



# Central District Specific Plan



CITY OF  
**PASADENA**

**PROPOSED PLAN**

June 2023



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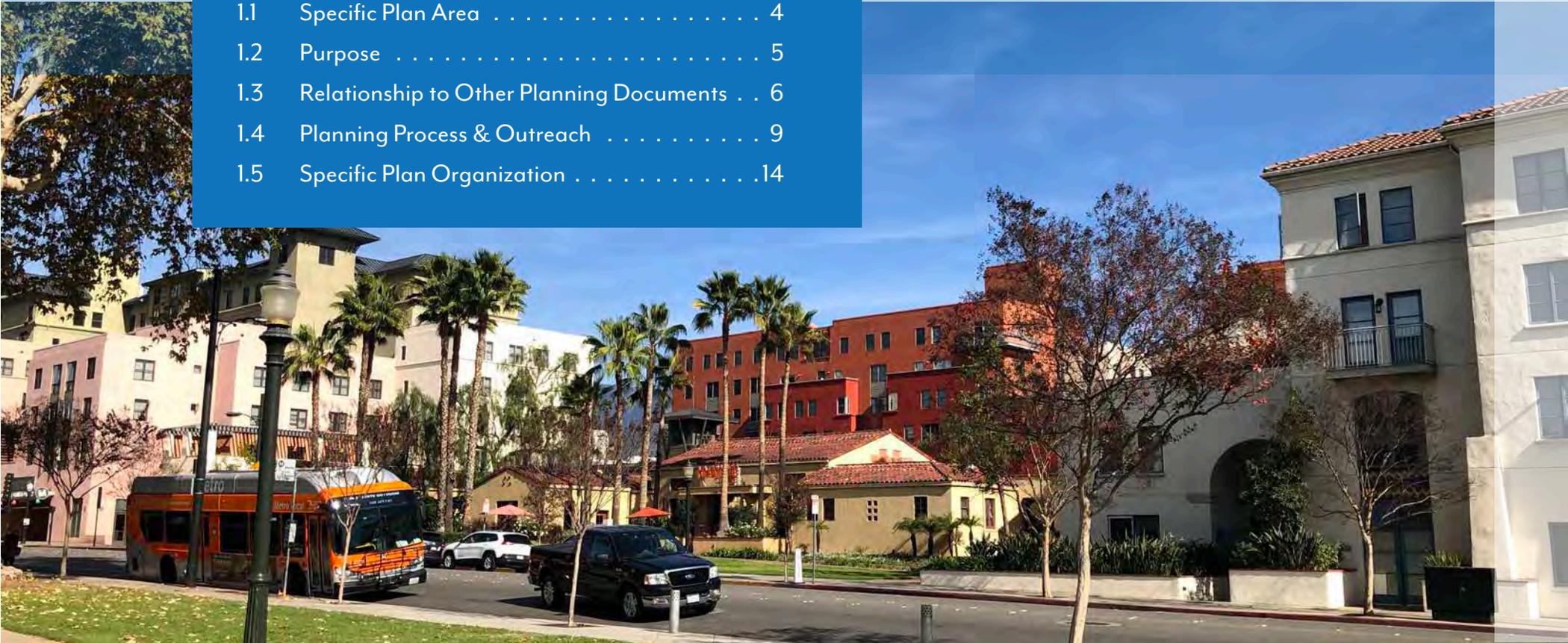
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# Ch. 1 Introduction

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PASADENA  
PLAYHOUSE  
STATE  
THEATRE  
OF  
CALIFORNIA  
FOUNDED 1906

SASS

The  
Pasadena  
Playhouse

Carlo Rambaldi Theatre

PASADENA  
PLAYHOUSE  
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PLAYHOUSE

# Introduction

Central District is Pasadena’s urban core and the primary business, financial, retail and government center of the City. The General Plan’s vision for the Central District is to build upon the existing strengths as a vibrant downtown with a mix of uses, walkable areas with shopping, entertainment, restaurants, offices, and housing connected by multiple modes of transit.

As the City’s largest specific plan area, Central District comprises several distinct neighborhoods with unique identities. In Chapter 3 of this plan, these neighborhoods are identified as subareas, each with their own set of goals and policies. Central District contains several designated historic districts; preservation of these historic areas is valued by the City and is closely tied to Pasadena’s identity. Central District is served by three Metro A Line (Gold) stations (Del Mar, Memorial Park, and Lake) creating a range of opportunities for higher-density, transit-oriented development, served by multimodal linkages, and pedestrian and open space amenities.

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

*The Central District will build upon its existing strengths as Pasadena’s vibrant downtown, providing a diversity of economic, civic, cultural, entertainment, and residential opportunities. The district will be a place to work, shop, live, play, raise a family, and age with dignity, with convenient access by foot, bicycle, and transit, as well as by car. Physical and economic growth will support this role and respect the numerous resources of historical and cultural significance that contribute to the district’s unique identity.*

With the City’s highest concentration of residents, workers, businesses, institutions, and visitors, Central District has a vast array of stakeholders whom the City has engaged in developing a shared vision for the plan area. The Central District Specific Plan (CDSP) 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 Central District area. The CDSP represents the outcome of a robust outreach process and technical planning and design effort, directly informed by the perspectives and expertise of community members, City staff, the Planning Commission, Design Commission, and the City Council.

## WHAT IS A SPECIFIC PLAN?

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

## CHAPTER OVERVIEW

This chapter is organized into the following sections:

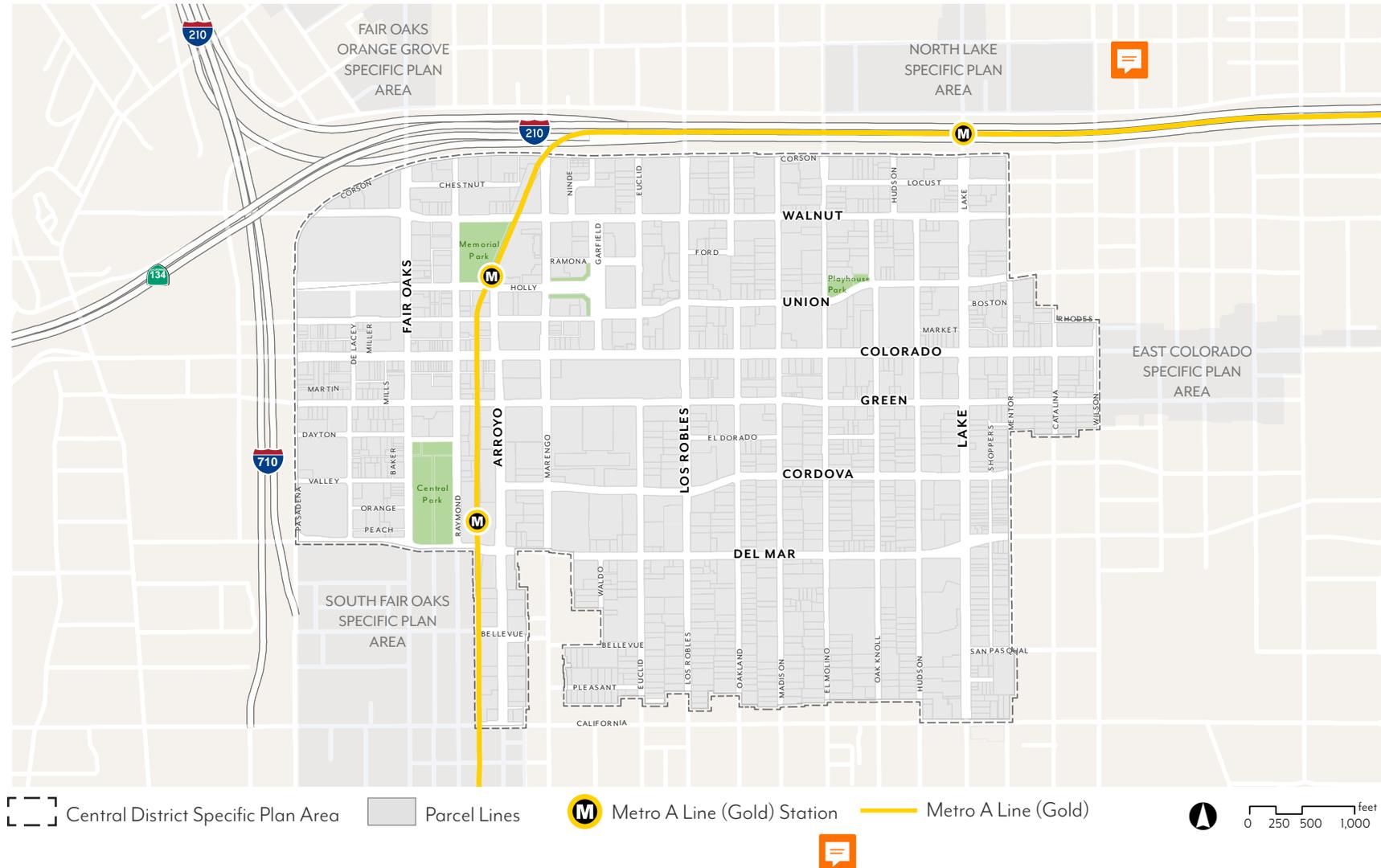
- » **1.1 Specific Plan Area**
- » **1.2 Purpose**
- » **1.3 Relationship to Other Documents**
- » **1.4 Planning Process and Outreach**
- » **1.5 Specific Plan Organization**

# 1.1 Specific Plan Area

As shown in Map 1.1-1, the CDSP area encompasses an approximately 800-acre or 1.25 square mile area generally bounded by Corson Street and the I-210 Freeway to the north, Del Mar Boulevard and California Boulevard to the south, Pasadena Avenue and the I-710 Freeway to the west, and Mentor and Wilson Avenues to the east.

The CDSP is bordered by the South Fair Oaks Specific Plan area to the southwest, and by the East Colorado Specific Plan area to the east. The Fair Oaks-Orange Grove and North Lake Specific Plan areas are located to the north of the CDSP.

Map 1.1-1: Central District Specific Plan Area



## 1.2 Purpose

The purpose of the CDSP is to facilitate and encourage development and improvements that help realize the community's vision for the CDSP 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 CDSP 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 residents, architects, property and business owners, grant-seeking nonprofits, developers, elected and appointed officials, and City staff as the regulations to 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.

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*Pasadena General Plan Land Use Element, 2015*

## 1.3 Relationship to Other Planning Documents

### GENERAL PLAN

The CDSP 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 CDSP 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 CDSP policies and standards will be consistent with the General Plan policies and Guiding Principles. Through incremental development, the CDSP will strengthen Pasadena's urban core, providing a wider variety of amenities, services, and housing options to residents, employees, and visitors.

#### GENERAL PLAN GOAL 31: CENTRAL DISTRICT

*"The primary civic, business, financial, retail, entertainment, and cultural center of Pasadena with supporting housing enabling residents to live close and walk to these uses and access regional transit."*

### GENERAL PLAN POLICIES

- » **31.1 Focus Growth.** Focus growth in the Central District into key sub-areas including the Pasadena Playhouse, Civic Center/Midtown, Lake, Northwest Gateway, and Walnut Districts, and in proximity to the three Metro Gold Line stations, to support economic vitality while preserving and complementing the historic core.
- » **31.2 Sub-District Identity.** Enhance the distinctive, yet complementary nature of the Central District's sub-areas by recognizing and building on their unique attributes and features through signage, streetscape designs, design guidelines and encouraging new uses and infill development that fits with the vision of each sub-area.
- » **31.3 Del Mar, Memorial Park and Lake Transit Villages.** Concentrate higher intensity development with a mix of retail, office, and multi-family housing uses that are compatible with one another expanding the customer base for local retail uses and supporting Metro Gold Line ridership.
- » **31.4 Contextual Development in Historic Districts.** Require new development within and adjacent to the historic districts to be compatible with the scale, density, and urban design features of existing historic buildings and districts.
- » **31.5 Transit Options.** Increase the network of transit, walking, and bicycling opportunities between sub-areas within the Central District through expanded services, additional rights of way/pathways with corresponding signage.
- » **31.6 Connections to Other Community Places.** Establish and maintain pedestrian walkways that provide access to the other Community Places and encourage people to move freely between each sub-area within the Central District through a unifying/connected network of public areas.
- » **31.7 Expanded Economic Opportunities.** Strengthen the Central District's economic vitality by supporting existing businesses and providing opportunities for new commercial development in underutilized areas with higher development capacity.
- » **31.8 Street Vitality During Evenings and On Weekends.** Sustain a vibrant pedestrian atmosphere in traditionally civic and office dominant sub-areas on evenings and weekends by encouraging additional residential and mixed-use development.
- » **31.9 Housing Choice.** Provide a wide variety of housing options in the Central District in terms of the type, location, size and price.
- » **31.10 Building Orientation.** Require businesses to be oriented primarily to pedestrian streets and urban spaces and secondarily to parking lots and to provide visibility and accessibility to customers arriving on foot, by bicycle, and by automobile.
- » **31.11 Public Art Overlay Zone.** Create a Public Art Overlay Zone to preserve and enhance existing art in the Civic Center area.

*Pasadena General Plan Land Use Element, 2015*

While the CDSP establishes an overall vision for Central District, the standards and guidelines herein apply specifically to private development and adjacent sidewalks. The CDSP 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 briefly summarized in this section.

## Central District Specific Plan

As the 2004 Central District 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 CDSP builds on many of the objectives from the 2004 specific plan, this document replaces and supersedes the previous specific plan, introducing updated policies and standards that address current and future community needs, opportunities, and challenges. The CDSP area boundaries have also changed, with the new CDSP covering a smaller overall area and ceding the 2004 plan's "Arroyo Entrance Corridor" and "Fair Oaks Employment Village" sub-district precincts into an expanded South Fair Oaks Specific Plan area update.

## 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, 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 CDSP will be codified in the Zoning Code under Chapter 17.30.

## 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 CDSP.

## 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 Pasadena 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.

## 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 CDSP supports the BTAP through promoting enhanced sidewalks that allocate space for bicycle parking and supporting bicycle infrastructure within the plan area. The CDSP area contains a significant portion of the BTAP's planned two-way cycle track along Union Street, and a portion of the planned greenway along El Molino Avenue. The CDSP also supports the BTAP through promoting enhanced sidewalks that allocate space for bicycle parking and supporting bicycle infrastructure within the plan area.

## Pasadena Street Design Guide

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



## Old Pasadena Streetscapes and Alleys Walkways Refined Concept Plan (July 1995)

The Old Pasadena Streetscapes and Alleys Walkways Refined Concept Plan recommends local streetscape policies, conceptual plans, design elements and specific improvements that will contribute to a successful pedestrian network. The Plan provides considerable detail, including improvement plans and cost analysis for each of Old Pasadena's alley walkways. The Old Pasadena Streetscapes and Alleys Walkway Refined Concept Plan remains applicable; although the CDSP attempts to maintain consistency, the streetscape plan should be reviewed and updated to address changing conditions. An updated plan should also respond to the updated CDSP subarea boundaries.

## Pasadena Civic Center / Mid-town District Design Project, Refined Concept Plan (April 2001) & OLIN Pasadena Civic Center Report (April 2019)

The Pasadena Civic Center / Mid-town District Design Project: Refined Concept Plan builds upon and refines aspects of the Civic Center / Mid-town Programming Effort Report, which was further developed as the OLIN Pasadena Civic Center Report. It presents a concept plan and design development documents for streetscape improvements in the area, as well as traffic and parking strategies. Centennial Square, the Central Library Forecourt, the Civic Auditorium Forecourt, and the Garfield Avenue / Holly Street Promenade are given special design consideration. Both Civic Center plans remain applicable; the CDSP strives to maintain consistency with each.

## Pasadena Playhouse District Concept Plan for Streetscapes, Walkways & Alleys (April 1996)

The Pasadena Playhouse District Concept Plan for Streetscapes, Walkways & Alleys includes policies, conceptual plans, and recommendations for specific improvements to the area's pedestrian network. It is supplemented by the Pasadena Playhouse District Streetscapes, Walkways & Alleys Plan: Approved Design Elements (November 1996), that selects a coordinated palette and estimates costs for the proposed streetscape improvements. An updated Playhouse Village Streetscapes Plan was adopted by the Playhouse Village Association Board of Directors in June of 2020. The CDSP's implementation should consider the updated streetscape plan.

## 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 CDSP area, followed by recommendations for potential new species aligned with the updated CDSP.

## 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).

## Pasadena Public Art Program

The Pasadena Public Art Program requires provisions for the arts and other cultural resources in new development, per the General Plan's policies. This program applies to projects over 25,000 square feet, those with a valuation of \$500,000 or more in certain geographies, and all City construction projects. To be in compliance, projects must budget 1% of the Building Permit Valuation to a public art component, which must also be approved by the City's Arts & Culture Commission.

# 1.4 Planning Process & Outreach

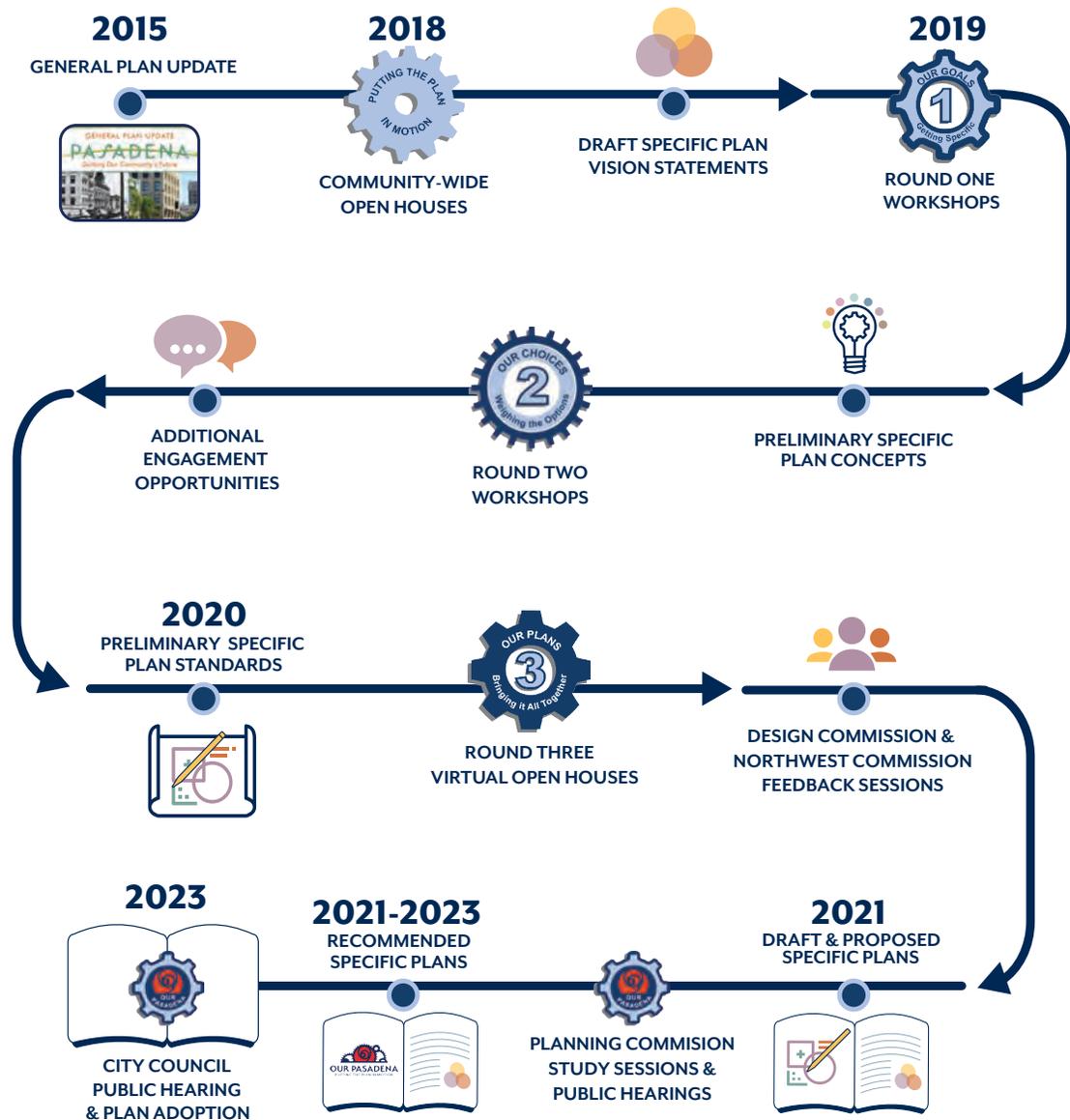
## 1.4.1 OUR PASADENA PROGRAM

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

## 1.4.2 PUBLIC OUTREACH

Throughout the planning process, the City solicited input from residents, property owners, businesses, community leaders, and other stakeholder groups through a variety of outreach events, public meetings, 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.



## Community-Wide Open Houses

March 2018

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

## Round 1 Workshop

June 26, 2018

In the Round 1 Workshop, the Planning & Community Development Department facilitated a listening and learning session with over 100 community members to find out more about participants' experience living and/or working in, or visiting the CDSP 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 CDSP 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

## Playhouse District Block Party

June 9, 2018

The Planning & Community Development Department hosted a booth at the Pasadena Playhouse District Block Party celebrating the Playhouse District's centennial. At the Our Pasadena booth, community members were invited to respond to the questions "What do you like about Downtown Pasadena?" and "What do you want to see more of in Downtown Pasadena?" relating to categories of Buildings & Development, Open Space, Streets, Community Connectedness, and other.

## Round 2 Workshop

March 21, 2019

The Planning & Community Development Department hosted a second community workshop with approximately 65 attendees 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 CDSP 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.



Playhouse District Block Party

## Youth Summit

October 19, 2019

The Planning & Community Development Department hosted an Our Pasadena 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

December 2020 - January 2021

For the third and final round of community workshops, the Planning & Community Development Department hosted an interactive virtual open house website and live webinar. Through an introductory presentation and a series of informational materials, staff presented the refined CDSP 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.

## Design Commission Meeting

June 22, 2021

Following the Round 3 Virtual Open House, the Planning & Community Development Department presented to the Design Commission to solicit feedback on the draft CDSP, 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.

## District 7 Community Meeting

November 16, 2021

Vice Mayor Andy Wilson held a community webinar event to give members of the public another opportunity to hear about the concepts presented in the draft



Round 2 Workshop



Youth Summit



Round 3 Workshop - Virtual Open House Website

plan. Audio recording of the community webinar can be found on the program website. Topics of discussion covered: An overview of the General Plan; a review of the purpose and objectives of the sub-areas within the CDSP area; review of the key standards and proposed changes for the plan area; detailed development and design standards review which covered height, FAR, density, setback, step-backs, façade length and modulation, open space, private and public realm standards, minimum sidewalk widths, sidewalk and amenity zones, and walk zones; and an update to the allowed uses and ground floor usage regulations.

## Planning Commission Meetings

**December 8, 2021; June 22, 2022; February 22, 2023; TBD**

Section to be completed after Planning Commission meetings

## City Council Hearing

**TBD**

Section to be completed after City Council meeting

## Summary of Mailings & Promotional Materials

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

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

## WHAT WE HEARD

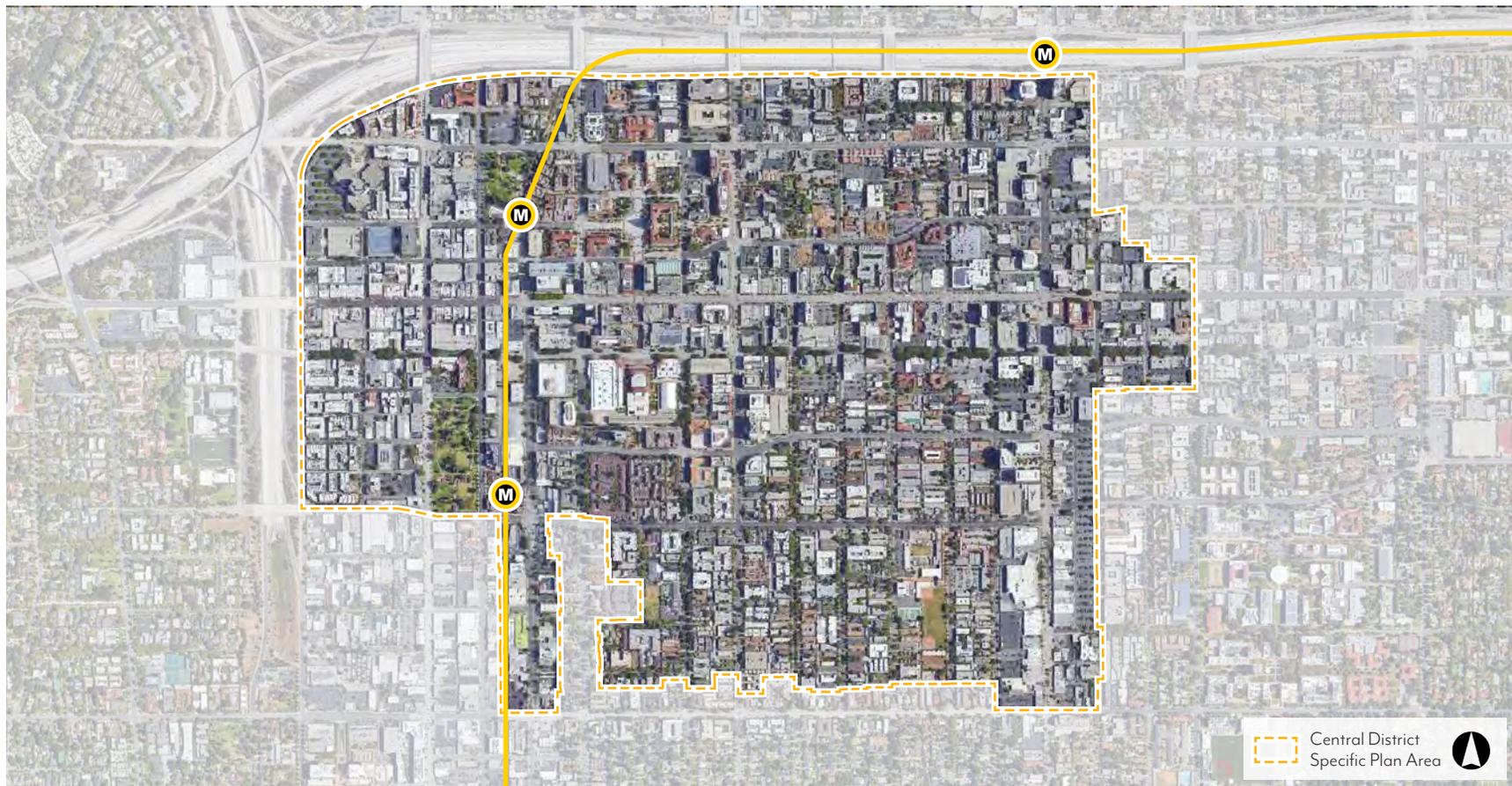
Participants shared a wide range of input throughout the outreach process, including the following recurring themes:

- » **Preserve historic character, walkability, and vibrant mix of residential and commercial uses** in Old Pasadena, Civic Center, and Playhouse District areas.
- » **Maintain iconic views of key community and architectural features** like City Hall and Castle Green apartments.
- » **General support for more density in Playhouse District and Walnut Transit District**, as long as amenities like open space are provided and historic buildings are preserved and protected.
- » **Desire for newer development that includes specialty shops, benches, trees, and paseos/plazas** in the South Lake shopping district.
- » **Improve connections from the South Lake area** to other activity nodes in the Central District.
- » **Maintain generous setbacks and landscaped parkways** where appropriate, such as the In-Town Housing area.
- » **Design new development to be harmonious with existing buildings** in the In-Town Housing area.
- » **Desire for wider sidewalks, more street seating, public art, and bigger setbacks** to improve the character of sidewalks and streets in the Arroyo/Del Mar area
- » **Balance new housing opportunities with active commercial uses** and services on the ground floor that are accessible from the street.
- » **Improve streetscapes throughout the Central District with amenities** such as outdoor dining, sidewalk furniture, shade structures, bicycle parking, and bus shelters.
- » **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.
- » **Improve pedestrian safety and mobility conditions**, especially surrounding transit stations.

