East Colorado Specific Plan

CITY OF PASADENA

Adopted February 28, 2022

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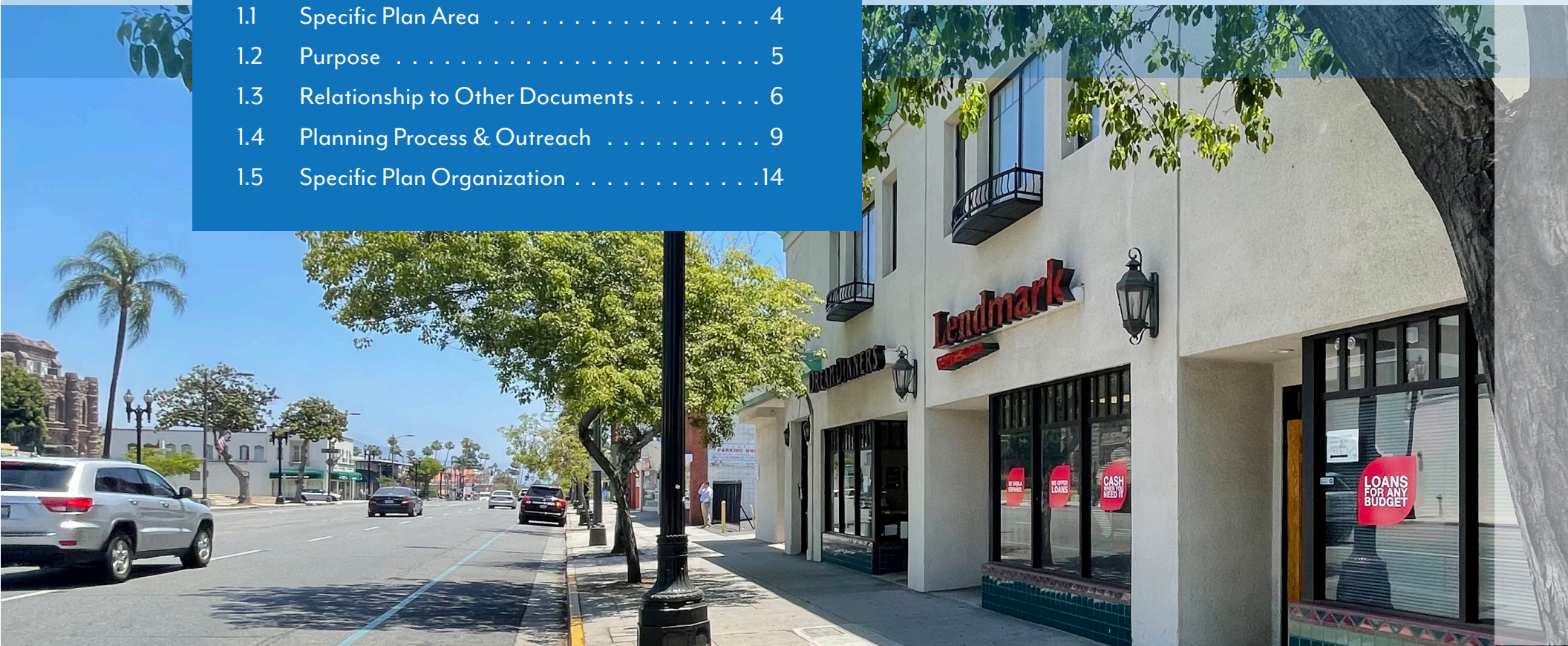
Ch. 1 Introduction




LEASING
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Introduction

Since Pasadena's incorporation in 1886, Colorado Boulevard has served as the City's primary commercial corridor and east/west connector, linking Pasadena's civic, cultural, and commercial core to surrounding communities both within and outside of the City. The Specific Plan area, which includes Colorado Boulevard between Wilson and Roosevelt Avenues, as well as adjacent sections of Green Street and Allen Avenue, benefits from its proximity to Pasadena City College (PCC), California Institute of Technology (Caltech), and the Metro L (Gold) Line, creating opportunities for active neighborhood spaces, pedestrian-friendly streetscapes, transit-oriented development, and economic growth. 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 East Colorado Specific Plan (ECSP).

The local community values many features of the plan area as it is today, such as Green Street's charming buildings and impressive Ficus tree canopy, Allen Avenue's tree-lined residential neighborhood, and Colorado Boulevard's Route 66 history. However, public feedback also highlighted the community's desire for a range of improvements, including a more comfortable pedestrian environment, more affordable housing options, and walkable access to stores and services. The ECSP presents an opportunity for the community's priorities 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 East Colorado area.

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.

The ECSP 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.

CHAPTER OVERVIEW

This chapter is organized into the following sections:

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

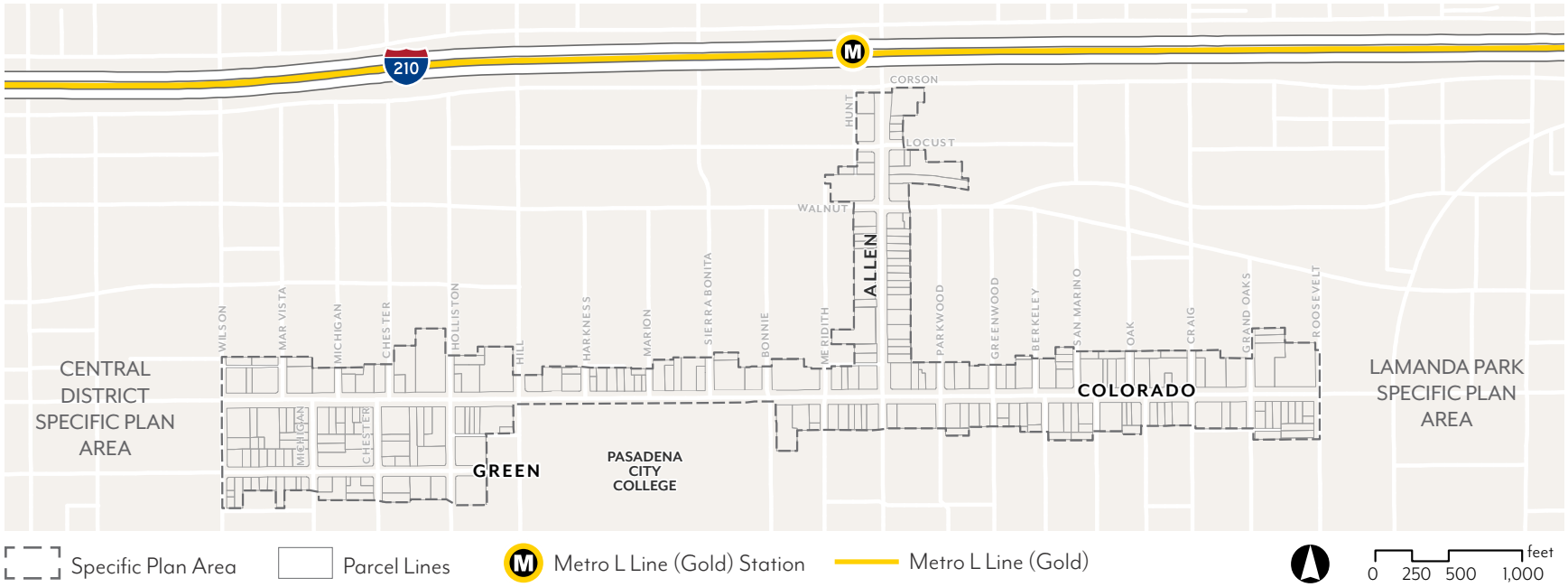
1.1 Specific Plan Area

As shown in Map 1.1-1, the ECSP area encompasses the 1.4-mile section of Colorado Boulevard between Wilson Avenue on the west and Roosevelt Avenue on the east. The plan area also includes the north/south stretch of Allen Avenue between Colorado Boulevard and Corson Street, connecting the educational and commercial uses on Colorado Boulevard to the Metro L Line (Gold) and residential neighborhoods north of the I-210 freeway.

The ECSP area vision and standards are informed by the neighborhoods surrounding Colorado Boulevard. The plan area extends a unified form to Colorado Boulevard, responding to the standards of the adjacent Central District and Lamanda Park specific plans.

The mix of uses and activity surrounding the ECSP area also help to inform policies and standards in the plan and are intended to benefit from the plan's implementation. PCC, for example, functions as a visual and institutional anchor adjacent to the ECSP area, and influences the surrounding environment.

Map 1.1-1: East Colorado Specific Plan Area



1.2 Purpose

The purpose of the ECSP is to facilitate and encourage development and improvements that help realize the community's vision for the ECSP area. The plan 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 ECSP includes standards to protect historic resources and existing elements of the area that provide a sense of place and distinct character, and to prevent and mend disjointed development, which can occur in the absence of a comprehensive planning effort.

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 plan 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.

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

1.3 Relationship to Other Planning Documents

GENERAL PLAN

The ECSP 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 ECSP mirrors and builds upon the General Plan's policies to achieve consistency with the General Plan's vision and guidance. The plan seeks to stimulate economic development, encourage pedestrian-oriented retail and services, support pedestrian mobility, and target housing opportunities in a contextually sensitive manner. Projects that are consistent with the ECSP policies and standards will in turn be consistent with the General Plan policies and Guiding Principles. Through incremental mixed-use development, the ECSP will extend Pasadena's urban core, providing a wider variety of amenities and services to local residents and students, and expanding housing options near PCC, Caltech, and Allen Transit Station.

GENERAL PLAN GOAL 32: EAST COLORADO

"A series of pedestrian-oriented villages and districts with unique identities, bolstered by their vibrant mix of uses, amenities, and streetscapes improving their walkability and appearance."

GENERAL PLAN POLICIES

- **32.1 Places and Urban Form.** Provide for the evolution of strip corridor uses along Colorado Boulevard by clustering development into distinct pedestrian-oriented, mixed-use centers serving as places for people to live, shop, dine, and congregate with their friends, while maintaining intervening areas for less intensive commercial uses.
- **32.2 Activity Centers.** Cluster the highest intensities of use in the Allen Transit Village, and at Neighborhood Villages located adjacent to Pasadena City College and at South Sierra Madre Avenue with a mix of commercial and residential development designed and scaled to transition with adjoining neighborhoods.
- **32.3 Allen Transit Village.** Support a mix of retail, office, and multi-family housing uses adjoining the Allen Metro L Line (Gold) Station (Allen Transit Station) providing opportunities for people to live or work close to and use transit, contributing to reductions in vehicle trips, energy consumption, and GHG emissions.
- **32.4 Educational Neighborhood Village.** Provide opportunities for the clustering of development on Colorado Boulevard and Green Street adjoining Pasadena City College as a pedestrian-oriented village center offering places for faculty and students and faculty to shop, dine, enjoy entertainment, and live.
- **32.7 Neighborhood Protection.** Protect the single-family residential area north of the I-210 Freeway near Allen Avenue from impacts of new buildings near the Metro L Line (Gold) station by encouraging compatible uses, scale, heights with appropriate transitions and buffering, while maintaining access to the station for residents.
- **32.8 Infrastructure Improvements.** Prioritize infrastructure improvements along the Boulevard to support redevelopment and more efficient use of underutilized properties.

Pasadena General Plan Land Use Element, 2015

Note: Policies 32.5 and 32.6 are not included above, as they apply specifically to areas east of Roosevelt Avenue that are now part of the Lamanda Park Specific Plan Area.

While the ECSP establishes an overall vision for East Colorado, the standards and guidelines herein apply specifically to private development and the adjacent sidewalk. The ECSP 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. The goals and primary areas of focus for these various tools are are briefly summarized in this section.

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 ECSP will be codified in the Zoning Code.

PREVIOUS EAST COLORADO SPECIFIC PLAN (2003)

As the 2003 East Colorado Specific Plan 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 ECSP builds on many of the objectives from the 2003 specific plan, this document replaces supersedes the previous specific plan, introducing updated policies and standards that address current and future community needs, opportunities, and challenges. The plan area boundaries are also reduced in the new ECSP, as the portion of Colorado Boulevard, between Roosevelt Avenue and Sycamore Avenue is now split between the Lamanda Park and East Pasadena Specific Plans.

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 ECSP.

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.

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 this specific plan 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 ECSP 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 ECSP 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 ECSP references the Street Design Guide as it applies to sidewalks, parkways, and street trees, which fall under Chapter 5 (Public Realm) of the ECSP.

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. This specific plan references the Master Street Tree Plan in Appendix A.2 (Design Guidance for Tree Selection) to guide discussions between the City and community when updating the Master Street Tree Plan for the area. The appendix includes a description of the existing street trees along key streets within the ECSP area, followed by recommendations for potential new species aligned with the updated ECSP.

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. This 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

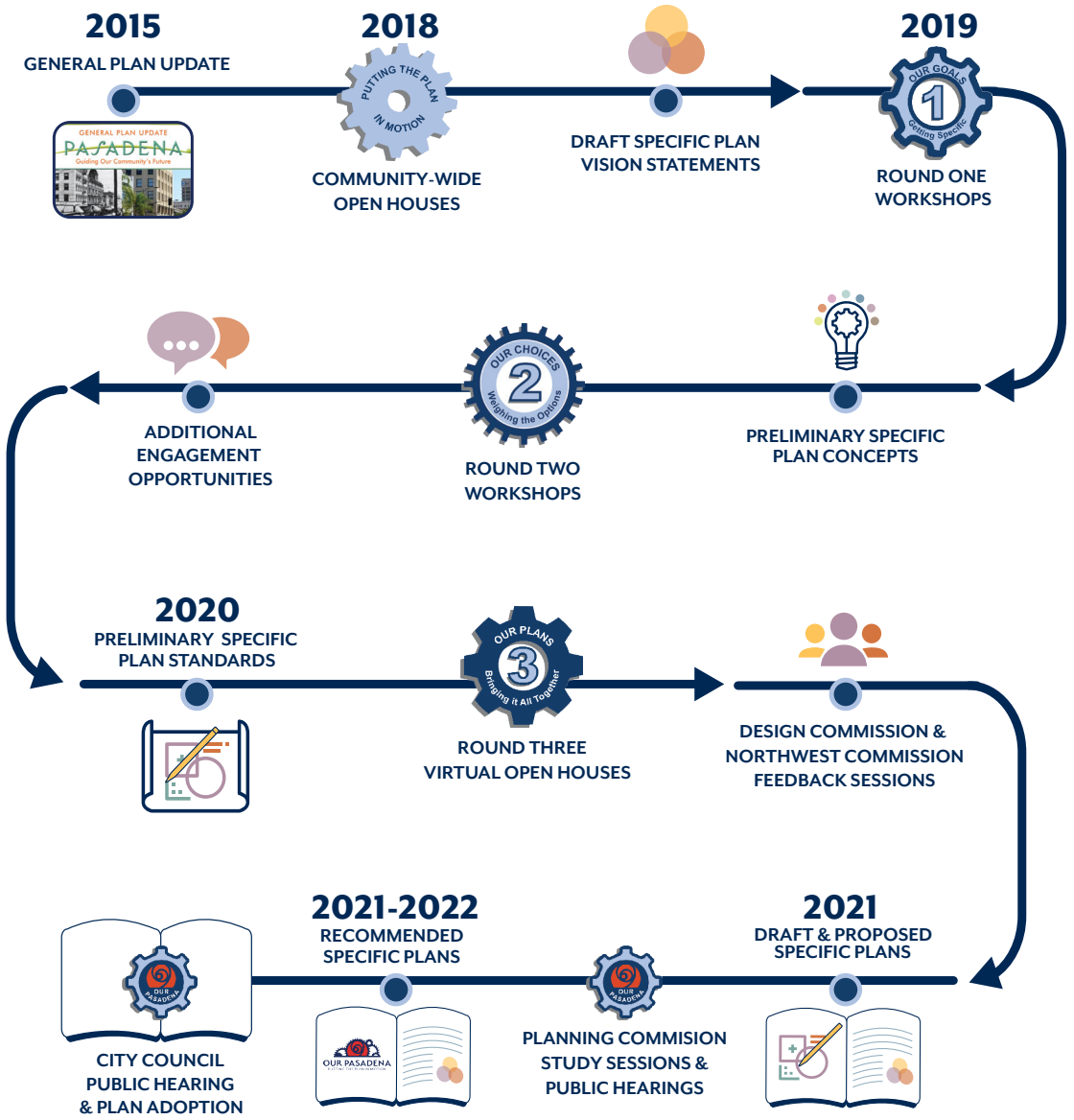
1.4.1 OUR PASADENA PROGRAM

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 ECSP is informed by a thorough planning and public outreach process led by the City's Planning & Community Development Department (P&CDD), 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, interviews, 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.



Online Survey

As the first public outreach activity, this online survey provided an initial opportunity to gather thoughts about the ECSP area from community members and others familiar with the area, including positive and negative elements of building design and development, the pedestrian environment, and other community planning issues. The City used the survey responses to begin identifying places of interest and topics for discussion in the Round 1 Workshop. The online survey also served as a way to introduce the community to the specific plan process and spread awareness of the Our Pasadena General Plan implementation program.

Round 1 Workshop

July 17, 2018

In the Round 1 Workshop, the P&CDD facilitated a listening and learning session to find out more about participants' experience living and/or working in, or visiting the ECSP area, and their ideas for how the new specific plan could improve the area. The workshop began with a brief interactive visioning activity, and an introductory presentation on the specific plan update program, the General Plan vision for the ECSP 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

Pasadena City College Pop-up Event

September 6, 2018

The P&CDD hosted an interactive pop-up event at Pasadena City College to inform students about the specific plan process and solicit feedback on how they would like to see the PCC neighborhood develop in the future. Among other activities participants were invited to annotate large maps of the ECSP area with photos or written suggestions of land uses, building types, and other improvements they would like to see the ECSP address in the area.

Walking Tour

October 20, 2018

The P&CDD hosted a two-hour walking tour of the ECSP area, starting at the Pasadena City College Shatford Library front lawn, and ending at Rosebud Coffee. 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 for each stop, including: Recent Restaurant Development, Active Sidewalks and Storefronts, Allen/Colorado Gateway, Auto Uses, Pedestrian Experience, and Hotel/Motel Uses.

Pasadena City College Pop-up

Walking Tour

Round 2 Workshop

January 31, 2019

The P&CDD 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 ECSP 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 P&CDD hosted an OurPasadena Youth Summit for students at the Robinson Recreation Center. Through the use of multi-media tools and interactive activities, including a virtual reality tour through parts of the City, the event introduced city planning to youth and allowed participants to share their unique perspectives on what they think will make Pasadena a better place now and in the future.

Round 3 Virtual Open House

July - August 2020

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

Round 2 Workshop

Youth Summit

Round 3 Workshop - Virtual Open House Website

Design Commission Meeting
October 27, 2020

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

Planning Commission Meetings
August 25 & September 21, 2021

After incorporating feedback from Design Commission and community members, the P&CDD presented a new draft ECSP to the Planning Commission twice, first as a study session and then as a formal public hearing. Commissioners commented on many elements of the plan and ultimately recommended approval of the plan to City Council with some minor modifications.

City Council Hearing
February 28, 2022

Following revisions by Planning Commission, the Recommended ECSP was presented to City Council at a public hearing. After questions and answers with staff and listening to community comments, councilmembers voted to approve the plan, again with minor modifications.

WHAT WE HEARD

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

- ***Maintain and support small businesses,*** *services, and amenities within walking distance for residents and students.*
- ***Accommodate student-oriented businesses*** *like bookstores, cafes with WiFi, and restaurants near PCC and Caltech.*
- ***Support housing affordability*** *through larger unit sizes that allow students to share housing costs.*
- ***Balance new housing opportunities with active commercial uses*** *and services on the ground floor that are accessible from the street.*
- ***Improve building facades and design****, and incorporate open spaces in the design of new buildings to break up big, unbroken walls.*
- ***Maintain context-sensitive building heights and densities*** *while accommodating development that meets the community's housing needs.*
- ***Create appropriately-scaled transitions*** *between larger developments and surrounding residential areas.*
- ***Support opportunities for placemaking****, and accommodate mountain views at landmark destinations.*
- ***Increase sidewalk widths and amenities****, like outdoor dining, sidewalk furniture, shade structures, and bus shelters.*
- ***Enhance shade and introduce more street trees*** *along Colorado Boulevard.*
- ***Tailor development standards to accommodate existing ficus trees*** *along Green Street, which are valued by the community.*
- ***Improve the pedestrian experience*** *surrounding the Allen Transit Station.*
- ***Support mobility enhancements in the public right-of-way*** *that balance all modes of transportation, and encourage alternatives to driving to ease traffic congestion in the area.*

Summary of Mailings & Promotional Materials

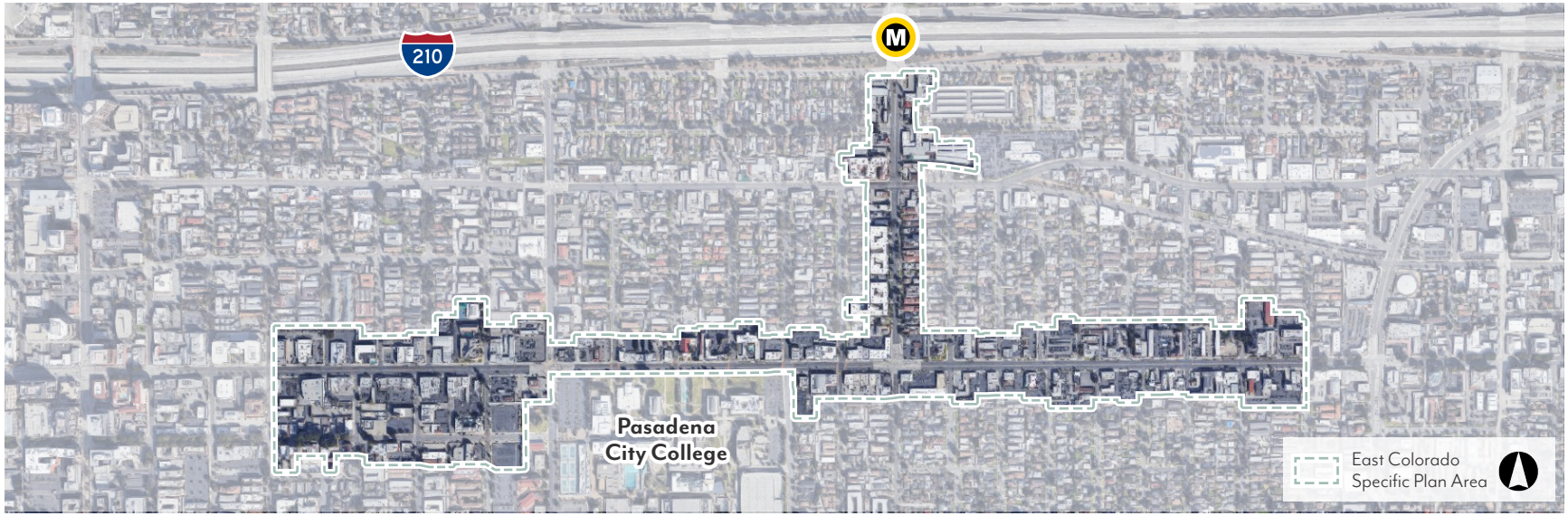
In addition to these public outreach events and workshops, the P&CDD has advertised the ECSP and provided program updates through the following platforms and publications:

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

1.4.3 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 this specific plan to address potential site-specific environmental impacts associated with the update to the ECSP.

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



ECSP Area. Imagery ©2021 Google, Imagery ©2021 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021 Google

1.5 Specific Plan Organization

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

CH. 1 - INTRODUCTION

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

CH. 2 - BACKGROUND

This chapter provides additional historical context for the ECSP area and identifies challenges and opportunities within East Colorado's existing conditions.

CH. 3 - VISION, GOALS & POLICIES

This chapter establishes the overall vision for the ECSP 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 ECSP 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.

