and Jacarandas along the full segment of Del Mar Boulevard can help create more shade and unity.

Mix of Fern Pine and Jacaranda trees along northern side of Del Mar Blvd

Fern Pine along Del Mar Blvd. in the SFOSP area

Fern Pine

B. Raymond Avenue

The existing streetscape along Raymond Avenue within the SFOSP area is characterized by consistent Cork Oak tree plantings. While oaks are evergreen species ideal for creating shaded pedestrian corridors, younger plantings do not provide sufficient shade and may take many years to bring shade benefits to streetscapes. As mature street trees, oak species require sufficient space for canopies to avoid conflicts between buildings and trees which can be achieved through building setbacks and upper story stepbacks.

To supplement the presence of existing Cork Oaks, Tipu Trees are recommended as an tree option with a smaller canopy that is suitable for development placed at the sidewalk line. Additionally, Tipu trees are a faster-growing option to help create near-term shade for pedestrians along Raymond Avenue. This potential tree species for City and community input is described below:

Tipu Tree *(Tipuana tipu)*

Tipu Trees are native to Bolivia and Southern Brazil and characterized as fast growing and colorful shade trees with golden blooms in late spring. As a showy, semi-evergreen tree the Tipu is an attractive street tree option that provides year-round shade with seasonal color accents that create a sense of place.

Younger Cork Oaks at 630 Raymond Ave

Younger Cork Oaks at 500 Raymond Ave

Tipu Tree

Cork Oak lining sidewalk with building setback along Raymond Ave

C. Fair Oaks Avenue

The existing streetscape along Fair Oaks Avenue includes consistent Crape Myrtle plantings. As previously described, Crape Myrtles are deciduous, small trees with with showy magenta, pink or white flowers depending on that variety which occur primarily in summer. Along Fair Oaks Avenue, a 4-lane corridor, the relatively low stature of the Crape Myrtle does not create a notable visual impact in contrast to the roadway width, particularly during winter months. While leaves provide autumn color in fall, Crape Myrtles drop their leaves in winter months which further minimizes their visual presence and shade production.

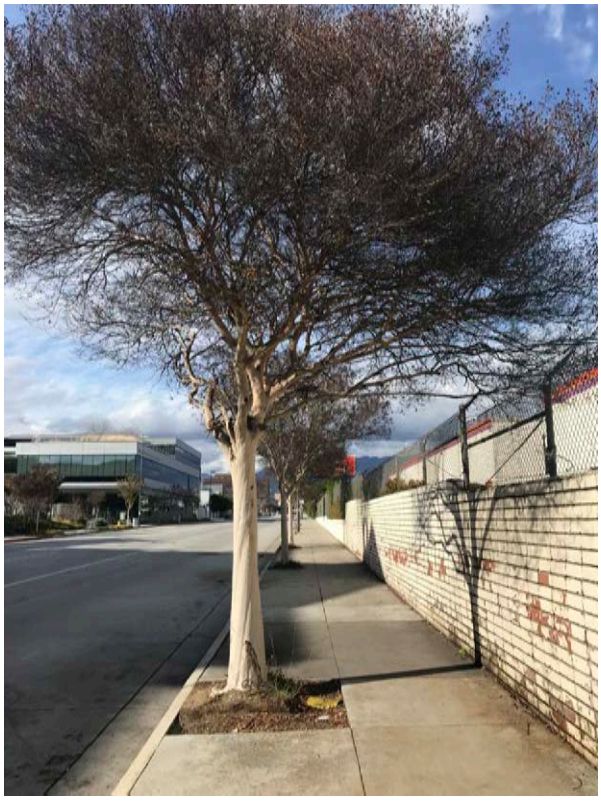
To supplement the existing Crape Myrtles, Tipu Trees are recommended as a faster-growing option to help supplement year-round shade for pedestrians along Fair Oaks Avenue. This potential tree species for City and community input is described below:

Tipu Tree *(Tipuana tipu)*

Tipu Trees are native to Bolivia and Southern Brazil and characterized as fast growing and colorful shade trees with golden blooms in late spring. As a showy, semi-evergreen tree the Tipu is an attractive street tree option that provides year-round shade with seasonal color accents that create a sense of place.

Tipu Tree

Crape Myrtle in typical winter condition along Fair Oaks Ave, a wide 4-lane corridor



Crape Myrtle along Fair Oaks Ave. in typical winter condition