### 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 CDSP. 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.



CDSP 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 CDSP is organized into seven chapters:

### Ch. 1 - Introduction

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

### Ch. 2 - Background

This chapter provides historical context for the CDSP area and identifies challenges and opportunities within Central District's existing conditions.

### Ch. 3 - Vision, Goals & Policies

This chapter establishes the overall vision for the CDSP 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 CDSP 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 & Design Standards

This chapter presents development and design standards and guidelines for 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 CDSP vision to life.

The CDSP additionally includes two appendices:

### Appendix

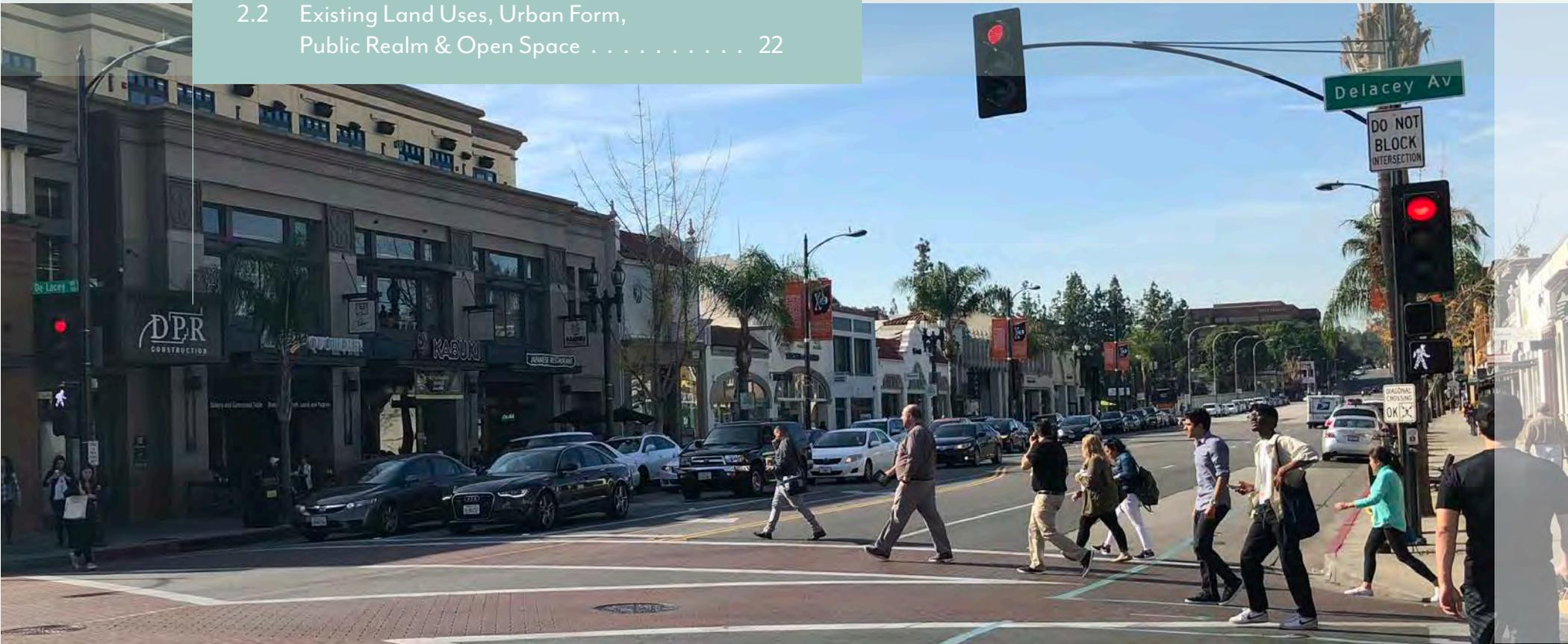
**A.1 – Definitions** provides a glossary of land use planning and urban design terminology used throughout the document

**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.

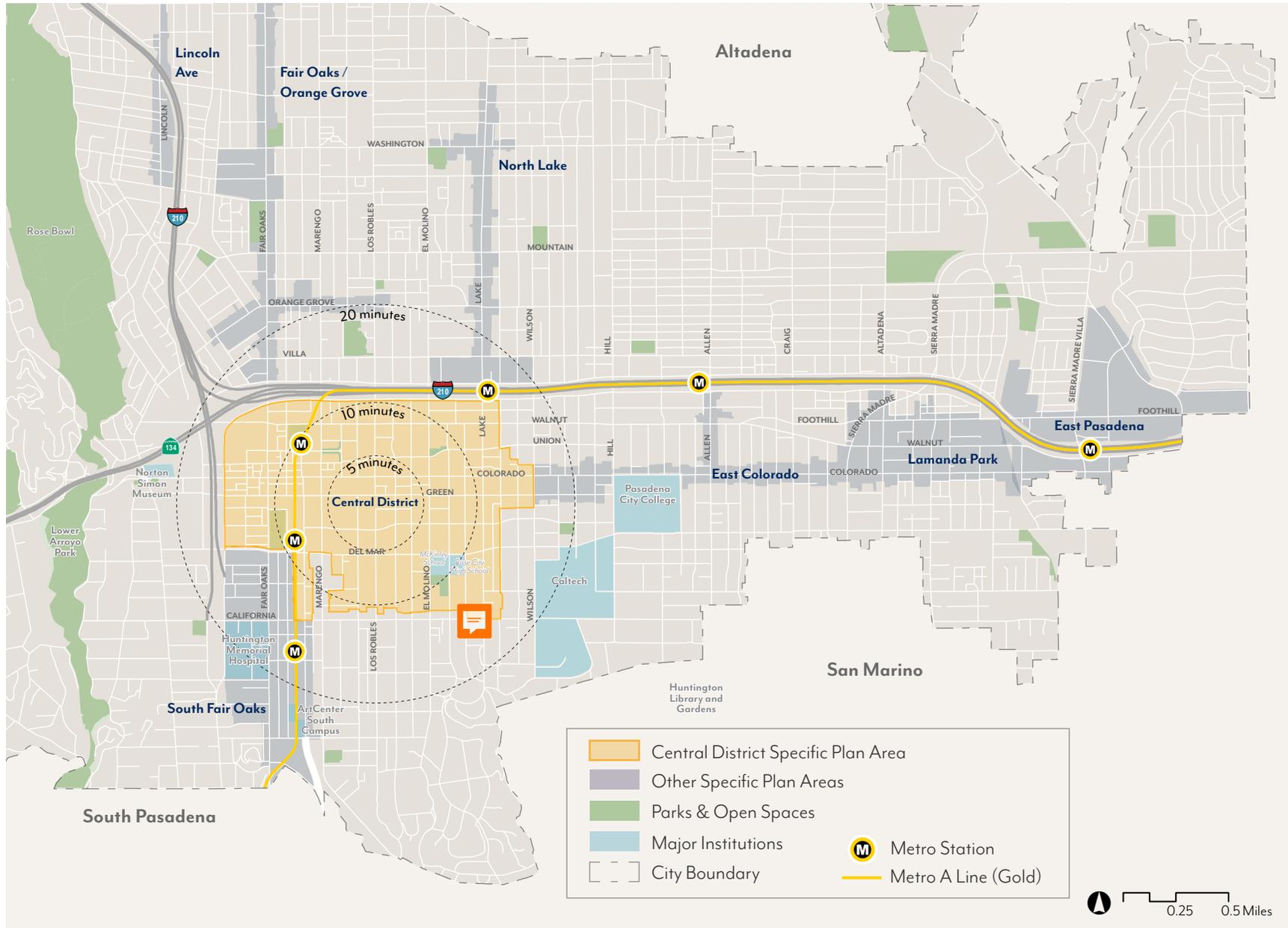


# Ch. 2 Background

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- 2.2 Existing Land Uses, Urban Form, Public Realm & Open Space . . . . . 22



Map 2.1-1: Central District Specific Plan Area and Regional Context



## 2.1 Community and Historic Context

Central District is Pasadena's largest and most central Specific Plan area, located approximately 10 miles northeast of downtown Los Angeles. The Central District Specific Plan (CDSP) area is generally bounded by Corson Street and the I-210 Freeway to the north, Pasadena Avenue and the I-710 Freeway to the west, and Mentor Avenue to the East. West of the Metro A Line (Gold) right of way, the CDSP area meets the South Fair Oaks Specific Plan area at Del Mar Boulevard, while east of the Metro right of way, the CDSP area extends south around California Boulevard. At its far eastern boundary, the CDSP area meets the East Colorado Specific Plan area at Wilson Avenue. The Metro A Line (Gold) runs north/south through the western half of the CDSP area, eventually turning east along the I-210 Freeway north of Corson St. Del Mar Station and Memorial Park station both lie within the CDSP area, with another station at Lake Avenue and the I-210 Freeway just north of the CDSP area boundary.

The CDSP area is recognized as Pasadena's Downtown and a regional cultural, entertainment, and business hub, containing several distinct activity centers, residential neighborhoods, and the City's civic, cultural, retail and financial cores. Notable civic and cultural landmarks and historic resources include Pasadena's City Hall, Central Library, Convention Center, Civic Auditorium, and the Pasadena Playhouse. Numerous historic resources are located within the district in addition to several historic and landmark districts, collectively contributing to Pasadena's identity and recognized historic character. While located outside the CDSP area, Caltech, Pasadena City College, Huntington Health, and ArtCenter's South Campus contribute to the diverse economic activity and demand for housing throughout the CDSP area.

The CDSP area's development began in the 1880s with Colorado Boulevard and Fair Oaks Avenue serving as the City's first and primary commercial corridors. The commercial district now known as Old Pasadena emerged around this intersection, while early industrial development was focused along Arroyo Parkway. In conjunction with early commercial and industrial growth, residential areas expanded throughout the CDSP area, with highest densities concentrated around the commercial corridors. In 1925, the Bennett Plan introduced a new comprehensive vision for Pasadena's Civic Center, following a Beaux Arts framework for siting major civic buildings. Many elements of the implemented Bennett Plan remain today, including the neoclassical architectural landmarks of City Hall, Central Library, Civic Auditorium and the Holly Street procession. Commercial activity grew along Colorado Boulevard, Fair Oaks Avenue, and Lake Avenue throughout the 1920s,

30s, and 40s, further establishing the CDSP area's traditional urban form with pedestrian-oriented storefronts situated below office or residential upper-story uses.

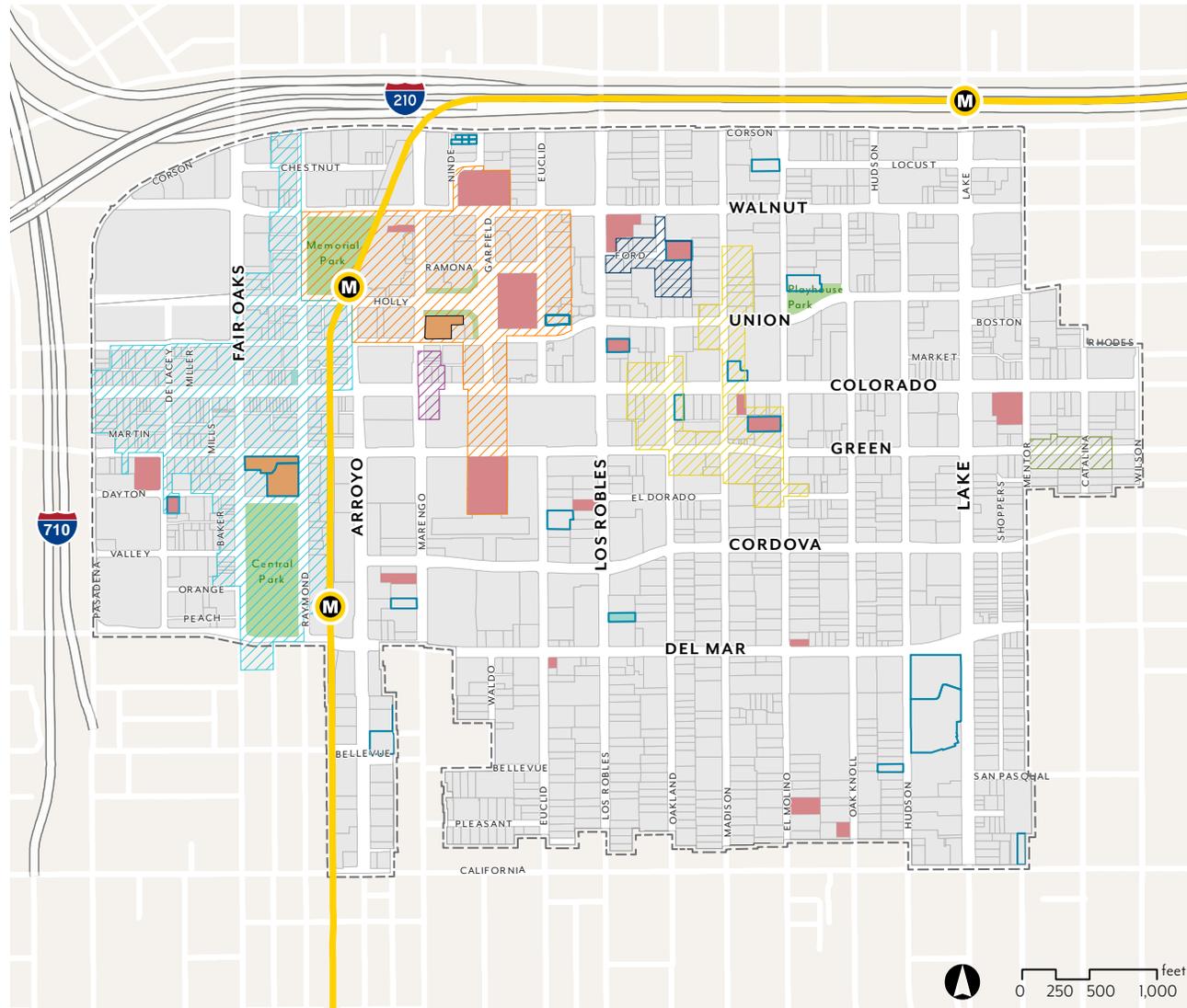
In the decades following World War II, development shifted toward an auto-oriented, single-use model, best exemplified by the Parsons Corporation office complex and the former Plaza Pasadena indoor mall. However, amid a 21st-Century renaissance of environmentally sustainable and people-oriented planning practices, much of the CDSP area's growth and redevelopment reflects its early urban form. For example, Plaza Pasadena has been replaced by The Paseo, a pedestrianized mixed-use retail center integrated into its downtown surroundings, and a majority of Parsons Corporation's multi-acre surface parking lots have been redeveloped into a mix of residential and office uses.

In 2004, the current CDSP was adopted with the intent of reinforcing Downtown's role as a walkable, bike-friendly, and transit-accessible urban core, a vision that was further supported by goals and policies within the 2015 General Plan. Despite covering the largest area of the City's eight specific plans, the CDSP area is still contained within a walkable extent, approximately 20 minutes from north to south and 30 minutes from east to west. All of the City's major institutions also fall within a 10 to 20-minute walk of the CDSP area boundaries, as shown in Map 2.1-1.

### 2.1.1 HISTORIC RESOURCES & CHARACTER

As Pasadena's earliest center of development, the CDSP area contains a wealth of historically significant buildings, many of which contribute to historic districts and individual landmark designations on the National Register of Historic Places and other state or local historic registers. The CDSP area's early development and concentration of historic buildings both created and helps to preserve the pedestrian-oriented nature of Pasadena's downtown, a condition that is supportive for business and convenient for residents and visitors. Old Pasadena contains the City's largest concentration of historic commercial buildings. The Civic Center area also contains a number of historically significant landmarks laid out on a cross-axis of grand streets with uninterrupted viewsheds, reflecting the City's 1925 Bennett Plan for the siting of monumental civic buildings. An inventory of national and City-designated historic properties and districts in the CDSP area is provided in Map 2.1-2 and Table 2.1-1.

Map 2.1-2: Central District Specific Plan Area Historic Resources



-  National Register Individual Property
-  Landmark Buildings
-  Greene and Greene
-  Historic Monuments
-  Old Pasadena Historic District
-  Pasadena Civic Center Historic District
-  Civic Center Financial Historic District
-  Pasadena Playhouse Historic District
-  Ford Place Historic District
-  Green Street Village Landmark District
-  Metro Station
-  Metro A Line (Gold)

Note: Map 2.1-2 and Table 2.1-1 do not include a comprehensive list of historic resources and landmarks. Additional resources such as historic signage and non-designated eligible properties can be found through the City's Historic Preservation Program and the California Historical Resources Inventory Database.

Table 2.1-1: Central District Specific Plan Area Historic Resources

National Register Individual Properties	
Bullock's Pasadena	401-415 S Lake Ave
Colonial Court	291-301 N Garfield Ave
First Trust Building	595 E Colorado Blvd
Home Laundry	432 S Arroyo Pkwy
Lukens House	267 N El Molino Ave
Mentor Court	937 E California Blvd
Miss Orton's School For Girls	154 S Euclid Ave
Odd Fellows Temple	122 N El Molino Ave
Rose Court	455 S Hudson Ave
Singer Building	16 S Oakland Ave
Stoutenburgh House	255 S Marengo Ave
Town House Apts	80 N Euclid Ave
Hotel Green <sup>†</sup>	99 S Raymond Ave, 50 E. Green St
Edmund Blinn House*	160 N Oakland Ave
Friendship Baptist Church*	80 W Dayton St
Grace Nicholson Bldg*	46 N Los Robles Ave
Pasadena Playhouse*	39 S El Molino Ave

\*Also designated as a Landmark Building

<sup>†</sup>Also designated as a National Register Individual Property

<sup>‡</sup>Also designated as a Historic Monument

Landmark Buildings	
The Brookmore Hotel	189 N Marengo Ave
Casa Del Mar Apts	306 S El Molino Ave
Pasadena City Hall	100 N Garfield Ave
Pasadena Civic Auditorium	300 E Green St
Constance Hotel	928 E Colorado Blvd
Cornish Manor Court	500 S El Molino Ave
Engine Company #34	541 S Oak Knoll Ave
First Congregational Church	464 E Walnut St
Friend Paper Company	100 W Green St
Delia Allen House	324 S Euclid Ave
Hotel Livingstone	139 S Los Robles Ave
Central Library	285 E Walnut St
Monticello Manor	221 S Marengo Ave
United Artists Theater	600 E Colorado Blvd

Greene & Greene	
Ernest Smith House <sup>†</sup>	272 S Los Robles Ave
Kinney-Kendall Building	63-65 E Colorado Blvd

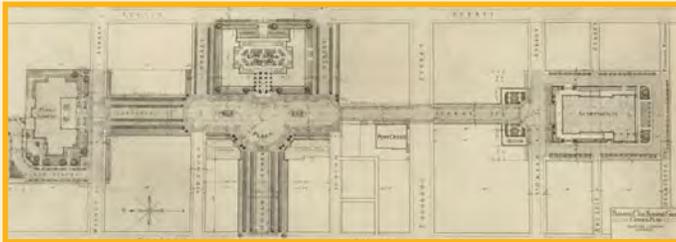
Historic Monument	
Pasadena YWCA	78 N Marengo Ave

Historic and Landmark Districts
Old Pasadena Historic District
Pasadena Civic Center Historic District
Civic Center Financial Historic District
Pasadena Playhouse Historic District
Ford Place Historic District
Green Street Village Landmark District

## CENTRAL DISTRICT TIMELINE

### 1880-1940

- » Downtown Pasadena street network and land use patterns begin developing as early as 1880
- » Early zoning maps are drafted in 1920s, formalizing early development patterns and establishing Colorado Boulevard, Fair Oaks Avenue, and Lake Avenue as primary commercial corridors
- » The Bennett Plan is unveiled in 1925, laying the framework for the City's Civic Center and construction of City Hall (1927), Central Library (1927), and the Civic Auditorium (1931)
- » Downtown's booming tourist economy suffers during the Great Depression



*Pasadena Civic Building Group General Plan (Bennett Plan)*



*City Hall*



*Bicycle Parade along Colorado Blvd. in 1920s*

### 1940-1970

- » Major industrial growth as part of World War II effort, and completion of Arroyo Seco Parkway catalyze housing demand
- » Bullock's Pasadena, the iconic Late Moderne style department store, is constructed on Lake Avenue in 1947
- » Post-WWII, development shifts toward auto-oriented, suburban style character
- » Downtown experiences a period of economic decline and concentrated poverty as businesses move out and wealthier residents move to exclusive suburban neighborhoods



*Downtown Pasadena in 1945*



*Bullock's Pasadena Building*

## CENTRAL DISTRICT TIMELINE

### 1970-2000

- » Economic revitalization efforts led by Pasadena Redevelopment Agency bring renewed investment and business interest to the Downtown area
- » Auto-oriented character continues with construction of major developments in the 1970s and 1980s such as Parsons Corporation (1974) and the Plaza Pasadena Mall (1980)
- » Redevelopment awakens concerns among neighborhood and preservation groups in early 1980s, focusing on slowing growth and renovating historic elements of the City, especially within Old Pasadena



*One Colorado historic block redevelopment*



*Plaza Pasadena Exterior*



*Parsons Corporation Building*

### 2000-Present

- » Metro Gold Line (now the A Line) starts service July 26, 2003, including the opening of the Del Mar, Memorial Park, and Lake Stations
- » Paseo Colorado replaces Plaza Pasadena Mall in 2001, reinstating pedestrian connections throughout Civic Center
- » First Central District Specific Plan is adopted in 2004, with a focus on reinforcing Downtown's role as a walkable, bike-friendly, and transit-accessible urban core supported by physical and economic growth
- » Colorado Boulevard continues to serve as part of the annual Rose Parade route
- » Our Pasadena Specific Plan Update process begins in 2018



*Del Mar Metro A Line Station and Transit-Oriented Development*



*The Paseo outdoor mall*

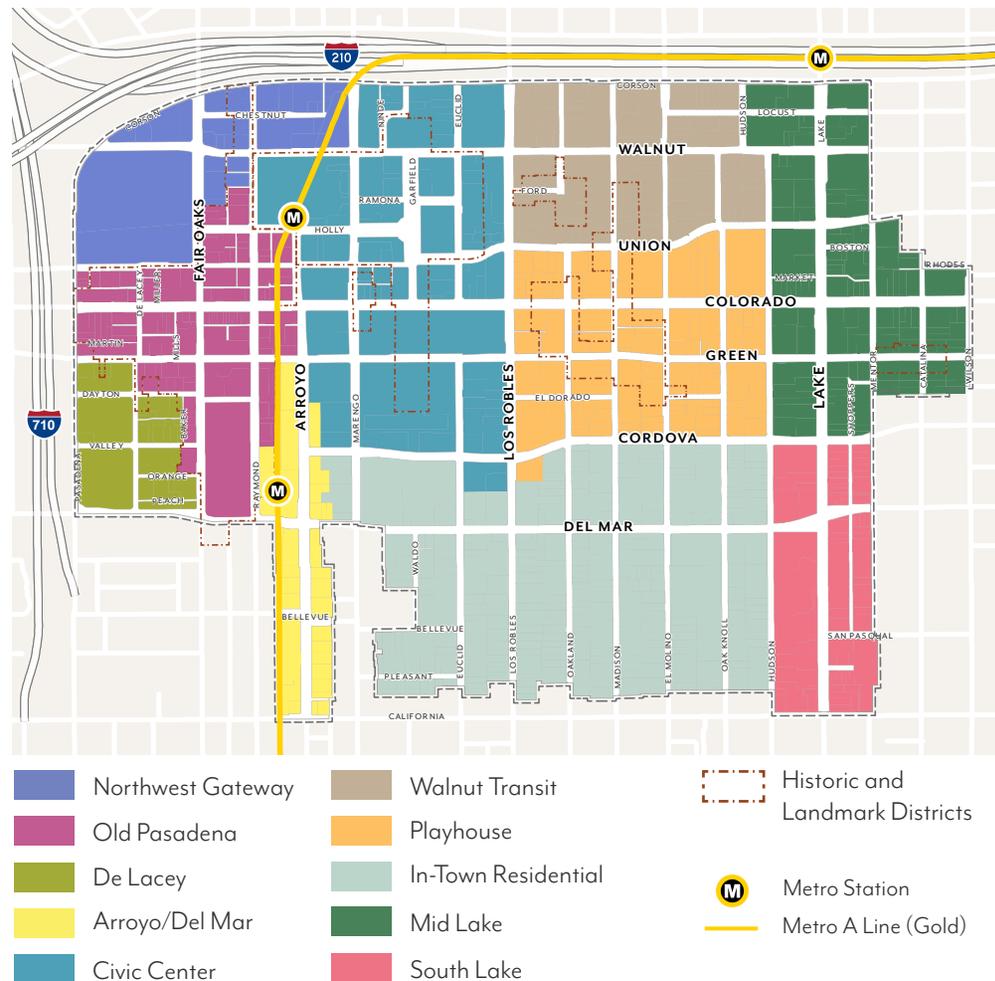


*Mixed-Use development*

## 2.2 Existing Land Uses, Urban Form, Public Realm & Open Space

The Specific Plan Area is organized into ten subareas (Map 2.2-1), distinguished by their existing conditions, their General Plan Land Use designations, and the Specific Plan's vision for their future. 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: Central District Specific Plan Subareas



### LAND USE

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

### URBAN FORM

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

### PUBLIC REALM

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

## NORTHWEST GATEWAY

Northwest Gateway serves as an important entrance to the CDSP area from Fair Oaks Avenue to the north and Walnut Street to the west. The subarea comprises a mix of commercial, residential, and institutional uses, and is most prominently distinguished by the Parsons Corporation office complex and a more recent proliferation of multi-family residential developments surrounding the intersection of Walnut Street and Fair Oaks Avenue. The subarea is generally bounded by Pasadena Avenue to the west and Corson Street to the north; the eastern boundaries are staggered between Fair Oaks Avenue and the Metro A Line (Gold) to the east, and the southern boundaries are staggered between Walnut Street and Union Street.