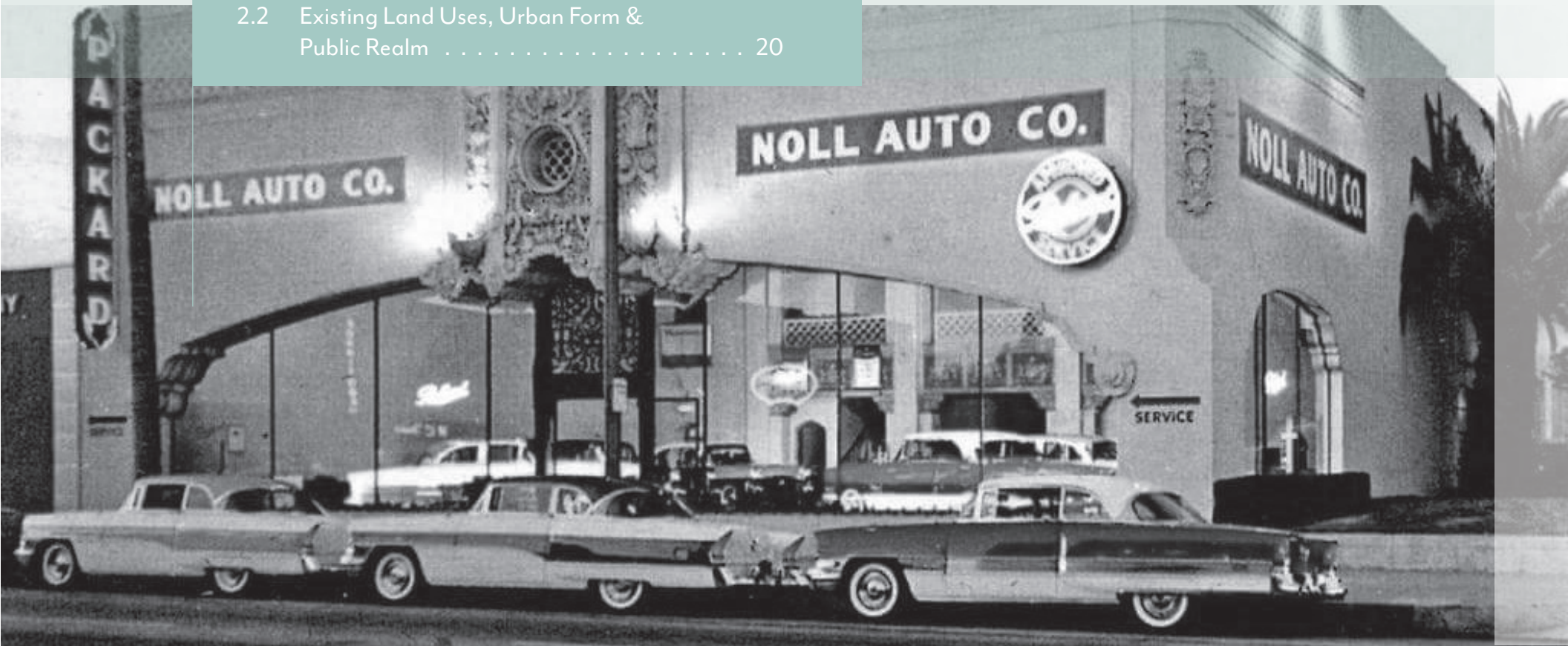
CH. 7 - IMPLEMENTATION & ADMINISTRATION

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

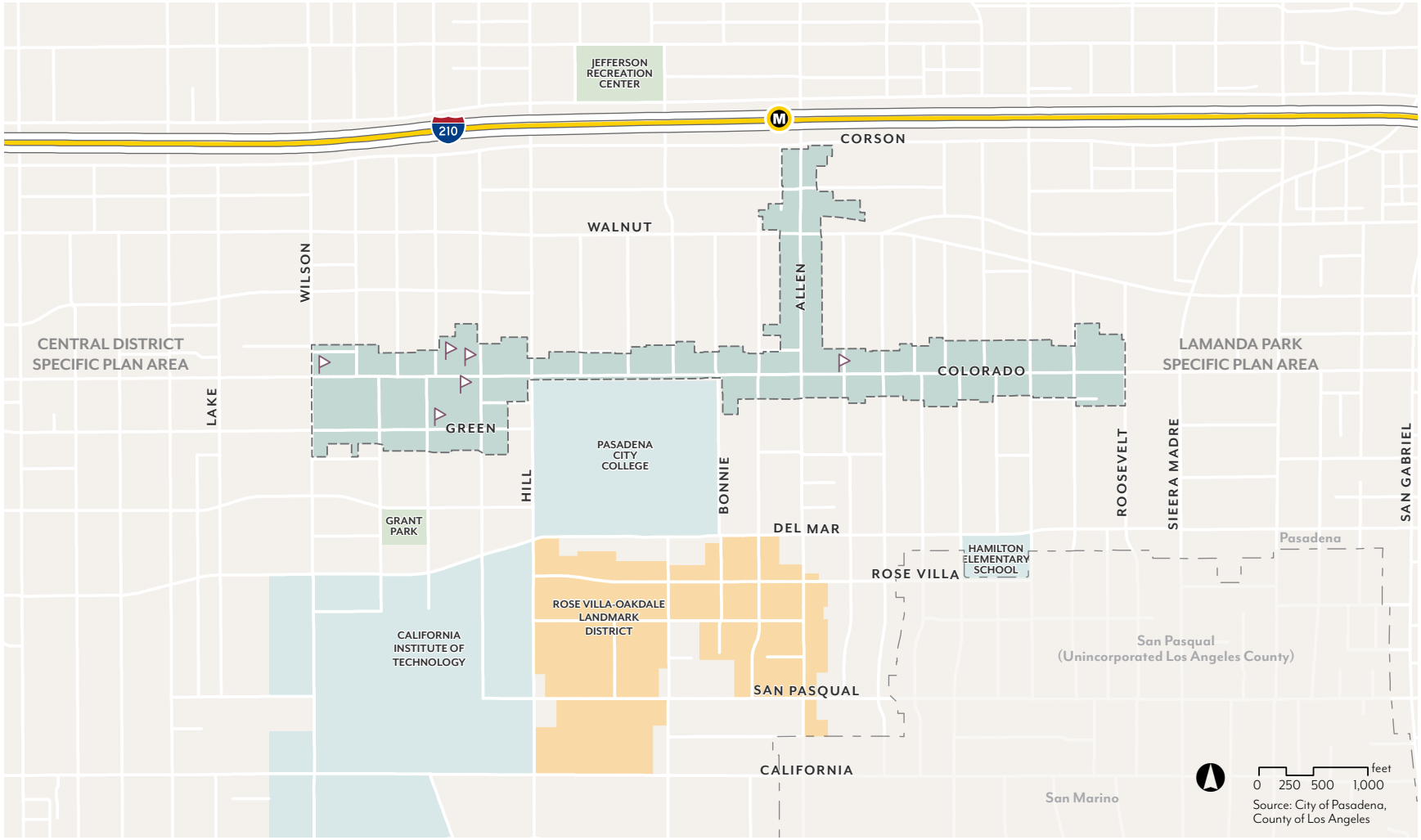
APPENDIX

The ECSP 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.

Ch. 2 Background



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



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

2.1 Community & Historic Context

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

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

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

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

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

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

EAST COLORADO SPECIFIC PLAN TIMELINE

1900-1970

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

Pasadena City College Parade (1937)

Howard Auto Co. Building (1927)

Holliston Methodist Church (1900)

Draper's Building (1932)

EAST COLORADO TIMELINE

1970-2000

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

Office Depot


Pasadena Transit


Allen Ave Square North Condominiums

2000-Present

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


Rose Parade on Colorado Boulevard

LUXE Apartments


Allen Station

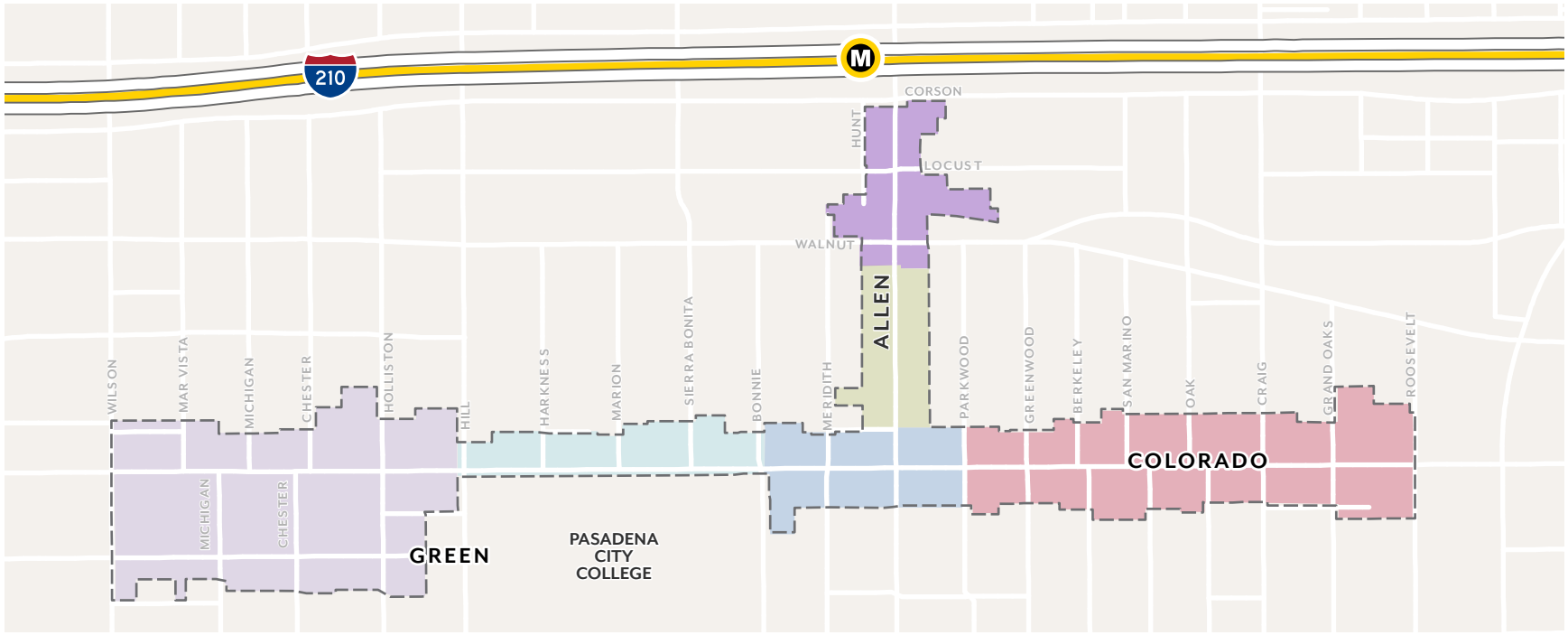
2.2 Existing Land Uses, Urban Form & Public Realm

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

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

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

Map 2.2-1: East Colorado Specific Plan Subareas



LAND USE

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

URBAN FORM

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

PUBLIC REALM

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

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

MID-CITY

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

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

Retail and office uses on Colorado Blvd.

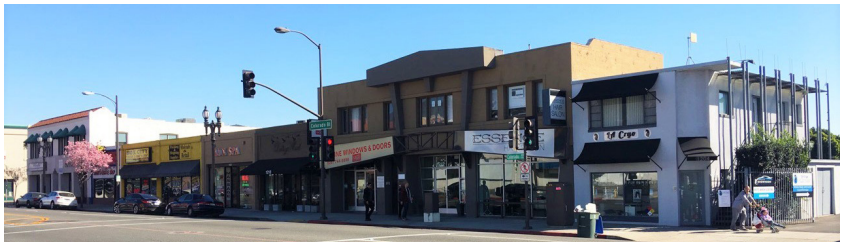
Lot and block size vary across the Subarea. Along Colorado Boulevard, lot sizes include a mix of small, narrow individually owned lots with between 30-70 feet in frontage and larger lots with approximately 150-200 feet in frontage. Lot sizes along Green Street are fairly consistent west of Michigan Avenue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

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

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

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

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



Retail uses on Colorado Blvd.

Office uses and mature ficus trees on Green St.

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

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

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

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

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

Green St. sidewalk with mature ficus tree canopy

COLLEGE DISTRICT

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

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

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

Colorado Blvd. at Harkness Ave.

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

GATEWAY

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

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

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

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

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

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

EASTERN CORRIDOR

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

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

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

Automobile sales use on Colorado Blvd.

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

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

ALLEN RESIDENTIAL

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

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

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

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

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

ALLEN TRANSIT

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

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

Within the public realm, this portion of Allen Avenue is characterized by approximately 11-foot sidewalks, which is a narrow dimension for a transit-proximate area, inconsistent parkways, sporadic street trees, and few public amenities. Coupled with the high frequency of driveways for individual auto-oriented parcels, this portion of the ECSP area creates challenges to navigate as a pedestrian. Department of Transportation's Allen Station L Line (Gold) Safety Enhancements project (Allen Station project), which is currently underway, has identified improvements for Allen Avenue between Villa Street and Colorado Boulevard as part of the Department of Transportation's Complete Streets Program. The project aims to enhance the safety and walkability of Allen Avenue, which serves as a vital connection to the Allen Station, focusing on sidewalk and curb extensions, high visibility pedestrian crosswalks, ADA-compliant (Americans with Disabilities Act) ramps, landscaping improvements, pedestrian lighting, and other elements.

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

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

Allen Station entrance with enhanced pedestrian-scale lighting

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

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

Ch. 3 Vision, Goals & Policies

Conceptual illustration of a mixed-use development with a corner plaza, consistent street trees, parkways, and amenities in the Specific Plan area.

Vision, Goals & Policies

CHAPTER OVERVIEW

The ECSP 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 ECSP area, as shaped by both the General Plan and extensive community input during the plan update process. This ECSP Vision contains an overarching vision statement and six 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 sections:

3.1 Vision

3.1.1 VISION STATEMENT

East Colorado will be a community for shopping, dining, learning, and living within a vibrant and well-connected mixed-use district that provides multi-family housing and neighborhood businesses accessible to transit.

3.1.2 VISION OBJECTIVES

1. Mixed-Use Corridors

A mix of new and existing neighborhood commercial uses, public amenities, and housing options to serve families, students, and faculty

2. Pedestrian-Oriented Districts

A series of well-connected pedestrian-oriented districts each with their own character, supported by an engaging urban form and public realm

3. Compatible Character

High quality development that is compatible with the existing character, scale, and surrounding neighborhoods

4. Walkable Streetscapes

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

5. Multi-Modal Mobility

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

6. 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 ECSP includes goals and policies that are applicable to the entire plan area and the six subareas, as shown in Map 3.2-1. Goals and policies for the plan area are organized by topic:

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

Residential units with private balconies and a landscaped pedestrian paseo

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 ECSP area's overall identity and sense of place.

Colorado Boulevard is the main artery of the Specific Plan area and serves as the City's historic "main street"

Policies:

1.a. Walkability. Provide an unobstructed path of travel for users of all abilities that can reasonably accommodate pedestrian volumes along the corridor.

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, 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. Colorado Boulevard. Strengthen Colorado Boulevard as the City's preeminent corridor and historic "main street" through a high-quality public realm with consistent street trees, lighting, and setbacks, supported by well-designed facades and ground floors that bring activity and visual interest to the corridor.

PUBLIC REALM & COMMUNITY COHESION

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

Designating portions of the sidewalk for bus shelters and bicycle racks supports a multi-modal environment

Policies:

2.a. Multi-Modal Environment. Encourage non-driving modes of travel and multi-modal connections to PCC and Caltech by providing sufficient space for installations such as bus shelters and bicycle racks.

2.b. Bicycle Connections. Support proposed bicycle facilities in the Specific Plan area per the City's Bicycle Transportation Action Plan, such as proposed north-south bicycle boulevards and associated traffic calming improvements.

2.c. Pedestrian Environment. Improve pedestrian conditions throughout the Specific Plan area through expanded sidewalks, more streetscape amenities and shade, paseos, and pedestrian-oriented design to enhance walkability.

2.d. North-South Pedestrian Mobility. Support the addition of signalized crossings across Colorado Boulevard, bulb-outs, crosswalk treatments, pedestrian lighting, and other improvements that promote safe, comfortable north-south connections aligned with the City's Pedestrian Plan.

PUBLIC REALM & COMMUNITY COHESION

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

Shade provided through awnings on buildings support pedestrian comfort

Policies:

3.a. **Parkways.** Incorporate parkways into the public sidewalk in key areas, providing opportunities for street tree planting, improving permeability for rain and stormwater capture, and cooling of the sidewalk environment.

3.b. **Shade.** Increase pedestrian comfort through shade, particularly along the north side of Colorado Boulevard through awnings, arcades, recessed ground floor, and street trees.

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

3.d. **Street Trees.** Encourage street tree planting that provides shade while supporting the aesthetic objectives of local businesses within a walkable retail- and services-oriented environment and are consistent with Rose Parade operations.

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

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

PUBLIC REALM & COMMUNITY COHESION

Goal 4. A culturally and socially connected ECSP area supported by public art, community events, and the positive presence of PCC and Caltech.

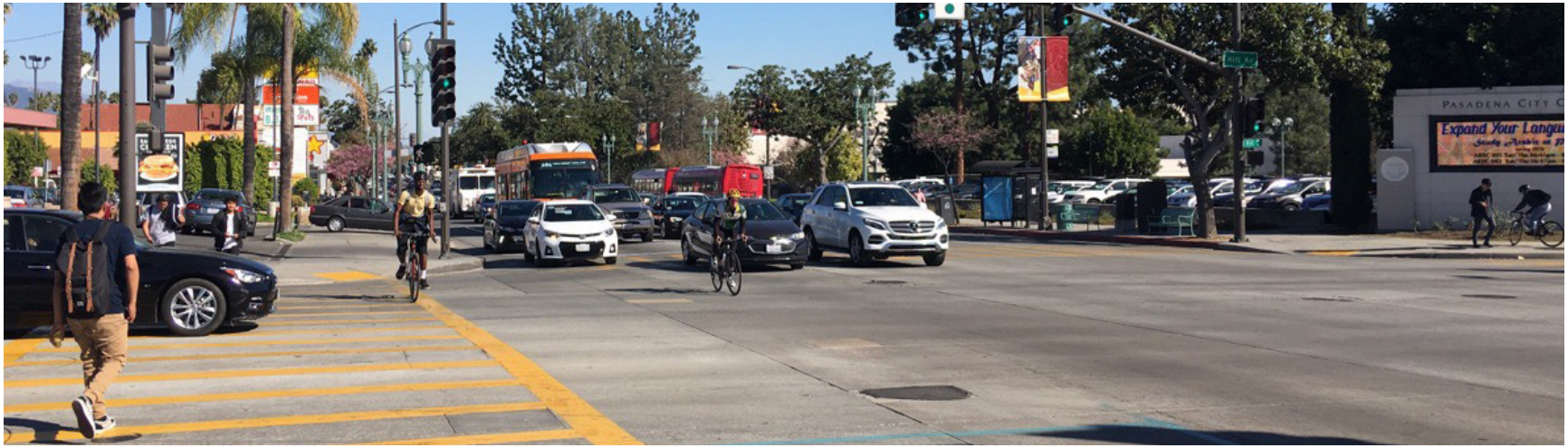
Policies:

4.a. Activated Open Space. Collaborate with local institutions to activate open spaces, such as the PCC lawn for community events.

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

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.

4.d. I-210 Freeway Underpass. Improve visual and physical conditions under the I-210 Freeway through public are to better connect residents north of the Specific Plan area to the Allen Transit Station and the larger Specific Plan area.



PCC is an important anchor for the East Colorado Specific Plan area and a regional draw for the City

DEVELOPMENT & DESIGN

Goal 5. Complementary building forms that fit the scale of the neighborhood and support a vibrant, walkable district.

Ground floor facade transparency improves architectural design and contributes to a pedestrian-friendly area

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. Scaled Transitions. Provide upper floor stepbacks where new development is adjacent to lower density residential districts.

5.c. Transparency. Require facade transparency, particularly on the ground floor, that improves architectural design.

5.d. Blank Walls. Reduce the prevalence of blank walls and facades within the ECSP area.

5.e. Design for Healthy Trees. Provide additional space for street trees through maximizing building setbacks and orienting open space to accommodate existing and future street tree plantings, supporting healthy tree canopies and maximizing shade coverage.

5.f. Pedestrian Place. Require site planning, architecture, and landscaping to support pedestrian-oriented places that focus activity on the street.

DEVELOPMENT & DESIGN

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

Open spaces which incorporate urban greening, such as tree planting and native landscaping, can help to further environmental goals

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 nonresidential or mixed-use projects to provide open space for residents, employees, and vistors.

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 Developments. 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 ECSP.

ECONOMIC DEVELOPMENT

Goal 7. A supportive environment for new development and businesses that is compatible with surrounding residential uses and educational assets.

PCC Campus serves as a community asset and economic driver for the City

Policies:

7.a. Balanced Requirements. Elevate 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 standards and exempt small businesses from costly parking requirements to enable greater flexibility for changing uses and economic factors.

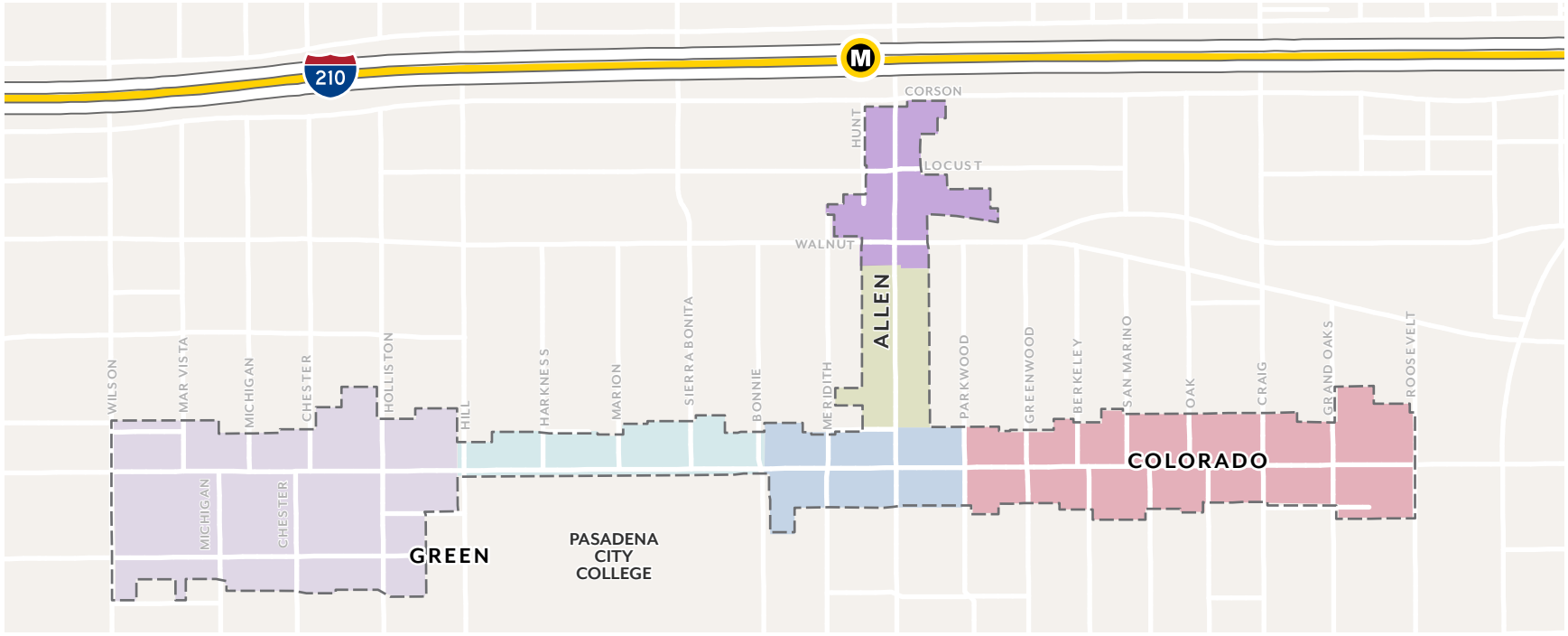
7.c. PCC and Caltech. Leverage proximity to higher learning and educational events on PCC and Caltech campuses to create economic benefits for local businesses and encourage growth in the local R&D and technology sectors.

7.d. 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.e. 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.

3.2.2 SUBAREA GOALS & POLICIES

Map 3.2-1: East Colorado Specific Plan Subareas



MID-CITY INNOVATION DISTRICT SUBAREA

Goal 8. A cohesive mixed-use district with a strong sense of place and supportive land uses that takes advantage of close proximity to PCC, Caltech, and South Lake.

Policies:

8.a. **Mix of Uses.** Encourage housing, neighborhood businesses, and entertainment options to support the PCC and Caltech communities to create a full service district.

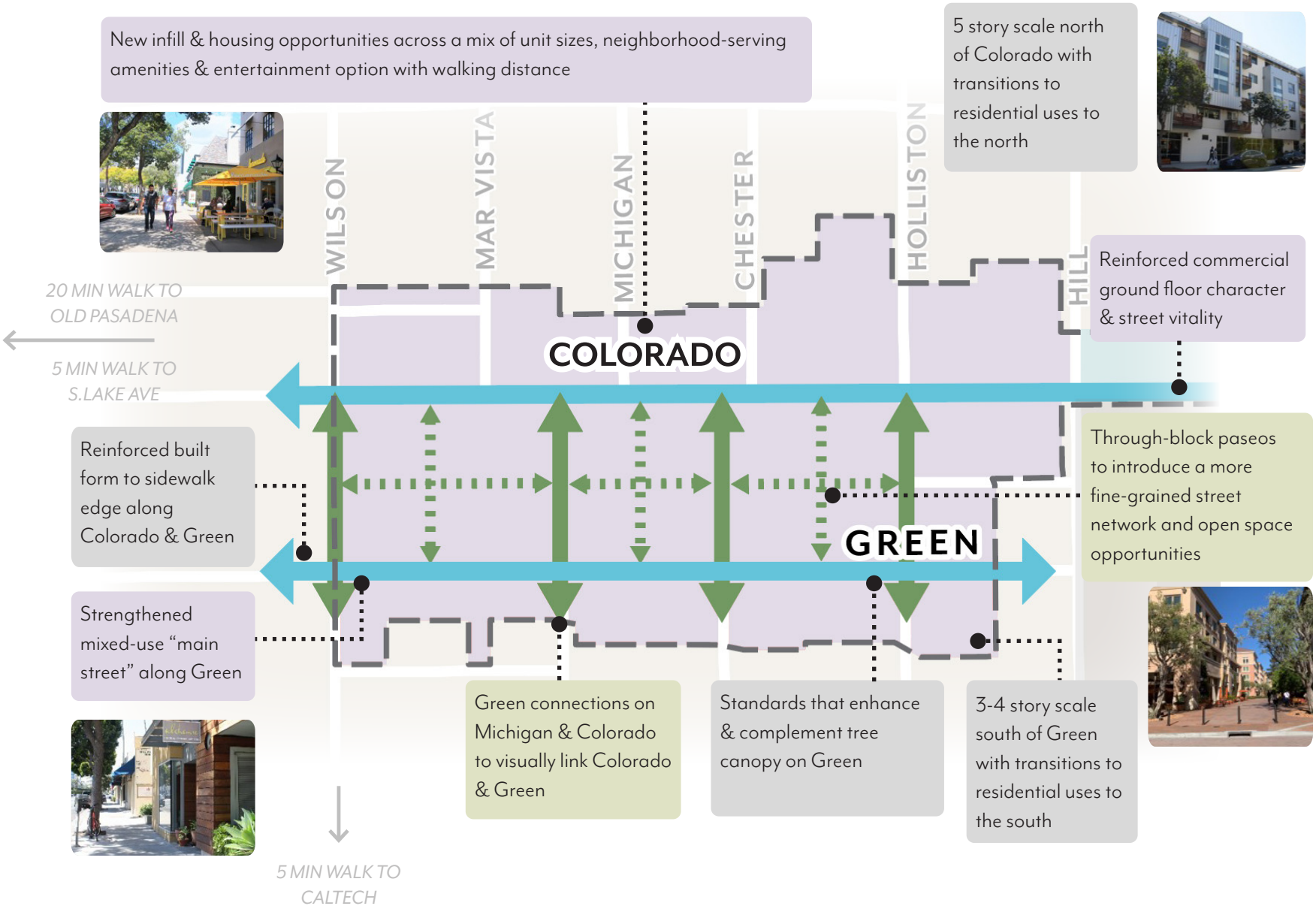
8.b. **Unit Mix.** Support a mix of unit sizes including micro-units, co-housing, and three bedrooms or more in residential developments to support families and students.

8.c. **Cohesive District.** Connect Colorado Boulevard to Green Street and improve east-west pedestrian connectivity through new development with mid-block paseos, enhanced streetscapes, and new public open spaces to create a cohesive district and sense of place west of PCC.

8.d. **Connections to PCC.** Strengthen connections between PCC and Green Street through pedestrian-oriented development and an improved tree canopy between Holliston and Hill Streets.

Conceptual illustration of a mid-block paseo with landscaping, trees, seating, and other amenities for the community in the Specific Plan area.

Figure 3.2-1: Mid-City Subarea Concept



MID-CITY INNOVATION DISTRICT SUBAREA

Goal 9. A vibrant public realm supported by active land uses, high quality ground floor design, and shade-providing tree canopy.

Policies:

9.a. **Ground Floor Uses.** Balance the desire for active ground floor uses with changing market demand by allowing use flexibility that is aligned with overall vision for the Subarea.

9.b. **Active Ground Floor Design.** Incorporate design standards and guidelines relating to entrances, transparency, and other elements that help activate the ground floor and create a connection between the public and private realms.

9.c. **Green Connections.** Implement wider sidewalks with a robust tree canopy and seating to create shaded, walkable connections between Colorado Boulevard and Green Street.

MID-CITY INNOVATION DISTRICT SUBAREA

Goal 10. Context-appropriate development that is sensitive to adjacent residential neighborhoods, historic properties, and existing mature tree canopy.

Policies:

10.a. Adaptive Reuse. Encourage adaptive reuse of existing buildings to achieve the preservation and rehabilitation of both designated and eligible historic properties.

10.b. Sensitive Transitions. Support development that provides sensitive transitions to adjacent residential neighborhoods and designated historic properties through upper story stepbacks and setbacks.

10.c. Complementary Scale. Incorporate design standards that emphasize complementary building scale to strengthen neighborhood character and design.

MID-CITY INNOVATION DISTRICT SUBAREA

Goal 11. An attractive main street along Green Street with supportive commercial uses and an engaging street environment that reinforces and complements the existing streetscape character.

Policies:

11.a. **Flexible Uses.** Strengthen existing commercial activity by expanding the types of allowed uses to support neighborhood businesses and a robust economy compatible with the residential neighborhood to the south.

11.b. **Ground Floor.** Active ground floor design treatments that engage pedestrians and encourage business activity.

11.c. **Building Frontage.** Enhance building frontages that complement existing urban form while allowing space for mature tree canopy.

11.d. **Enhanced Public Realm.** Reinforce existing built form while requiring wider sidewalks, shade trees, public open space, and sidewalk dining that support a sense of place.

COLLEGE DISTRICT SUBAREA

Goal 12. A college district with land uses and amenities that create a lively atmosphere, and serves adjacent residents, students, and employee needs.

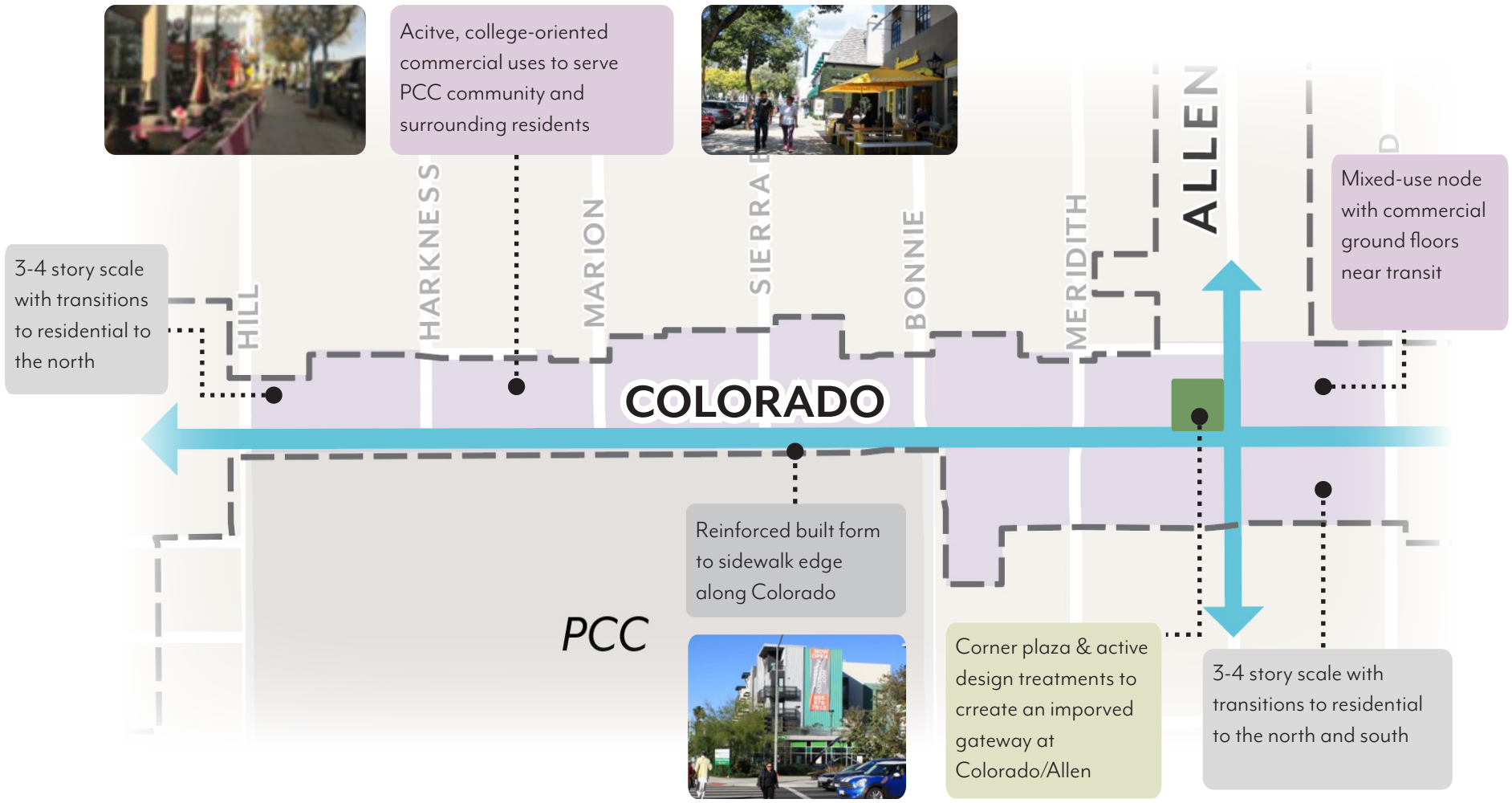
Policies:

12.a. Educational Hub. Allow for businesses that provide everyday shops and services within walking distance for residents, students, and employees.

12.b. Ground Floor. Active ground floor commercial uses that engage pedestrians and encourage visitors to gather, study, and collaborate.

12.c. Supportive Scale. Support low to medium scale buildings that complement the existing urban form.

Figure 3.2-2: College District & Gateway Subarea Concept



GATEWAY SUBAREA

Goal 13. A pedestrian-oriented mixed-use node with open space and a sense of place that connects Allen Transit Station and Colorado Boulevard.

Policies:

13.a. Mix of Uses. Focus new housing and commercial development within a short walk from Allen Transit Station and PCC.

13.b. Improved Gateway. Create a sense of place and arrival through a publicly accessible plaza feature at the Colorado Boulevard and Allen Avenue intersection, strengthening the visual and pedestrian connection between Allen Transit Station and PCC .

13.c. Compatible Development. Allow building heights that support redevelopment in this key node, and provide appropriate transitions to adjacent residential properties.

EASTERN CORRIDOR SUBAREA

Goal 14. A commercial corridor supported by a mix of uses and housing opportunities connected by an enhanced public realm.

Policies:

14.a. Flexible Uses. Support a mix of uses through infill development that complements the eclectic commercial character.

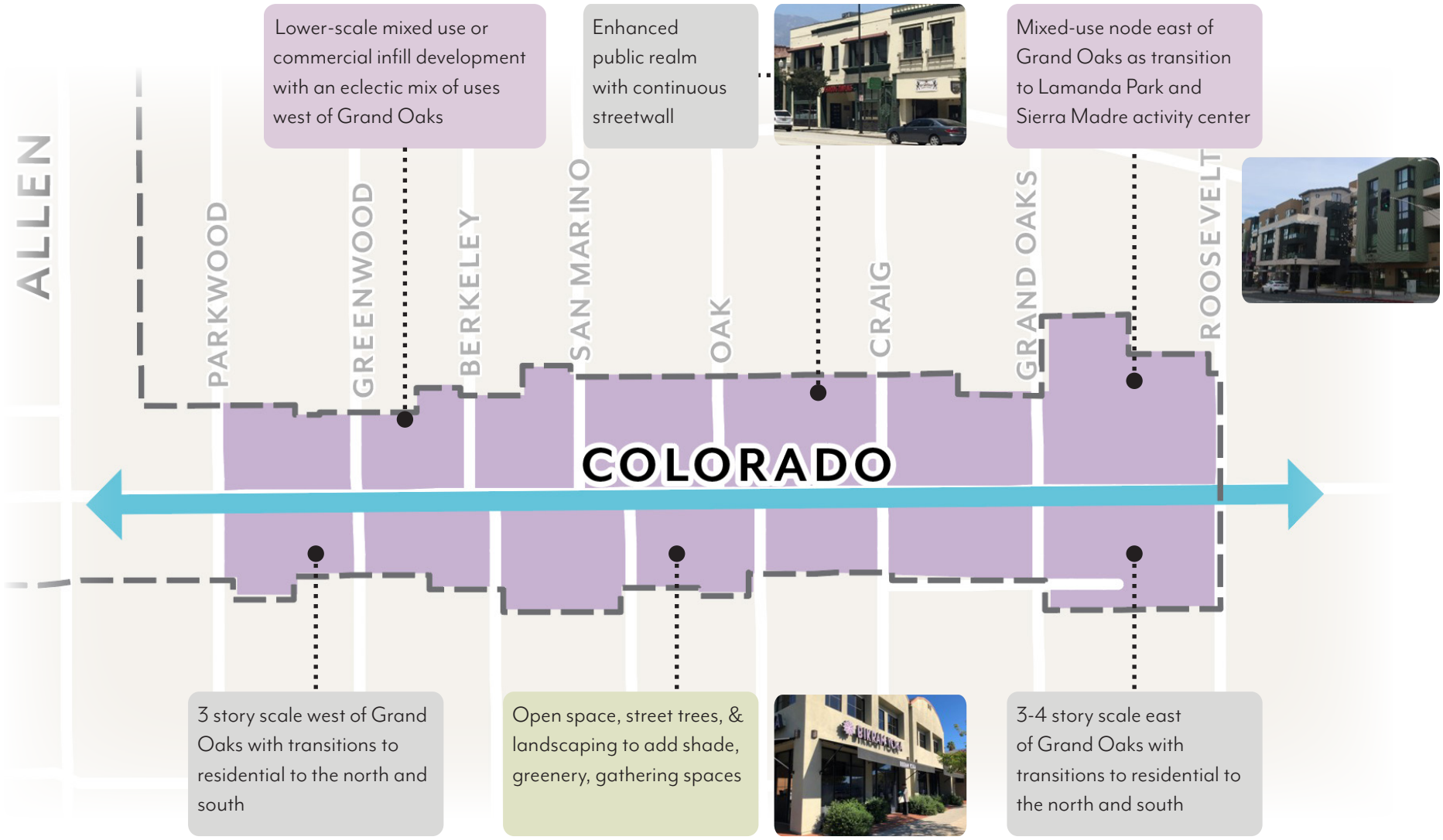
14.b. Infill Housing. Encourage low to medium scale infill development that introduces housing in a business-supportive setting.

14.c. Pedestrian-Oriented Design. Balance the needs of auto-oriented uses with the desire for a walkable neighborhood character and enhanced pedestrian mobility by requiring pedestrian-oriented site design and features.

14.d. Lower-Scale Character. Maintain character to reflect existing form and strengthen neighborhood identity.

14.e. Greening. Integrate open space, street trees, and parkways within the sidewalk to increase gathering spaces, shade, and greenery in the Subarea.

Figure 3.2-3: Eastern Corridor Subarea Concept



EASTERN CORRIDOR SUBAREA

Goal 15. A higher-intensity mixed-use node that provides a transition to the Colorado/Sierra Madre node within Lamanda Park Specific Plan area.

Policies:

15.a. Mixed-Use Node. Focus higher-density residential and commercial development between Grand Oaks Avenue and Roosevelt Avenue to encourage the creation of a mixed-use node.

15.b. Flexible Ground Floor Uses. Allow a range of ground floor uses to support flexibility while encouraging activity on the ground floor.

15.c. Supportive Scale. Enable a building scale that supports the creation of a mixed-use node to enhance the transition to the Colorado/Sierra Madre node.

ALLEN RESIDENTIAL SUBAREA

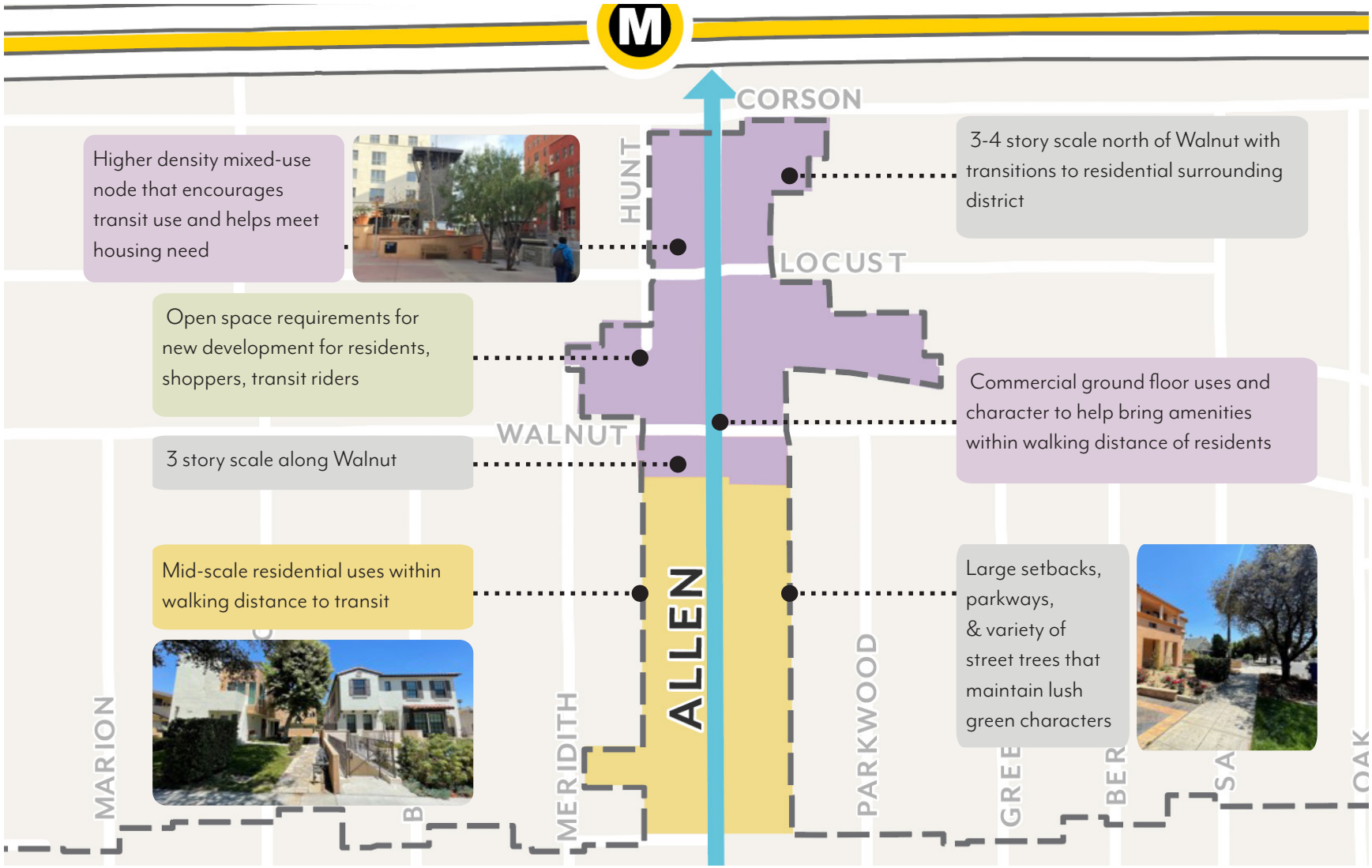
Goal 16. A multi-family residential neighborhood lined with landscaping and canopy trees that reinforce the existing residential character.

Policies:

16.a. Housing Variety. Support mid-density residential uses within walking distance of the Allen Transit Station and surrounding commercial uses.

16.b. Green Corridor. Maintain large setbacks, parkways, and consistent street trees that contribute to the neighborhood's lush green character.

Figure 3.2-4: Allen Residential and Allen Transit Subarea Concept



ALLEN TRANSIT SUBAREA

Goal 17. A transit-oriented district with a mix of housing, daily services and amenities for residents, employees, and transit riders.

Policies:

17.a. **Transit Village.** Focus higher-density residential and commercial development near the Allen Transit Station to encourage transit use and help meet housing needs.

17.b. **Proximity to Services.** Allow for businesses that provide daily services within walking distance for residents and transit riders.

17.c. **Ground Floor Design.** Implement design standards and guidelines relating to entrances, transparency, and other elements that help create a ground floor commercial character.

17.d. **Commercial Corners.** Reinforce commercial character at intersections by requiring ground floor commercial spaces that provide amenities within walking distance of residents.

ALLEN TRANSIT SUBAREA

Goal 18. An enhanced street atmosphere and public realm that promotes pedestrian access and safety along Allen Avenue, connecting people with surrounding neighborhoods and transit.

Policies:

18.a. Transit Access. Require wider sidewalks, street trees, and parkways to support pedestrian comfort and access to Allen Transit Station.

18.b. Pedestrian Safety. Support DOT led pedestrian safety enhancements along Allen Avenue and near the Allen Transit Station to increase pedestrian comfort and encourage transit ridership.

18.c. Multi-Modal Infrastructure. Require supportive multi-modal infrastructure that encourages walking, biking and rolling through bicycle facilities and reduced parking standards.

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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 ECSP. While broad land use categories are assigned in the General Plan, the ECSP 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: Ground Floor Dining

Residential Use: Ground Floor Residential Units

Commercial Use: Ground Floor Retail

4.1 Applicability

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

Table 4.1-1: Applicable Specific Plan Chapters

Zone	Specific Plan Chapters			
	Vision, Goals & Policies	Zoning & Land Use	Public Realm Standards	Development Standards
	3	4	5	6
EC-MU-C	✓	✓	✓	✓
EC-MU-G	✓	✓	✓	✓
EC-MU-N	✓	✓	✓	✓
EC-RM-32	✓	17.22	✓	17.22
PD	✓	17.26	✓	17.26

4.2 Zoning Districts

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

EC-MU-C
Mixed-Use Core

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

EC-MU-G
Mixed-Use General

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

EC-MU-N
Mixed-Use Neighborhood

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

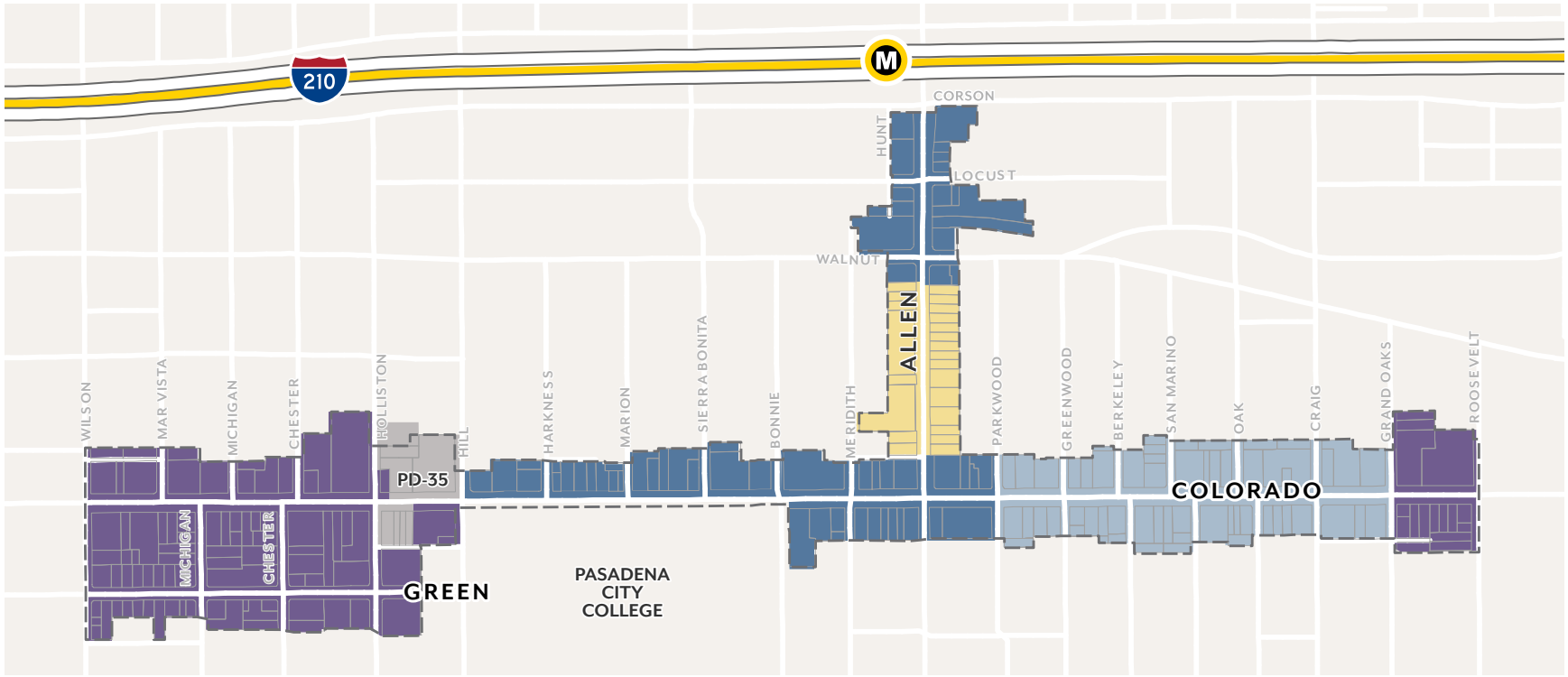
EC-RM-32
Residential Multi-family

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

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 4.3-1 are prohibited, except as otherwise provided by PMC 17.21.030.A.