Notably, the subarea is home to a large commercial office complex for the Parsons Corporation, encompassing an entire city block bounded by Pasadena Avenue to the west, Fair Oaks Avenue to the east, Corson Street to the north, and Union Street to the south. A sizeable mixed-use office, residential, and retail complex (100 West Walnut) is under development on the two large surface parking lots surrounding the original Parsons office towers. Other uses throughout the subarea include multi-family residential, hotel, retail, offices, religious and educational institutions, funeral services, and a large public surface parking lot.

Parcel sizes in the subarea are larger than the CDSP area's average, most notably the 15+ acre Parsons Corporation/100 West Walnut site and another 6+ acre site directly to the south. High-intensity urban form is maintained along Fair Oaks Avenue with 8-story and 12-story office buildings and several other 5- to 6-story mixed-use developments within the subarea.

Much of Fair Oaks Avenue and the westernmost block of Walnut Street in the subarea are distinguished by a 5-story street wall with pedestrian-friendly ground floor frontages. East of Fair Oaks Avenue, Walnut Street and Chestnut Street have a mix of 1- to 4-story buildings. Most of these residential, institutional, and office uses do not have active frontages, despite many being built in a traditional storefront style.

The subarea contains the northernmost portion of the Old Pasadena National Register Historic District along the west side of Raymond Avenue, which includes the St. Andrew Catholic Church on the north side of Chestnut Street. Erected in 1927 in a Byzantine style of architecture, its red brick design motif has inspired the design of several other developments along Chestnut Street.



*Parsons Corporation Headquarters*



*5-story mixed-use development along Holly Street west of Fair Oaks Avenue*

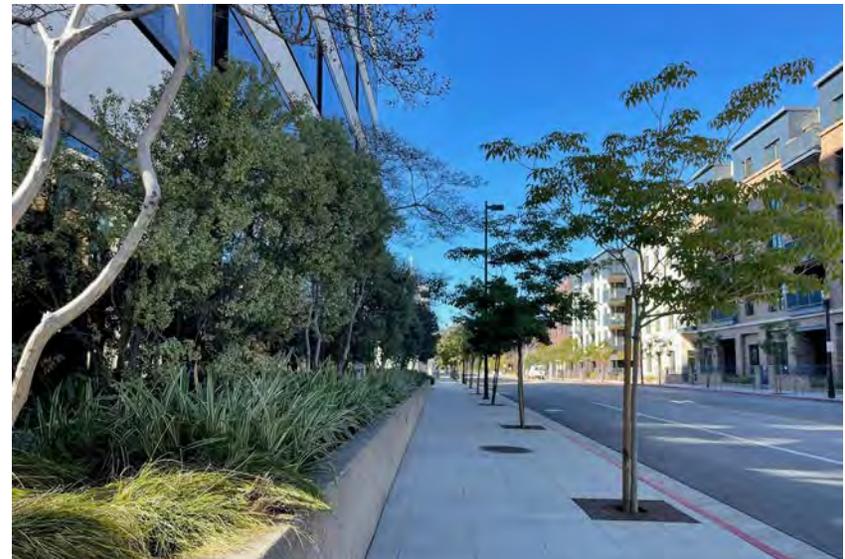
Along Fair Oaks Avenue, sidewalks are approximately 12 feet in width, with consistently planted street trees. Fair Oaks Avenue also features a tree-lined street median in portions of the subarea. Sidewalks narrow on Walnut Street east of Fair Oaks Avenue with intermittent street trees and sparse pedestrian furniture. The public realm along Chestnut Street and Raymond Avenue has wider 12- to 15-foot sidewalks. A high-quality public realm and open space surrounds the Operating Engineers Trust Fund/Local 12 building between Corson and Chestnut Streets, with enhanced red brick paving, a widened sidewalk, and a courtyard plaza with high-quality landscaping. Public realm conditions vary along Corson Street. Despite generally facing the rear of developments and abutting the I-210 Freeway, most segments of Corson Street have sufficient sidewalk widths, street trees, parkways, or landscaped setbacks, which improve the pedestrian experience. Along the east side of Pasadena Avenue between Walnut Street and Union Street, wide sidewalks and a double row of trees create an enjoyable walking area abutting the Parsons site.



*Eclectic mix of office buildings fronting Walnut Street, west of Raymond Avenue*



*Residential apartment building on Walnut Street, west of Fair Oaks Avenue*



*Sidewalk with street trees along Holly Street looking east toward Fair Oaks Avenue*

## OLD PASADENA

The Old Pasadena subarea is the historic core of the City that has developed into a vibrant retail and entertainment destination that contains and generally follows the boundaries of the Old Pasadena National Register Historic District. The subarea is bounded by Pasadena Avenue to the west, Arroyo Parkway to the East, Union Street and the southwest edges of Memorial Park to the north, and Green Street and Central Park to the south. Old Pasadena's primary activity centers are the east/west corridors of Colorado Boulevard and Green Street, and the north/south corridors of Fair Oaks Avenue and Raymond Avenue.

Existing land uses in Old Pasadena are predominantly a mix of retail and dining, commercial office, and multi-family residential, with a majority of buildings incorporating combinations of these uses. Residential uses are generally limited to mixed-use buildings with commercial uses on the ground floor; exceptions are located generally one block away from Colorado Boulevard. Large parking structures in the subarea accompany several commercial uses surrounding Colorado Boulevard.

Old Pasadena contains a high concentration of traditional buildings with pedestrian-oriented ground-floor commercial frontages, many of which were built before 1940. Most buildings are 2 to 3 stories tall, with a few buildings up to 5 stories, most commonly located on corner parcels. Along much of Colorado Boulevard and Green Street, buildings are constructed on narrow parcels, directly abutting one another without front or interior setbacks, contributing to a continuous streetwall condition. Old Pasadena is generally served by parking structures rather than street-facing surface parking lots, limiting interruptions to the street wall and pedestrian-oriented storefronts. While relatively consistent in their scale and orientation, the architectural style of buildings in Old Pasadena varies, with Vernacular Masonry, Spanish Colonial Revival, and Art Deco most commonly reflected in the subarea's architecture. Other styles found in the subarea include Streamline Moderne, Neoclassical Revival, Italian Renaissance Revival, Mission Revival, and Beaux Arts.

Colorado Boulevard's 12- to 15-foot-wide sidewalks with consistent alternating Palm tree and Maidenhair (Ginkgo) tree plantings create a cohesive, generally comfortable, and attractive pedestrian environment that complements the area's retail character, despite limited shade coverage from the street trees. Other amenities along Colorado Boulevard's sidewalks include bicycle racks, pedestrian-scale lighting, and trash receptacles; seating in the public realm is generally associated with bus stops or outdoor restaurant seating. Along other streets in the subarea, sidewalk widths are typically between 10 and 12 feet with a similar distribution of amenities, however street tree conditions vary by street.



*Public realm along Colorado Boulevard including street trees, pedestrian amenities, and sidewalk seating for restaurants*



*Traditional storefronts and historic architectural styles along Colorado Boulevard*

Green Street is fairly consistently shaded by a large, mature Ficus tree canopy, and Union Street's sidewalks also receive consistent shade from a variety of mid-size trees. Fair Oaks Avenue, Raymond Avenue, and De Lacey Avenue have mostly smaller street trees that provide limited seasonal shade.

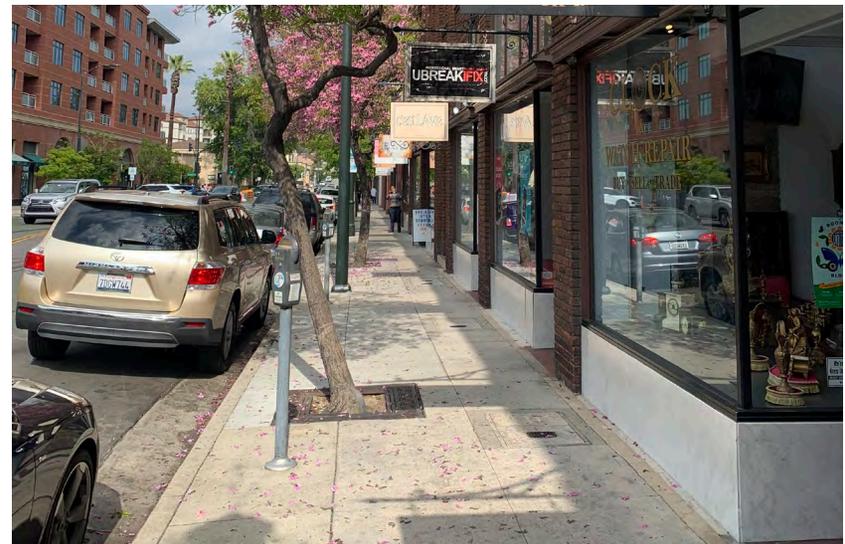
Old Pasadena's public realm is enhanced by a network of alleys and paseos that improve connectivity for pedestrians and provide pedestrian-oriented retail environments within the internal portions of blocks. For example, north of Colorado Boulevard between De Lacey Avenue and Fair Oaks Avenue, several alleys connect to form One Colorado, an outdoor plaza surrounded by retail, dining, and entertainment uses. Old Pasadena also includes the City's Central Park, a historic 10-acre open space with a variety of recreational amenities, bounded by Fair Oaks Avenue, Dayton Street, and Raymond Avenue at the southern end of the subarea.



*Retail and dining uses along Mills Place*



*Retail-serving plaza and characteristic brick architecture in the One Colorado development*



*Retail storefronts and street trees along Fair Oaks Avenue*

## DE LACEY

De Lacey is a medium- to high-density mixed-use and residential neighborhood on the western edge of the CDSP area, generally bounded by Pasadena Avenue to the west, De Lacey and Fair Oaks Avenues to the east, Green and Valley Streets to the north, and Del Mar Boulevard to the south. The subarea is distinguished by the Westgate Apartments, a 480-unit multi-family housing complex situated at the southwest corner of the subarea. The subarea's primary commercial node is located at the intersection of De Lacey Avenue and Dayton Street.

De Lacey's most prominent residential complex is the Westgate development, which encompasses three blocks west of De Lacey Avenue. The buildings include retail ground floor along Green Street and at the southwest corner of Dayton Street and De Lacey Avenue. Existing land uses east of De Lacey Avenue include mixed-use residential with ground-floor retail, commercial retail, and office, as well as medical offices and clinics, and religious and institutional uses.

The Westgate development west of De Lacey Avenue is composed of 3- to 5-story buildings in various contemporary apartment and townhome styles. Blocks are broken up by a network of pedestrian paseos and courtyard areas. Three-story structures and corner plazas typically front De Lacey Avenue, creating a transition to the lower building heights east of De Lacey Avenue. Residential ground floor frontages along the west side of De Lacey Avenue are of high design quality, with landscaped setbacks and stoops to separate the sidewalk from residential unit entrances. East of De Lacey Avenue, buildings are typically 1 to 2 stories with lower lot coverage and ample surface parking lots. Frontage conditions east of De Lacey Avenue include many surface parking lots, fences, and windowless walls, though a few buildings feature active or potentially active commercial storefronts.

A high-quality public realm is maintained along Valley Street, Dayton Street, and Green Street, as well as Del Mar Boulevard west of De Lacey Avenue. Sidewalks are approximately 12 feet in width and have consistent shade trees, landscaped parkways, and setbacks. Mid-block pedestrian paseos also increase connectivity throughout the Westgate development and contribute to the area's open space. Along the west side of De Lacey Avenue, sidewalks are 12 to 15 feet wide with consistent street trees. East of De Lacey Avenue, sidewalks have a narrower width of approximately 10 feet, and intermittent street tree coverage with less consistency in species and placement.

The subarea includes two publicly accessible open spaces: A plaza at the southwest corner of Orange Place and De Lacey Avenue with high-quality landscaping and seating, and a plaza with planter seating and movable outdoor café seating on the southeast corner of Dayton Street and De Lacey Avenue.



*Ground floor retail and corner plaza*



*Residential development with pedestrian paseo*

## ARROYO/DEL MAR

The Arroyo/Del Mar subarea is one of the primary entrance points to Downtown Pasadena. The subarea is primarily located along Arroyo Parkway at the southeast end of the CDSP area, bounded by Green Street to the north, California Boulevard to the south, and the Metro A Line (Gold) to the west, with a small area extending west of the Metro right-of-way to include Del Mar station and associated development. The subarea is characterized by a diversity of commercial and residential uses and also notable for its adjacency to Central Park.

Existing land uses in the Arroyo/Del Mar subarea primarily consist of commercial and residential developments. North of Del Mar Boulevard, the subarea includes a variety of commercial uses, including offices, storage, and mixed-use retail-residential and multi-family residential complexes. South of Del Mar Boulevard, the subarea primarily features commercial uses, including retail, dining, storage warehouses, offices, and a strip mall. One hotel complex and a small residential development are also located south of Del Mar Boulevard.

The Arroyo/Del Mar subarea is characterized by long north/south block lengths between Green Street and Del Mar Boulevard on the west side of Arroyo Parkway. The subarea contains relatively large parcel sizes throughout. Most of the subarea's recent development is located on the west side of Arroyo Parkway, including a complex of 3- to 8-story residential buildings surrounding Del Mar Station. Older developments are generally located along the east side of Arroyo Parkway south of Del Mar Boulevard, an area characterized by an eclectic mix of 1- to 3-story commercial buildings and one 4-story mixed-use development containing retail and residential uses. Frontages vary across the subarea, with occasional blank walls and surface parking lots on Arroyo Parkway north of Cordova Street, to active ground-floor conditions on the east side of Arroyo Parkway south of Bellevue Drive. This subarea is also home to the Tudor Revival-style Home Laundry Building, a designated property on the National Register of Historic Places located on the northeast corner of Arroyo Parkway and Bellevue Drive.

Arroyo/Del Mar's public right-of-way consists of narrow 10- to 11-foot sidewalks, but enjoys a consistent streetscape with landscaped medians that provide uniformity despite the eclectic building forms along the boulevard. There are some mature shade trees, though coverage is inconsistent on some blocks and existing palm trees do not contribute to shade for pedestrians.

The subarea includes one publicly accessible open space at the Del Mar Station Plaza. The Plaza is surrounded by station-adjacent housing and restaurants, accessible from Raymond on the west side of the Metro A Line (Gold) right-of-way. While located outside of the subarea boundaries, Pasadena's historic 10-acre Central Park is located directly west of the subarea across from Del Mar Station along Raymond Avenue.



*View of Del Mar station and Transit-Oriented Development from Central Park*



*Residential development and landscaped median along Arroyo Parkway*

## CIVIC CENTER

The Civic Center is the governmental center of the City, distinguished by the landmark Pasadena City Hall, Pasadena Central Library and Civic Auditorium in accordance with the historic, award-winning Civic Center Plan, which provides for visual and pedestrian linkages among Pasadena’s key civic buildings. The Civic Center subarea contains the Civic Center and Civic Center Financial National Register Historic Districts, as well as Memorial Park station of the Metro A Line (Gold). The subarea is generally bounded by Arroyo Parkway and Raymond Avenue to the west, Los Robles Avenue to the east, Corson Street to the north, and Cordova Street to the south. Civic Center’s primary activity centers include the Pasadena Central Library at Walnut Street and Garfield Avenue, Pasadena City Hall at Garfield Avenue and Holly Street, Memorial Park and Levitt Pavilion, the historic YWCA building at Union Street and Marengo Avenue, and The Paseo retail district and apartments surrounding the intersection of Garfield Avenue and Colorado Boulevard. The Civic Center also contains numerous permanent public art pieces as part of the City’s Public Art Collection situated within civic and cultural settings.

North of Colorado Boulevard, the Civic Center’s existing land uses are primarily institutional and commercial office, including Pasadena City Hall and several other City Department offices and facilities, as well as medical and religious institutions. This area also includes multi-family housing, a single-room occupancy permanent supportive housing development, retail uses, and several public open spaces surrounding the institutional uses. Between Colorado Boulevard and Green Street, a single mega-block is occupied by The Paseo, a primarily retail and entertainment-oriented outdoor shopping center that also includes apartments and a hotel. West of The Paseo, a large commercial office building and parking structure occupy another large block between Colorado Boulevard and Green Street. South of Green Street, the Pasadena Convention Center, Civic Auditorium, Pasadena Ice Skating center, a large conference hotel, an independent living retirement community, and multi-family housing all contribute to a mix of recreational, commercial, and residential uses. The blocks to the east and west of the Convention Center contain a mix of commercial office, medical, retail, and multi-family residential uses.

Civic Center’s built form is generally characterized by large blocks and monumental buildings, reflecting the 1925 “City Beautiful”-inspired Bennett Plan. The Bennett Plan, recognizable in the subarea’s Beaux-Arts architecture, wide tree-lined pedestrian promenades, and axial street layout, served as the framework for siting the city’s major civic buildings including City Hall, the Central Library, and the Civic Auditorium. In addition to the Bennett Plan’s enduring features, the subarea’s historic character is reflected in a variety of Spanish Colonial Revival, Italian Renaissance Revival, Mediterranean Revival, and Craftsman buildings.

Building heights typically range from 3 to 8 stories, with a few office buildings primarily along Colorado Boulevard reaching above 10 and 15 stories. However, the subarea’s larger building forms rarely create a consistent street wall as they are interspersed between surface parking lots, wide streets and setbacks, and open spaces. While building frontages are typically attractive and well-maintained in the subarea, active frontages are primarily limited to Colorado Boulevard. Some areas with minimal setbacks, pedestrian entries, and ground floor windows, such as the west side of Los Robles Avenue between Walnut Street and Colorado Boulevard, have potential to be activated but the current land uses and design treatments do not currently provide an engaging pedestrian environment. Parking garages throughout the subarea create several permanently inactive frontage conditions along Arroyo Parkway, Union Street, Euclid Avenue, and Walnut Street.

The subarea’s public realm comprises a wide variety of generally pleasant conditions. Conditions around the civic buildings in the subarea are unique within the City, with a tree-lined pedestrian procession on Holly Street leading to City Hall, and extra-wide sidewalks with specialty paving along Garfield Avenue. The pedestrianized section of Garfield Avenue connecting Colorado Avenue and Green Street through The Paseo blends the continuation of Garfield Avenue’s public realm with commercial open space.



*Pedestrian paseo and public art with City Hall dome in background*

In commercial areas within the subarea, sidewalks reflect more typical but still well-maintained conditions. Along segments of Union Street between Garfield Avenue and Los Robles Avenue, wide sidewalks with landscaped parkways and setbacks comprise a comfortable and spacious public realm. Consistent with surrounding subareas, Colorado Boulevard has 12- to 15-foot sidewalks with palm trees. With the exception of the expanded sidewalk fronting the Civic Auditorium, Green Street and Euclid Street have narrow sidewalks, almost entirely shaded by the large Ficus tree canopy.



*Pasadena Public Library - Central Library from Walnut Street*



*View of The Paseo mall and Terraces Apartments at the intersection of Colorado Boulevard and Garfield Avenue*

Relative to the CDSP as a whole, Civic Center contains a high number of open spaces. Most notable is Memorial Park, an approximately 5-acre historic green space including the Levitt Pavilion amphitheater. Along Garfield Avenue, Holly Street, and Green Street, many civic buildings have publicly accessible grass lawns or courtyards. Other publicly accessible open spaces include plazas within The Paseo mall and a large corporate plaza surrounding the office building on the corner of Green Street and Marengo Avenue. Additionally, the subarea contains several privately maintained paseos, such as those between Union Street, Colorado Boulevard, and Euclid Avenue, which accommodate easier pedestrian connections between blocks.



*Pacific Southwest Building at Colorado Boulevard and Marengo Avenue, in the Civic Center Financial Historic District*

## WALNUT TRANSIT

Walnut Transit is a medium-density mixed-use neighborhood at the northern end of the CDSP area, bounded by Los Robles Avenue to the west, Hudson and Lake Avenues to the east, Corson Street to the north, and Union Street to the south. The subarea is located just southwest of the Metro A Line (Gold) Lake Station. Activity in the subarea is primarily focused along the east/west Walnut Street corridor.

Existing uses are predominantly commercial offices, multi-family residential, and religious/educational institutions. There is very little existing retail or mixed-use. The subarea contains a high concentration of multi-family residential uses, including several significant developments along Corson Street, the south side of Walnut east of Madison Avenue, and between Walnut and Union Streets east of El Molino Avenue. Fuller Theological Seminary contributes to a significant institutional presence in the subarea, with the campus encompassing the southwest corner of Walnut Transit and additional offices and administrative buildings interspersed throughout the western portion of the subarea.

Walnut Transit consists of relatively long north/south block lengths, various parcel sizes, and low-intensity lot coverage compared to areas fronting major commercial corridors. More recent multi-family residential developments have added some intensity to the urban form.

Buildings in the subarea are primarily between 1 and 5 stories tall, with a few more recent residential developments reaching between 6 and 7 stories. These taller buildings are notably absent from the area between Union and Walnut Streets, which is designated to maintain unobstructed sightlines of the City Hall dome from the intersection of Union Street and Hudson Avenue.

Frontage conditions are typically inactive due to street-facing surface parking lots and lack of retail and restaurant land uses – most office and residential-only buildings are not designed to encourage interface between private property and the public realm. However, most buildings along north/south streets have wide landscaped setbacks, contributing to an attractive and comfortable public realm. Additionally, the few mixed-use residential/retail developments have active frontages with retail storefronts built to the property line and transparent facades.

Walnut Transit is also home to two historic districts that showcase a wide variety of architectural styles. The Ford Place Historic District consists of mostly Craftsman-style bungalows, but also includes Spanish Colonial Revival, Italian Renaissance Revival, Mediterranean Revival, Colonial Revival, Mission Revival, Tudor, and

Prairie Style. Other less prevalent styles include International/Modern Style and Gothic Revival. The subarea also houses the northern portion of the Playhouse Historic District, which offers examples of Spanish Colonial Revival, Art Deco, and Craftsman architecture.



*Residential development at Walnut Street and Hudson Avenue*



*Looking east on Walnut Street at Oakland Avenue, with Fuller Theological Seminary auditorium in foreground*

## PLAYHOUSE

The Playhouse subarea is an arts-and-culture-oriented area named for the Pasadena Playhouse, a central architectural and cultural landmark in the City. The subarea is generally bounded by Los Robles Avenue to the west, Hudson Avenue to the east, Union Street to the north, and Cordova Street to the south, and contains a majority of the Pasadena Playhouse National Register Historic District. The subarea's commercial and cultural activity is primarily focused along Colorado Boulevard, Green Street, and El Molino Avenue.

The subarea comprises a rich mix of existing land uses, from theaters, museums, bookstores, schools, and religious institutions, to gyms, retail stores, restaurants, medical and commercial offices, and mixed commercial and residential developments. Restaurants and retail are mostly concentrated along Colorado Boulevard, with mixed-use retail and office buildings concentrated between Colorado Boulevard and Green Street. Low- and medium-density multi-family residential uses are generally found south of Green Street between Madison Avenue and Hudson Avenue, while two large mixed-use residential developments are located fronting Colorado Boulevard between Madison Avenue and Oak Knoll Avenue. Several institutional uses including three churches, a medical school, a culinary school, and a Los Angeles County government office are all located between Los Robles Avenue and Madison Avenue. Arts and entertainment uses including the Pasadena Playhouse are located between Madison Avenue and Oak Knoll Avenue.

Containing much of the Pasadena Playhouse National Register Historic District, the subarea visibly represents the early expansion of Pasadena's downtown area. Buildings within the subarea reflect a wide variety of historic architectural styles, most commonly Spanish Colonial Revival, with other notable styles including Art Deco, Craftsman, Gothic Revival, Colonial Revival, and Beaux Arts. While notable for its historic elements, the subarea contains an eclectic mix of building forms and frontage conditions that reflect the range of land uses and ongoing development of the area. Buildings vary widely in height, with 1- to 2-story buildings often standing adjacent to or opposite buildings of 5 or more stories. Four office buildings stand at or above 7 stories, one of which is 10 stories. Blocks within the subarea are generally small, contributing to a pedestrian-friendly environment. Several blocks between Colorado Boulevard and Green Street are further broken up by a network of mid-block alleys including Converse and Playhouse Alleys.



*Public plaza with outdoor dining for a restaurant along El Molino Avenue between Colorado Boulevard and Green Street*



*Historic Pasadena Playhouse and Engemann Family courtyard on El Molino Avenue with decorative crosswalk in foreground*

With the exception of a large surface parking lot and landscaped church setback between Oakland Avenue and Madison Avenue, Colorado Boulevard has a consistent streetwall that creates a comfortable pedestrian environment and encourages sidewalk activity. Building frontages along Colorado Boulevard are mostly traditional storefronts built to the property line with either current active uses or strong potential to be activated. Ground floor frontages on most other streets in the subarea are attractive and well-maintained with varying setbacks and landscaping. While not all are occupied by active uses, building frontages in the subarea are generally oriented to the street and provide clear access to pedestrians.

Public realm conditions within the subarea generally follow the corridor-specific characteristics that extend across the CDSP's subareas. Colorado Boulevard's typical 12- to 15-foot sidewalks with alternating Palm trees and Maidenhair (Ginkgo) trees are contrasted by Green Street's narrower sidewalk widths and consistent Ficus tree shade canopy. Union Street has narrow sidewalks with occasional clusters of shade trees that increase in frequency moving east through the subarea, typically associated with more recent developments. Cordova Street, El Molino Avenue and Oak Knoll Avenue south of Green Street, and Oakland Avenue south of El Dorado Street all have medium to wider sidewalks with landscaped parkways, and consistent shade trees. On other streets with active retail storefronts, sidewalks are typically medium to wider with amenities such as seating and pedestrian-scale lighting. Street trees in these areas are typically smaller or entirely ornamental, planted in tree wells rather than parkways.

The subarea includes a few small publicly accessible open spaces. The plaza next to Vroman's Bookstore is accessible by paseos from El Molino Avenue and Colorado Boulevard. The Target department store site includes one plaza on the northeast corner of Colorado Boulevard and Oak Knoll Avenue, and one mid-block courtyard plaza between Colorado Boulevard and Union Street on east side of Oak Knoll Avenue. Small plazas on either side of El Molino Avenue between Colorado Boulevard and Green Street include restaurant patio seating on the east side, and the Engemann Family Courtyard of the Pasadena Playhouse building on the west side. Both the First United Methodist Church (Colorado Boulevard and Oakland Avenue) and the Pasadena Presbyterian Church (Colorado Boulevard and Madison Avenue) have accessible grass front lawn areas, but neither include seating or other elements indicating that they are for public use.



*Historic arcade with outdoor dining on Colorado Boulevard*



*Commercial uses with a public paseo off Colorado Boulevard*

## IN-TOWN RESIDENTIAL

The In-Town Residential subarea is a low- to medium-density residential area bounded by Waldo Avenue and Marengo Avenue to the west, Hudson Avenue to the east, Cordova Street to the north, and property lines north of California Boulevard to the south. The subarea is characterized by its diverse variety of multi-family residential uses and its high-quality public realm with well-shaded streets and landscaped front yard areas. The subarea contains a number of historically and architecturally significant dwellings, with styles including bungalow courts and courtyard housing created through the City’s form-based “City of Gardens” ordinance. Primary corridors include Cordova Street and Del Mar Boulevard, running east/west, and Los Robles Avenue, running north/south.

The In-Town Residential subarea consists primarily of multi-family residential buildings, with some single-family residential properties. Additionally, there are educational uses at the western and eastern edges of the subarea, including Pasadena Unified School District properties and private schools, with institutional and medical uses interspersed.

The architectural character of residential buildings in this subarea varies widely. Most buildings in the subarea are 1 to 4 stories, with no buildings above 6 stories. Building entrances are typically built to face north/south streets rather than the major east/west corridors. North/south street frontages are generally set back 10 to 20 feet from the sidewalk with landscaping, while setback conditions on east/west streets are more varied. A majority of the subarea is subject to Pasadena’s City of Gardens ordinance, which regulates the size and configuration of yards and gardens to support courtyard-style multifamily housing.

While north/south blocks south of Del Mar Boulevard are significantly longer than blocks in other CDSP subareas, planted yards and mature street trees contribute to comfortable pedestrian conditions throughout the In-Town Residential subarea. East/west block lengths are shorter and consistent with the rest of the CDSP area’s street grid.

This subarea has a consistently high-quality public realm for residential conditions. Mature street trees, planted parkways, landscaped setbacks, and wide sidewalk widths provide a comfortable pedestrian setting and access to uses in surrounding areas. However, there are no publicly accessible open spaces in the subarea, as the Mayfield Junior School Field and McKinley Park are only intended for use by their respective educational institutions.



*Courtyard-style multi-family housing*



*Residential development with a landscaped setback and trees*

## MID LAKE

The Mid Lake subarea is an important entry to Pasadena's primary north/south commercial spine from the I-210 Freeway and Metro A Line (Gold) Lake station to the north and from the East Colorado Specific Plan area to the east. The subarea is distinguished by a variety of mid- to high-rise office buildings and single-story commercial retail and services along Lake Avenue, and low- to medium-intensity commercial and entertainment uses along Colorado Boulevard and Green Street toward the eastern edge of the CDSP area. The subarea is generally bounded by Corson Street to the north, Mentor Avenue and Wilson Avenue to the east, Cordova Street to the south, and Hudson Street to the west.

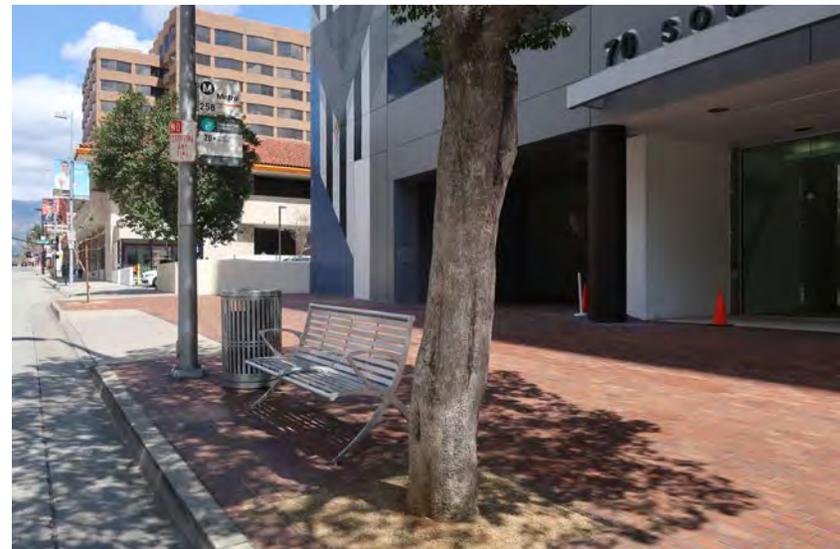
The subarea currently consists mostly of commercial uses, with some multi-family residential, institutional, and mixed-use developments. The northern segment of Lake Avenue serves as the City's business and financial core, while uses to the south and east include a mix of commercial office, retail, restaurant, and entertainment destinations such as the Ice House Comedy Club and Regency Academy Cinema. The retail uses along Lake Avenue between Green Street and Cordova Street mark the transition from the higher-intensity corporate office commercial character to the north to a lower-intensity retail corridor to the south. The subarea also includes a small number of private educational and vocational institutions, medical office, and government office uses. A significant amount of retail-serving surface parking is located in the southeast portion of the subarea.

Architectural and design character within the subarea varies widely. A mix of modern and contemporary commercial offices and mixed-use structures front Lake Avenue, most of which were built after 1970. Buildings within the northern portion of the subarea are some of the tallest in the City, with all blocks in the subarea containing buildings with 6 or more stories and a view corridor along Lake Avenue framed by a staggered 6- to 12-story streetwall. However, Lake Avenue's tallest buildings are generally broken up by lower-intensity strip malls and commercial storefronts. Colorado Boulevard and Green Street consist of small parcels with a mix of 1- to 2-story buildings from the early 20th century, and larger 2- to 6-story buildings built between 1970 and 2000.

Building frontage conditions along the northern blocks of Lake Avenue are generally inconsistent and inactive compared to other major commercial corridors in the CDSP area. Larger commercial office buildings typically have inactive ground floor frontages with non-transparent windows and unwelcoming entrances. Moving south along Lake Avenue and east/west along Colorado Boulevard and Green Street, more buildings have traditional ground floor retail storefronts or non-retail spaces with sufficient transparency and pedestrian-friendly entrance treatments.



*The public realm along Green Street with a mature tree canopy*



*A wide sidewalk condition with enhanced paving and a bus stop*

Ground floor frontage conditions are less consistent on north/south blocks of Catalina Avenue and Wilson Avenue, with more active conditions surrounding intersections with Colorado Boulevard and Green Street.

Despite the lack of high-quality building frontage conditions, the northern blocks of Lake Avenue contain relatively wide and well-maintained sidewalks with enhanced paving and consistent street trees. Sidewalks fronting retail businesses are typically between 12 to 15 feet wide but with few amenities, limited landscaping, and a relatively healthy yet inconsistent tree canopy. Colorado Boulevard, Green Street, and the subarea's southern block of Lake Avenue consist of a pedestrian-friendly public realm characterized by medium to wider sidewalks, consistent shade trees and amenities, and an engaging interface between the public and private realms through outdoor seating/dining, shade structures, enhanced setbacks and frontages. The public realm is further enhanced along Lake Avenue by a landscaped median with additional shade trees. While usable sidewalk space is narrow along Green Street, the mature Ficus tree canopy contributes to a comfortable pedestrian environment.

The subarea includes three publicly accessible open spaces. The Pasadena Towers complex contains an interior plaza, which is accessible from Lake Avenue and Colorado Boulevard via pedestrian paseos. The development at 1055 Colorado Boulevard wraps around a sidewalk-facing plaza, and "The Commons" outdoor mall featuring an interior plaza is accessible from Lake Avenue via pedestrian paseos.



*Sidewalk with street furniture and mature Ficus tree canopy along Green Street*



*Parking garage with ground floor retail, street furniture, and landscaping along Shoppers Lane*



*Interior courtyard plaza in The Commons outdoor mall off of Lake Avenue*

## SOUTH LAKE

The South Lake subarea is a low- to medium-intensity retail and mixed-use corridor generally bounded by Hudson Avenue to the west, Mentor Avenue to the east, Cordova Street to the north, and property lines south of California Boulevard to the south. Activity is focused along Lake Avenue, with primary activity nodes on either side of the Del Mar Boulevard intersection, and at the intersection of Lake Avenue and California Boulevard.

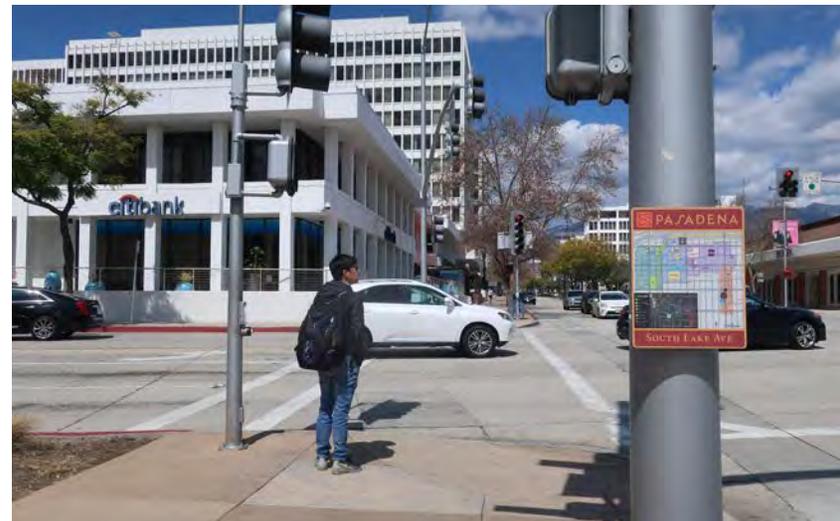
The subarea comprises predominantly commercial uses, including office, retail, restaurant, and mixed-commercial. Larger parcels on the west side of Lake Avenue accommodate major retail uses such as department stores and shopping complexes, while the east side of Lake Avenue primarily comprises individual storefronts for small businesses. Retail-serving surface parking extends from Cordova Street to San Pasqual Street between Shoppers Lane and Mentor Avenue. Of particular significance is the Bullock's Department Store building, a Late Moderne structure on the National Register of Historic Places, which is located on the west side of Lake Avenue south of Del Mar Boulevard. The building's construction in 1947 catalyzed the commercial redevelopment of the once-residential stretch of Lake Avenue into the retail shopping destination that it is today. In 2002, much of the Bullock's site was redeveloped into "The Shops on Lake Avenue," featuring a Macy's department store in the original Bullock's structure, and a variety of restaurants in the surrounding complex.

Non-commercial uses include Granite Park Place: a large multi-family housing development east of Lake Avenue; Mentor Court and Haskett Court: two multi-family residential properties on the National Register of Historic Places; a small private school; and the Pasadena Assistance League. Additionally, the subarea abuts residential neighborhoods to the south, west, and east.

Building forms on the west and east sides of Lake Avenue in the subarea are notably distinct. The east side of Lake Avenue consists of a uniform traditional storefront character, with smaller parcels typically built to the property lines for the entire length of the subarea. The west side of Lake Avenue is more architecturally diverse with consolidated larger scale developments reflecting the large 1- to 5-acre parcel sizes north of San Pasqual Street. Buildings on the west side of Lake Avenue generally maintain a 1- to 2-story character fronting the sidewalk, with the exception of the Bullock's building, featuring a terraced landscaped setback, and Corporate Center Pasadena, a complex of 9- to 14-story office buildings of on the northwest block of subarea. Building frontages along both sides of Lake Avenue benefit from the large, shared rear-oriented parking lots accessible from Hudson Avenue and Shoppers Lane.



*"The Colonnade", a two-story, sidewalk-oriented commercial building on Lake Avenue with retail shops and office spaces*



*Looking north along Lake Avenue at Del Mar Boulevard with wayfinding signage in the foreground*

Breaking from the prevalent street-oriented retail forms along Lake Avenue, the Granite Park Place residential complex consists of 4- to 5-story buildings with landscaped setbacks and entrance courtyards accessible from San Pascual Street and Granite Drive. The complex has limited visibility from Lake Avenue.

Ground floor frontage conditions at the intersection of Lake Avenue and California Boulevard are inconsistent. An active, sidewalk-oriented storefront is situated on the northwest corner, across from a market and sidewalk-oriented surface parking lot on the intersection's northeast corner. An active retail plaza is located on the intersection's southwest corner, while an office building with an inactive ground floor is located on the southeast corner. Frontages along California Boulevard to the east and west of Lake Avenue are currently inactive with sidewalk-oriented surface parking or ground floors with blank walls or tinted windows.

The subarea consists of a high-quality public realm with wider sidewalks, consistent street trees, and various pedestrian amenities including trash receptacles and bicycle parking. However, there are opportunities to add sidewalk seating and pedestrian-scale lighting elements to create a more comfortable public realm. South Lake Avenue's landscaped center median provides consistent shade trees and ornamental palm trees, creating an attractive and comfortable environment. Mid-block crosswalks with pedestrian refuge islands within the center median are located along the corridor, contributing to safer pedestrian crossing opportunities.

The subarea contains four publicly accessible open spaces. Corporate Center Pasadena's buildings surround a large plaza on the west side of Lake Avenue, which is also connected to a smaller courtyard on the southeast corner of Cordova Street and Hudson Avenue. "The Shops on Lake Avenue" provides a sidewalk-oriented plaza on the west side of Lake Avenue just south of Del Mar Boulevard, primarily serving as seating for the mall's outdoor food court. To the south, "The Marketplace on South Lake Avenue" provides a shared commercial plaza with seating, landscaping, and shade on the southwest corner of Lake Avenue and California Boulevard.



*Single-story sidewalk-oriented retail storefronts along South Lake Avenue*



*Residential development on San Pascual Street*

# Ch. 3 Vision, Goals & Policies

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Care  
FANZ

ASSISTANCE

mercade

WILLIAM & SON

WOMEN

WILLIAM & SON

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WILLIAM & SON

# Vision, Goals & Policies

## CHAPTER OVERVIEW

The CDSP 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 CDSP area, as shaped by both the General Plan and extensive community input during the plan update process. This CDSP 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 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
  - » 3.1.2 Vision Objectives
- » **3.2 Goals & Policies**
  - » 3.2.1 Plan Area Goals & Policies
  - » 3.2.2 Subarea Area Goals & Policies

# 3.1 Vision

## 3.1.1 VISION STATEMENT

*The Central District will build upon its existing strengths as Pasadena’s vibrant downtown, providing a diversity of economic, civic, cultural, entertainment, and residential opportunities. The District will be a place to work, shop, live, play, raise a family and age with dignity, with convenient access by foot, bicycle, and transit, as well as by car. Physical and economic growth will support this role and respect the numerous resources of historical and cultural significance that contribute to the District’s unique identity.*

## 3.1.2 VISION OBJECTIVES

**1. Sustainable Growth**  
 A district that supports a mix of housing and commercial development near transit and existing services to encourage walkability and transit use.

**2. High-Quality Housing**  
 Well-designed multi-family housing that creates varied and affordable options for the community and supports nearby businesses.

**3. Economic Vitality**  
 Businesses and institutions that contribute to the economic vitality and diversity of the District and city as a whole, providing the community with services, amenities, and job opportunities while supporting the City’s fiscal health.

**4. Identity and Design**  
 Infill development guided by contextual design standards that respect and enhance historic and cultural resources, encourage adaptive reuse, and strengthen the District’s identity while allowing creative architectural design.

**5. Connected Open Spaces**  
 An extensive network of public, semi-public, and private open spaces including streets, alleys, paseos, parks, and urban plazas that reinforce a pedestrian-scaled urban fabric and contribute to a unique sense of place in each district.

**6. Vibrant Public Realm**  
 Attractive streetscapes and engaging ground floor design that invites residents, employees, and visitors to walk the District and participate in public life.

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

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



**A walkable place** is also an accessible place, meaning people of various abilities and ages can safely navigate the pedestrian network. Everyone in Pasadena is a pedestrian, including people walking, running, or using a wheelchair or other mobility device. It includes people going to work and school, jogging, shopping, catching the bus, or walking to their car. The term “walking” – as used in this document – includes all these forms of travel, for all purposes, and by all people.



### 3.2.1 PLAN AREA GOALS & POLICIES

## PUBLIC REALM

**Goal 1.** A public realm, including sidewalks, paseos, plazas, and parks, that support a walkable downtown and contribute to the Central District’s sense of place.



*Pedestrian paseos break down the size of larger blocks and encourage walking*

**Policies:**

- 1.a. Walkability.** Provide an unobstructed path of travel for users that can reasonably accommodate pedestrian volumes along the corridor; all streets should be made safe and comfortable for movement on foot.
- 1.b. Universal Design.** Construct an inclusive public realm that’s accessible and functional for people of all ages, sizes, and abilities, eliminating barriers in the built environment.
- 1.c. Enhanced Storefronts.** Promote a regular cadence of individual storefronts that engage the sidewalk with street-oriented and well-marked entrances that invite walk-in traffic.
- 1.d. Street Furnishings.** Consider the provision of benches, planters, bicycle parking, bus shelters, and other pedestrian amenities at frequent intervals, especially along wide sidewalks with the heaviest foot traffic.
- 1.e. Lighting.** Provide adequate pedestrian-scale lighting along sidewalks and in public spaces to enhance the safety and comfort of visitors, especially at night.
- 1.f. Outdoor Dining.** Encourage sidewalk cafes, provided clear passage is maintained for pedestrians within the public and private realm.
- 1.g. Open Space Network.** Preserve and expand the network of paseos and plazas to connect key destinations and encourage pedestrian activity, architectural quality, and sense of discovery, building on the historic legacy of the District’s network of public open space.
- 1.h. Streetscape Plans.** Reference existing and proposed streetscape plans for detailed strategies in the treatment of paving and amenities such as furniture and signage to help unify areas around a distinct identity.
- 1.i. New Park Space.** Support additional parkland in the area generally between Colorado and California Boulevards and Los Robles and Lake Avenues.

## PUBLIC REALM

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



*Historic, walkable character of downtown streets*



*Scramble crosswalk treatments allow safe crossings in all directions.*

### Policies:

- 2.a. Multi-modal Options.** Encourage non-driving modes of travel and multi-modal connections to local institutions by providing sufficient space for installations such as bus shelters and bicycle racks.
- 2.b. 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.c. Pedestrian Mobility.** Support the addition of signalized crossings, bulb-outs, scramble and other crosswalk treatments, pedestrian lighting, and other improvements that promote safe, comfortable pedestrian connections.
- 2.d. Bicycle Connections.** Support proposed bicycle facilities in the Specific Plan area per the City's Bicycle Transportation Action Plan (BTAP), including various cycle tracks, bicycle lanes, Greenways, Roseways, and associated traffic calming improvements.
- 2.e. Parking Management.** Continue to support a "park once" approach in the District's retail and entertainment destinations that allows visitors to park once and visit many destinations, while supporting shared parking and other creative approaches to parking supply throughout the District.
- 2.f. Parking Reductions.** Reduce parking requirements to incentivize historic preservation, the provision of public open space, transit usage, and to lower the cost of development.
- 2.g. Parking Impacts.** Employ design standards and parking reductions to reduce the visual impacts of parking lots and structures, and minimize the number of curb cuts to reduce intermodal conflicts.

## PUBLIC REALM

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



*Sidewalks with tree canopies can help shade the public realm*

### 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 the sidewalk environment.
- 3.b. Shading.** Maintain and improve shade coverage through awnings, arcades, recessed ground floors, and street trees to increase pedestrian comfort.
- 3.c. Street Trees.** Encourage street tree plantings that provide shade while supporting the aesthetic objectives of local businesses within a walkable retail- and services-oriented environment, and that have tree canopies appropriate to the scale and setbacks of each corridor.
- 3.d. 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.e. Tree Health.** Promote the use of structural soil and related techniques to improve tree health, especially among street trees in the public realm, to increase tree canopy throughout the District.
- 3.f. Landscaped Setbacks.** Incorporate thoughtful landscaping with sustainable and native plant in areas where wider, buffered setbacks are appropriate.
- 3.g. Tree Protection.** Require the protection and maintenance of mature and healthy trees through the City Trees and Tree Protection Ordinance, bringing aesthetic, environmental, and economic benefits to the District.

## PUBLIC REALM

**Goal 4.** A cultural and socially-connected District with a strong sense of place supported by public art, community events, and the positive presence of the various civic and local institutions.



*Public art enhances the public realm and promotes community identity*

### Policies:

- 4.a. Lively Streets.** Reinforce the spatial definition and social vitality of streets and important public space through compact development patterns.
- 4.b. Activated Open Space.** Collaborate with City and local institutions and organizations to activate publicly accessible open spaces for community events and placemaking opportunities.
- 4.c. Public Art.** Encourage collaboration between City departments, Arts & Cultural Affairs, and local businesses to identify locations for public art installations and other aesthetic improvements that reflect and build upon the community identity.
- 4.d. Civic Pride.** Encourage local stakeholders to play an active role in the life of downtown, emphasizing local neighborhood ownership and inclusive community programming.
- 4.e. Enhanced Gateways.** Enhance visual and physical conditions surrounding the District's gateways, including freeway on and off ramps.
- 4.f. Wayfinding and Signage.** Incorporate signage that helps to build a sense of place, culture, history, and community while providing direction to nearby places of interest.

## DEVELOPMENT & DESIGN

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



*Ground floor façade transparency complements architectural design and contributes to a pedestrian-friendly area*

### Policies:

- 5.a. Transit-oriented Development.** Promote higher density, transit-oriented development surrounding the three Metro A Line stations, supported by multi-modal linkages, and pedestrian and open space amenities.
- 5.b. Architectural Diversity.** Allow for a range of architectural styles and forms that provide visual interest and quality design through flexible massing and façade standards.
- 5.c. Scaled Transitions.** Provide upper floor setbacks where new development is adjacent to lower density residential districts and historic resources, and where development fronts Green Street to accommodate mature tree canopies.
- 5.d. Modulated Forms.** Shape three-dimensional development that adds richness through simple yet varied masses, including modulated sub-volumes and creative contemporary architecture.
- 5.e. Varied Rooflines.** Design roof silhouettes that complement the composition of the building and add favorably to the District's skyline.
- 5.f. Articulated Façades.** Use a variety of horizontal and vertical articulations to avoid monotony while creating visual interest and shadow lines.
- 5.g. Transparency.** Require façade transparency, particularly on the ground floor, that improves architectural design and connection to the street, and restrict the use of blank walls in new development.
- 5.h. Materials.** Use durable, high-quality that exhibit a sense of permanence on all sides of a building, but particularly at the street level and entrances.
- 5.i. Loading, Storage, and Utilities.** Locate service areas away from public streets and residential neighborhoods, as far as feasible.





*Conceptual illustration of contextually compatible building design and a pedestrian and bike-friendly public realm, with view corridor of Pasadena City Hall*



*Conceptual illustration of various open spaces including public paseos and playgrounds, residential common spaces, and private balconies*

## DEVELOPMENT & DESIGN

**Goal 6.** Ample access to open space for both passive and active enjoyment that expands upon the current open space network.



*Courtyards and plazas create space for resting, community gathering, and additional publicly-accessible amenities*

### 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 visitors.
- 6.c. Quality Design.** Introduce open space design standards that apply universal design to maximize the comfort, utility, visual appeal, and programming potential of each open space for human activity and social interaction.
- 6.d. Convenient Location.** Locate the massing of buildings to consistently frame and define public and common open space; site courtyards and plazas so that they are centrally located.
- 6.e. Landscape Palette.** Use lush plantings that reflect the history and climate of Pasadena through a rich palette of scale, texture, and color.
- 6.f. Connections.** Encourage ground level pedestrian passages and common spaces with a strong functional and visual connection to the street for safety; use integrated site planning to solidify links between interior and exterior.
- 6.g. Comfortable Setting.** Create a pleasant micro-climate, including shade from summer sun and access to winter sunlight; locate seating with consideration to noontime sun and shade.
- 6.h. Point of Interest.** Consider adding a focal element; for instance, a sculpture, fountain or art piece to outdoor space.
- 6.i. Urban Greening.** Use all open space areas to further environmental goals – such as carbon sequestration, drought tolerance, and reducing the urban heat island effect – through tree planting, stormwater capture, and native landscaping.

## HISTORIC IDENTITY

**Goal 7.** A downtown district that builds from the City’s rich architecture and history with a healthy balance of old and new buildings that create a strong and varied urban fabric.



*Colorado Boulevard serves as the City’s main street*



*Views of civic landmarks*

**Policies:**

- 7.a. Historic Character.** Strengthen the District’s historic identity formed by the City’s architecturally and culturally significant buildings, landscapes, and community character.
- 7.b. View Corridors.** Frame important vistas of natural and built landmarks – especially Pasadena City Hall, the Pasadena Civic Auditorium, and the Pasadena Public Library – and look for opportunities to open new views of features and buildings.
- 7.c. Architectural Legacy.** Require development within and adjacent to the District’s historic districts and various designated and eligible properties to be compatible with the scale, materials, colors, and design features of the resource.
- 7.d. Existing Buildings.** Encourage the retention and reuse of downtown buildings and maintain their character-defining qualities in accordance with the Secretary of the Interior’s Standards.
- 7.e. Urban Infill.** Focus growth on vacant/under-utilized parcels to protect historic resources while creating employment and housing opportunities within new buildings that contribute to a distinctive urban character.
- 7.f. Complementary Buildings.** Establish a harmonious transition between old and new, emphasizing functional and visual continuity while allowing individual expression.
- 7.g. Visual Clarity.** Discourage excessive ornamentation that detracts from the overall legibility of the District’s historic architecture.
- 7.h. Landscape Elements.** Retain historic parkway features, including street trees, tree lawns, granite curbs, tree grates, street lights, and similar, where feasible.

## ECONOMIC DEVELOPMENT

**Goal 8.** A supportive environment for new developments and businesses that are compatible with surrounding residential uses and historic resources, and which also leverage major institutions.