G. **Nonconforming Uses.** Existing uses which are made nonconforming by the ECSP shall be subject to PMC 17.71.

H. **Initial Use of a Historic Resource.** Where prohibited by Table 4.3-1, the initial use of the designated historic resources identified on page 17 may be permitted with a Conditional Use Permit.

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

(L1) Use is not permitted on the ground floor within 35 feet of the sidewalk line on Colorado Boulevard, Green Street, and Allen Avenue. Entries to upper floor or ground floor spaces behind the 35 feet are allowed.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	EC-MU-C	EC-MU-G	EC-MU-N	
RESIDENTIAL USES				
Accessory Dwelling Unit	P	P	P	17.50.275
Boarding Houses[2]	C	C	C	
Dormitories	P	P	P	
Fraternities / Sororities	P	P	P	
Home Occupations	P	P	P	17.50.110

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	EC-MU-C	EC-MU-G	EC-MU-N	
Mixed-Use Projects	P	P	P	
Multi-Family Housing	P	P	P	
Residential Accessory Uses and Structures	P	P	P	17.50.250
Residential Care, General	P	P	P	
Residential Care, Limited	P	P	P	
Single-Room Occupancy	P	P	P	
Supportive Housing	P	P	P	
Transitional Housing[3]	P	P	P	
COMMERCIAL USES				
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES				
Clubs, Lodges, Private Meeting Halls	C	C	C	
Colleges, Nontraditional Campus Setting	P	P	P	
Commercial Entertainment	E	E	E	17.50.130
Commercial Recreation, Indoor	P	P	P	
Commercial Recreation, Outdoor	—	—	—	
Cultural Institutions	P	P	P	
Electronic Game Centers	P	P	P	17.50.100
Park and Recreation Facilities	P	P	P	
Religious Facilities	C	C	C	17.50.230
with Columbarium	MC	MC	MC	
with Temporary Homeless Shelter	MC	MC	MC	
Schools, Public and Private	—	C	C	17.50.270
Schools, Specialized Education and Training	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	EC-MU-C	EC-MU-G	EC-MU-N	
OFFICE, PROFESSIONAL & BUSINESS SUPPORT USES				
Automated Teller Machines (ATMs)	P	P	P	17.50.060
Banks and Financial Services	P	P	P	
with Walk-Up Services	P	P	P	17.50.060
Business Support Services	P	P	P	
Offices, Accessory	P (L1)	P (L1)	P (L1)	
Offices, Administrative Business Professional	P (L1)	P	P (L1)	
Offices, Government	P (L1)	P	P (L1)	
Offices, Medical	P	P	P	
Offices, Research and Development[4]	P (L1)	P	P	17.50.240
Work/Live Units	—	P	P	17.50.370
RETAIL SALES				
Alcohol Sales, Beer and Wine	C	C	C	17.37.040.E, 17.50.040
Alcohol Sales, Full Alcohol	C	C	C	
Animal Retail Sales	P	P	P	
Bars / Taverns	C	C	C	17.50.040, 17.61.050.J
with Live Entertainment	C	C	C	17.50.130
Building Materials and Supplies Sales	—	P	—	
Convenience Stores	P	P	P	
Food Sales	P	P	P	
Liquor Stores	C	C	C	17.50.070, 17.61.050.J
Restaurants, Fast Food	P	P	P	17.50.260
Restaurants, Formula Fast Food	P	P	P	17.50.260

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	EC-MU-C	EC-MU-G	EC-MU-N	
Restaurants	P	P	P	17.50.260, 17.61.050.J
with Limited Live Entertainment	P	P	P	
with Walk Up Window	P	P	P	
Retail Sales	P	P	P	
Significant Tobacco Retailers	C (L1)	C	C (L1)	17.50.330
Vehicle Services, Sales/Leasing	—	C	—	17.50.360
Vehicle Services, Sales/Leasing, Limited	—	C	—	
SERVICES				
Adult Day Care, General	C (L1)	C	C	
Adult Day Care, Limited	P (L1)	P	P	
Animal Services, Hospitals	—	P	—	17.50.050
Catering Services	P (L1)	P	P	
Charitable Institutions	P	P	P	
Child Day Care Centers	P	P	P	17.50.080
Child Day Care, Large	P	P	P	
Child Day Care, Small	P	P	P	
Drive-through Businesses, Non-restaurants[5]	—	C	—	17.50.090
Drive-through Businesses, Restaurants[5]	—	C	—	
Emergency Shelters	MC	MC	MC	
Laboratories	—	P	P (L1)	
Life-Care Facilities	MC (L1)	MC	MC (L1)	17.50.120
Lodging, Hotels and Motels	C	C	C	17.50.150
Massage Establishments	C	C	C	17.50.155
Medical Services, Extended Care	—	MC	MC (L1)	
Mortuaries / Funeral Homes	—	MC	MC	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	EC-MU-C	EC-MU-G	EC-MU-N	
Neighborhood Gardens	P	P	P	
Personal Improvement Services	P	P	P	
Personal Services	P	P	P	
Printing and Publishing	P (L1)	P	P (L1)	
Printing and Publishing, Limited	P	P	P	
Public Safety Facilities	C	C	C	
Vehicle Services, Vehicle Equipment Repair	—	C	—	17.50.360
INDUSTRY, MANUFACTURING & PROCESSING USES				
Alcohol Beverage Manufacturing	—	C	—	17.50.040, 17.61.050.J
with Accessory Tasting Room	—	C	—	
Custom Manufacturing / Artisan Production	P	P	P	
Industry, Restricted	—	MC	—	
Research and Development, Non-Offices[4]	P (L1)	P	P	17.50.240
Wholesaling, Distribution and Storage, Small-Scale	—	—	—	
TRANSPORTATION, COMMUNICATIONS & UTILITY USES				
Accessory Antenna Array	P	P	P	
Alternative Fuel / Recharging Facilities	—	P	—	
Commercial Off-Street Parking	MC	MC	MC	17.40.070
Communications Facilities	C	C	C	
Transportation Terminals	C	C	C	
Utility, Major	C	C	C	
Utility, Minor	P	P	P	
Wireless Telecom Facilities, Major	C	C	C	17.50.310
Wireless Telecom Facilities, Minor	MC	MC	MC	
Wireless Telecom Facilities, SCL	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	EC-MU-C	EC-MU-G	EC-MU-N	
TEMPORARY USES				
Filming, Long-term	C	C	C	
Filming, Short-term	P	P	P	
Personal Property Sales	P	P	P	17.50.190
Seasonal Merchandise Sales	P	P	P	17.50.180
Street Fairs	P	P	P	
Tents	TUP	TUP	TUP	17.50.320
Other Temporary Uses	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] Projects utilizing an Open Space reduction shall be restricted to Research and Development uses for a minimum period of 5 years after Certificate of Occupancy. Any change of use prior to 5 years shall be subject to standard Open Space requirements.

[5] Queuing lanes for vehicles shall not be located within 15 feet of Colorado Boulevard; this area may be used for landscaping, outdoor dining, or access driveways.

Ch. 5 Public Realm Standards


KAIBA
JAPANESE RAMEN, SUSHI & GRILL
KAIBA
JAPANESE RAMEN, SUSHI & GRILL
E APPLY INSIDE
W HIRING
MOS CONTRATANDO
BISHOPS
CUTS / COLOR
FedEx Office
WELLS FARGO
GET
DAMN
HAIR
CUT

Public Realm Standards

CHAPTER OVERVIEW

The public realm standards and design guidelines in this chapter serve to implement the General Plan vision for the ECSP 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.

Figure 5.1-1: Sidewalk Zones

PASADENA STREET DESIGN GUIDE

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

The Street Design Guide organizes sidewalks into the following three zones, which provide a basis for standards in the ECSP:

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

5.1 Sidewalks

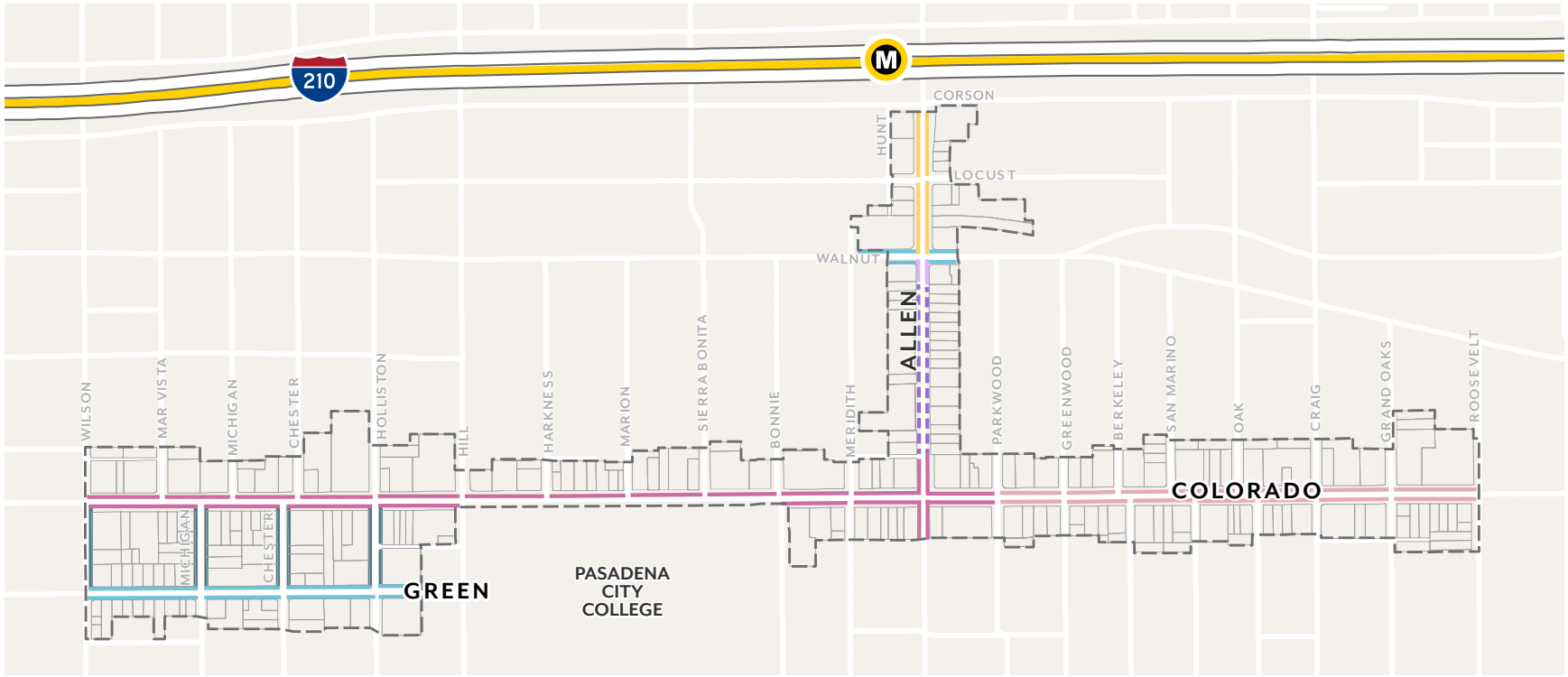
These standards are intended to:

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

IMPORTANCE OF SIDEWALKS

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

Map 5.1-1: Sidewalk Widths



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

5.1.1 SIDEWALK WIDTH

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

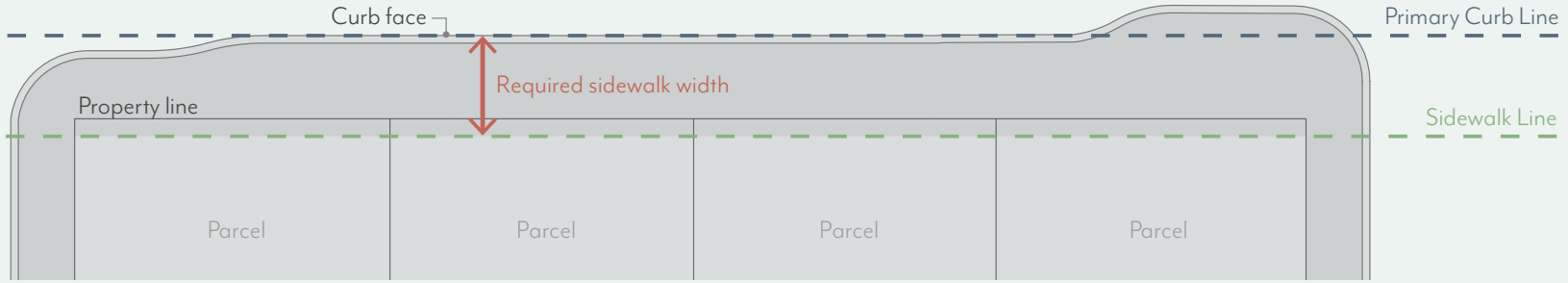
SIDEWALK WIDTHS

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

Figure 5.1-2: 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.



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

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 per Section 6.2.4.

SIDEWALK ZONES

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

BUILDING FRONTAGE ZONE

Frontage Zones may include planters to add some greenery to sidewalks

Frontage Zones may be used to accommodate outdoor dining

WALK ZONE

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

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

AMENITY ZONE

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

Figure 5.1-3: Sidewalk Zone Requirements

Diagram 1: 15' Sidewalk (Colorado Blvd. west)

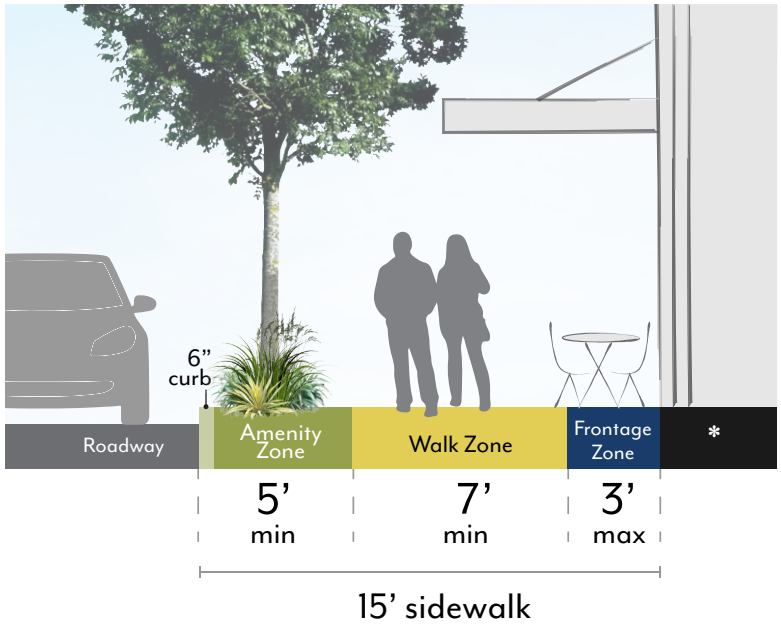
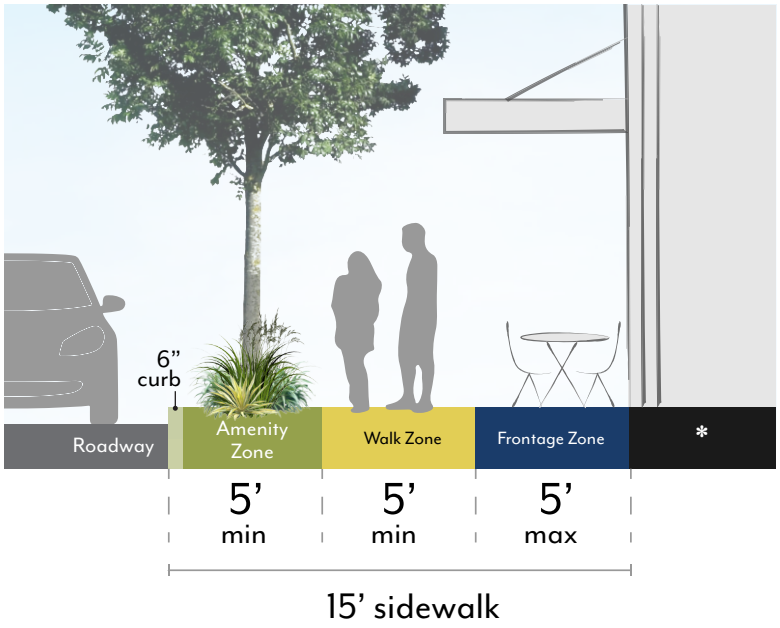


Diagram 2: 15' Sidewalk (Colorado Blvd. east)



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

Diagram 3: 12’ Sidewalk (connector streets)

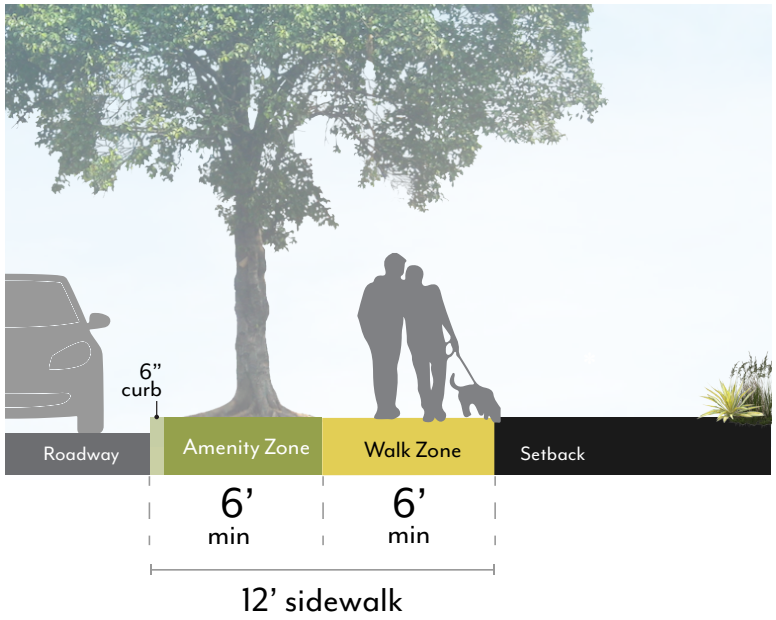


Diagram 4: 12’ Sidewalk (Green/Walnut)

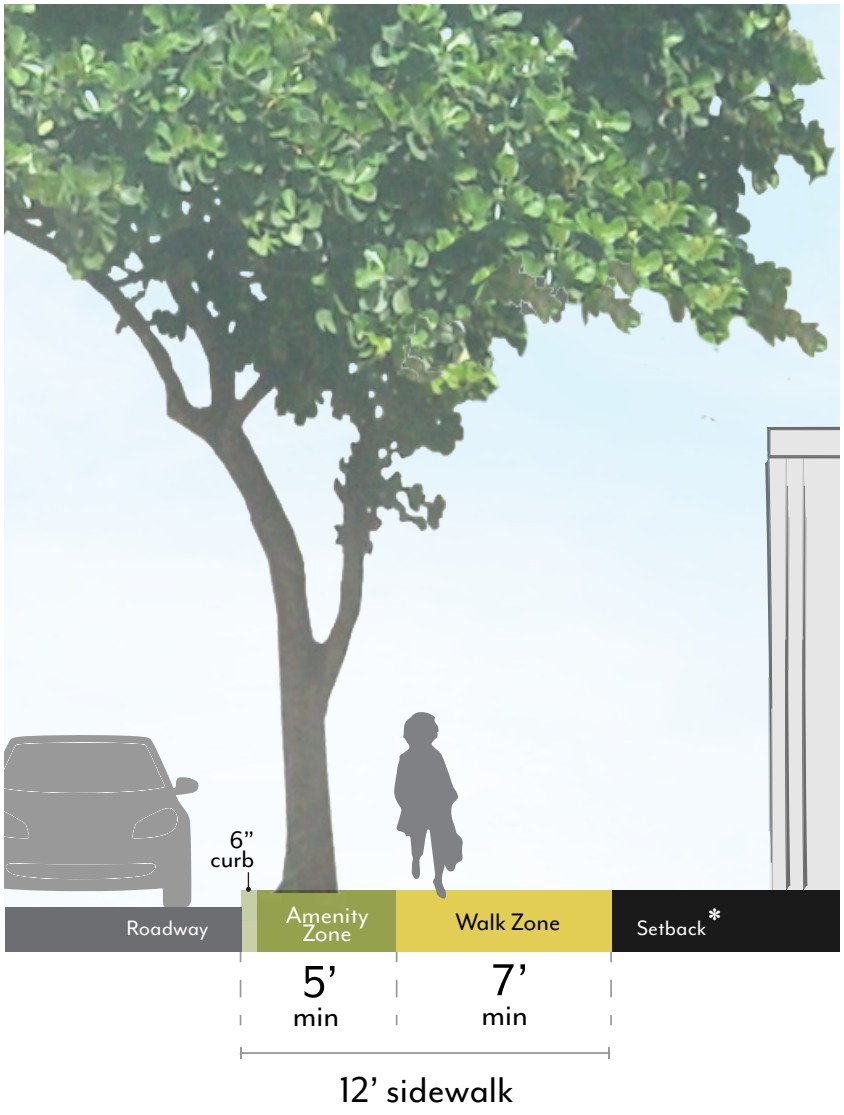


Diagram 5: 16’ Sidewalk (Allen Ave.)

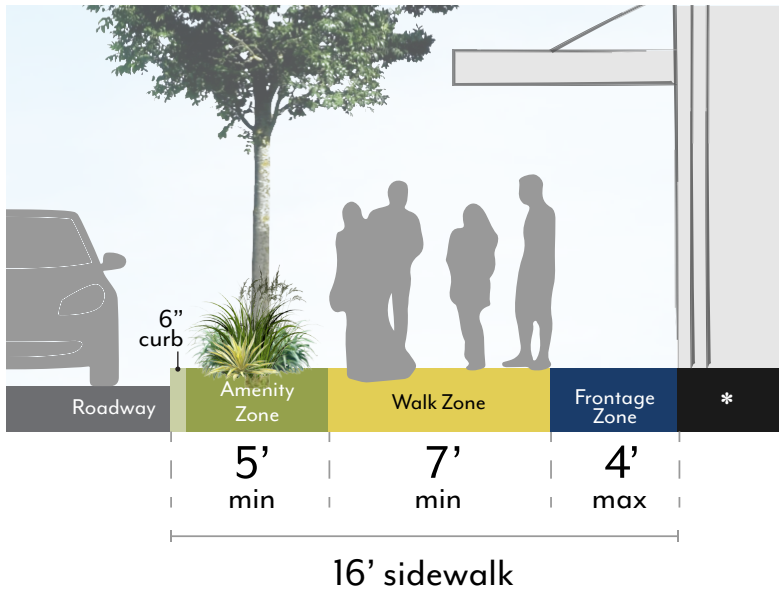


Diagram 6: 15’ Sidewalk (Allen Ave.)