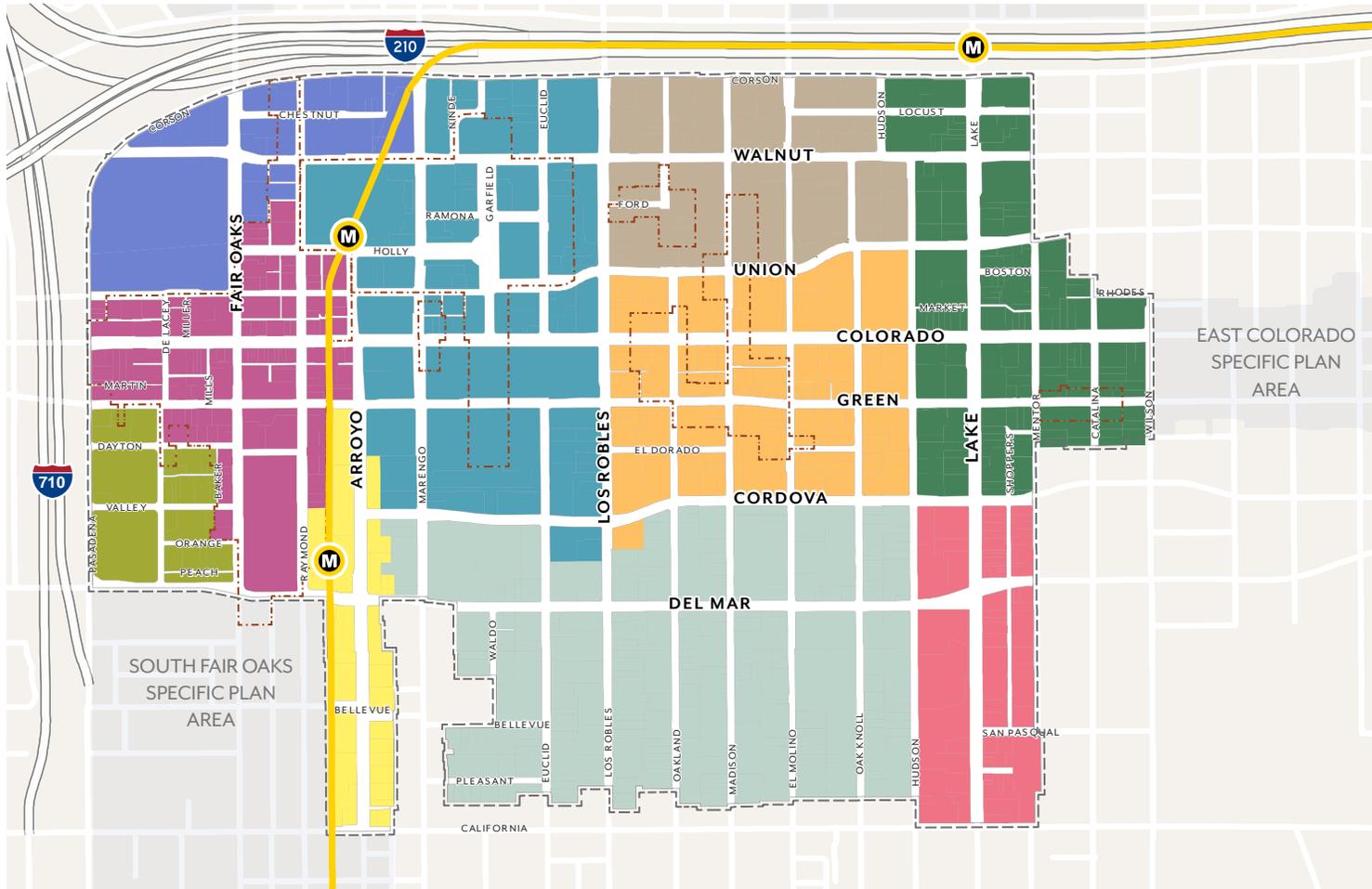
*Adaptive reuse can allow new businesses to meet their needs while maintaining the CDSP area's historic character*

### Policies:

- 8.a. Balanced Requirements.** Elevate the quality of design while maintaining a reasonable level of flexibility to increase market feasibility for new developments.
- 8.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.
- 8.c. Adaptive Reuse.** Encourage adaptive reuse in the District to support new businesses and character of existing buildings in the District.
- 8.d. Economic Vitality.** Support commerce, culture, entertainment, tourism, and innovation in the District to strengthen economic vitality and encourage complementary growth.
- 8.e. 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.
- 8.f. 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.
- 8.g. Healthy Mix of Uses.** Convenient access to transit, institutions, services, and amenities that will attract and retain businesses/private investment in the community.
- 8.h. Leveraging Institutions.** Capitalize on Pasadena's position as a leader in cultural, scientific, and other intellectual pursuits by strengthening connections to and between institutions.

### 3.2.2 SUBAREA GOALS & POLICIES

Map 3.2-1: Central District Specific Plan Subareas



## NORTHWEST GATEWAY



*Mixed-use infill development on the former surface parking lot of the Parsons site*

**Goal 9.** An active residential, retail, and employment focused area that takes advantage of its proximity to Memorial Park Station and serves as a gateway to the District from the northwest.

### Policies:

- 9.a. Employment Center.** Continue to support the District as a major employment center and prominent entrance to downtown Pasadena.
- 9.b. Mixed-use Gateway.** Enhance the existing mixed-use character with wide variety of retail, office, services, and multi-family housing near transit, Old Pasadena and Civic Center.
- 9.c. Ground Floor.** Promote flexible ground floor uses supported by active streetscapes and design treatments that engage pedestrians and encourage business activity.
- 9.d. Parsons Infill.** Build upon the mixed-use redevelopment of the Parsons Corporation site by supporting additional street-oriented, activity-generating infill development that reinforces the District's traditional urban character.
- 9.e. Connection to Transit.** Improve first-last mile pedestrian and cycling connections to and from the Memorial Park Station with nearby offices, churches, and schools.
- 9.f. Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Corson Street, Walnut Street, Union Street, and Fair Oaks Avenue.

## OLD PASADENA



*Public open space at the One Colorado outdoor shopping mall*

**Goal 10.** The historic core of the City with a vibrant mix of regional retail, entertainment, commercial, and residential uses supported by a network of successful public open spaces and high-quality transit services.

**Policies:**

- 10.a. Activity Center.** Strengthen Old Pasadena as a mixed-use activity center that encourages a range of retail, entertainment, services, employment, and residential uses within a walkable setting.
- 10.b. Commercial Character.** Maintain commercial uses on the ground floor to support existing urban commercial character and services.
- 10.c. Old Pasadena Historic District.** Align development and design standards with the historic context of the National Register Historic District and protect culturally and historically significant resources.
- 10.d. Historic Form.** Maintain historic character and setbacks aligned with the Old Pasadena Historic District and require future development to be compatible with character and scale.
- 10.e. Alley Activation.** Activate Old Pasadena alleys and paseos through design and programming interventions, such as lighting, amenities, public art, and special events, appropriate to the function each alley or paseo serves with respect to vehicular and pedestrian circulation.
- 10.f. Central Park.** Enhance Central Park’s prominence and historic role within the City through new development with high-quality frontages and façades, a consistent street wall, preservation of historic structures, and improved pedestrian access to the park.
- 10.g. Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Union Street, Colorado Boulevard, **Green Street**, Arroyo Parkway, Raymond Avenue, and Fair Oaks Avenue, in alignment with the Old Pasadena Streetscapes and Alley Walkways Plan.

## DE LACEY



Residential development with pedestrian paseo and parkway with street trees

**Goal 11.** A mixed-use neighborhood with walkable access to a variety of commercial and service uses and open space.



Retail use with outdoor seating, landscaped setback, and wide sidewalks

### Policies:

- 11.a. Mix of Uses.** Support high-quality residential and mixed-use development near Del Mar Station and Central Park.
- 11.b. Ground Floor.** Allow flexible ground floor uses supported by design treatments that engage pedestrian activity.
- 11.c. Connectivity.** Build upon network of paseos between Westgate and Old Pasadena by requiring new paseos that reduce block size and improve access to Central Park and other amenities in the subarea.
- 11.d. Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Del Mar Boulevard, Green Street, and Fair Oaks Avenue.

## ARROYO DEL MAR



*Public plaza and transit-oriented development at the Del Mar Metro station*

**Goal 12.** A mixed-use corridor with a variety of housing and commercial uses in close proximity to Del Mar Station.



*Residential development and landscaped median along Arroyo Parkway*

**Policies:**

- 12.a. Mixed-use Corridor.** Enable quality higher-density residential and mixed-use infill to focus housing, jobs, shops, and services in close proximity to Del Mar Station.
- 12.b. Arroyo Gateway.** Activate the Arroyo Parkway corridor as a gateway to the District from Del Mar Station and the South Fair Oaks Specific Plan area, using distinctive design treatments to transition toward the more pedestrian-oriented character of Central District.
- 12.c. Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Del Mar Boulevard, Raymond Avenue, and Arroyo Parkway.

## CIVIC CENTER



*Public open space adjacent to Pasadena City Hall*

**Goal 13.** The governmental, cultural and historic center of the City, with visual and pedestrian linkages among Pasadena’s key civic buildings, and supported by commercial, institutional, and residential uses that bring vitality to the area.



*Pedestrianized segment of Garfield Avenue through The Paseo outdoor mall*

### **Policies:**

- 13.a. Civic Identity.** Land uses that support the District as a center of civic life with a predominance of civic, cultural, religious, and public service institutions and activities, as well as complementary commercial, residential, and open space uses.
- 13.b. Mixed-use Infill.** Support mixed-use, commercial, residential, and institutional infill to complement the existing subarea character and improve pedestrian connections to Old Pasadena, Memorial Park, Memorial Park Station, and the Playhouse District.
- 13.c. Civic-minded Architecture.** New buildings should exhibit prominence and quality, as well as respect the dominance and monumentality of major civic buildings, and the scale and form of existing historic structures.

## CIVIC CENTER



*Historic office building in Civic Center Financial Historic District*

- 13.d. **Historic Form.** Maintain historic character and setbacks aligned with the Civic Center Financial and Pasadena Civic Center National Register Historic Districts and require future development to be compatible with character and scale.
- 13.e. **Bennett Plan.** Improve the visual and physical connections between Pasadena City Hall, the Public Library, the Civic Auditorium, and Old Pasadena, supporting the historic 1925 Bennett Plan.
- 13.f. **City Hall Views and Streetscapes.** Preserve views of City Hall through height limits in surrounding blocks and enhance streetscapes on Garfield Avenue and Holly Street as important civic promenades.
- 13.g. **High-quality Public Spaces.** Support the development of new public spaces and investment in existing public spaces that further establishes the area as a people-oriented environment and center of public life that can host ceremonies, events, and activities, such as Centennial Square.
- 13.h. **Colorado Boulevard.** Focus active commercial and mixed-use buildings along Colorado Boulevard, Pasadena’s “main street,” which help to connect commercial and pedestrian activity in the Old Pasadena and Playhouse subareas.
- 13.i. **Union Street.** Encourage active ground floor uses and design along Union Street near Pasadena City Hall to better integrate the Pasadena City Hall area with commercial activity on Colorado Boulevard.
- 13.j. **Public Art.** Preserve and enhance existing art in the subarea and explore opportunities to create new public art which focuses on Pasadena’s identity and history.
- 13.k. **Paseo Connection.** Expand the east/west paseo network to connect Plotkin Alley and Paseo Colorado, thereby improving pedestrian connections and reducing large block sizes in the subarea.
- 13.l. **Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Corson Street, Walnut Street, Union Street, Colorado Boulevard, Green Street, Los Robles Avenue, Garfield Avenue, Marengo Avenue, and Arroyo Parkway, in alignment with the Civic Center/Midtown Streetscapes Plan.
- 13.m. **Bicycle Improvements.** Support implementation of the City’s Bikeway Transportation Action Plan with amenities to complement the cycle track along Union Street and enhance active transportation infrastructure for users of all levels of experience.
- 13.n. **Shade and Greening.** Increase tree canopy and shade to encourage pedestrian mobility throughout the District and create a sense of place worthy of the subarea’s original “City Beautiful” vision.

## WALNUT TRANSIT



Mixed-use development with ground floor commercial along Walnut Avenue



Mixed-use development with plaza and public art installation

**Goal 14.** A mixed-use residential focused district that supports existing neighborhoods and provides context-sensitive commercial and residential infill development near transit and services.

### Policies:

- 14.a. Residential Uses.** Enable high-quality multi-family residential infill at an urban scale in proximity to transit and services.
- 14.b. Mixed-use Infill.** Allow mixed-use housing and commercial uses to enable residents to live close to businesses and jobs and support a vibrant neighborhood.
- 14.c. Institutional Uses.** Maintain the current mix and character of institutional uses, including educational, religious, and cultural facilities.

## WALNUT TRANSIT

- 14.d. **Ground Floor.** Require commercial uses on the ground floor at key nodes along Walnut Street to activate the public realm and provide neighborhood services.
- 14.e. **Community Character.** Enhance community character through updates to sidewalk widths, setbacks, street trees, and building frontage standards that create a walkable and inviting public realm.
- 14.f. **Ford Place Historic District.** Integrate the Ford Place National Register Historic District boundaries within the subarea to align development and design standards with the historic context and protect culturally and historically significant resources.
- 14.g. **Playhouse Park.** Capitalize on the creation of a new public park for recreational uses and community programming for nearby residents, employees, and visitors.
- 14.h. **Transit Orientation.** Promote higher-density housing near Lake Station incorporating a limited amount of neighborhood serving retail uses to reduce the number of vehicle trips.
- 14.i. **Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Corson Street, Walnut Street, Union Street, El Molino Avenue, and Los Robles Avenue.
- 14.j. **Bicycle Improvements.** Support implementation of the City's Bikeway Transportation Action Plan with amenities to complement the cycle track along Union Street, **bike lanes on Corson Street**, and greenway along El Molino Avenue, enhancing active transportation infrastructure for users of all levels of experience.



*An landscaped public realm can help enhance the pedestrian environment*

## PLAYHOUSE



Colorado Boulevard streetscape concept rendering  
(courtesy of Playhouse Village Association and Moule & Polyzoides)

**Goal 15.** An arts- and culture-oriented area, with a mix of residential, commercial, and entertainment uses supported by a vibrant streetscape.



Grass lawn, shaded seating area, and games for the public at Playhouse Park

### Policies:

- 15.a. Cultural Hub.** Support the subarea as a hub of arts, entertainment, and culture-oriented institutions and retail uses, with complementary open spaces for community gathering and related programming.
- 15.b. Historic Form.** Maintain historic character aligned with the Pasadena Playhouse National Register Historic District.
- 15.c. Expanded Mix of Uses.** Enhance the Playhouse District's existing mixed-use character with a broad range of uses that increase centrally located multi-family housing options, support cultural tourism, and serve growing neighborhoods to the north and south.
- 15.d. Colorado Boulevard Streetscape.** Support implementation of the Playhouse Village streetscape concept for Colorado Boulevard, which complements mixed-use development and enhances walkability.

## PLAYHOUSE

- 15.e. **Active Linkages.** Improve tree canopy, sidewalk width, and other public realm conditions in alignment with the Playhouse Village Streetscape vision, to encourage and enhance pedestrian and other active modes of travel to, from, and within the Playhouse District.
- 15.f. **Colorado Boulevard.** Improve retail continuity along Colorado Boulevard at the street level and introduce complementary upper-story residential and office uses in support of retail activity.
- 15.g. **Green Street.** Reinforce Green Street's pedestrian-oriented scale through rehabilitation, adaptive reuse, and context-sensitive infill development and encouragement of walk-in commercial uses such as retail storefronts and restaurants.
- 15.h. **Union Street.** Support a visually compelling urban environment to serve as a gateway to the Civic Center through context-sensitive infill development and consistent street tree plantings.
- 15.i. **Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Colorado Boulevard, Green Street, Union Street, El Molino Avenue, and Los Robles Avenue.
- 15.j. **Bicycle Improvements.** Support implementation of the City's Bikeway Transportation Action Plan with amenities to complement the planned two-way cycle track along Union Street, greenway along El Molino Avenue, and bike lanes on Cordova Street, enhancing active transportation infrastructure for users of all levels of experience.



Retail storefronts along Colorado Boulevard with wide sidewalk, palm trees, and landmark wayfinding signage

## IN-TOWN RESIDENTIAL



*Residential uses with a landscaped setback and planted parkway*

**Goal 16.** A residential-only multi-family neighborhood with high-quality design, green space, an attractive public realm, and context-sensitive residential infill development.

### Policies:

- 16.a. Continuity of Character and Use.** Maintain a mix of residential and institutional uses and reinforce the subarea’s existing scale and visual character using City of Gardens standards.
- 16.b. Sensitive Infill.** Support new housing production based on City of Gardens standards.
- 16.c. Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Del Mar Boulevard and Marengo Avenue.
- 16.d. Bicycle Improvements.** Support implementation of the City’s Bikeway Transportation Action Plan with amenities to complement the planned greenway along El Molino Avenue and bike lanes on Cordova Street, enhancing active transportation infrastructure for users of all levels of experience.
- 16.e. School Property.** Maximize use of the Pasadena Unified School District property for public benefit, including limited availability of active recreational facilities and additional opportunities for local and continuing education.

## MID LAKE



*Mixed-use office and retail development along Lake Avenue*

**Goal 17.** A major mixed-use business and entertainment district, acting as a primary gateway to the Lake Avenue commercial corridor and the Central District with safe and comfortable multi-modal access to and from Lake Station.

**Policies:**

- 17.a. **Station Gateway.** Encourage transit use and draw additional retail activity through improved public realm design surrounding Lake Station.
- 17.b. **Lake/Walnut.** Develop parcels near the intersection of Lake Avenue and Walnut Street as a focal point for the neighborhood, with public open space and other pedestrian friendly amenities.
- 17.c. **Lake/Colorado.** Support high-quality building design and activity-generating uses that identify Lake/Colorado as one of the City’s prominent intersections, connecting the City’s “Main Street” of Colorado Boulevard with the distinct commercial environments of Lake Avenue.
- 17.d. **Employment Node.** Strengthen the existing mix of commercial office and medical office, as well as supporting retail and restaurants, that provide a broad variety of jobs that create an active and economically vital business core.
- 17.e. **Entertainment Node.** Build upon popular entertainment uses around Colorado Boulevard and Mentor Avenue to attract local and regional visitors and generate activity for other nearby businesses.
- 17.f. **Housing Opportunities.** Introduce a mix of transit-accessible housing options adjacent to jobs, retail, and services along the Lake Avenue corridor.
- 17.g. **Adaptive Reuse.** Encourage the conversion of underutilized commercial buildings, including office towers along North Lake Avenue, to new and practical uses such as housing.

## MID LAKE



Mixed-use building with retail storefronts along Lake Avenue and landscaped median in the foreground



Lake Avenue streetscape concept rendering (image courtesy of Playhouse Village Association and Moule & Polyzoides)

- 17.h. **Connected Open Space.** Build upon the existing paseo and plaza network at “The Commons” and improve access to the Lake Avenue corridor from Hudson and Mentor avenues through the implementation of a pedestrian paseos.
- 17.i. **Healthy Food Options.** Support grocery store uses in close proximity to nearby multi-family neighborhoods.
- 17.j. **Thoughtful Transitions.** Support infill development that establishes context-sensitive transitions between the Playhouse District, Lake Avenue’s distinct high rise commercial, regional retail, and neighborhood village environments, the Green Street Village Landmark District, and the East Colorado Specific Plan area.
- 17.k. **Green Street Village.** Reinforce the unique pedestrian-oriented retail and dining characteristics of the Green Street Village Landmark District as a destination for both local visitors and tourists.
- 17.l. **Pedestrian Improvements.** Support Complete Streets enhancements along high priority corridors, which include Lake Avenue, Walnut Street, Union Street, Colorado Boulevard, Green Street, and Del Mar Boulevard.
- 17.m. **Bicycle Improvements.** Support implementation of the City’s Bikeway Transportation Action Plan with amenities to complement the cycle track along Union Street and greenways along El Molino and Wilson Avenues, enhancing active transportation infrastructure for users of all levels of experience.
- 17.n. **Lake Avenue Streetscape.** Support implementation of the Playhouse Village streetscape concept for Lake Avenue, which complements mixed-use development, enhances walkability, and provides continuity between the Mid Lake and South Lake subareas.

## SOUTH LAKE



*Retail storefronts along Lake Avenue with wide sidewalks and street trees*

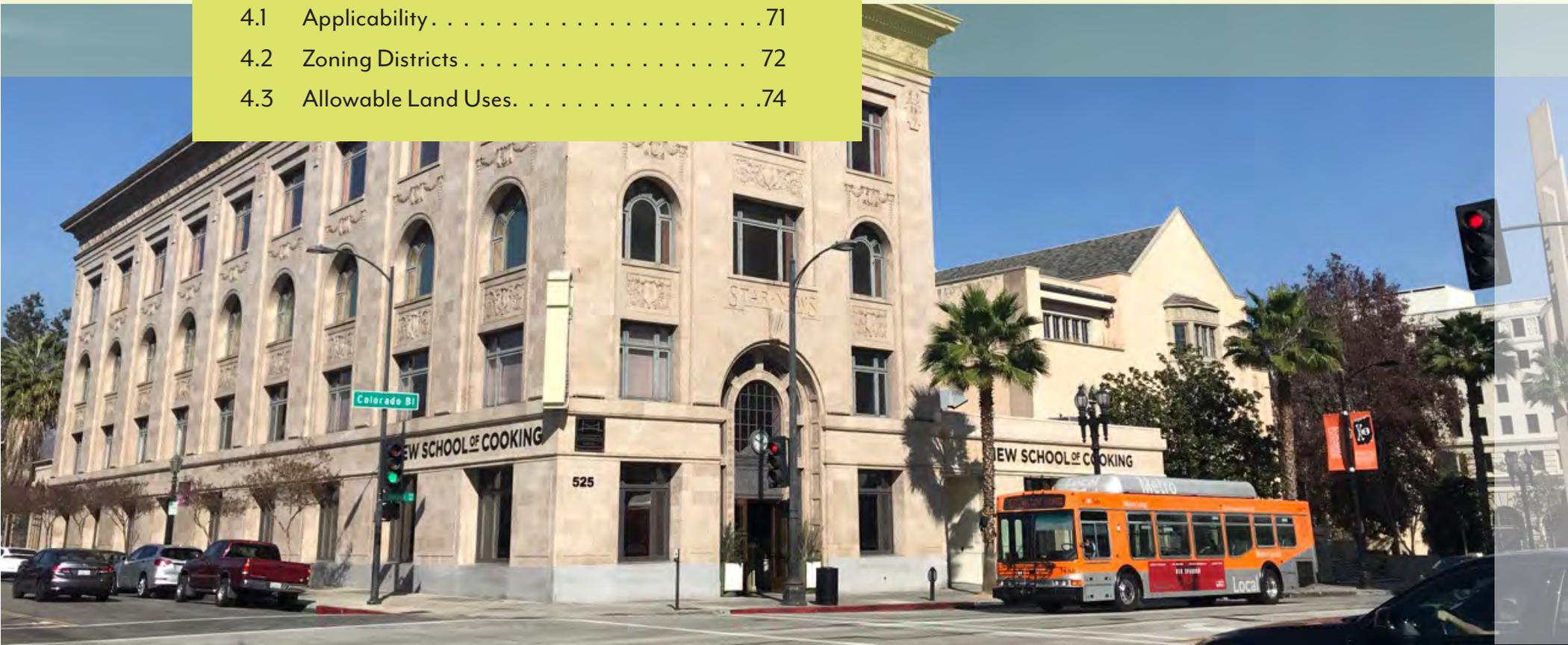
**Goal 18.** A vibrant, pedestrian-friendly “main street” corridor with thriving retail and dining storefronts among a variety of mixed commercial and residential uses.

**Policies:**

- 18.a. Main Street Atmosphere.** Reinforce the existing pedestrian-friendly shopping environment with compatible commercial uses and public realm improvements along the Lake Avenue spine.
- 18.b. Mixed-use Opportunities.** Support context-appropriate infill development of residential and commercial uses that contribute to a vibrant and economically vital neighborhood.
- 18.c. Dining Destinations.** Strengthen focus on restaurant and dining activities to support existing office and retail and draw additional visitors.
- 18.d. Architectural Style.** Respect the predominant mid-century architectural style of the existing commercial buildings.
- 18.e. Healthy Food Options.** Expand healthy food options for surrounding neighborhoods by supporting the development of grocery stores.
- 18.f. Pedestrian Improvements.** Promote a pedestrian-friendly public realm through improvements to sidewalk conditions and inviting ground floor design, and support implementation of Complete Streets enhancements along high priority corridors.
- 18.g. Connectivity.** Extend the existing east/west pedestrian connections in the South Lake shopping corridor through the implementation of two pedestrian paseos from Lake Avenue to Hudson Avenue.

# Ch. 4 Zoning & Land Use

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2 HOUR  
PARKING  
9am - 5pm

# 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 CDSP. While broad land use categories are assigned in the General Plan, the CDSP establishes a detailed list of allowed land uses and permit requirements for each zoning district within the plan area.

This chapter is organized into the following sections:

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



Mixed-Use



Institutional Use



Commercial Use



Residential Use

## 4.1 Applicability

The applicability of the CDSP land use regulations and development standards are organized by zoning district and plan chapters (Table 4.1-1). Where CDSP 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
CD-MU-C	✓	✓	✓	✓
CD-MU-G	✓	✓	✓	✓
CD-MU-N	✓	✓	✓	✓
CD-CG	✓	✓	✓	✓
CD-CL	✓	✓	✓	✓
CD-RM-87	✓	✓	✓	✓
CD-RM-48	✓	17.22	✓	17.22
CD-RM-32	✓	17.22	✓	17.22
OS	✓	17.26	✓	17.26
PS/PD	✓	17.26	✓	17.26

## 4.2 Zoning Districts

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

### CD-MU-C Mixed-Use Core

- » Create a mixed-use activity center that encourages a range of active uses where people can walk to shops, restaurants, jobs, and entertainment
- » Support projects that are entirely commercial or mixed-use, integrated vertically consistent with ground floor use requirements

### CD-MU-G Mixed-Use General

- » Enhance the existing mixed-use character with the broadest 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

### CD-MU-N Mixed-Use Neighborhood

- » Promote the development of pedestrian-friendly neighborhoods with commercial uses that are sensitive to neighboring 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

### CD-CL Commercial Limited

- » Allow for a limited selection of pedestrian-oriented commercial uses that complement the surrounding retail-focused district

### CD-RM-87 Residential Multi-family

- » Allow opportunities for high density urban housing and relate new development to the surrounding community in scale and character

### CD-RM-48 Residential Multi-family

- » Maintain the current uses and protect the existing high-density residential character using City of Gardens standards

### CD-RM-32 Residential Multi-family

- » Maintain the current uses and protect the existing medium-density residential character using City of Gardens standards

### OS Open Space

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

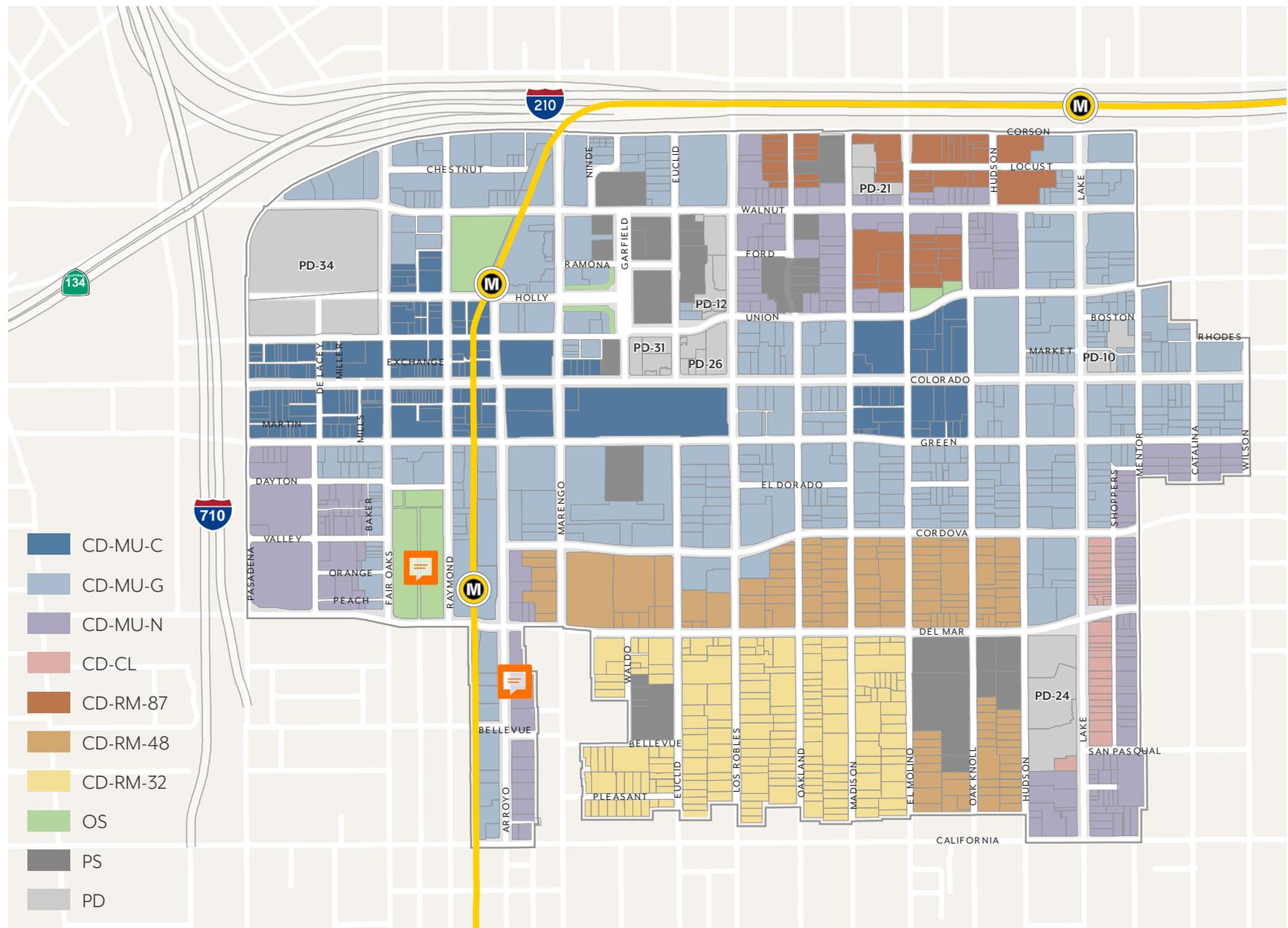
### PS Public-Semipublic

- » Maintain the current uses and protect the existing institutional character

### PD Planned Development

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

Map 4.2-1: Zoning Districts



## 4.3 Allowable Land Uses

- A. **Definitions.** Definitions of specific land uses are found in PMC 17.80.020.
- B. **Permit Requirements.** Table 4.3-1 identifies the uses of land allowed, the land use permit required to establish each use, and limitations that may apply for a particular use.
- C. **Standards for Specific Land Uses.** Additional standards may apply to specific land uses; refer to the PMC Section noted in the table.
  - 1. PMC 17.50.160 shall not apply to Mixed-Use Projects.
  - 2. PMC 17.50.350 shall not apply to Multi-Family Housing.
- D. **Ground Floor Frontages.** In Mixed-Use zoning districts, additional commercial requirements and residential unit restrictions on the ground floor shall apply per Section 6.2.1.
  - 1. Limitations shall not apply for affordable housing developments on religious facility sites proposed in compliance with PMC 17.50.230.F.
- E. **Major Construction.** For non-residential uses with a gross floor area of 25,000 square feet or greater, a Conditional Use Permit shall be required per PMC 17.61.050.J.2.
- F. **Prohibited Uses.** Those uses not listed in Table 4.2-1 are prohibited by this Specific Plan, except as otherwise provided by PMC 17.21.030.A.
- G. **Nonconforming Uses.** Existing uses which are made nonconforming by this Specific Plan shall be subject to PMC 17.71.

Table 4.3-1: Allowable 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.	

### Limitations

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

(L2) Use is not permitted on the ground floor within 35 feet of the sidewalk line along Colorado Boulevard, Green Street, or Lake Avenue. Entries to upper/lower floors or ground floor spaces behind the 35 feet are allowed; these spaces shall not qualify as required commercial uses for the purposes of Section 6.2.1.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use <sup>1</sup>	Permit Requirement					PMC Section / Notes
	CD-CL	CD-MU-C	CD-MU-G	CD-MU-N	CD-RM-87	
<b>RESIDENTIAL USES</b>						
Accessory Dwelling Unit	—	P	P	P	P	17.50.275
Boarding Houses <sup>2</sup>	—	P	P	P	P	
Dormitories	—	—	P	P	P	
Fraternities / Sororities	—	—	P	P	P	
Home Occupations	—	P	P	P	P	17.50.110
Mixed-Use Projects	—	P	P	P	—	
Multi-Family Housing	—	P	P	P	P	
Residential Accessory Uses and Structures	—	P	P	P	P	17.50.250
Residential Care, General	—	C	C	C	C	
Residential Care, Limited	—	P	P	P	P	
Single-Room Occupancy	—	P	P	P	—	
Supportive Housing	—	P	P	P	P	
Transitional Housing	—	P	P	P	P	
<b>COMMERCIAL USES</b>						
<b>RECREATION, EDUCATION &amp; PUBLIC ASSEMBLY USES</b>						
Clubs, Lodges, Private Meeting Halls	C	C	C	C	—	
Colleges, Nontraditional Campus Setting	P	P	P	—	—	
Colleges, Traditional Campus Setting	—	—	C	C	—	
Commercial Entertainment	E	E	E	E	—	17.50.130
Commercial Recreation, Indoor	P	P	P	P	—	
Commercial Recreation, Outdoor	C	C	C	C	—	
Conference Centers	—	C (LI)	C	—	—	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use <sup>1</sup>	Permit Requirement					PMC Section / Notes
	CD-CL	CD-MU-C	CD-MU-G	CD-MU-N	CD-RM-87	
Cultural Institutions	P	P	P	P	—	
Electronic Game Centers	P	P	P	P	—	17.50.100
Park and Recreation Facilities	P	P	P	P	P	
Religious Facilities	P	P	P	P	MC	17.50.230
with Affordable Housing	P	P	P	P	P	
with Columbarium	MC	MC	MC	MC	MC	
with Temporary Homeless Shelter	MC	MC	MC	MC	MC	
Schools, Public and Private	—	—	C	C	C	17.50.270
Schools, Specialized Education and Training	P (L1)	P(L1)	P (L1)	P	—	
<b>OFFICE, PROFESSIONAL &amp; BUSINESS SUPPORT USES</b>						
Automated Teller Machines (ATMs)	P	P	P	P	—	17.50.060
Banks and Financial Services	P	P	P	P	—	
with Walk-Up Services	P	P	P	P	—	17.50.060
Business Support Services	P	P	P	P	—	
Offices, Accessory	P (L1)	P (L1)	P	P	—	
Offices, Administrative Business Professional	P (L1)	P (L1)	P	P	—	
Offices, Government	P (L1)	P (L1)	P	P	—	
Offices, Medical	P (L1)	P (L1)	P	P	—	
Research and Development, Offices	P (L1)	P (L1)	P	P	—	17.50.240
Work/Live Units	—	—	P	P	P	17.50.370
<b>RETAIL SALES</b>						
Alcohol Sales, Beer and Wine	C	C	C	C	—	17.50.040
Alcohol Sales, Full Alcohol	C	C	C	C	—	17.50.040

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use <sup>1</sup>	Permit Requirement					PMC Section / Notes
	CD-CL	CD-MU-C	CD-MU-G	CD-MU-N	CD-RM-87	
Animal Services, Retail Sales	P	P	P	P	—	
Bars / Taverns	C	C	C	C	—	17.50.040, 17.61.050.J
with Live Entertainment	C	C	C	C	—	17.50.130
Convenience Stores	P	P	P	P	—	
Food Sales	P	P	P	P	—	
Internet Vehicle Sales	P	P	P	P	—	
Liquor Stores	C	C	C	C	—	17.50.040, 17.61.050.J
Restaurants, Fast Food	P	P	P	P	—	17.50.260, 17.61.050.J
Restaurants, Formula Fast Food	P	P	P	P	—	
Restaurants	P	P	P	P	—	
with Limited Live Entertainment	P	P	P	P	—	
with Walk Up Window	P	P	P	P	—	
Retail Sales	P	P	P	P	—	
Significant Tobacco Retailers	C	C	C	C	—	17.50.330, 17.61.050.J
Vehicle Services, Automobile Showrooms <sup>3</sup>	P	P	P	—	—	
SERVICES						
Adult Day Care, General	—	—	C (L2)	C (L2)	—	
Adult Day Care, Limited	—	—	P (L2)	P (L2)	P	
Animal Services, Grooming	P	—	P	P	—	
Animal Services, Hospitals	P	—	P	P	—	17.50.050
Catering Services	P (L1)	P (L1)	P (L2)	P	—	
Charitable Institutions	P	P	P	P	—	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use <sup>1</sup>	Permit Requirement					PMC Section / Notes
	CD-CL	CD-MU-C	CD-MU-G	CD-MU-N	CD-RM-87	
Child Day Care Centers	—	—	P	P	P	17.50.080
Child Day Care, Large	—	P	P	P	P	
Child Day Care, Small	—	P	P	P	P	
Emergency Shelters	MC	MC	MC	MC	—	
Emergency Shelters, Limited	P	P	P	P	P	17.50.105
Laboratories	—	—	P (L2)	P (L2)	—	
Life/Care Facilities	—	—	MC (L2)	MC (L2)	—	17.50.120
Lodging, Bed and Breakfast Inns	—	—	C	C	C	17.50.140
Lodging, Hotels and Motels	C	C	C	—	—	17.50.150
Low Barrier Navigation Centers	P	P	P	P	—	
Massage Establishments	C (L1)	C (L1)	C	C	—	17.50.155
Medical Services, Extended Care	—	—	MC (L2)	MC (L2)	—	
Neighborhood Gardens	P	P	P	P	P	
Personal Improvement Services	P	P	P	P	—	
Personal Services	P	P	P	P	—	
Personal Services, Restricted	C	C	C	C	—	17.50.200
Printing and Publishing	—	—	C	C	—	
Printing and Publishing, Limited	P	P	P	P	—	
Public Safety Facilities	C	C	C	C	—	
Vehicle Services, Automobile Rental	C	C	C	C	—	
Vehicle Services, Washing and Detailing, Small-scale	—	—	P	P	—	17.50.290

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use <sup>1</sup>	Permit Requirement					PMC Section / Notes
	CD-CL	CD-MU-C	CD-MU-G	CD-MU-N	CD-RM-87	
<b>INDUSTRY, MANUFACTURING &amp; PROCESSING USES</b>						
Alcohol Beverage Manufacturing	P	P	P	C	—	17.50.040, 17.61.050.J
with Accessory Tasting Room	MC	MC	MC	C	—	
Custom Manufacturing / Artisan Production	P	P	P	P	—	
Industry, Restricted, Small-scale	P (L2)	P (L2)	P (L2)	P (L2)	—	
Recycling Collection Facilities, Small	C	C	C	C	—	
Research and Development, Non-Offices	—	—	P (L2)	P (L2)	—	17.50.240
<b>TRANSPORTATION, COMMUNICATIONS &amp; UTILITY USES</b>						
Accessory Antenna Array	P	P	P	P	P	
Alternative Fuel / Recharging Facilities	—	—	P	P	—	
Commercial Off-Street Parking	MC	MC	MC	MC	—	
Communications Facilities	C	C	C	C	C	
Heliports	C	—	—	—	—	
Transportation Terminals	C	C	C	C	C	
Utility, Major	C	C	C	C	C	
Utility, Minor	P	P	P	P	P	
Wireless Telecom Facilities, Minor	MC	MC	MC	MC	MC	17.50.310
Wireless Telecom Facilities, SCL	P	P	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS						
Land Use <sup>1</sup>	Permit Requirement					PMC Section / Notes
	CD-CL	CD-MU-C	CD-MU-G	CD-MU-N	CD-RM-87	
<b>TEMPORARY USES</b>						
Filming, Long-term	C	C	C	C	C	
Filming, Short-term	P	P	P	P	P	
Personal Property Sales	—	P	P	P	P	17.50.190
Seasonal Merchandise Sales	P	P	P	P	—	17.50.180
Street Fairs	P	P	P	P	P	
Tents	TUP	TUP	TUP	TUP	TUP	17.50.320
Other Temporary Uses	TUP	TUP	TUP	TUP	TUP	

**NOTES:**

<sup>1</sup> See PMC 17.80.020 for definition of the listed land uses.

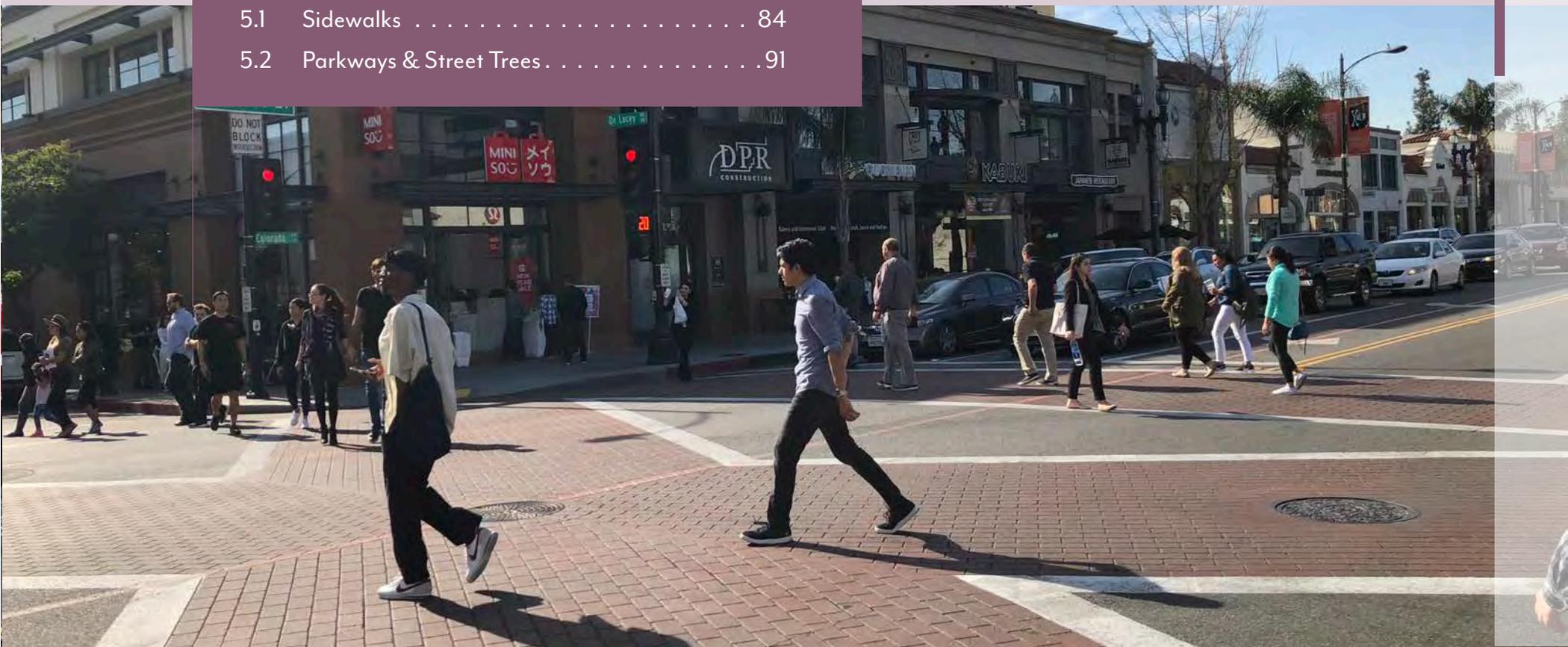
<sup>2</sup> Includes Co-living facilities, which may include more than one shared kitchen per building. Separation requirements of PMC 17.50.065 shall not apply.

<sup>3</sup> Defined as a use where retail storefronts are used as showroom space for five (5) or fewer vehicles and limited to a maximum of 8,000 square feet. Internet vehicle sales are permitted where on-site vehicle storage/sales is not present/allowed.



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# Public Realm Standards

## CHAPTER OVERVIEW

The public realm standards and design guidelines in this chapter serve to implement the General Plan vision for the CDSP area and achieve objectives of the Pasadena Street Design Guide, the Pasadena Master Street Tree Plan, and the City’s Complete Streets program. 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 apply universal design principles to 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.



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.

Additional guidelines are included in the Appendix of the CDSP; refer to Design Guidance for Street Trees in Appendix 2.



Figure 5.1-1: Sidewalk Zones



Amenity Zone

Walk Zone

Frontage Zone

### 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.

### 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 CDSP can help enhance the pedestrian experience by increasing sidewalk widths, enabling more shade coverage and opportunities for amenities such as seating and landscaping.

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

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

### 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.



*Sidewalks with sufficient width can support pedestrian travel as well as space for various amenities, including outdoor dining and street trees*

## SIDEWALK WIDTHS & MOBILITY

Sidewalks are unifying elements that weave the fabric of the Central District; therefore, widths of at least 10' are required throughout the CDSP area to provide space for a clear walk zone and pedestrian amenities such as landscaping, lighting, signage, and bicycle parking. Active Sidewalks, designed for commercial and mixed-use areas with more pedestrian activity, have wider Walk Zones, while Residential Sidewalks typically have a larger Amenity Zone with landscaped parkways. Consideration should be given to coordinated fixtures, including lighting, seating and wayfinding, to further establish individual neighborhood identities.



*Sufficient building height and mass will spatially define public streets and civic spaces, and establish a strong relationship between building and streets.*



*All streets should be designed for safe and comfortable movement on foot; a high level of streetscape amenities should be incorporated.*

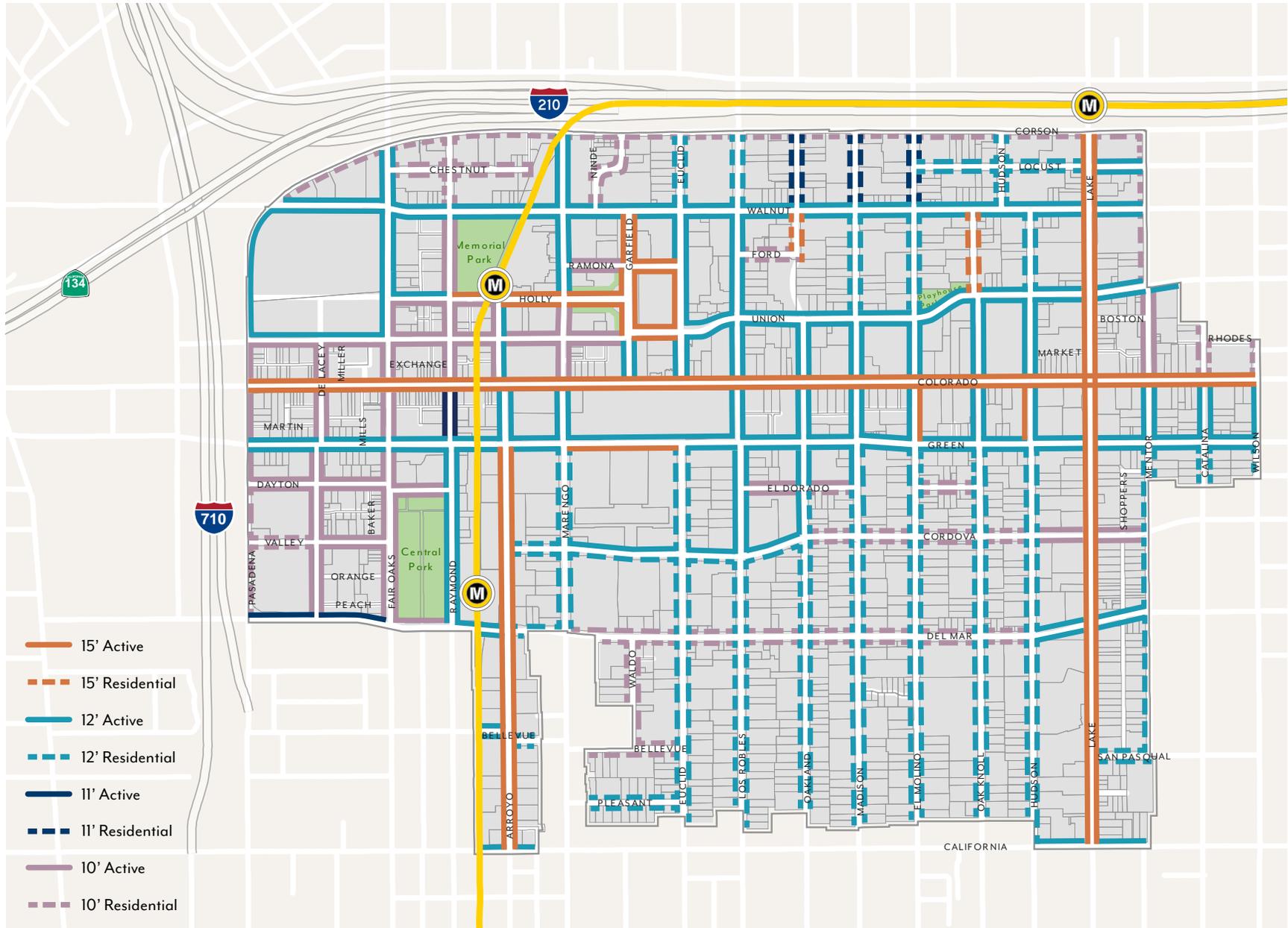


*Landscape and streetscape improvements can communicate the public character and quality of the District's streets.*



*All sidewalks should provide ample width for pedestrians and be designed for universal access.*

Map 5.1-1: Sidewalk Widths



## SIDEWALK ZONES & AMENITIES

Walking Downtown should be a pleasant and comfortable experience. Long walks without places to pause and rest may become daunting for some pedestrians. Streetscape design and amenities should therefore emphasize pedestrian safety and comfort. Street furniture, when combined with street trees and proper lighting, humanize and communicate the true public nature of our downtown streets. For instance, the proper placement of street furniture introduces distance and a perceived protection from vehicular traffic. Especially in commercial areas, these furnishings should include benches and trash receptacles.

### BUILDING FRONTAGE ZONE



Frontage zones may be used to accommodate outdoor dining.



Frontage zones may include planters or other landscaping to enhance the ground floor.

### WALK ZONE

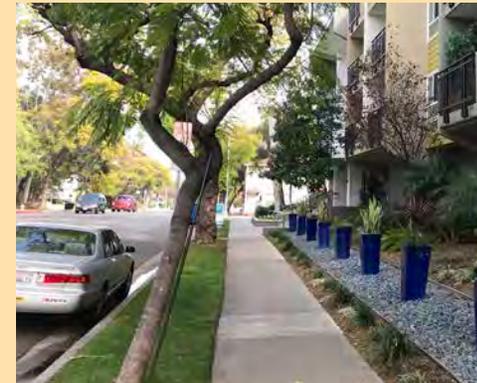


Walk zones of 5 feet allow two people to walk together comfortably.



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

### AMENITY ZONE



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



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

## 5.1.2 SIDEWALK ZONES

- A. **Amenity Zone.** Sidewalks shall provide an Amenity Zone consistent with the width illustrated in Figure 5.1-3, including the curb.
1. Projects shall meet minimum parkway and street tree requirements per Section 5.2.
  2. The following elements are permitted in the Amenity Zone at the discretion of Public Works:
    - a. Paved area for pedestrian mobility,
    - b. Parkway and street trees,
    - c. Seating/furniture,
    - d. Outdoor dining (with a Public Works permit),
    - e. Planters,
    - f. Bicycle parking,
    - g. Bus shelters, and/or
    - 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:
    - a. Paved area for pedestrian mobility,
    - b. Seating/furniture,
    - c. Outdoor dining (with a Public Works permit),
    - d. Planters, and/or
    - e. Shade structures per Section 6.2.4.