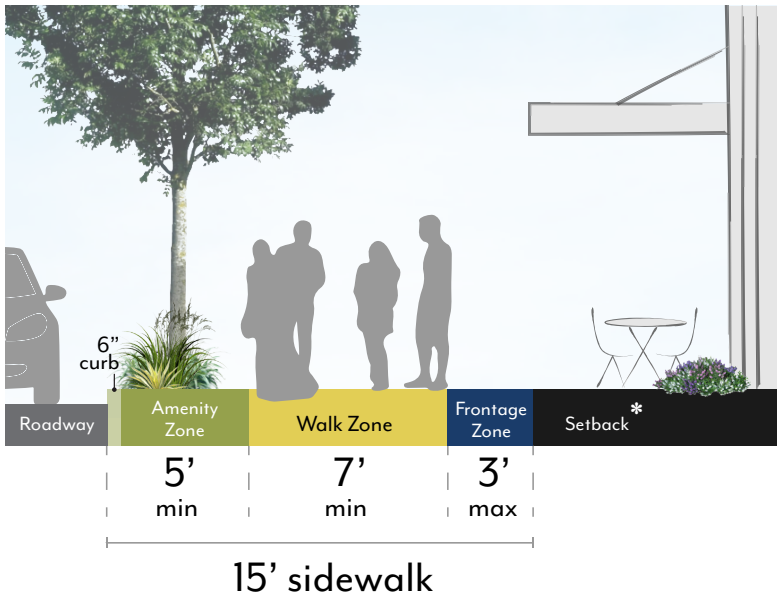


Diagram 7: 15’ Sidewalk (Allen Ave. residential)

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

5.2 Parkways and Street Trees

These standards are intended to:

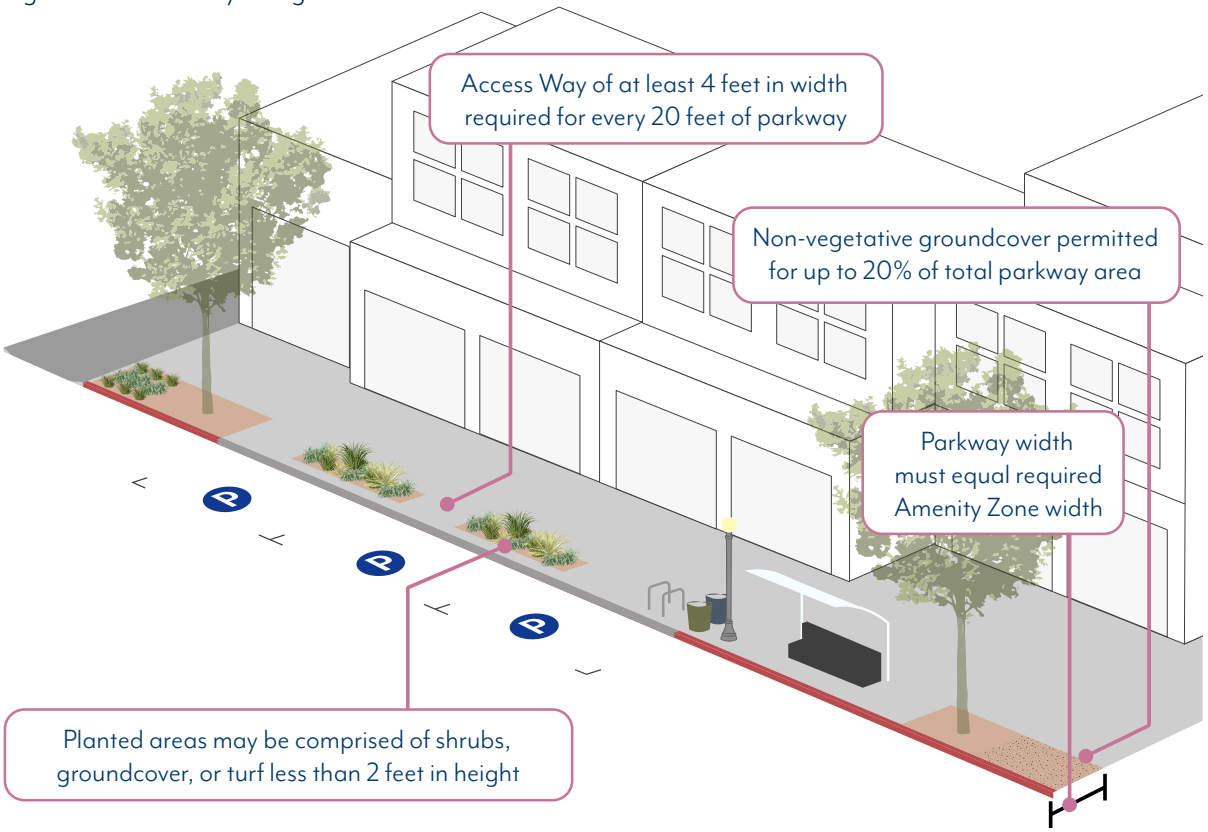
- Enhance pedestrian conditions through increased landscaping at sidewalk level;
- Provide a visual buffer between parking lane and sidewalk;
- Improve stormwater capture and increase permeability of sidewalk zone; and
- Improve street tree health and support the process of carbon sequestration.

5.2.1 PARKWAYS

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

1. In EC-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.

Figure 5.2-1: Parkway Design Standards



IMPORTANCE OF PARKWAYS

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

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

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.

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 sidewalk to the greatest extent feasible given soil conditions.

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

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

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

5.2.2 STREET TREES

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

B. **Spacing.** Street trees shall be planted at a spacing 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, or other street amenities. Closer spacing is encouraged when feasible and when appropriate for the 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 East Colorado's street tree species with the vision, goals, and policies in the ECSP related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm.

IMPORTANCE OF STREET TREES

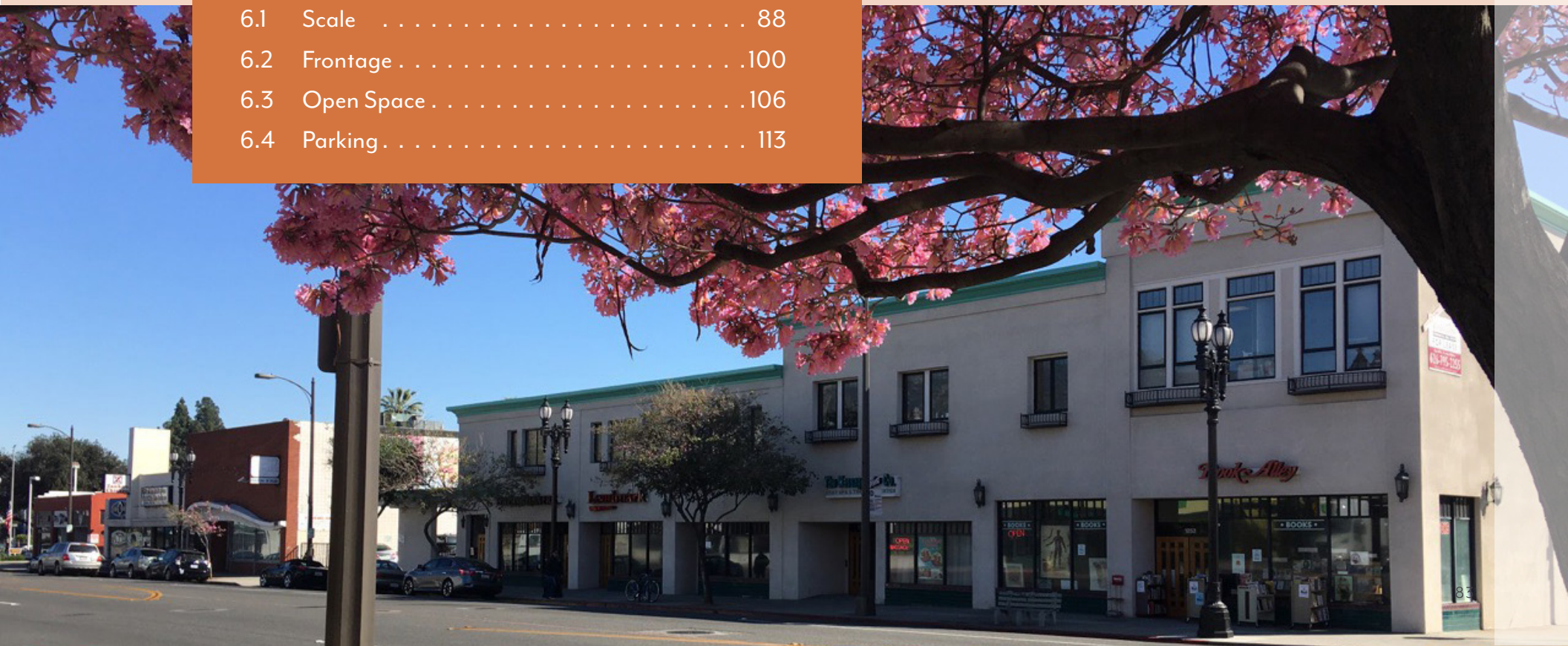
Street trees play an important role in keeping cities livable, sustainable and resilient. Trees improve air quality, increase urban biodiversity, and help reduce carbon emissions. In addition to environmental benefits, trees provide health, social, economic, and aesthetic benefits to communities. Requirements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

Top Left:
Pink Trumpet trees on Colorado Blvd.

Top Right:
Oak tree varieties on Allen Ave.

Bottom Left:
Mature Ficus trees on Green St.

Ch. 6 Development Standards



Development Standards

CHAPTER OVERVIEW

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

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

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

Per Section 4.1.2, standards for EC-RM-32 zoning are not included in the ECSP. In EC-RM-32, development shall follow all standards of RM-32 zoning (PMC 17.22). In PD zones, development shall be subject to a Planned Development (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 ECSP, 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 ECSP. Where the Plan defers to the Pasadena Municipal Code (PMC) for a particular standard, the relevant code section is provided; however, the city's code is updated periodically and exact code references may change. Checkmarks (✓) indicate where a specific plan standard applies, but the standard is text-based and cannot be condensed into the table. This table is provided for ease of use; **complete standards shall be referenced within the relevant sections of Chapter 6.**

Standard	EC-MU-C	EC-MU-G	EC-MU-N
Scale			
Allowable Density			
Dwelling Units per Acre	Map 6.1-1	32	Map 6.1-1
Allowable Intensity			
Floor Area Ratio	Map 6.1-2	1.0	Map 6.1-2
Building Height			
Height	Map 6.1-3	39’	Map 6.1-3
Minimum Streetwall Height			
By Location	Table 6.1-1		
Required Setbacks			
All streets	Map 6.1-4		
Adjacent RM/RS	15' min.		
Other interiors	None required		
Required Stepbacks			
All streets	Table 6.1-2		
Adjacent RM	45-degree encroachment plane (Figure 6.1-5)		
Historic Adjacency			
Setbacks & Stepbacks	Modified standards apply to projects adjacent designated resources (Figure 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		

Standard	EC-MU-C	EC-MU-G	EC-MU-N
Frontage			
Ground Floor Frontages	✓	✓	✓
Ground Floor Design	✓	✓	✓
Minimum Transparency			
Ground Floor	70%	70%	70%
Overall Façade	30%	30%	30%
Residential Units	N/A	N/A	N/A
Required Shade Structures			
Colorado Boulevard	North side: 8-10' for 70% of frontage; elsewhere: optional		
Arcades & Galleries	✓	✓	✓
Walls & Fences	✓	✓	✓
Balconies & Roof Decks	✓	✓	✓
Open Space			
Minimum Area			
Non-residential	5% of Building Floor Area for projects over 40,000 sf		
Residential	200 sf per studio, 225 sf per 1-bed, 250 sf per 2-bed, 275 sf per 3+bed		
Public	Table 6.3-2 and Map 6.3-1 for projects over 80,000 sf		
Private Open Space	✓	✓	✓
Common Open Space	✓	✓	✓
Publicly Accessible OS	✓	✓	✓
Paseos	—	—	✓

Standard	EC-MU-C	EC-MU-G	EC-MU-N
Parking			
Minimum Parking	Table 6.4-1		
Vehicle Access	✓	✓	✓
Layout & Design	✓	✓	✓
Other Applicable Standards[1]			
General Development	PMC 17.40		
Inclusionary Housing	PMC 17.42		
Density Bonus	PMC 17.43		
Landscaping	PMC 17.44		
Parking & Loading	PMC 17.46		
Signs	PMC 17.48		
Specific Land Uses	PMC 17.50		

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

6.1 Scale

These standards are intended to:

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

Example of 30-40 foot building height

Example of 40-50 foot building height

Example of 50-65 foot building height

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

6.1.1 DENSITY

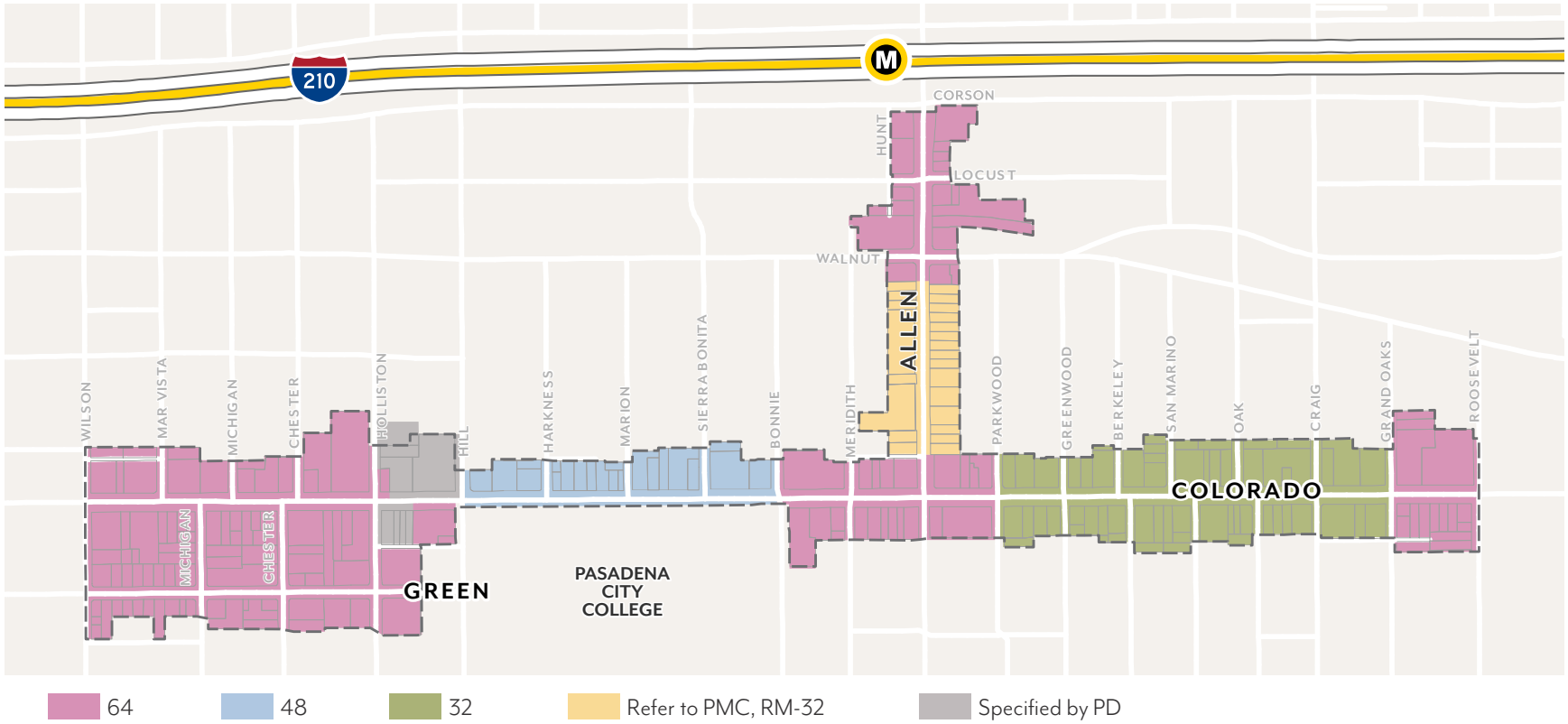
A. **Residential Density.** Projects that include residential dwelling units shall not exceed the allowable dwelling units per acre (du/ac) set in Map 6.1-1.

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

B. **Unit Mix.** For projects west of Hill Avenue with 50 dwelling units or more, inclusive of any density bonus, at least 20 percent of the total number of units shall have a minimum of 3 bedrooms.

1. Fractions shall be rounded to the nearest whole number; those at 0.50 shall be rounded up.

Map 6.1-1: Allowable Density

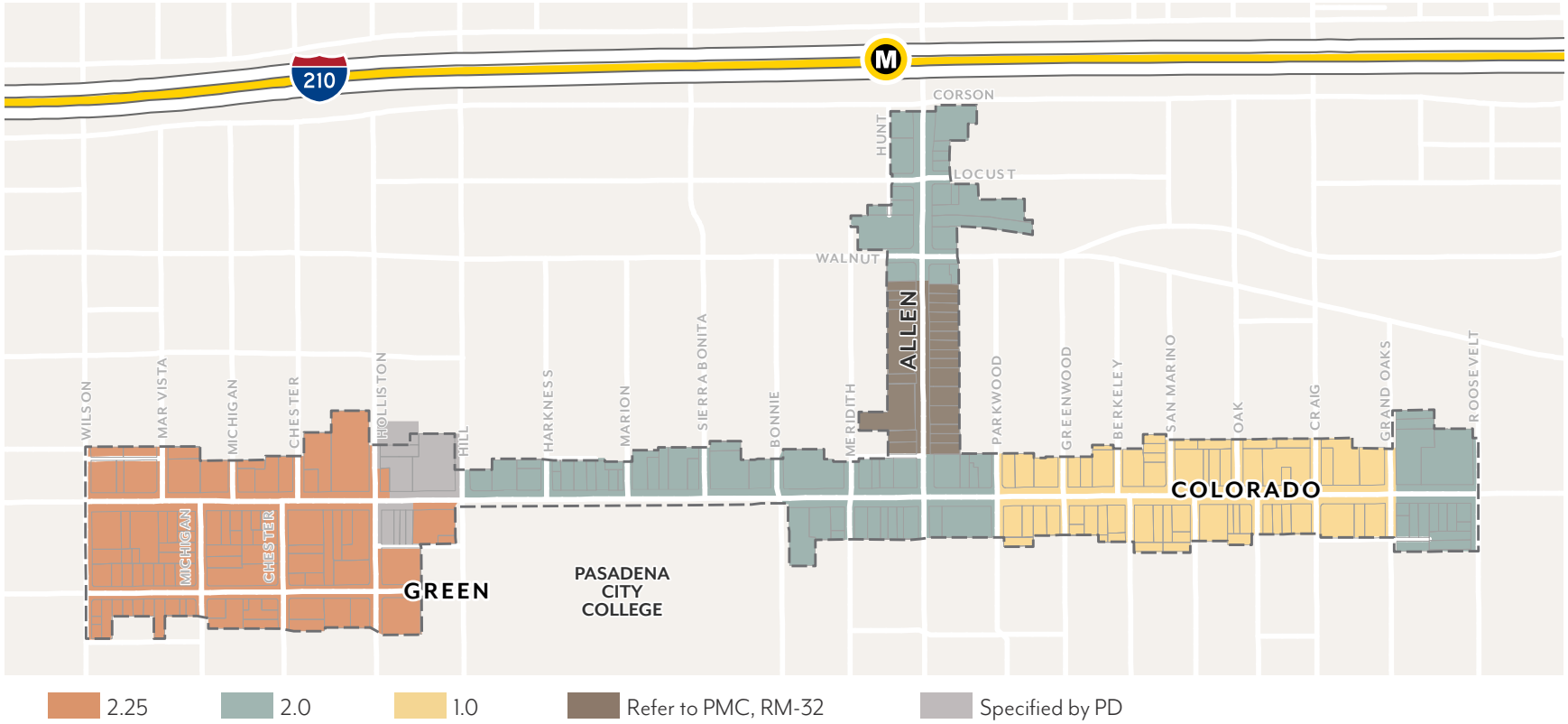


6.1.2 INTENSITY

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 total site area. If a street dedication or easement is required, FAR shall be calculated using the size of the lot prior to the street dedication or easement.

Map 6.1-2: Allowable Floor Area Ratio



6.1.3 HEIGHT

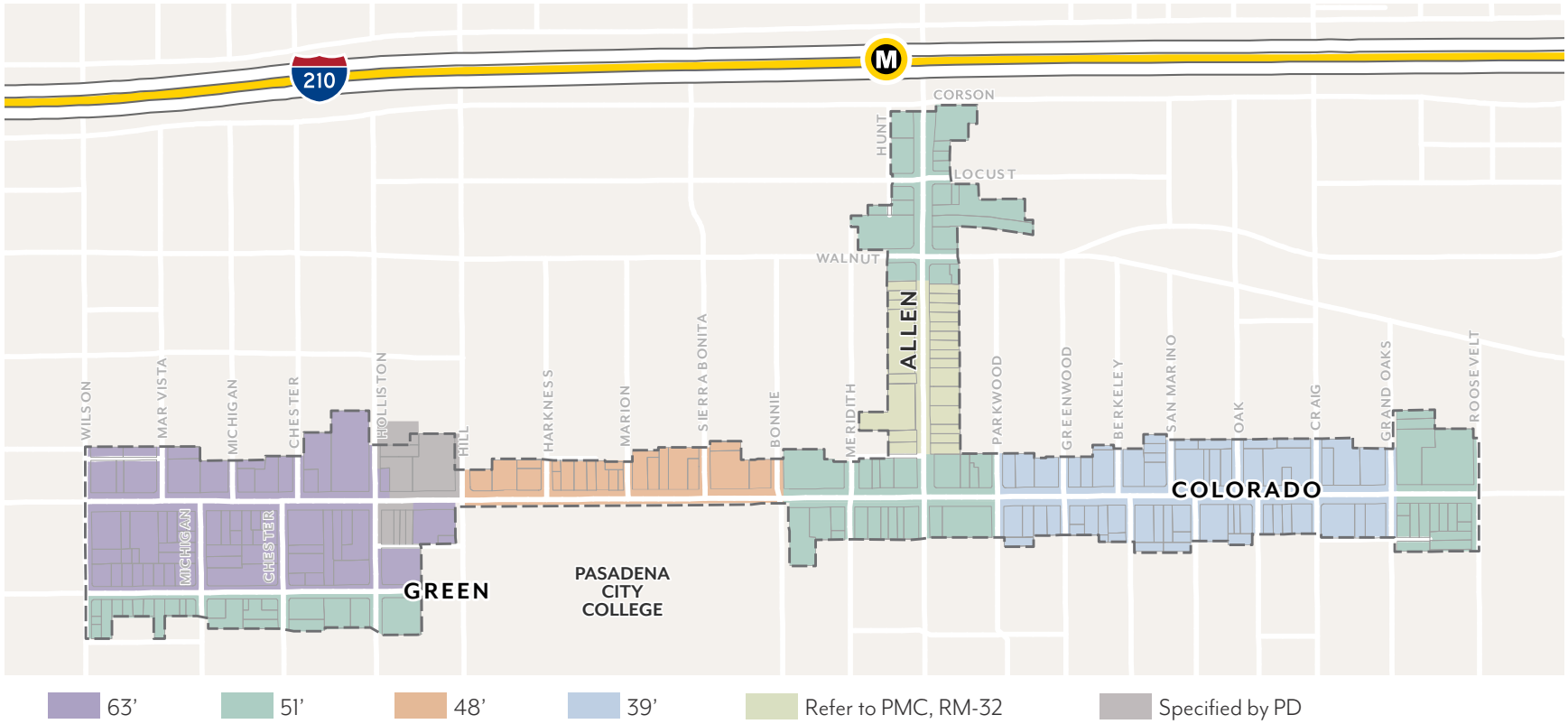
A. **Building Height.** Projects shall not exceed the height limits set in Map 6.1-3.

1. Height is measured per PMC 17.40.060.
2. Maximum height for massing adjacent to street or interior property lines may be limited by required stepbacks; see Section 6.1.5.
3. Exceptions allowed for Varied Roof Lines (6.1.3.B) and projecting features such as appurtenances and railings per PMC 17.40.060.