Figure 5.1-2: Sidewalk Width Measurement

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

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

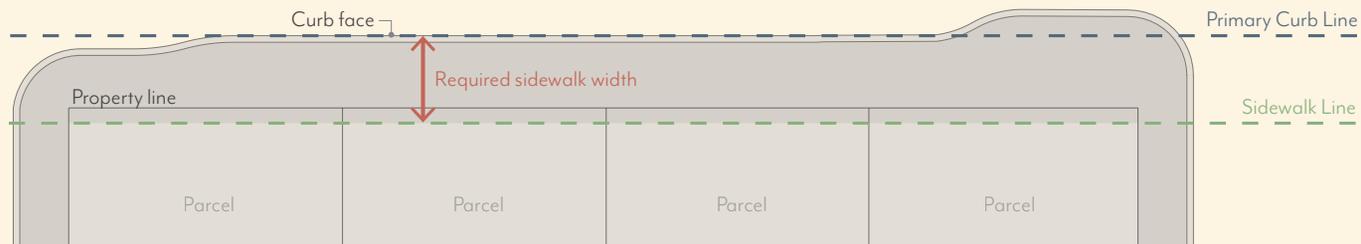
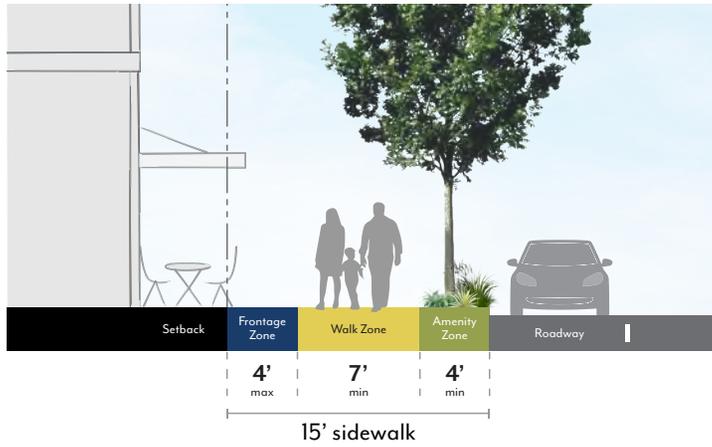
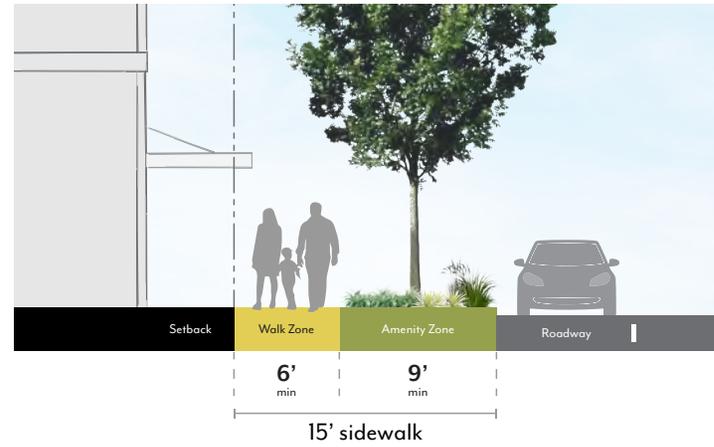


Figure 5.1-3: Sidewalk Zone Requirements

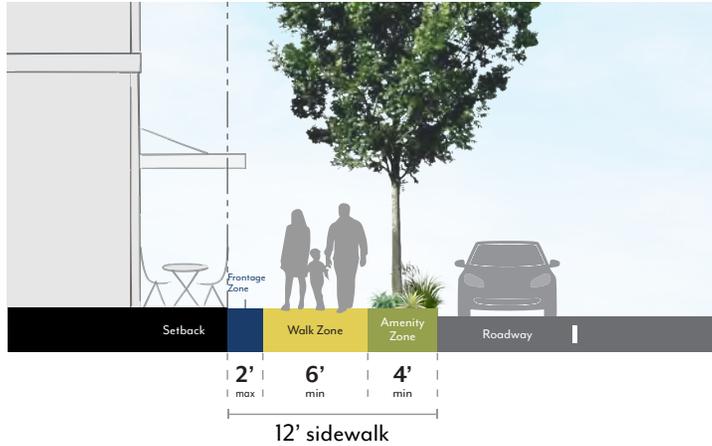
**Diagram 1: 15' Active Sidewalks**



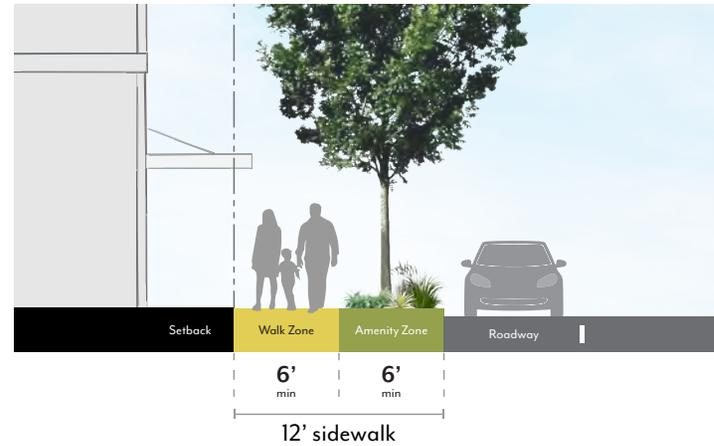
**Diagram 2: 15' Residential Sidewalks**



**Diagram 3: 12' Active Sidewalks**

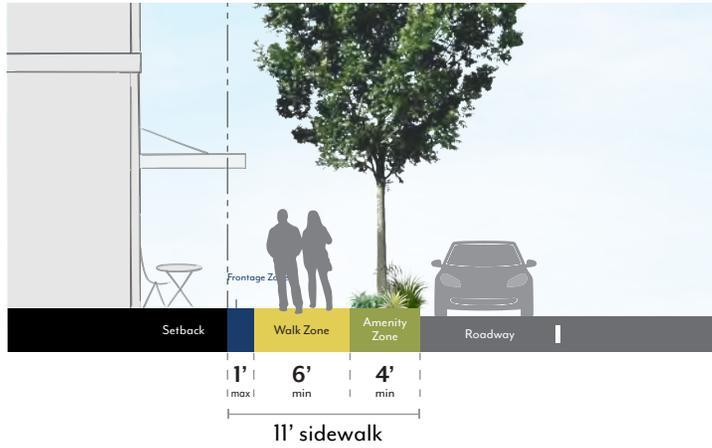


**Diagram 4: 12' Residential Sidewalks**

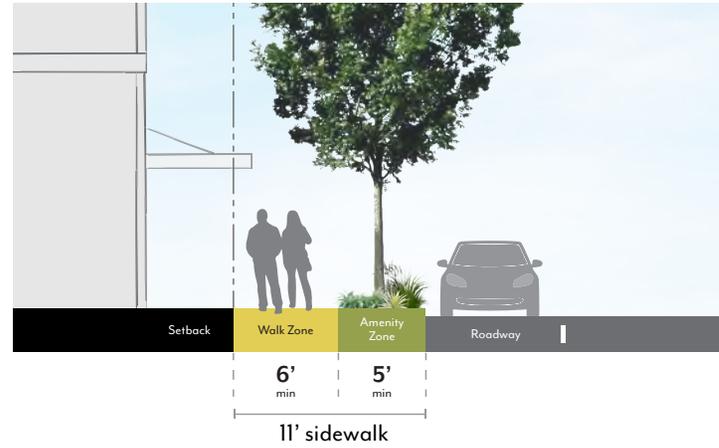


*Example setback conditions illustrated.  
Refer to Section 6.1.4 for required setback dimensions.*

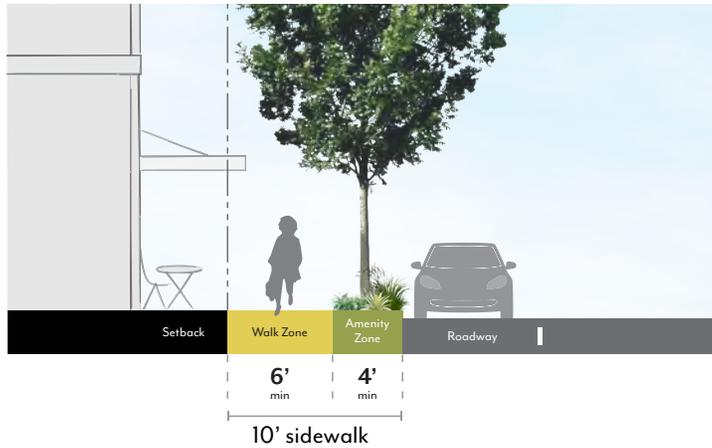
**Diagram 5: 11' Active Sidewalks**



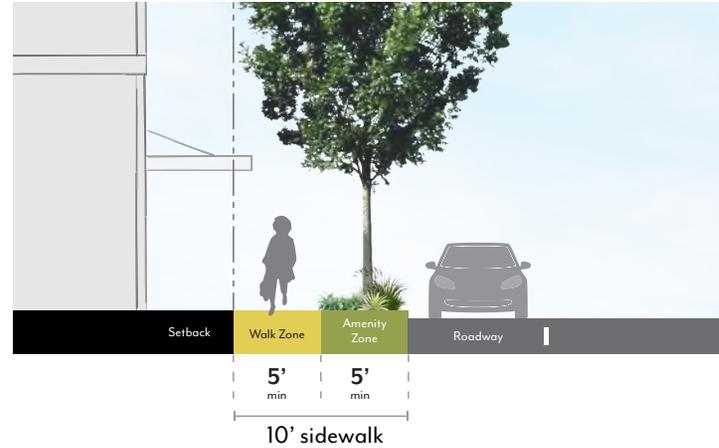
**Diagram 6: 11' Residential Sidewalks**



**Diagram 7: 10' Active Sidewalks**



**Diagram 8: 10' Residential Sidewalks**



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

# 5.2 Parkways & Street Trees

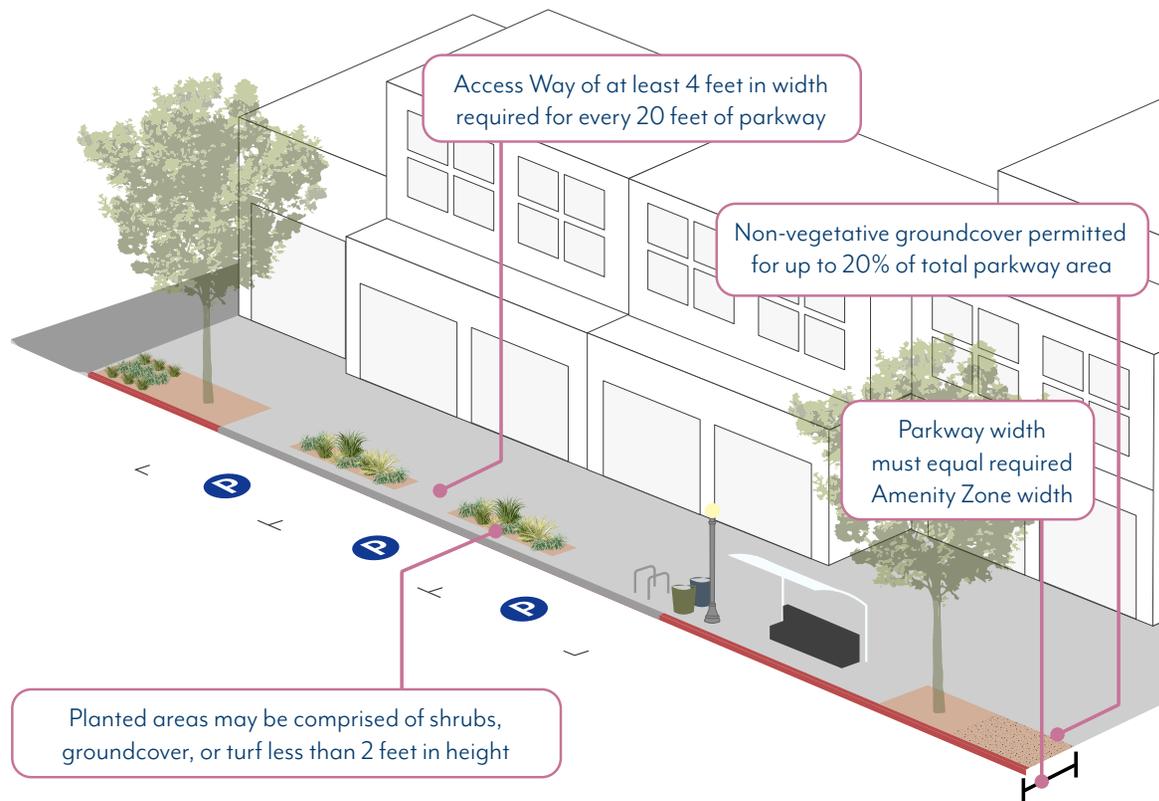
These standards are intended to:

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

## 5.2.1 PARKWAYS

- A. **Required Parkways.** Projects shall include parkways within the Amenity Zone per Map 5.2-1, except as approved by the Director of Public Works; see Figure 5.2-1.
1. Existing parkways shall be maintained.
  2. For mixed-use and non-residential projects, parkway length shall be no less than 30 percent of street frontage.
  3. For residential-only projects, parkway length shall be no less than 60 percent of street frontage.

Figure 5.2-1: Parkway Design Standards

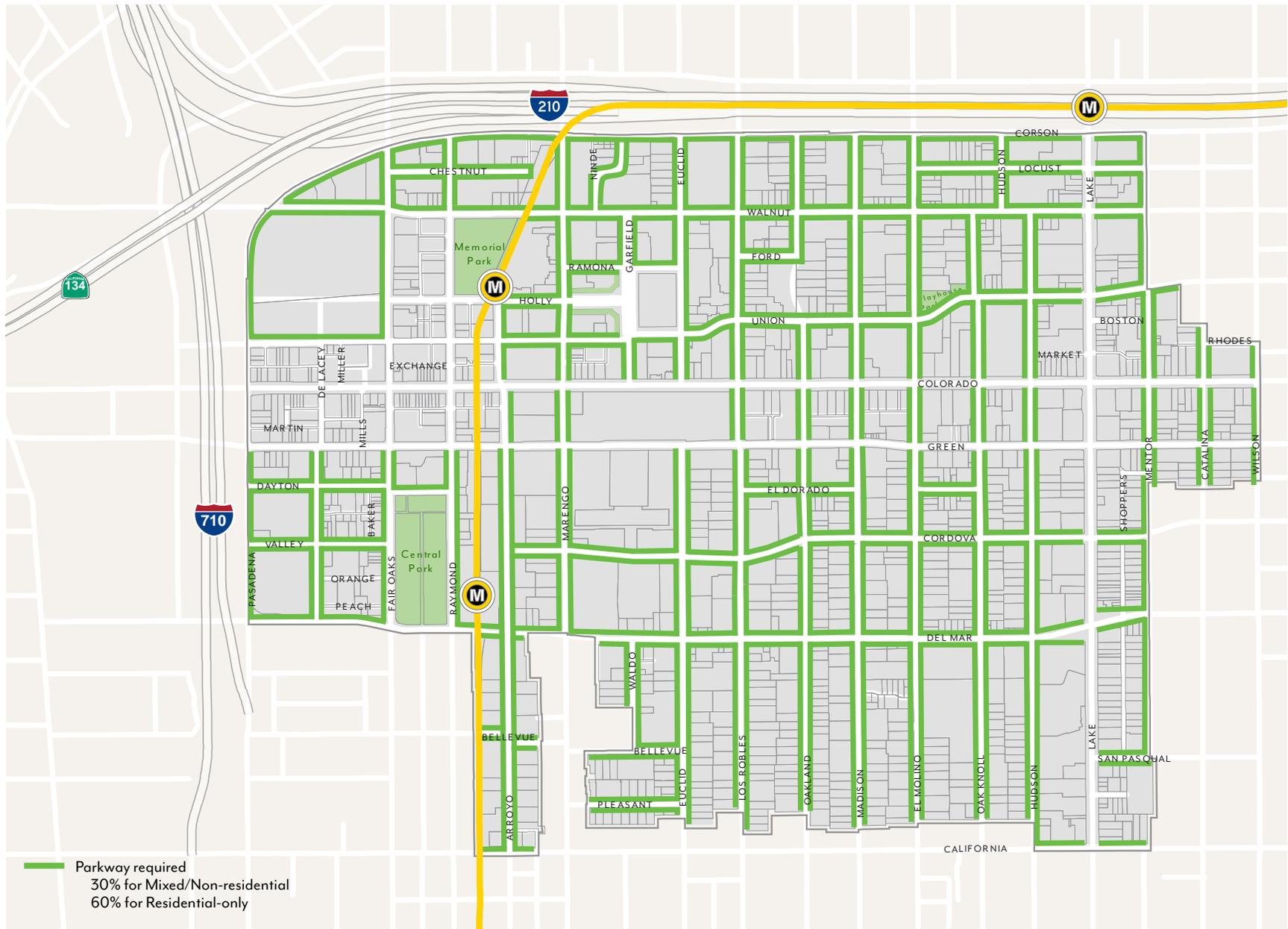


### IMPORTANCE OF PARKWAYS

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.

Map 5.2-1: Parkways



- B. **Dimensions.** Parkway shall be constructed at the same width as the Amenity Zones illustrated in Figure 5.1-3, minus the 6-inch width required for the curb, except as approved by the Director of Public Works.
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.

## PARKWAYS & STREET TREES

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



*Size and space trees along a sidewalk to create a pleasant rhythm and reinforce the space of the street.*



*Street amenities including trees, benches, and heavy planters, should be located along the curb as a barrier to automobile traffic.*



*Existing parkways should be maintained or expanded, especially within the Civic Center and areas that are predominantly residential.*



*Street trees – as well as granite curbs, ornamental tree grates, street lamps, and other historic landscape elements – should be preserved where possible.*

- E. **Non-planted Area.** A maximum of 20 percent of the parkway area may be organic or inorganic cover.
  - 1. Permitted materials include permeable pavers, decomposed granite, gravel, rocks, or mulch.
    - a. Pavers are not allowed within 3 feet of any public streetlight pole or pull box or other utility facilities.
- F. **Stormwater Management.** Parkway shall either meet the following basic stormwater standards, or propose a biofiltration planter or swale design based on local conditions 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**

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

## 5.2.2 STREET TREES

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

### IMPORTANCE OF STREET TREES

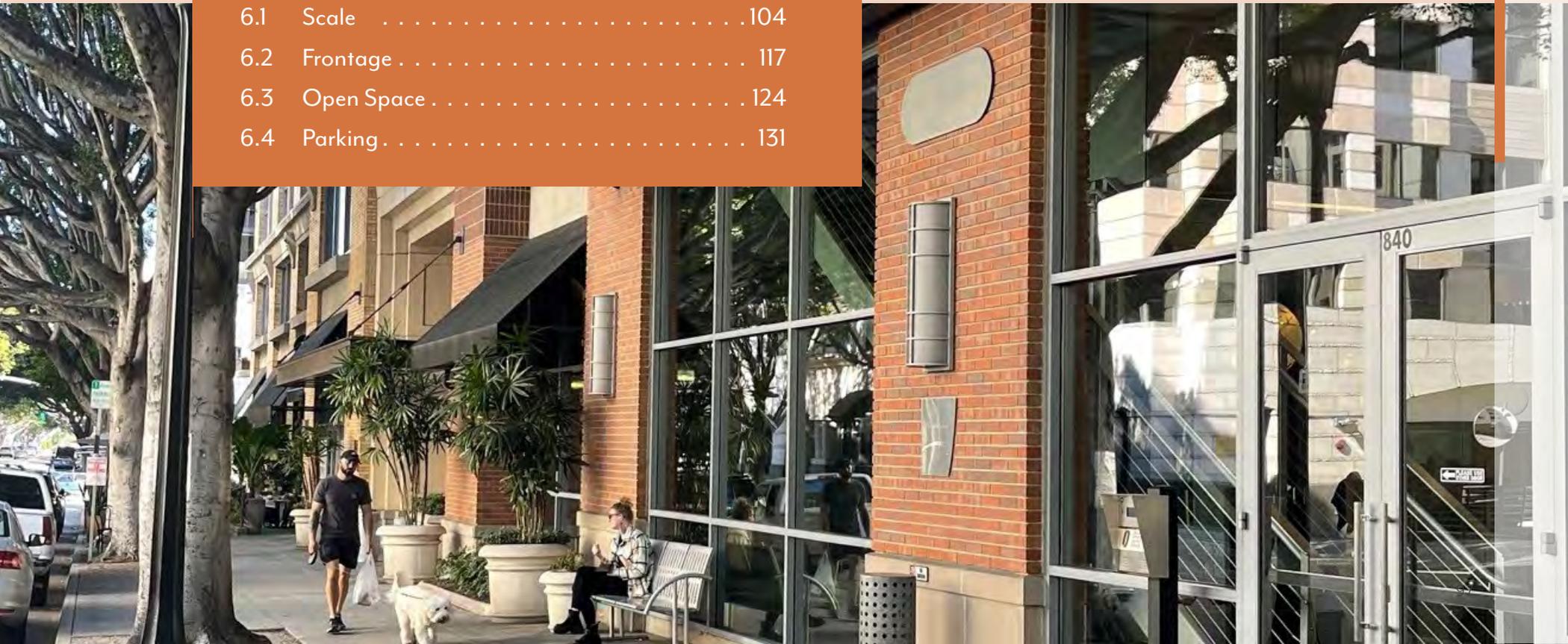
Street trees play an important role in keeping cities livable, sustainable and resilient. Trees improve air quality, increase urban biodiversity, and help reduce carbon emissions. In addition to environmental benefits, trees provide health, social, economic, and aesthetic benefits to communities. Requirements 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.

<sup>1</sup> See **Appendix A.2 Design Guidance for Tree Selection** for detailed recommendations to better align Central District's street tree species with the vision, goals, and policies in this Specific Plan related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm.

# Ch. 6 Development & Design Standards



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# Development & Design Standards

## CHAPTER OVERVIEW

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

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

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

Per Section 4.1, development standards for the CD-RM-48, CD-RM-32, OS, PS, and PD zoning districts are not included in the CDSP. In CD-RM-48 and CD-RM-32, development shall be subject to the standards of the respective zoning in PMC 17.22. In OS, PS, and PD, development shall be subject to a Conditional Use Permit or Master Plan per PMC 17.26.

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 CDSP and other relevant planning documents.



This chapter is organized into the following sections:

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

Table 6-1: Summary of Development & Design Standards

Table 6-1 provides abbreviated development and design standards by zoning district for the CDSP. 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 cannot be condensed into the table. **Complete standards shall be referenced within the relevant sections of Chapter 6.**

Standard	CDSP-CL	CDSP-MU-C	CDSP-MU-G	CDSP-MU-N	CDSP-RM-87
<b>Scale</b>					
<b>Density</b>					
Dwelling Units per Acre	N/A	Map 6.1-1			
<b>Intensity</b>					
Floor Area Ratio	Map 6.1-2				
<b>Building Height</b>					
Height	Map 6.1-3				
<b>Setbacks</b>					
All streets	Map 6.1-4				
Adjacent to RM/PS	15' min.				10' building separation
Other interiors	None required				
<b>Stepbacks</b>					
Adjacent to RM/RS	Figure 6.1-6				None required
<b>Historic Adjacency</b>					
Setbacks & Stepbacks	Figure 6.1-7				
<b>Modulation</b>					
Length	10% or 20' break required for buildings exceeding 150' street frontage				
Area	25% for buildings over 50' in length				
<b>Frontage</b>					
<b>Ground Floor Frontages</b>					
Required Uses	Table 6.2-1 and Map 6.2-1				N/A
Commercial Depth	35' average, 20' min.				

Standard	CDSP-CL	CDSP-MU-C	CDSP-MU-G	CDSP-MU-N	CDSP-RM-87
<b>Ground Floor Design</b>					
Height	15' min. for commercial & residential common uses; 12' for residential units				
Residential Elevation	-2' to 6' max.				
<b>Transparency</b>					
Ground Floor	70% min. for commercial & residential common uses; 15% min. for residential units				15% min.
Overall Façade	30% min. for commercial & residential common uses; 15% min. for residential units				
<b>Shade Structures</b>	✓	✓	✓	✓	✓
<b>Arcades &amp; Galleries</b>	✓	✓	✓	✓	✓
<b>Exterior Fixtures</b>	✓	✓	✓	✓	✓
<b>Walls &amp; Fences</b>	✓	✓	✓	✓	✓
<b>Balconies &amp; Roof Decks</b>	✓	✓	✓	✓	✓
<b>Open Space</b>					
<b>Minimum Area</b>					
Non-residential	5% of Non-residential Gross Floor Area for Projects over 40,000 sf				N/A
Residential	200 sf per studio, 225 sf per 1-bed, 250 sf per 2-bed, 275 sf per 3+bed				
Publicly Accessible	Table 6.3-2 and Map 6.3-1 for projects over 80,000 sf; none required otherwise				
<b>Private Open Space</b>	✓	✓	✓	✓	✓
<b>Common Open Space</b>	✓	✓	✓	✓	✓
<b>Publicly Accessible Open Space</b>	✓	✓	✓	✓	✓
<b>Paseos</b>	✓	✓	✓	✓	✓
<b>Parking</b>					
<b>Minimum Parking</b>	✓	✓	✓	✓	✓
<b>Vehicle Access</b>	✓	✓	✓	✓	✓
<b>Layout &amp; Design</b>	✓	✓	✓	✓	✓

Standard	CDSP-CL	CDSP-MU-C	CDSP-MU-G	CDSP-MU-N	CDSP-RM-87
<b>Other Applicable Standards<sup>1</sup></b>					
General Development <sup>2</sup>			PMCI7.40		
Inclusionary Housing			PMCI7.42		
Density Bonus			PMCI7.43		
Landscaping			PMCI7.44		
Parking & Loading			PMCI7.46		
Signs			PMCI7.48		
Specific Land Uses			PMCI7.50		

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

<sup>2</sup> General Property Development and Use Standards include additional regulations related to Outdoor Lighting, Public Art, Screening, Setback Exceptions, Walls & Fences, and Limited Hours of Operation among others.

# 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;
- » Require appropriate transitions to designated historic resources;
- » Support opportunities to increase housing near transit, and require various unit sizes to support individuals and families.

## 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 shall be rounded up.
  2. For projects utilizing state density bonus, refer to Government Code 65915.
  3. The maximum is based on site area. If a dedication or easement is required, density shall be calculated using the size of the lot prior to the dedication or easement.
- B. **Unit Mix.** For projects with 50 dwelling units or more, inclusive of any density bonus, at least 15 percent of the total number of units shall have 3 bedrooms or more. Projects within designated historic districts and/or 100% single-room occupancy (SRO) projects are exempt.