B. **Varied Roof Lines.** A maximum of 30 percent of a building's footprint may exceed the height limit set in Map 6.1-3 by up to 12 feet.

1. This allowance is not applicable to other development standards relating to building scale such as stepbacks. It may not be used in combination with a concession for building height when utilizing PMC 17.43.

Map 6.1-3: Building Height



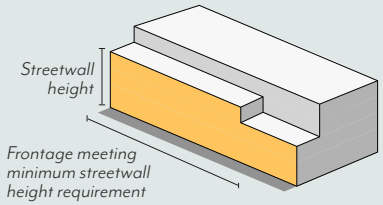
C. **Streetwall Height.** Buildings shall meet or exceed the minimum streetwall height set in Table 6.1-1 for a minimum of 75 percent of building frontage, unless the overall building height is lower than the requirement; see Figure 6.1-1.

1. Streetwall is defined as any street-facing façade within 10 feet of the maximum setback and is not required to be continuous.
2. Appurtenances shall not count toward streetwall height.

Table 6.1-1: Streetwall Height

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

Figure 6.1-1: Minimum Streetwall Height



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

Note: Diagrams used for illustrative purposes only.

A 25' streetwall (two stories)

A 35' streetwall (three stories)

A SENSE OF PLACE THROUGH STREETWALLS

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

6.1.4 SETBACKS

A. **Street Setbacks.** Buildings shall comply with the street setbacks set in Map 6.1-4. Setback ranges establish a minimum and maximum for the specified percentage of linear frontage; see Figure 6.1-2.

1. Street setbacks are measured from the sidewalk line; see Figure 5.1-2.
2. Minimum setbacks shall apply to all stories of a building; setbacks less than the minimum are prohibited. Maximum setbacks shall apply only to the ground floor and Streetwalls (Section 6.1.3.C), where applicable.
3. 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 or roof meets the setback range; 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.
    c. For Restaurants in EC-MU-G, the primary frontage percentage may be reduced to 40 percent if an additional 10 percent is provided as a solid wall of 36 to 48 inches enclosing outdoor dining.
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.

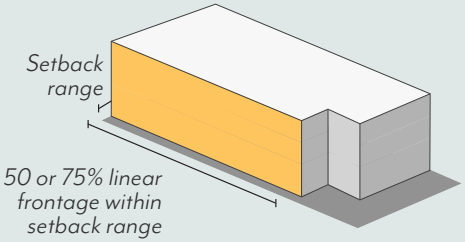
SETBACKS TO SUPPORT HEALTHY TREE CANOPY

Employing an increased street setback within the established range can support street tree health by creating additional space for tree canopies to grow, providing more shade and greenery.

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

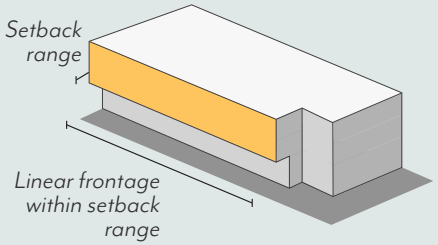
1. Interior setbacks are those abutting other parcels along non-street side and rear property lines and are measured from the shared property line.
2. Exceptions allowed per PMC17.40.160 (Table 4-1).

Figure 6.1-2: Street Setbacks Percentage



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

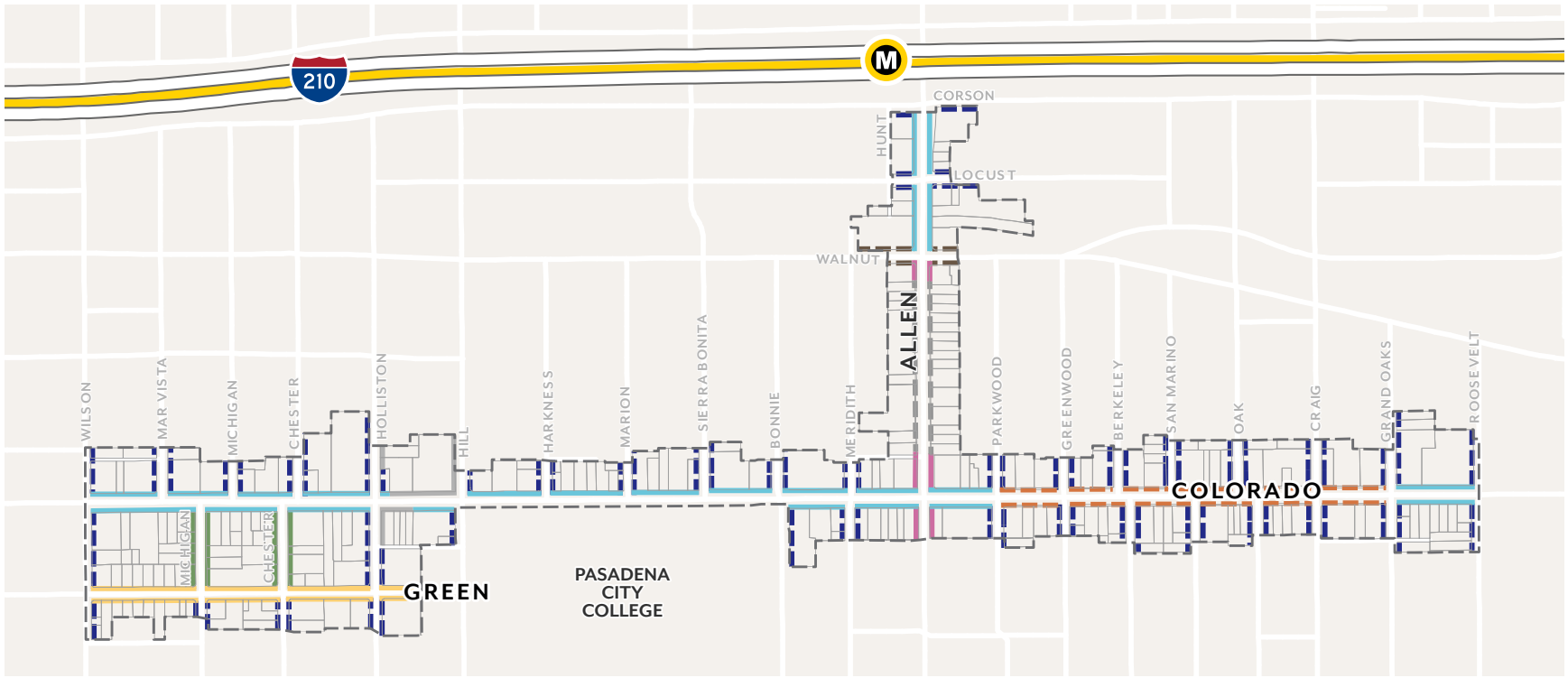
Figure 6.1-3: Recessed Ground Floor



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

Note: Diagrams used for illustrative purposes only.

Map 6.1-4: Street Setbacks



SAMPLE SETBACKS & STEPBACKS

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

A two foot setback allows for landscaping between the building and sidewalk

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

A ten foot setback can allow ample space for outdoor dining

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

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

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

6.1.5 STEPBACKS

A. **Street Stepbacks.** Buildings shall not exceed the height specified in Table 6.1-2 before stepping back the specified depth; see Figure 6.1-4.

1. Street stepbacks are measured from the sidewalk line.
2. Uses allowed within the street stepback include:
   a. Private Open Space (e.g. balconies, terraces);
   b. Shade structures, trellises, and similar;
   c. Green roofs and photovoltaic panels; and
   d. Other open space features per review authority approval.

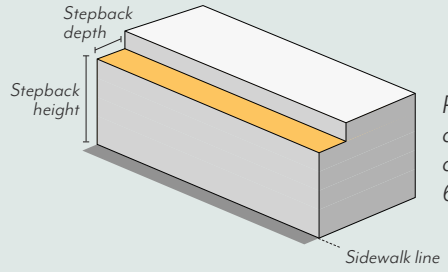
B. **Interior Stepbacks.** Adjacent to RM zoning districts, buildings shall not be located within the encroachment plane sloping upward and inward at a 45-degree angle measured from the vertical, commencing 25 feet above the existing grade along the shared property line; see Figure 6.1-5.

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

Table 6.1-2: Street Stepbacks

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

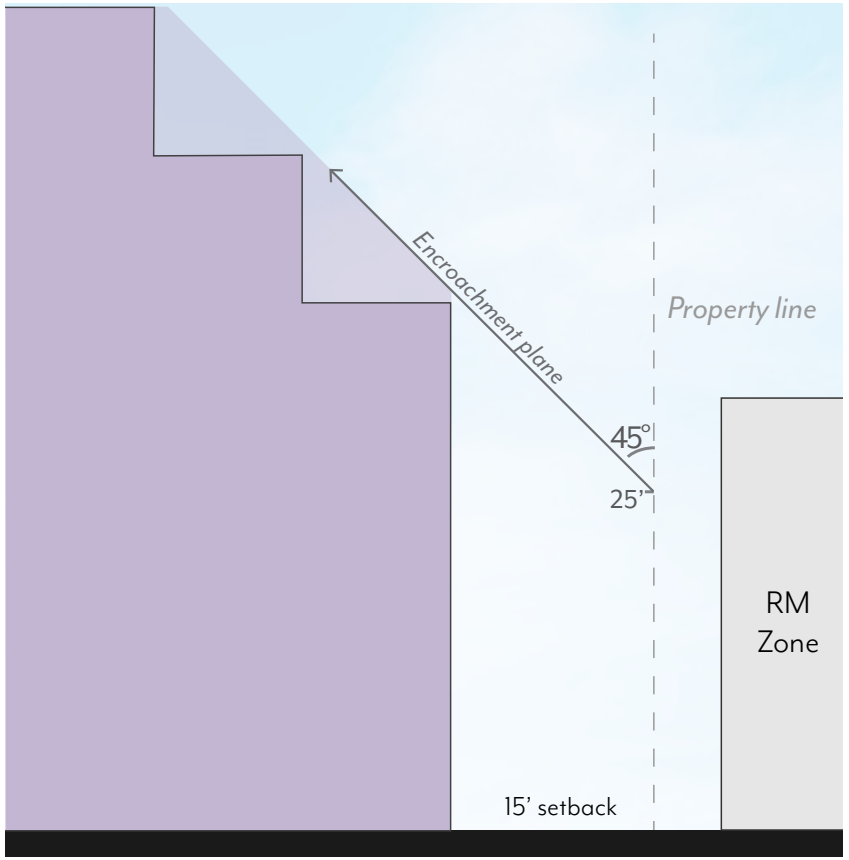
Figure 6.1-4: Street Stepbacks



Projects shall step back the depth from the sidewalk line at the height set in Table 6.1-2

Note: Diagrams used for illustrative purposes only.

Figure 6.1-5: Interior Stepbacks Adjacent to RM Zoning Districts



6.1.6 HISTORIC ADJACENCY

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

B. **Transition Massing.** Projects sharing a property line with a designated historic resource are subject to the following modified standards, illustrated in Figure 6.1-6.

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 located 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.

HONORING HISTORIC SIGNIFICANCE

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

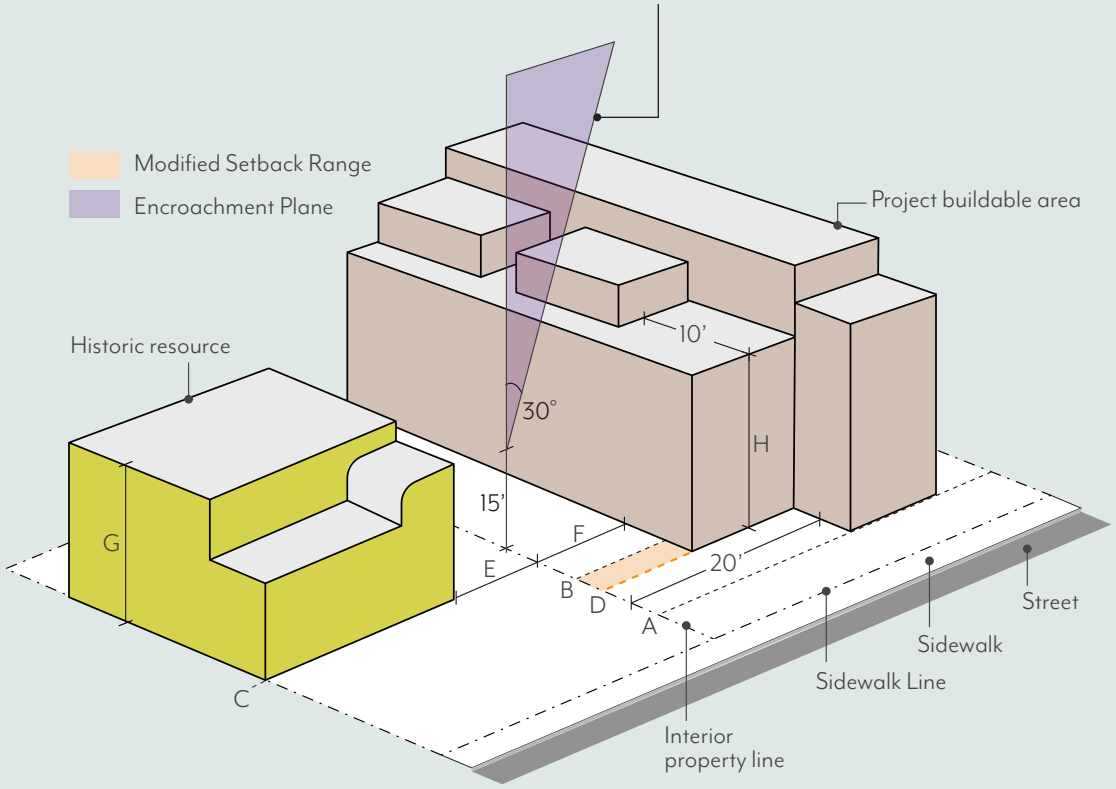
Kindel Building

Rose City Dental

Howard Motor Co. Building and Holliston United Methodist Church

Figure 6.1-6: Historic Adjacency Transition Massing

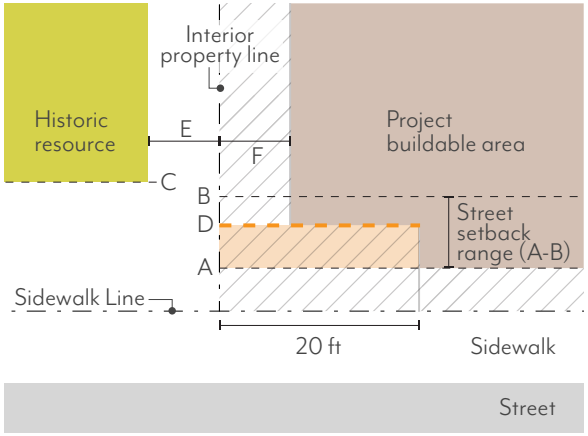
The 30 degree historic adjacency encroachment plane is an imaginary inclined plane that slopes inward and extends along the length of the shared property line.



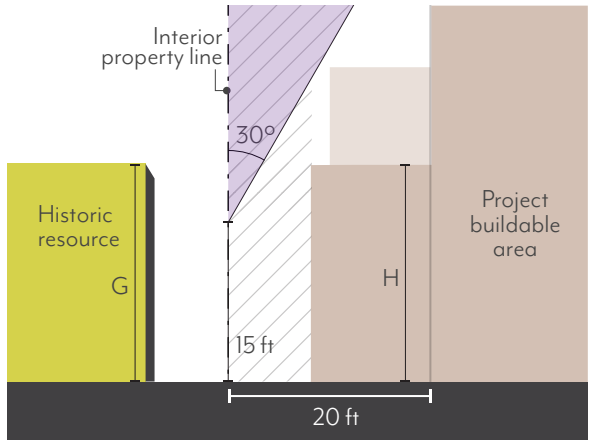
A: Minimum street setback from setback range
B: Maximum street setback from setback range
C: Street setback of historic resource
D: Modified minimum street setback (average of A & C) within 20' of Interior property line

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 shall include a break of at least 10 percent of the façade length or 20 feet, whichever is greater. This break shall be at least 10 feet deep, open to the sky; see Figure 6.1-7.

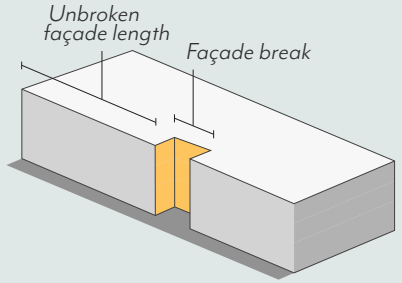
B. **Façade Area.** Each street-facing façade exceeding 50 feet in length shall modulate a minimum of 25 percent of the area above the first story. This modulation shall be between 2 feet and 12 feet in depth from the primary façade plane; see Figure 6.1-8. Buildings with a total of 2 stories or less are exempt.

1. The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.
2. Modulation is not required to be continuous or open to the sky, and may be recessed or projected, but not past the sidewalk line.
3. Required stepbacks (6.1.5.A), required façade breaks (6.1.7.A), and projected balconies (6.2.7.A) shall not count toward the modulation requirement; balconies that are recessed a minimum of 2 feet shall qualify.

C. **Alternative Compliance.**

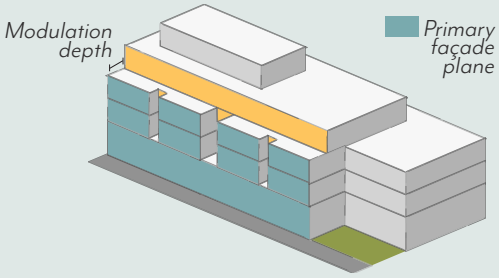
1. Eligibility. Modulation standards may be reduced or otherwise modified through the Design Review process if:
   a. A minimum of 90% of the provided parking is fully or partially subterranean;
   b. A minimum of one publicly accessible open space is provided at the ground level, visible and accessible 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.

Figure 6.1-7: Maximum Façade Length



Façades over 150 feet in length shall include a break of 20 feet minimum width and 10 feet minimum depth, open to the sky.

Figure 6.1-8: Modulated Façade Area



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

Note: Diagrams used for illustrative purposes only.

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 ECSP, as well as all other standards of the ECSP.

6.2 Frontage

These standards are intended to:

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

6.2.1 GROUND FLOOR 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.

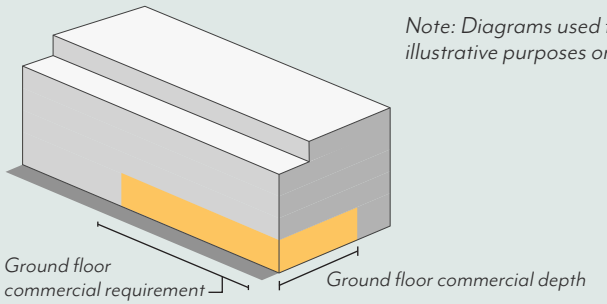
A. **Commercial Uses.** Frontage types shall require a minimum amount of the building frontage to be comprised of, and designed for, commercial uses per Map 6.2-1 and Table 6.2-1. Permitted commercial uses by zoning district are found in Table 4.3-1.

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.
3. For Type 2A commercial corners, a minimum of 40 feet of commercial frontage along the designated street is required, measured from the perpendicular building frontage closest to the corner.
    a. For corners with public open space, this commercial frontage may front the open space rather than the street.

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

Type		Commercial Uses	Residential Common Space	Residential Dwelling Units
	1A	70% minimum	30% maximum	Prohibited within 35 feet of sidewalk line
	2A	Required at corner for 40 ft min.	N/A	
	3A	Allowed, no percentage requirements		
	3B	Allowed, no percentage requirements		

Figure 6.2-1: Ground Floor Commercial Uses



GROUND FLOOR FRONTAGES FOR MIXED-USE AREAS

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.

TYPE A FRONTAGES

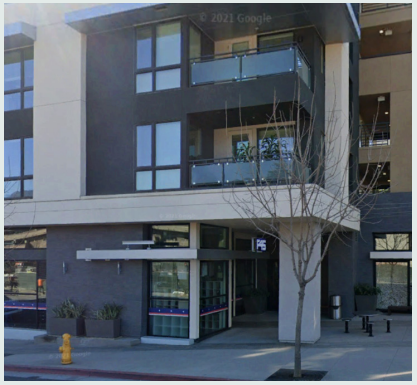
Type 1A frontages are required in high activity, commercially focused corridors and require new development to include commercial uses for at least 70% of the building frontage. A limited amount of residential common space (up to 30%) facing the street is permitted to accommodate entrances to upper floor residential. Dwelling units on the ground floor within the ground floor frontage are not allowed.

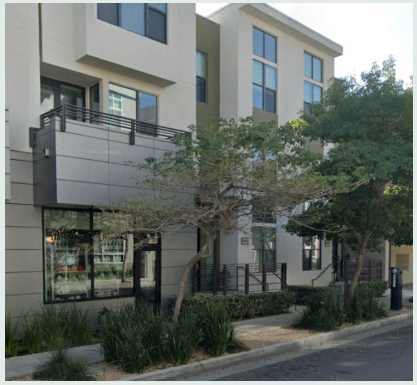
Type 2A frontages apply to areas where commercial activity is not as concentrated but where some commercial uses, including "corner commercial," help bring amenities within walking distance of residents. 2A requires at least 40 feet of the building frontage as measured from the corner to be commercial uses, while the remainder may be used for residential common spaces like lobbies, community rooms, and gyms.

Type 3A frontages apply in high traffic areas where flexibility is allowed. Ground floors can be a mix of commercial and/or residential uses except individual units. These areas may have either a vertical or horizontal mix of residential and commercial on the ground floor. No percentage requirements apply.

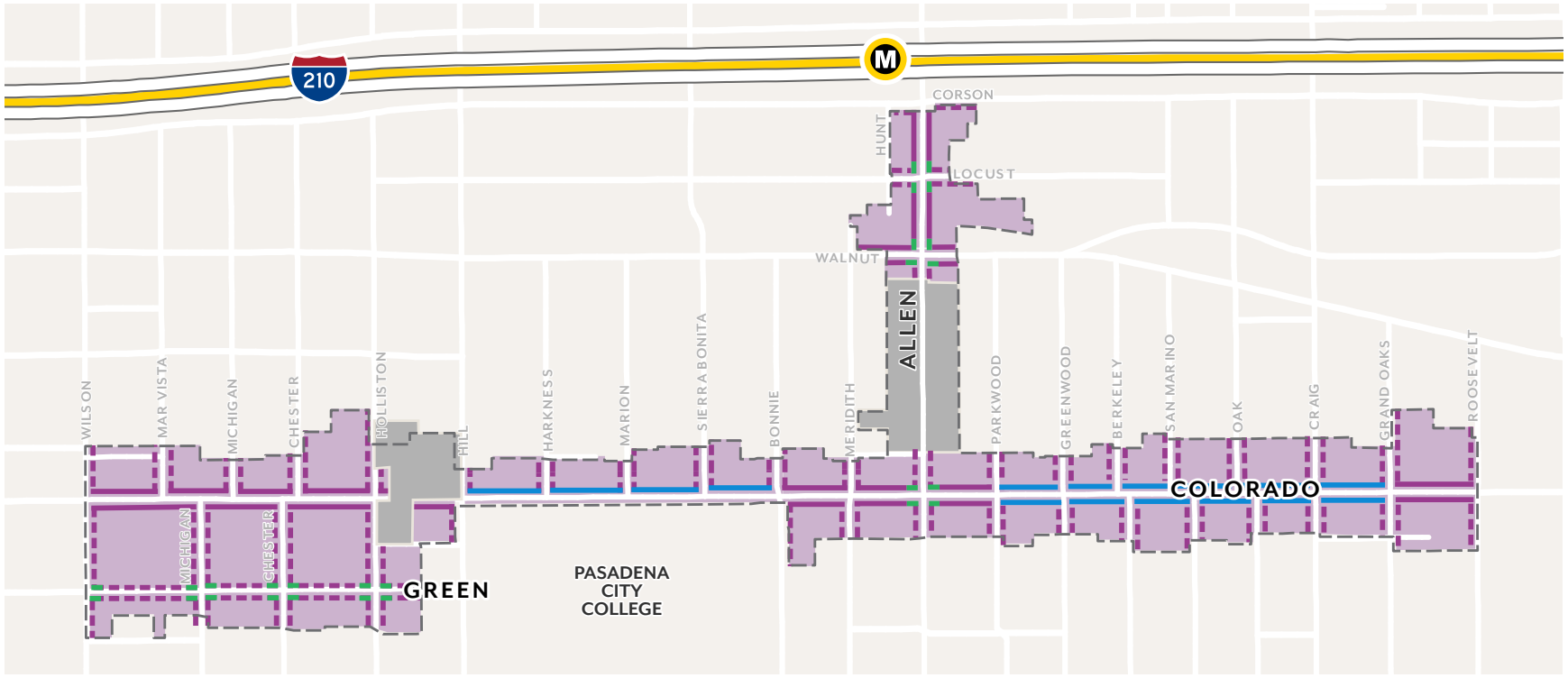
TYPE B FRONTAGES

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.





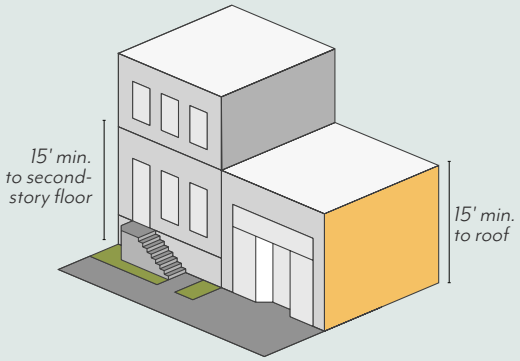
Map 6.2-1: Ground Floor Frontage Types



B. **Residential Uses.** Frontage types set limitations on ground floor residential uses facing the street per Map 6.2-1 and Table 6.2-1. 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.
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 6.2-2: Ground Floor Height



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

Note: Diagrams used for illustrative purposes only.

6.2.2 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 6.2-2.

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.

6.2.3 TRANSPARENCY

A. **Windows & Doors.** Street-facing facades shall incorporate glass providing views into work, display, sales, lobby, or similar active areas. The minimum transparency requirement is 70 percent for ground floors and 30 percent for the overall façade. For residential units, transparency requirements are reduced to 15 percent.

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

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

Example of appropriate entrance with awnings and a recessed plane

Example of appropriate ground floor transparency for a residential lobby

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.

6.2.4 SHADE STRUCTURES

A. **Shading.** For projects on the north side of Colorado Boulevard west of Parkwood Avenue, shade structures (e.g. awnings and canopies) are required and shall project a minimum of 7 feet, up to a maximum of 10 feet, into the public right-of-way for a minimum of 70 percent of the building frontage. For all other frontages, shade structures are not required but may project up to two-thirds of the sidewalk width.

1. Shade structures shall allow a minimum of 8 feet of vertical clearance from sidewalk elevation.
2. Shade structures shall not conflict with existing trees; exceptions to the depth requirement shall be subject to review authority approval.
3. Where an arcade or recessed ground floor provides a minimum of 5 feet of unobstructed pedestrian clearance, shade structures are not required.

6.2.5 ARCADES & GALLERIES

A. **Arcades.** 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 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.

Arcades provide shaded space for pedestrians

Shade structures help make the sidewalk more comfortable

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

B. **Stoops & Patios.** 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.

Appropriate residential fence height and placement

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

6.3 Open Space

These standards are intended to:

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

Private Open Space (Balconies)

IMPORTANCE OF OPEN SPACE

A variety of high quality, usable and accessible open space contributes to an active public realm and successful building design. A combination of **Private**, **Common**, and **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.

Common Open Space (Pool Area)

6.3.1 MINIMUM AREA

A. **Private and Common Open Space.** Projects shall provide the minimum area of Open Space based on use and size. Areas used regularly for parking, loading or storage shall not count towards minimum Open Space requirements.

1. **Residential.** Projects with dwelling units shall provide the minimum area of Open Space per Table 6.3-1 as a combination of Private and Common Open Space.

2. **Non-residential.** Projects with more than 40,000 square feet of non-residential floor area shall provide a minimum of 5 percent of the gross non-residential floor area as Common Open Space.

   a. Research & Development (Office and Non-Office) uses may reduce Common Open Space area requirements by a maximum of 50 percent, subject to review and approval of Design Commission. See Table 4.3-1, Note 4.

3. **Mixed-use.** Projects shall comply with requirements applicable to each type of use above.

B. **Publicly Accessible Open Space (PAOS).** Projects with more than 80,000 square feet of gross floor area (GFA) shall provide a minimum area of PAOS, calculated as a percentage of GFA, as set in Table 6.3-2.

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

   a. Research & Development (Office and Non-Office) uses may reduce Publicly Accessible Open Space area requirements by a maximum of 50 percent, subject to review and approval of Design Commission. See Table 4.3-1, Note 4.

1. Projects shall comply with PAOS standards per Section 6.3.4 and Paseo standards per Section 6.3.5 where relevant.

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

Private Open Space (Patio)

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.

6.3.3 COMMON OPEN SPACE

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

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

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

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

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

D. **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.

E. **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.

F. **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.

G. **Water Features.** A maximum of 5 percent of the required Common Open Space shall be fountains, reflecting pools, or other decorative water features. Swimming pools are not considered water features for the purposes of this standard.

CREATING COMMUNITY GATHERING SPACES

Common and Publicly Accessible Open Spaces provide areas for gathering, recreation, and respite within a development, creating a livable urban environment and providing spaces supportive of nearby uses.

Communal picnic area with movable seating options

Enhanced paving, seating, and landscaping

6.3.4 PUBLICLY ACCESSIBLE OPEN SPACE

A. **Area.** Minimum PAOS 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. **Paseos.** Projects that are required to provide PAOS per 6.3.1.B and located on parcels that include a paseo opportunity area on Map 6.3-1 shall be required to meet the minimum PAOS 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.D through 6.3.4.M shall not apply.

2. In opportunity areas where a paseo has already been provided by previous development, additional paseos shall not be required.

C. **Plazas.** Projects that are required to provide PAOS per 6.3.1.B and located on parcels that include a plaza opportunity area on Map 6.3-1 shall be required to meet the minimum area requirement by providing a corner plaza.

1. PAOS design standards shall apply.

D. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction shall be required for PAOS.

E. **Access.** A maximum of 20 percent of the PAOS may be used as outdoor dining for a restaurant; a minimum of 80 percent of the PAOS shall be accessible to the general public.

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

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

F. **Signage.** PAOS shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing accessible hours.

G. **Hours.** At a minimum, PAOS shall be open to the general public from 8am to 8pm.

H. **Elevation.** A minimum of 3,000 square feet of PAOS shall be at sidewalk elevation. If less square footage is required, then all required PAOS shall be at sidewalk elevation.

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

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

1. Benches shall be calculated as 1 seat per 24 linear inches.

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

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

1. Trees planted in pots on the ground floor shall not be counted towards the tree requirement.

M. **Common Open Space Credit.** PAOS in excess of the minimum may count towards a maximum of 30 percent of the Common Open Space requirement at a 1:1 ratio.

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

Map 6.3-1: Required Publicly Accessible Open Space

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 ECSP for minimum dimensions. Exact siting of paseos subject to the discretion of the Planning Director to satisfy the intent of through-block connectivity.

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. **Blank Walls.** Paseos shall adhere to the blank wall standards defined in Section 6.2.3, or provide one of the following mitigations:

   1. Green wall, vines, or other vertical landscaping element that covers a minimum of 75 percent of non-conforming blank wall area.
   2. Public art including, but not limited to, murals.

Paseo with enhanced paving, landscaping, and seating

PASEO GUIDELINES

Framing & Dimensions

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

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

Accessibility & Safety

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

Amenities & Programming

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

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

6.4 Parking

These standards are intended to:

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

IMPORTANCE OF PARKING

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

6.4.1 MINIMUM PARKING

A. **Number of Spaces.** Projects shall provide off-street automobile parking spaces per Table 6.4-1 based on general use classifications, and subject to the standards of PMC 17.46.

1. Reductions in parking requirements shall apply for properties within half-mile of Allen and Lake stations per PMC 17.50.340.
2. Bicycle parking shall be required per PMC 17.46.320.

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

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

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

6.4.2 VEHICLE ACCESS

A. **Driveways.** For projects with less than 200 feet of primary street frontage, a maximum of 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 are not permitted on primary frontages of less than 200 feet where there is access from a secondary street or alley.
2. The Zoning Administrator shall determine the primary frontage.

Table 6.4-1: Minimum Parking by Land Use

Use Classification[1]	Number of Spaces	Exceptions
Residential	≤1-bed: 1 per unit ≥2-bed: 1.5 per unit Guest: 1 per 10 units	Guest parking may be shared with commercial parking in mixed-use projects[2]
Recreation, Education & Public Assembly	PMC 17.46.040	
Office, Professional & Business Support	2 per 1,000 sf in EC-MU-C; 3 per 1,000 sf elsewhere	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	
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 College District		

[1] Use classifications correspond to general use categories in Table 4.2-1. The number of spaces listed shall apply to all uses listed in these categories, with the exception of uses where the parking requirement is lower per PMC 17.46.040.

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

STRUCTURED PARKING GUIDELINES

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

Example of parking entrance design without screening or façade integration.

6.4.3 LAYOUT & DESIGN

A. **Surface Parking.** Parking lots shall be set back a minimum of 30 feet from the primary frontage, a minimum of 10 feet from any secondary frontage, and a minimum of 5 feet from RM zoning. Parking shall be buffered by habitable floor area or landscaping, except for access and driveways, and comply with PMC 17.46.230.

1. Landscaping used as a parking buffer shall be located in the required parking setback and shall include hedges or shrubs a minimum of 3 feet in height at the time of planting that form a continuous visual screen.

B. **Structured Parking.** Above ground parking structures shall be buffered by permitted non-parking uses a minimum of 35 feet in depth adjacent to the sidewalk line, except for driveways or pedestrian access to the parking area.

1. Parking structure facades 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 Green Street and RM zoning. Otherwise, it may extend up to the property line.

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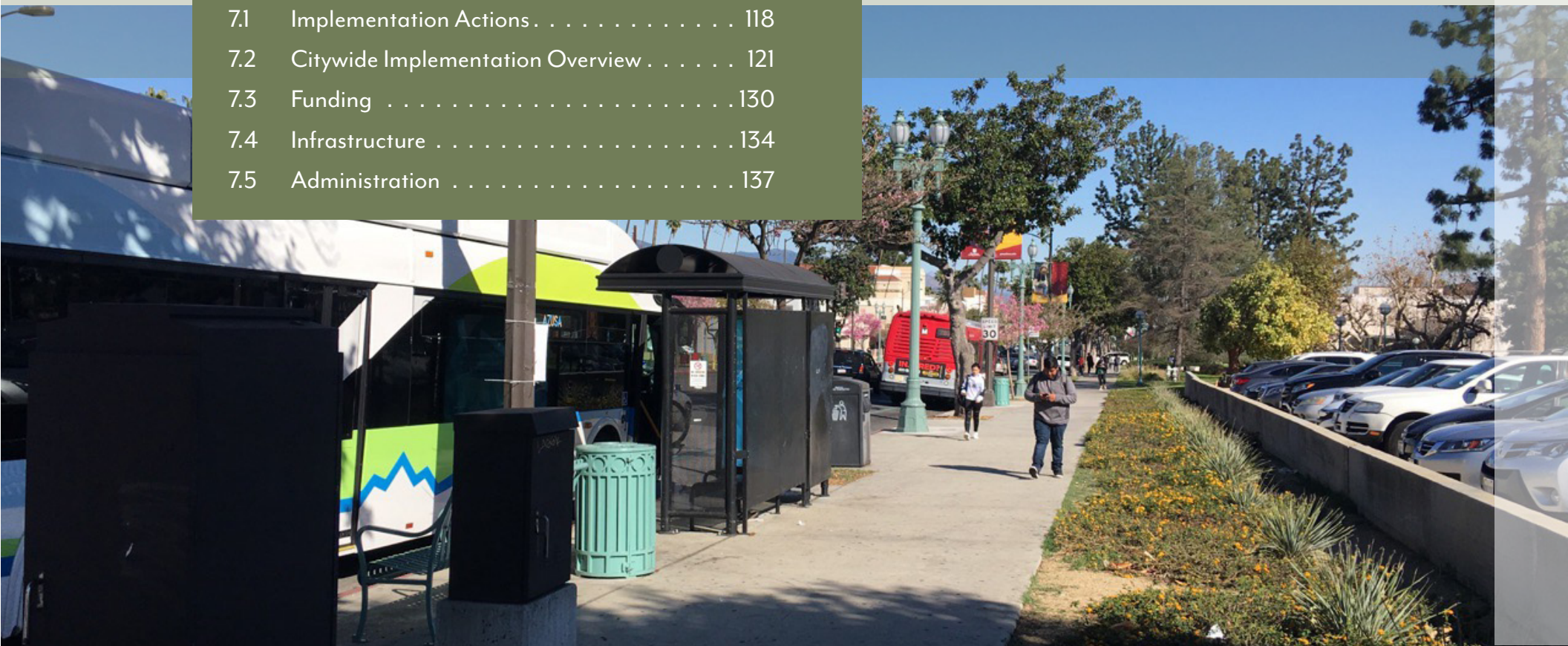



PASADENA
NO PARKING

Implementation & Administration

CHAPTER OVERVIEW

The ECSP 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 ECSP. 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 ECSP. 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 a specific plan 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 can intersect with specific plan implementation.

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

- **Ongoing**: Periodic or on a continuing basis
- **Immediate**: Upon adoption of the ECSP
- **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 ECSP, including description, timeframe, and responsible departments 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.

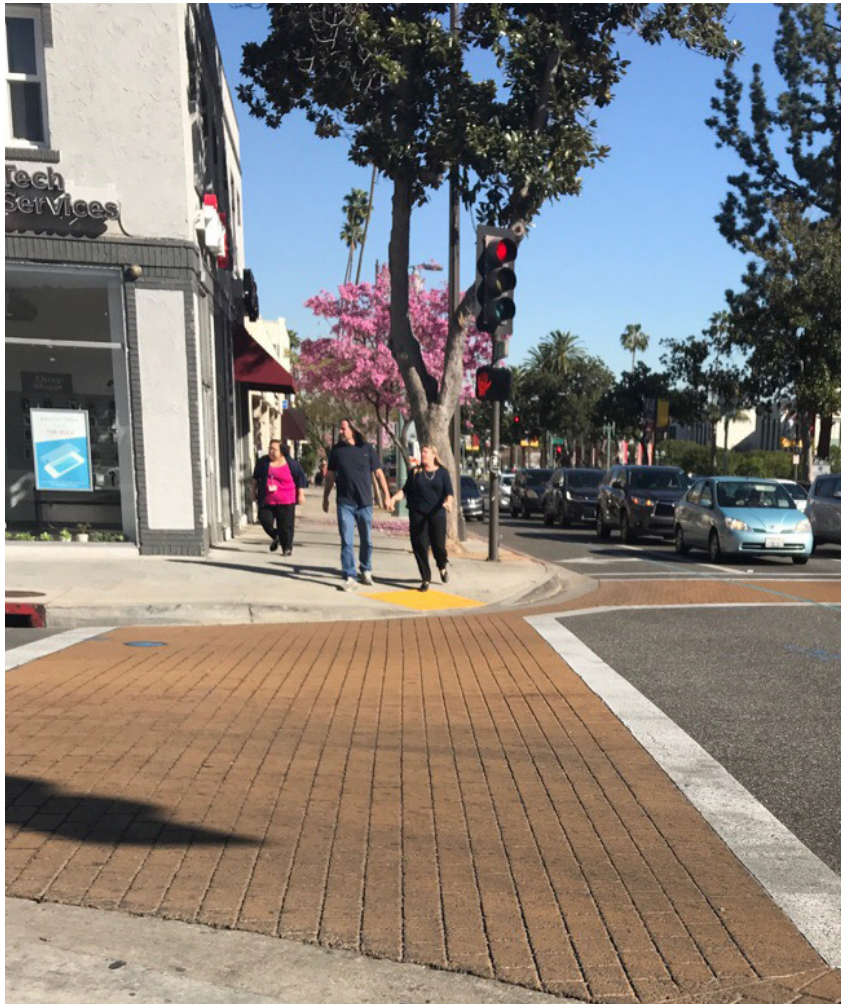


Table 7.1-1: East Colorado Specific Plan Implementation Actions

Action	Description	Timeframe	Responsible Departments
Amendments (A)			
A-1: General Plan Map Amendment	Amend General Plan Land Use Diagram to adjust ECSP boundary.	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 ECSP zoning districts.	Immediate	P&CDD
A-3: Specific Plan Amendment	Amend the ECSP including new goals and policies, as well as land use and development standards.	Immediate	P&CDD
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.	Near-Term	PWD
IMS-2: Allen Station Gold Line Safety Enhancements	Implement the next phase of the Allen Station Gold Line Safety Enhancements project including construction of improvements, such as a Class II bicycle lane, sidewalk widening, pedestrian activated flashing beacons, and public outreach to improve multi-modal safety and accessibility to the Allen Station.	Medium-Term	PWD, DOT, P&CDD
IMS-3: Complete Street Program Improvements	Work with DOT to identify opportunities for safety and mobility improvements consistent with DOT's Complete Street Program, such as signalized pedestrian crosswalks along Colorado Boulevard, and bulb-outs with sustainable elements, like bioswales. Projects should incorporate cooling strategies, such as green infrastructure, cool pavements, shade trees, and cooling amenities aligned with the City's Cooling Pasadena Program objectives.	Medium-Term	PWD, DOT, P&CDD
IMS-4: Bicycle Transportation Action Plan Facilities	Support implementation of bicycle infrastructure in alignment with DOT's BTAP including proposed greenways with traffic calming improvements like signalized pedestrian crossings along Holliston Avenue, Sierra Bonita Avenue, and Craig Avenue. Explore future bicycle facilities along Walnut Street and Green Street to provide east-west connections to proposed north-south greenways, future Class II bicycle lane along Allen Avenue and places of interest, including PCC, Caltech, and Allen Station.	Medium-Term	DOT

Action	Description	Timeframe	Responsible Departments
Community Identity, Programming and Public Art (PA)			
PA-1: Historic Resources Survey	Conduct a historic resources survey in the plan 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 plan area 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 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: Public Artwork in I-210 Freeway Underpass	Explore opportunities to integrate public art and gateway concepts as part of preliminary designs for Allen Station enhancements (see IMS-2) in coordination with Caltrans.	Medium-Term	A&CAD, PWD
PA-5: Temporary Art Installations in Empty Storefronts	Connect building owners with arts organizations to develop new temporary art installations in empty storefronts along streets in the plan area.	Medium-Term	A&CAD
PA-6: Business Improvement District	Consider 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 plan area.	Medium-Term	EDD

RESPONSIBLE DEPARTMENTS:

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

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 ECSP that are implemented through citywide methods are listed in the following section. Learn more about the organization of the City of Pasadena, including how various City departments are structured and connected in Figure 7.2-1.

EQUITABLE IMPLEMENTATION

Today's cities have a responsibility to acknowledge the harm of redlining and other discriminatory policies, and plan for future development with consideration to the persisting impacts of historic disinvestment. Such implications may include displacement through prohibitive increases in 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). DOT is working on several transportation and safety projects to address complete streets and eliminate fatalities and serious injuries on streets.

WHEN: Ongoing

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

6. Water Conservation, Recycling, Stormwater Management

WHO: Department of Water and Power

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

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

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

7. Energy and Energy Efficiency

WHO: Department of Water and Power

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

WHEN: Ongoing

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

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

8. Climate Action Plan

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

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

WHEN: Ongoing

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

9. Development Impact Fees

WHO: Planning and Community Development Department

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

WHEN: Ongoing

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

10. Parks, Recreation and Community Services

WHO: Parks, Recreation and Community Services

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

WHEN: Ongoing

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

11. Public Art Program

WHO: Arts and Cultural Affairs Division

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

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/planning/arts-and-cultural-affairs/public-art-program/

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 branding, façade improvements, street furniture, sidewalk cleaning, trash pick-up, and programming.

WHEN: Ongoing

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

13. Pasadena City College

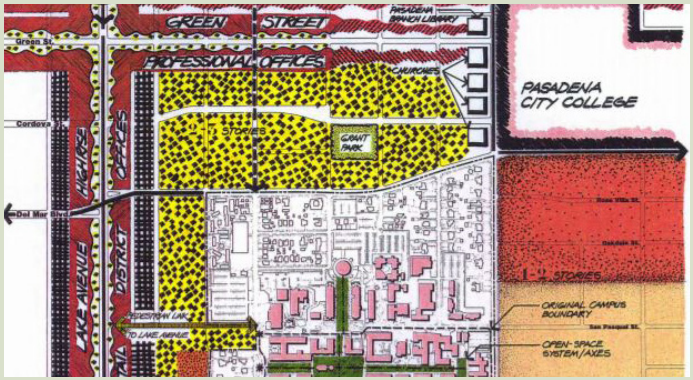
WHO: Pasadena Area Community College District

WHAT: Pasadena Community College (PCC), administered by the Pasadena Area Community College District, has several campuses within the city, one of which is the Main Campus located along Colorado Boulevard bordering the Specific Plan area. Totaling 53 acres, the Main Campus includes a variety of buildings, facilities, and surface parking lots, two of which are located west of Hill Avenue along Green Street near the PCC Child Development Center. The Main Campus acts as an institutional anchor for the area influencing the surrounding built environment and land uses, providing a "front door" to Colorado Boulevard, and generating student, faculty, and visitor activity for the area.

WHEN: Ongoing

LEARN MORE HERE:
https://pasadena.edu/index.php

14. California Institute of Technology Master Plan



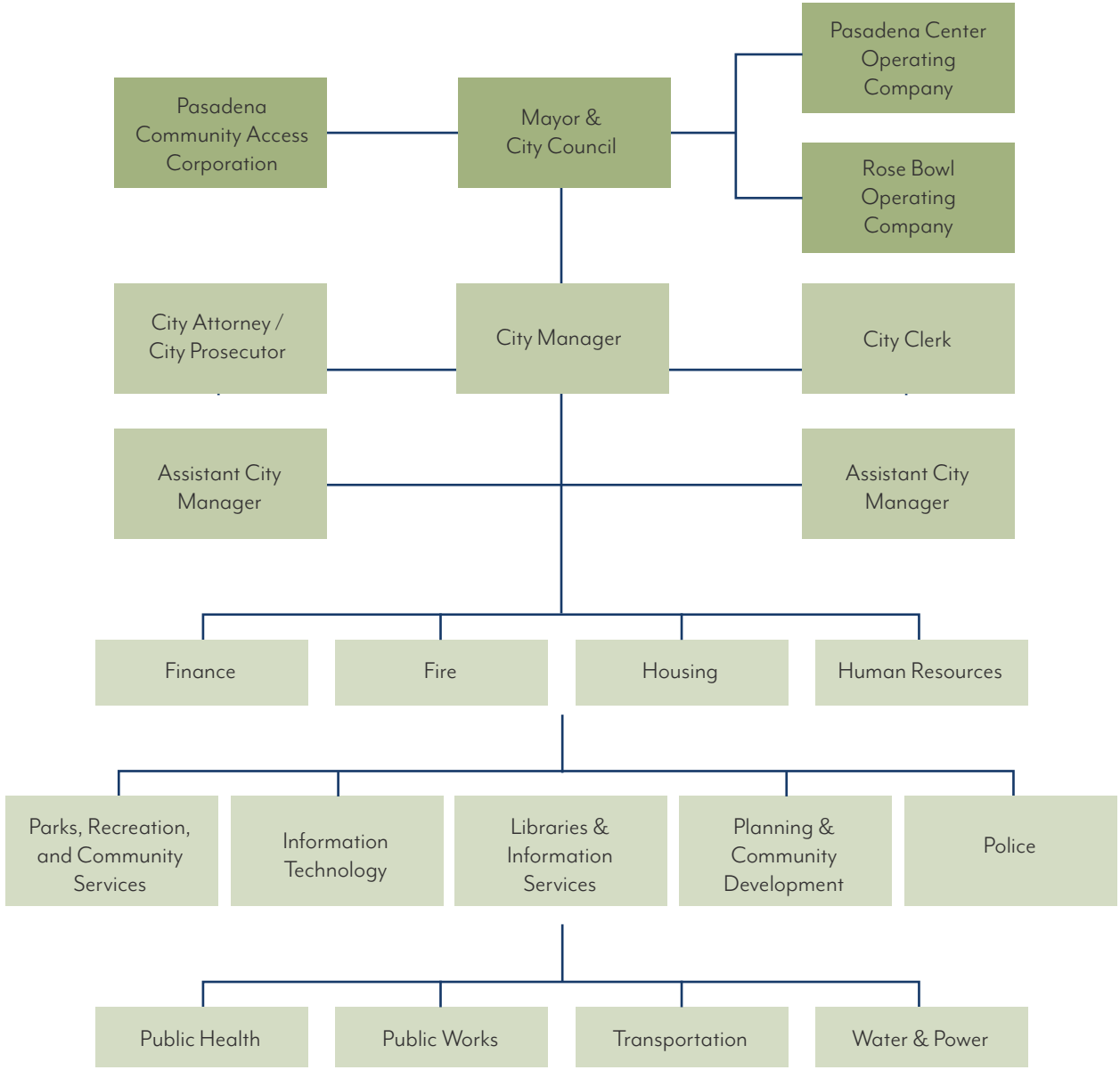
WHO: Planning and Community Development Department

WHAT: California Institute of Technology (Caltech), founded in 1891, is private university that offers instruction at both undergraduate and graduate levels and is recognized as a leading research center. Caltech's 30-year Master Development Plan, approved April 1989 and most recently amended December 2006, guides future development of the 124 acre campus, located south of the Specific Plan area. The latest amendment approved construction, rehabilitation, and replacement of several buildings on the campus, including a lab, campus center, and student housing. Caltech provides an important institutional anchor in the vicinity of the Specific Plan area, and its presence draws students, faculty staff and visitors to the area.

WHEN: Periodically

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

Figure 7.2-1: Pasadena City Organization Chart



The City of Pasadena organization is included for educational purposes and represents the current organization at the time of writing this plan.

7.3 Funding

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

Typical outside sources of funding for pedestrian enhancements, streetscape improvements, public art, and affordable housing applicable to the ECSP 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 the ECSP 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 ECSP may be more successful if "bundled" with projects in other parts of the city.

Table 7.3-1: East Colorado Specific Plan Potential Funding Sources

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 and Private Sources	Development Agreement (DA) and Disposition and Development Agreement (DDA)	✓	✓	✓	✓
	Foundation and Corporate Sponsorships	✓	✓	✓	✓
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)	✓	✓	✓	✓

7.3.1 LAND-SECURED FINANCING

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

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

A BID is formed through assessments on businesses within the district, and a PBID is formed through assessments of property owners alone. Both BIDs and PBIDs are public/private partnerships created to support the revitalization of commercial neighborhoods. Establishing a BID is voluntary and subject to a majority vote of the area businesses or property owners. BIDs are somewhat limited in their ability to leverage funding and therefore typically provide a narrow scope of services. These may include marketing (e.g., signage, advertising), programming (e.g., street fairs), security (to supplement local police), and sanitation (to supplement local services). The four existing PBIDs in Pasadena are in the Central District Specific Plan area, and each is organized around an established commercial area: Old Pasadena, Pasadena Playhouse District, South Lake Property Business Improvement District, and the Pasadena Tourism Business Improvement District. There is potential opportunity to establish a BID or PBID within the East Colorado 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 provision of community benefits such as affordable housing or off-site infrastructure improvements. For the developer, a DA may provide a level of certainty about the land use requirement and assurance the project will be exempt from future changes in the regulatory code. Benefits to both public and private parties include greater latitude in approval methods for new and creative local land use and flexibility in meeting regulatory requirements. The complexity and time required to negotiate a DA makes it appropriate mainly for larger-scale multi-phase projects.

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

FOUNDATION AND CORPORATE SPONSORSHIPS

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

7.3.3 REGIONAL, STATE, AND FEDERAL PROGRAMS

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

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

ACTIVE TRANSPORTATION PROGRAM (ATP)

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

URBAN GREENING PROGRAM

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

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

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 East Colorado Specific area or benefit the City as a whole. Programs with high applicability to the East Colorado Specific Plan are summarized in this section, including the AHSC Program and Urban Greening Program.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM

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

CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)

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

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

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

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

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

METROPOLITAN TRANSPORTATION AUTHORITY (METRO) CALL FOR PROJECTS

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

NEW MARKETS TAX CREDIT (NMTC)

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

NEW AND FUTURE RESOURCES

As funding opportunities are realized and new funding becomes available, the City can continue to identify, monitor, and apply for other governmental funding sources that meet the City's and respective agencies' objectives over time. For example, 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 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 East Colorado 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. Three freeways provide regional access to and through the City: the Foothill Freeway (I-210), the Ventura Freeway (SR 134) and the Arroyo Seco Parkway (SR 110). The public transportation system that serves the City includes local bus services, regional bus routes, and light rail. Transit Services are provided by Pasadena Transit, Los Angeles Metropolitan Transportation Authority (LA Metro), the Los Angeles Department of Transportation (LADOT) Commuter Express, Foothill Transit and numerous other local transit providers. The City also has Class II bikeways, Class III bike routes, and enhanced bike routes. Additionally, the City has a connected network of pedestrian facilities, designated pedestrian-friendly zones, and upgraded traffic signal technology.

Pasadena DOT helps to implement the Mobility Element of the General Plan through the Bicycle Transportation Action Plan (2015), 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.

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

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

7.4.5 STORMWATER SYSTEM

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

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

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

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

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

7.4.6 ELECTRIC SYSTEM

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

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

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

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

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

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

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7.5 Administration

7.5.1 GENERAL

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

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

7.5.2 AUTHORITY

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

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

7.5.3 APPLICABILITY

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

7.5.4 INTERPRETATION, CONFLICT AND SEVERABILITY

A. **Interpretation**

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

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

B. **Conflict**

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

C. **Severability**

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

7.5.5 REVIEW AND APPROVAL PROCESS

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

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Appendices


NO PARKING
7 - 9 AM
4 - 6 PM
2 HOUR PARKING

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 East Colorado Specific Plan is intended to guide discussions between the City and community when updating the Master Street Tree Plan for the area. During the Specific Plan update process, opportunities were identified to better align East Colorado's street trees with the vision, goals, and policies in the Plan related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm. This appendix includes a description of the existing street trees within the Specific Plan area, followed by recommendations for potential new species.

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

A.2.1 EXISTING STREET TREES

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

Colorado Boulevard:

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

Green Street:

- Indian Laurel Fig (*Ficus microcarpa*)

Wilson Avenue

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

Michigan Avenue:

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

Holliston Avenue:

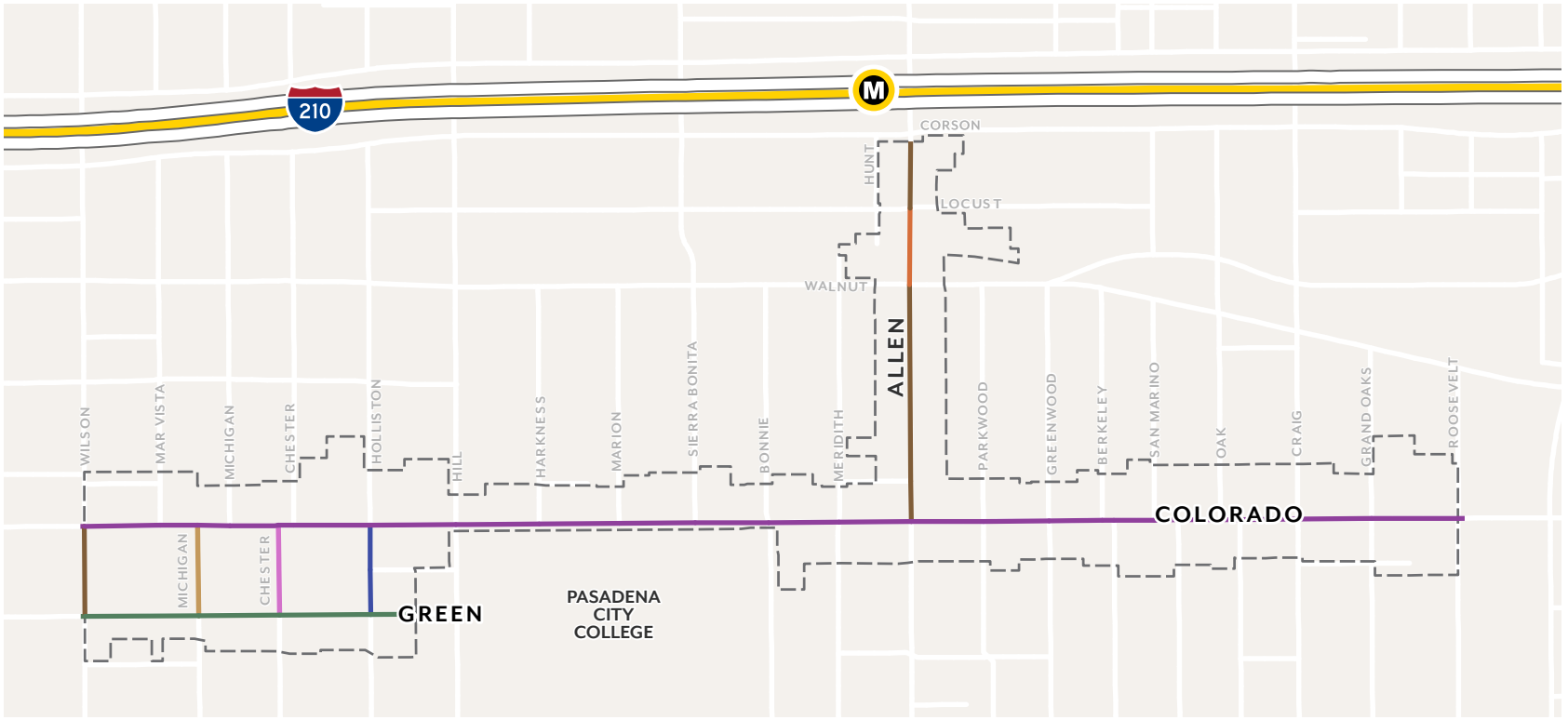
- Incense Cedar *(Calocedrus decurrens)*

Chester Avenue:

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

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

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



Specific Plan Area

Allen Station

Metro L Line (Gold)

Pasadena Master Street Tree Plan

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

Incense Cedar

Indian Laurel Fig

Live Oak

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

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

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

A. Colorado Boulevard

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

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

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

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

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

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

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

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

Pink Trumpet (*Handroanthus heptaphyllus*)

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

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

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

Pink Trumpet tree in full bloom at 1813 Colorado Blvd.

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

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

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

Oak Varieties (*Quercus spp.*)

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

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

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

Southern Live Oak at 86 Allen Avenue

Coast Live Oak at 42 Allen Avenue

Holly Oak at 128 Allen Avenue

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

Indian Laurel Figs *(Ficus microcarpa)*

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

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

Consistent Indian Laurel Figs plantings along Green St.

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

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

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

Oak Varieties (*Quercus spp.*)

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

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

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

Holly Oaks along Chester Ave. at Colorado Blvd.

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

Incense Cedars *(Calocedrus decurrens)*

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

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

Incense cedars planted along Holliston Street at Green Street

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

Colorado Boulevard:

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

Green Street:

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

Wilson Avenue

- Carob *(Ceratonia siliqua)* (1)

Michigan Avenue:

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

Holliston Avenue:

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

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

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

The Holly Oak is a prevalent tree along Allen Avenue and Chester Avenue in the Specific Plan area

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 and Map A.2-2 summarize recommendations for tree species with the Specific Plan area, which include both shade and accent trees:

- **Dominant Shade Trees** provide shade for pedestrians and buildings, and would be planted consistently along most streets.
- **Seasonal Accent Trees** add seasonal interest and a splash of color to the streetscape experience, and would be planted at interspersed intervals along Colorado Boulevard.

Pink Trumpet along Colorado Blvd.

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

Street	Dominant Shade Tree Species	Seasonal Accent Tree Species
» Colorado Blvd.	» Chinese Flame *(Koelreuteria bipinnata)* » London Plane Tree *(Platanus x acerifolia)* **Hill Ave. to Bonnie Ave.:** » Southern Magnolia *(Magnolia grandiflora)*	**Wilson Ave. to Parkwood Ave.:** » Pink Trumpet Tree/Lavender Bloom *(Handoanthus heptaphyllus)* **Parkwood Ave. to Roosevelt Ave.:** » Mexican Fan Palm *(Washingtonia robusta)*
» Michigan Ave. and Chester Ave. (Colorado Blvd. to Green St.)	» Coast Live Oak (*Quercus agrifolia*) » Holly Oak (*Quercus Ilex*) » Fern Pine *(Afrocarpus gracilior)*	-
» Holliston Ave.	» Oak Species *(Quercus spp.)* » Australian Willow (*Geijera parviflora)*	-
» Green St.	» Indian Laurel Fig (*Ficus microcarpa*) » Fern Pine *(Afrocarpus gracilior)*	-
» Allen Ave.	**Colorado Blvd. to Walnut St.:** » Oak Species (Quercus spp.) **Walnut St. to Corson St.:** » Brisbane Box *(Lophostemon confertus)*	-

Map A.2-2: Recommended Street Trees

- Specific Plan Area
- Allen Station
- Metro L Line (Gold)
- Chinese Flame, London Plane (+ Pink Trumpet seasonal accent option)
- Chinese Flame, London Plane (+ Mexican Fan Palm accent option)
- Southern Magnolia
- Coast Live Oak, Holly Oak, Fern Pine
- Oak Species, Australian Willow
- Ficus, Fern Pine
- Oak Species
- Brisbane Box

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

A. Colorado Boulevard

The existing Colorado Boulevard streetscape within the Specific Plan area is characterized by a mix of palm trees and the Pink Trumpet Tree. The Pink Trumpet Tree blossoms provide an impressive pop of color in the Spring. However, the relatively low stature of the Pink Trumpet does not produce significant shade for pedestrians or a notable visual impact in contrast to the roadway width. Moreover, locations where small tree well and compacted soil conditions present are not enabling the existing trees to grow large, healthy canopies. As previously noted, those trees planted within landscaped parkways along Colorado Boulevard are generally larger with healthier, however parkways are not required along the full extent of the corridor. Due to substandard tree well conditions, the Pink Trumpet will not reach the typical mature tree height of 30 feet. Nevertheless, the limited canopy span may be favorable in terms of retail signage for storefronts lining the boulevard and providing seasonal color.

Future street plantings will take issues such as shade for pedestrians and mitigation of the urban heat island effect. While the Pink Trumpet tree will continue to play a role in the streetscape experience as an accent tree, larger shade trees may be desirable to increase shade and improve the pedestrian experience. Similarly, canopy trees may be desirable to replace the palm trees in certain locations as future development occurs, including the designated King Palm tree, which is not currently planted in the Specific Plan area. However, in areas where palm trees contribute to the streetscape character, it may be desirable to continue to plant palms as an accent tree. Potential tree species for City and community input are described below:

Chinese Flame Tree *(Koelreuteria bipinnata)*

The Chinese Flame tree is a drought-tolerant, resilient deciduous tree with flowering yellow blooms in summer that transform into orange, red, or salmon-colored seed capsules. With a medium-sized, rounded canopy that provides ample shade, the Chinese Flame tree balances greenery and shade with seasonal blooms, contributing to a positive streetscape experience. The aesthetic character of Chinese Flame Trees would complement the existing Pink Trumpet trees while providing additional shade and placemaking benefits along the boulevard.

Chinese Flame Tree with yellow flowers

Chinese Flame Tree with salmon-colored seed capsules

London Plane Tree (*Platanus x acerifolia*)

As an alternative to Chinese Flame Trees, the community may consider London Plane Trees, which have a more vertical structure and would be appropriate for adjacent to mid-scale development built to the sidewalk. However, the tree character is very different from Pink Trumpet trees and if they only planted sporadically as redevelopment occurs, it would be difficult to achieve a uniform appearance along the boulevard.

The London Plane tree is closely related to the native California Sycamore (*Platanus racemose*) and is currently being used along Colorado Boulevard west of Wilson Avenue. Whereas the California Sycamore tends to have a more unpredictable and sculptural trunk form, the London Plane tree features a very upright standard form that is conducive to streetscape plantings. Extending the London Plane tree within the Specific Plan area may make for a more cohesive streetscape experience connecting the Specific Plan area to the western portion of Colorado Boulevard adjacent to the Central District Specific Plan area. The London Plane tree is taller and broader than the Pink Trumpet tree and offers more shade benefits. The color of the London Plane's leaf is similar to that of the Pink Trumpet, which also contributes to the visual cohesiveness.

Southern Magnolia (*Magnolia grandiflora*)

Southern Magnolia trees are the primary street tree along the PCC frontage along Colorado Boulevard. As both an evergreen and flowering species, Southern Magnolia trees would enhance the pedestrian experience along the north side of Colorado Boulevard and convey a sense of continuity with the campus. Unifying the north and south sides of Colorado Boulevard between Hill Avenue and Bonnie Avenue through the Southern Magnolia can contribute to a cohesive streetscape experience and cohesive college district.

London Plane Tree

Southern Magnolia Trees along PCC campus Colorado Blvd. frontage

Pink Trumpet Tree *(Handoanthus heptaphyllus)* (Wilson Ave. to Parkwood Ave.)

As the current dominant tree along this stretch of Colorado Boulevard, it is recommended to maintain the Pink Trumpet tree as part of the streetscape palette, both for continuity and to take advantage of the seasonal bloom color. However, it is recommended that the Pink Trumpet act as a season accent to the Chinese Flame or London Plane tree, both of which provide more shade opportunities for pedestrians. The low, pedestrian-scaled stature of the tree works with retail signage and would add seasonal color to Colorado Boulevard between Wilson Avenue and Parkwood Avenue to compliment larger shade trees. Due to the prevalence of Pink Trumpet trees already planted along the boulevard, it is recommended that this be a secondary option, only planted when Chinese Flame trees are not viable due to a design constraint.

Mexican Fan Palm *(Washingtonia robusta)* (Parkwood Ave. to Roosevelt Ave.)

Due to the existing vertical visual character provided by Mexican Fan Palms between Parkwood and Roosevelt Avenues, the community may consider adding Mexican Fan Palms as a designated street tree in addition to the Chinese Flame tree. However, because Mexican Fan Palms do not provide shade for pedestrians, the community may decide instead continue with Pink Trumpet trees as an accent tree for this portion of Colorado Boulevard as well. It is recommended that King Palms be removed as a designated street tree because they have not yet been planted and do not provide appropriate visual or sustainability benefits.

Pink Trumpet Tree

Mexican Fan Palm

B. Michigan Avenue and Chester Avenue (Colorado Blvd. to Green St.)

The existing streetscape along Michigan Avenue and Chester Avenue between Colorado Boulevard and Green Street in the Specific Plan area includes a mix of Holly Oak, Coast (Live) Oak, and Mesa Oak trees.

Building upon the existing oak species character, Coast Live and Holly Oaks are recommended for Michigan Avenue and Chester Avenue. Both oak species have a similar character and are evergreen, helping to ensure that the overall character of the street trees will be consistent with only subtle variation between trees. Establishing a mix of oak species, in addition to adding subtle variation between trees, helps to support resiliency and diversity within the urban forest. To supplement a mix of oaks, Fern Pine is recommended as an alternative street tree option. Fern Pines have the capacity to grow up to 36 inches in a year, as opposed to the oak varieties' 12-24 inches, which can help to provide additional shade opportunity in the near-term along Michigan Avenue and Chester Avenue while complementing the existing oak species. Potential tree species for City and community input are described below:

Coast Live Oak *(Quercus agrifolia)*

Coast Live Oaks are native to Southern California, and feature dense, rounded evergreen canopies. As native species, the Coast Live Oak are well adapted to Pasadena's climate conditions and once established need minimal supplemental water. The use of broad Oak canopies, such as the Coast Live Oak, is favorable for pedestrians, particularly in the warm summer months.

Holly Oak *(Quercus Ilex)*

Holly Oaks, native to the Mediterranean region, are resilient evergreen trees with dense, rounded crowns. Like Coast Live Oaks, Holly Oaks are well adapted to Pasadena's climate conditions and once established need minimal supplemental water given its drought tolerant characteristics. One of the hardiest evergreen oaks, Holly Oaks have long lifespans and eventually form into a large spreading crowns which substantial shade.

Fern Pine *(Afrocarpus gracilior)*

Fern Pines are native to south-eastern Africa and characterized by a rounded tree canopy with long, narrow leaves that provide a fern-like appearance. Complementary to oak species, Fern Pines' light gray and furrowed bark have a similar character to oaks while providing similar evergreen foliage.

Coast Live Oak

Holly Oak

Fern Pine

C. Holliston Avenue (Colorado Blvd. to Green St.)

The existing streetscape along Holliston Avenue features several Incense Cedars, an evergreen conifer species. The upright conical shape of the Incense Cedar has limited shade benefits for the streetscape. Alternative species should have a broader canopy structure to provide shade and improve the streetscape experience. With large existing parkways, trees planted here may reach larger sizes than those planted within tree wells. Building upon the existing evergreen character, evergreen or semi-evergreen species are recommended. Potential tree species for City and community input are described below:

Oak Species (*Quercus spp*)

In keeping with other streets within the Specific Plan area, the use of oaks may contribute to a sense of continuity within the Specific Plan area. The use of large and broad Oak canopies would favorable for pedestrians, particularly in the warm summer months. Given the large parkways with ample room for tree root zones, oaks would be expected to do well and in time develop a large, broad canopy structure.

Australian Willow *(Geijera parviflora)*

The Australian Willow has a similar foliage color to the Incense Cedar and features a broad evergreen canopy. The similar foliage color and shape may serve as an ideal transitional species as the appearance is somewhat in keeping with the existing Incense Cedars' character.

Oak Species

Australian Willow

D. Green Street (Wilson Ave. to Chester Ave.)

Within the Specific Plan area, the two block stretch of Green Street from Wilson Avenue to Chester Avenue features the large, mature Ficus trees that are a defining aspect of Green Street. A future street tree selection for Green Street should exemplify as many of the positive characteristics of the current Ficus plantings while addressing the problematic ones. In keeping with the form and character of the existing canopy, the future selection should be evergreen and feature a broad canopy. The species should be drought tolerant with a less aggressive root system that is not likely to damage adjacent pavements. Limited leaf and fruit litter is also beneficial in terms of maintenance. Potential tree species for City and community input are described below:

Indian Laurel Figs *(Ficus microcarpa)*

The expansive Ficus canopy is beloved by community members and holds historical and cultural significance for Pasadena. The shaded streetscape is also favorable to pedestrians. However, the community may consider removing Ficus trees as a designated street tree as they are notorious for uplifting sidewalks and creating tripping hazards and accessibility issues. The aging trees are also susceptible to a fungus and are expected eventually reach their end of their lifespan over the coming 30 years.

Fern Pine *(Afrocarpus gracilior)*

The Fern Pine is very similar in appearance, form, and character to the Ficus. With a similar evergreen foliage color and smooth gray bark, from a distance a Fern Pine can be easily mistaken for a Ficus. Up close, the leaves are a longer, more slender lanceolate shape than the more rounded ficus leaf, but the tree develops a dense canopy that cast a similar quality of shade to the Ficus. Importantly, Fern Pines do not have destructive roots and examples of successful streetscape plantings can be found throughout the greater Los Angeles Basin

Ficus Tree

Fern Pine

E. Allen Avenue (Colorado Blvd. to Walnut St.)

Given the existing strong character of Oak trees along Allen Avenue between Colorado Boulevard and Walnut Street, maintaining the existing street list is recommended. Large parkways have enabled existing Oak trees to expand and produce broad shaded canopies that positively contribute to the public realm and character of this portion of Allen Avenue.

Oak Species *(Quercus spp.)*

The current designated street tree for Allen Avenue in the Specific Plan area lists multiple native and non-native Oak species. The use large and broad Oak canopies would favorable for pedestrians, particularly in the warm summer months.

Holly Oak

Coast (Live) Oak

F. Allen Avenue (Walnut St. to Corson St.)

The portion of Allen Avenue between Walnut Street and Corson Street offers a distinct opportunity to establish different tree species adjacent to the Allen Transit Station that stand out from the overall streetscape and demarcate the station. Tree selection within a transit-oriented zoning district must balance the need for canopy shade with higher density development. The use of shade trees with medium, columnar canopies would be favorable for pedestrians using Allen Avenue to reach the Metro L Line Allen Transit Station, particularly in the warm summer months. Slightly columnar or vertical trees would also reduce conflicts between trees and adjacent development.

Brisbane Box *(Lophostemon confertus)*

The Brisbane Box is an evergreen, drought-tolerant tree that can grow up to 50 feet, providing both shade and a slightly columnar canopy that complements higher density development. The evergreen canopy, coupled with the columnar tree characteristics, can help contribute to year-round shade in proximity to the Allen Transit Station, also creating vertical elements to visually draw users to the station.

Brisbane Box

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