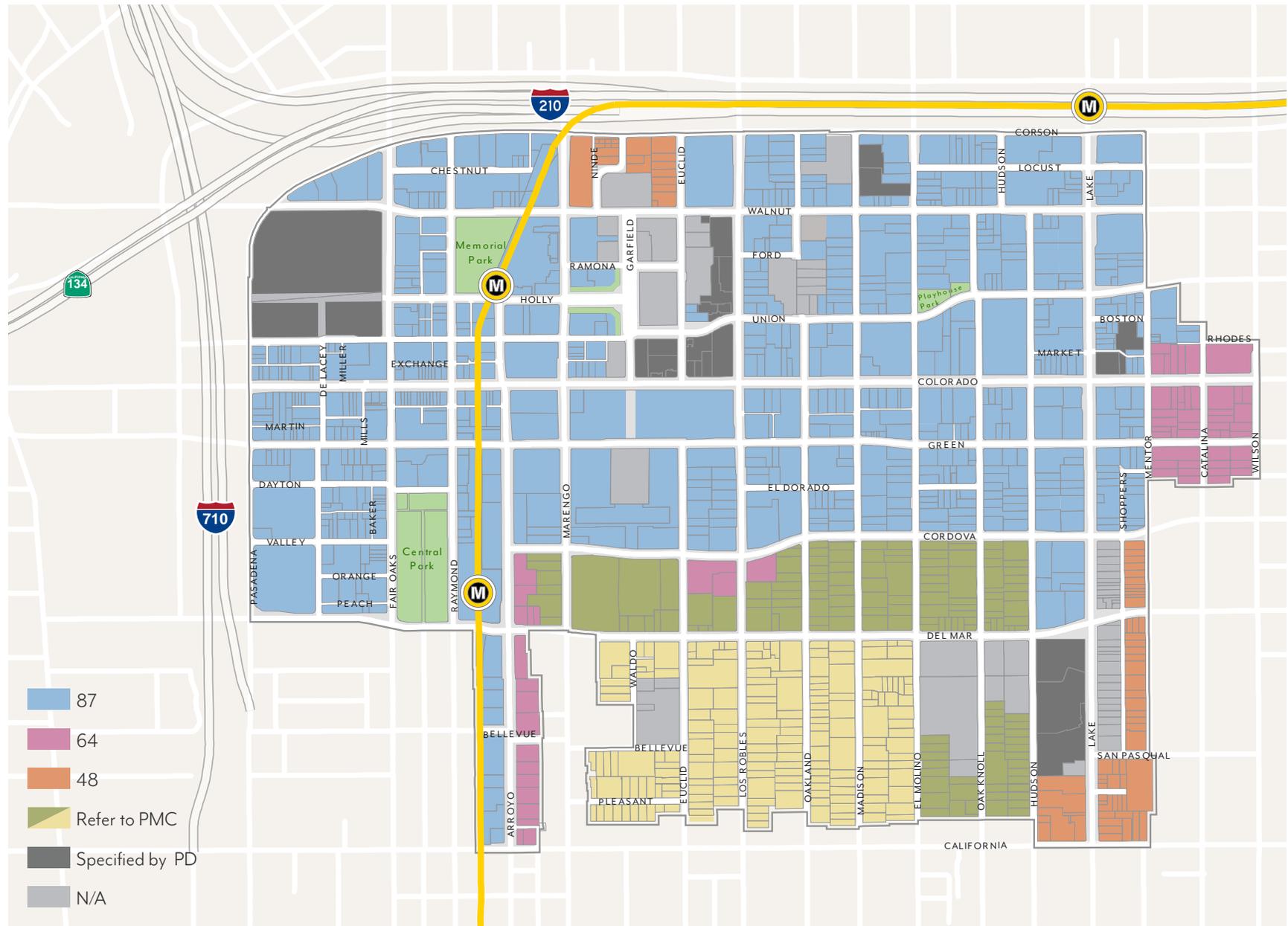
## 6.1.2 INTENSITY

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

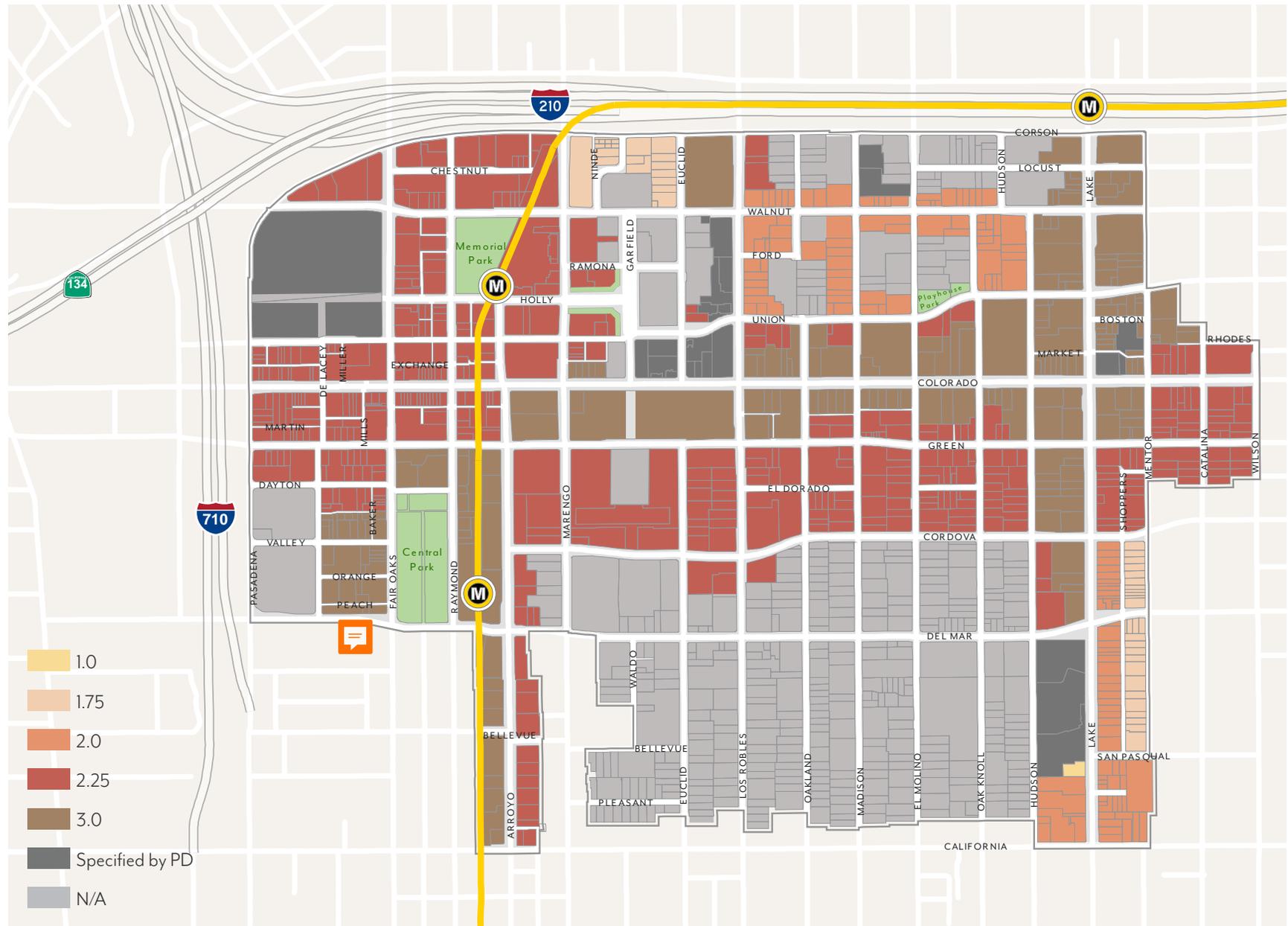
### SCALED DEVELOPMENT & HOUSING NEEDS

FAR and height maximums aim to focus the largest developments near Metro stations and major intersections like Lake & Colorado, while protecting views of landmark buildings. Density maximums aim to provide additional housing capacity downtown, especially along major corridors served by transit. Unit mix requirements encourage a wide variety of options and the inclusion of family-sized housing.

Map 6.1-1: Residential Density



Map 6.1-2: Floor Area Ratio



### 6.1.3 HEIGHT

- A. **Building Height.** Projects shall not exceed the height limits set in Map 6.1-3.
1. Height is measured per PMC 17.40.060.
  2. Transitional height areas are height reductions along specified corridors for portions of parcels set in Map 6.1-3, and shall be measured as follows from the sidewalk line:
    - » 50 feet from Green Street and Union Street.
    - » 100 feet from Hudson Avenue and Mentor Avenue.
  3. Exceptions allowed for Height Averaging (6.1.3.B) and projecting features such as appurtenances and railings per PMC17.40.060.
- B. **Height Averaging.** With approval of Design Commission, height limits may be exceeded for up to 30% of the building footprint to the maximum set in Map 6.1-3, provided that the average height over the entire footprint does not exceed the allowable height; see Figure 6.1-1.
1. The intent is to counterbalance additional height with lower heights elsewhere on-site to achieve an economically-feasible development that protects view corridors and contributes to a more visually-compelling skyline.
  2. Averaging is not applicable to other development standards relating to building scale such as setbacks. It may not be used in combination with a concession for building height when utilizing PMC 17.43.
- C. **City Hall View Corridor.** Projects shall not block the view of the City Hall dome (Figure 6.1-2) as visible from the intersection at Hudson Avenue and Union Street; see Map 6.1-3.

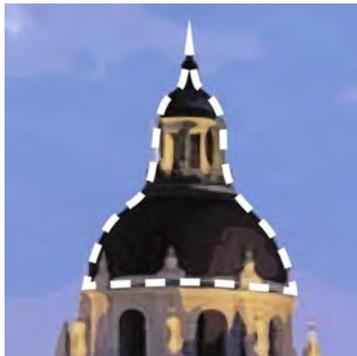
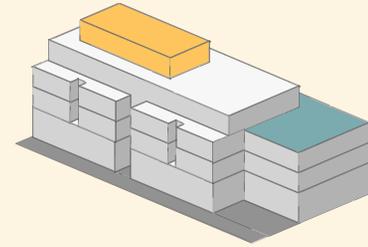


Figure 6.1-2: City Hall Dome

Figure 6.1-1: Height Averaging

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

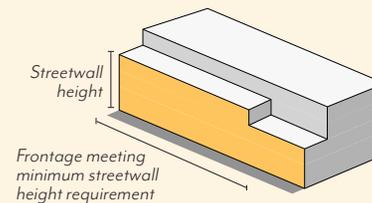


- D. **Streetwall Height.** Buildings shall meet or exceed the minimum streetwall height set in Table 6.1-1 for a minimum of 75 percent of building frontage, unless the overall building height is lower than the requirement; see Figure 6.1-3.
1. Streetwall is defined as any street-facing façade within 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

Colorado Boulevard	25'
Lake Avenue	40' (north of Cordova) 25' (south of Cordova)
Walnut Street	25'

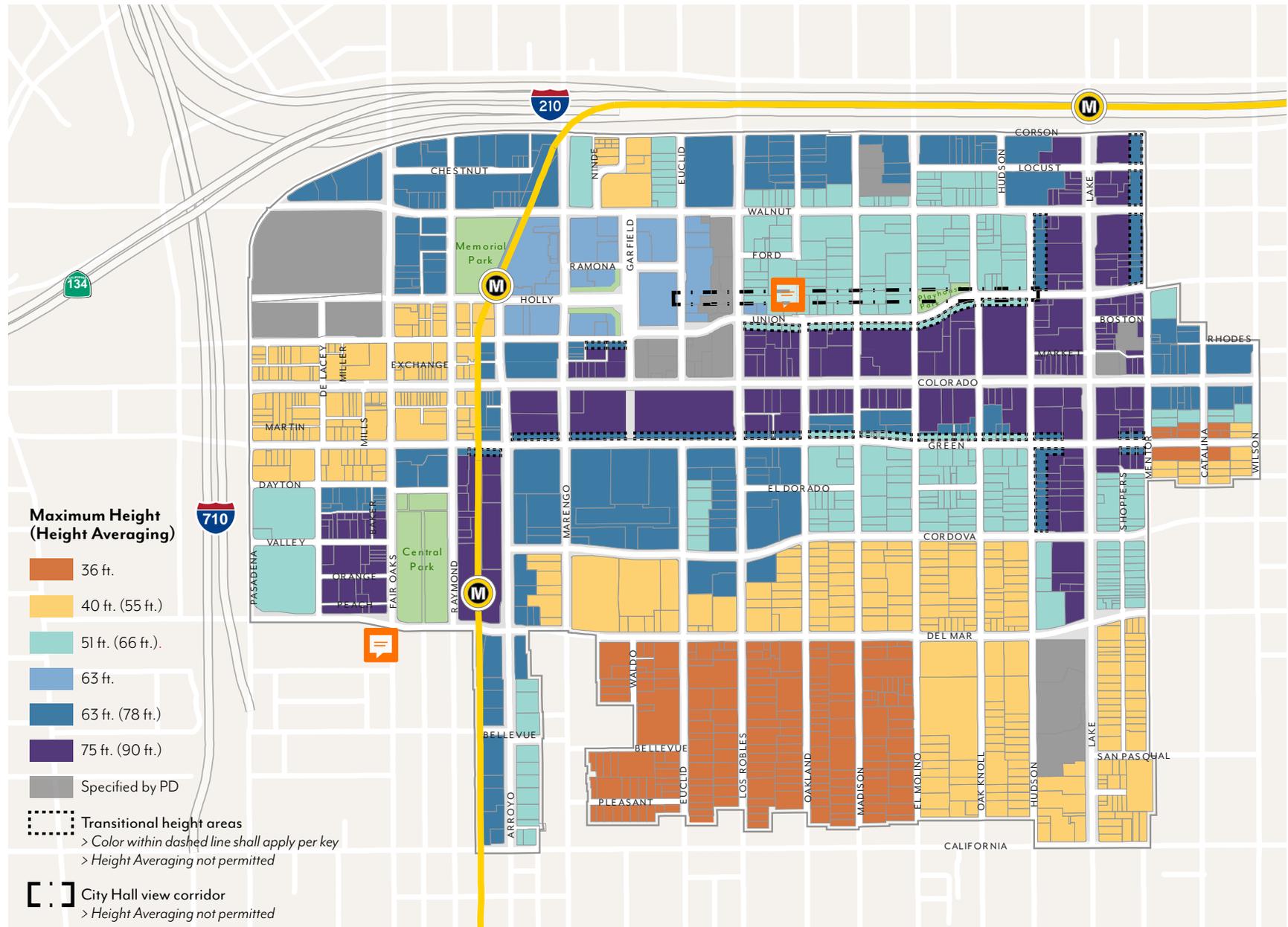
Figure 6.1-3: Streetwall Height



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

*Note: Diagrams used for illustrative purposes only.*

Map 6.1-3: Building Height



## BUILDING HEIGHTS & ROOFLINES

All buildings should make a positive contribution to the architectural heritage of Pasadena, and a structure's silhouette should add favorably to the District's skyline. As an important feature of the building, the rooftop should be interesting in form and complement the building's surroundings. Varied roof lines, sculpted roof forms and detailed cornices or parapets are highly encouraged. Mechanical penthouses should appear as integrated forms clad with materials similar to those on the main body of the building, not afterthoughts, and rooftop equipment should be screened so that it is not visible from public streets.



*A building's overall appearance should establish a clear and pleasing set of proportions and exhibit a sense of order.*



*Roof silhouettes should be orderly and attractive; mechanical penthouses and stair towers should appear as integrated forms.*



*Three dimensional character should vary as a building rises skyward; differentiate between the base, middle and top levels of a building.*



*Emphasizing the horizontal dimension can make a tall building appear less overwhelming.*

## 6.1.4 SETBACKS

A. **Street Setbacks.** Buildings shall comply with the street setbacks set in Map 6.1-4, except where modified for historic adjacency per Section 6.1.6. Setback ranges establish a minimum and maximum for the specified percentage of linear street frontage; see Figure 6.1-4.

1. Street setbacks are measured from the sidewalk line; see Figure 5.1-2.
2. Minimum setbacks shall apply to all stories of a building; setbacks less than the minimum are prohibited. Maximum setbacks shall apply only to the ground floor and Streetwalls (Section 6.1.3.C), where applicable.
3. Exceptions allowed per PMC 17.40.160 (Table 4-1) and the following:
  - a. Arcades and recessed ground floors up to 15 feet in depth, as well as parking entrances per Section 6.4.2, are allowed when a second story meets the specified setback; see Figure 6.1-5.
  - 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.

Figure 6.1-4: Street Setbacks Percentage

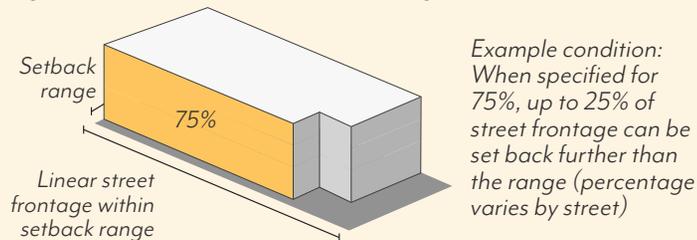
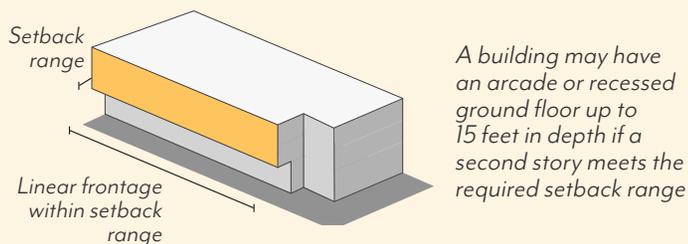


Figure 6.1-5: Recessed Ground Floor



*Note: Diagrams used for illustrative purposes only.*

4. Residential units on the ground floor, where permitted, 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.
5. For buildings set back from the sidewalk line 5 feet or more, a percentage of the setback area shall be landscaped with trees, shrubs, and/or groundcover, either in the form of in-ground landscaping or planters:

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

- a. Exceptions. Holly Street between Marengo and Garfield Avenues, and Garfield Avenue between Ramona and Union Streets are exempt from landscaping requirements.
6. Features allowed within the street setback include:
  - a. Landscaping and planters per PMC 17.44;
  - b. Hardscape (e.g. stoops, patios);
  - c. Shade structures per Section 6.2.4;
  - d. Arcades and galleries per Section 6.2.5;
  - e. Walls and fences per Section 6.2.7;
  - f. Seating and furniture including outdoor dining; and/or
  - g. Other open space amenities per review authority approval.
- B. **Interior Setbacks.** Adjacent to RM/RS zoning districts, projects shall have a minimum setback of 15 feet. No setback is required along other interior property lines, except where modified for historic adjacency per Section 6.1.6.
  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).
- C. **Building Separation.** In the CD-RM-87 zoning district, projects shall be separated from existing buildings on adjacent lots by a minimum of 10 feet above the first story.

## BUILDING SETBACKS & STREETWALLS

The life of Downtown is closely tied to the character of its public space. Collectively, new and old buildings through their location and orientation configure outdoor space; they determine its intimacy, spaciousness, continuity, and enclosure. It is especially important to acknowledge the importance of streets as public space. Where the building meets the sidewalk should be a place of intense interaction; a consistent building line at or near the sidewalk line contains activity, unifies the street, and establishes visual continuity along the street. Maintaining a continuous streetwall and limiting spatial gaps contributes to the District's urban identity.



A sufficient height at or near the minimum setback defines the street edge and creates a sense of enclosure along the sidewalk.



Outdoor spaces should be contained through a combination of building and landscape, and oversized spaces that lack containment are discouraged.

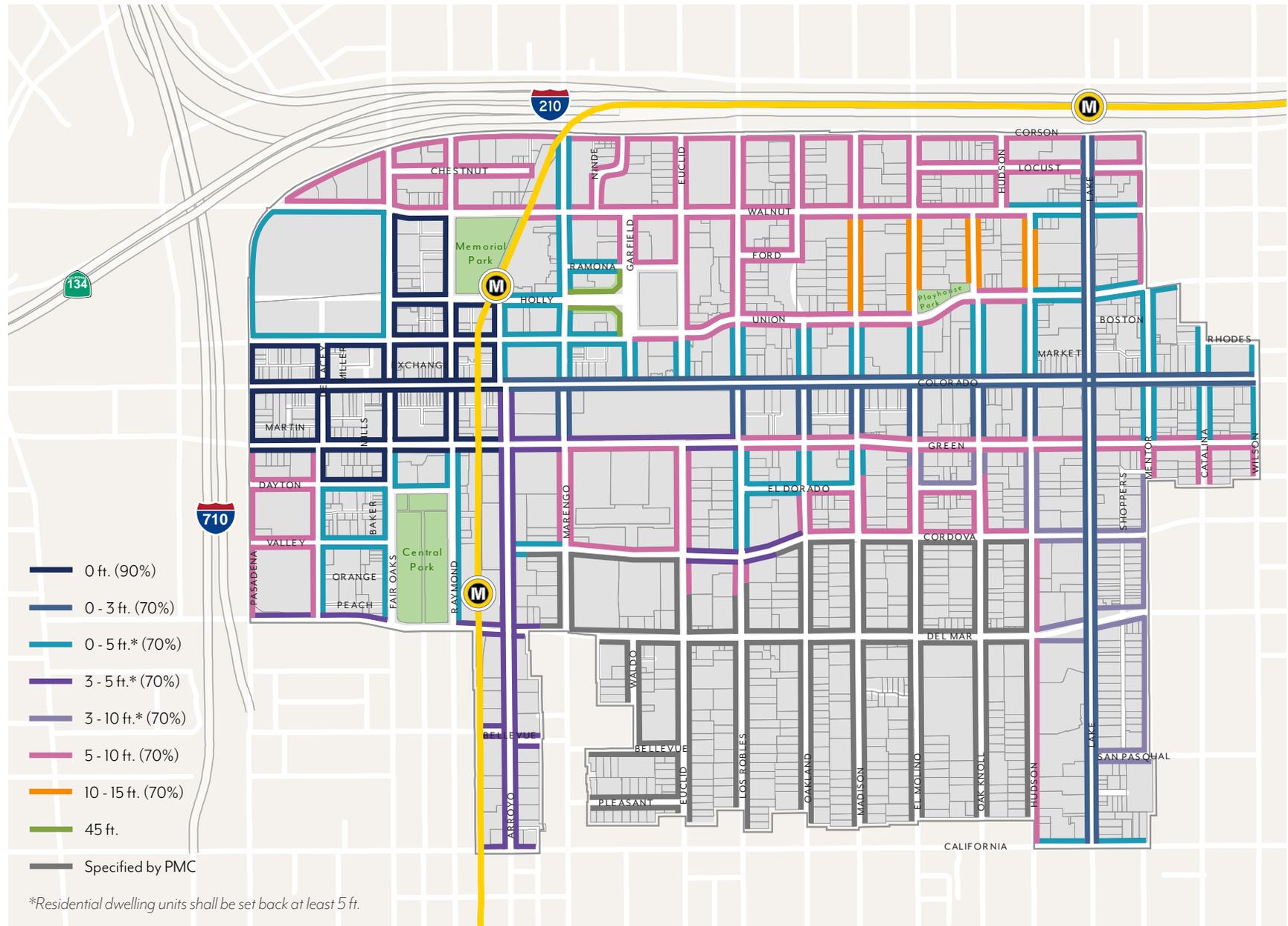


Large developments may pull back from the street edge for plazas or gracious entry fore-courts, provided street continuity is not unduly interrupted.



Chamfered building corners at intersections promote visibility and to allow for the comfortable collection of people.

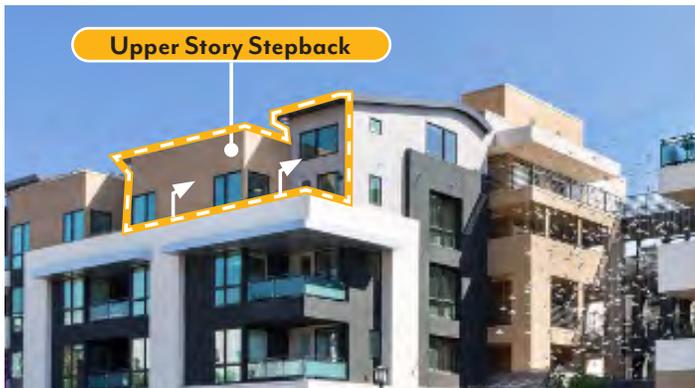
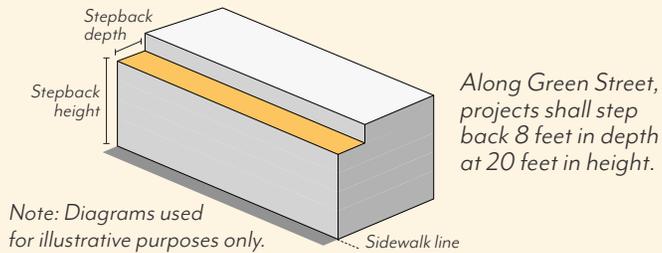
Map 6.1-4: Street Setbacks



## 6.1.5 STEPBACKS

- A. **Street Stepbacks.** Along Green Street, buildings shall not exceed 20 feet in height before stepping back 8 feet in depth; see Figure 6.1-6.
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/or
    - d. Other open space features per review authority approval.

Figure 6.1-6: Street Stepbacks



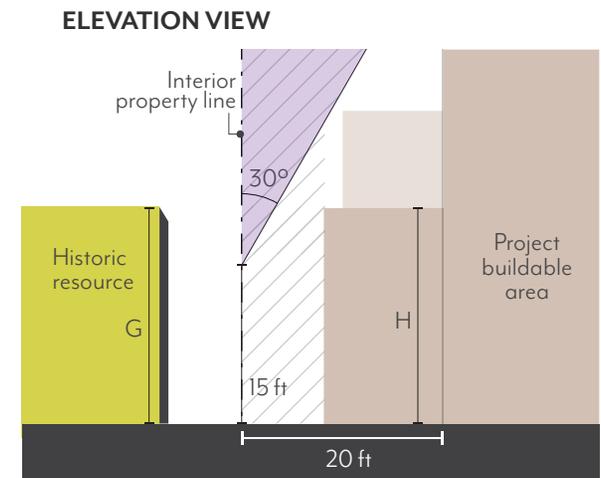
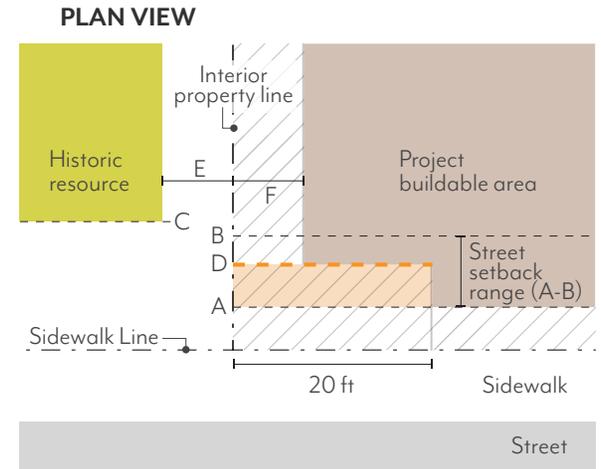
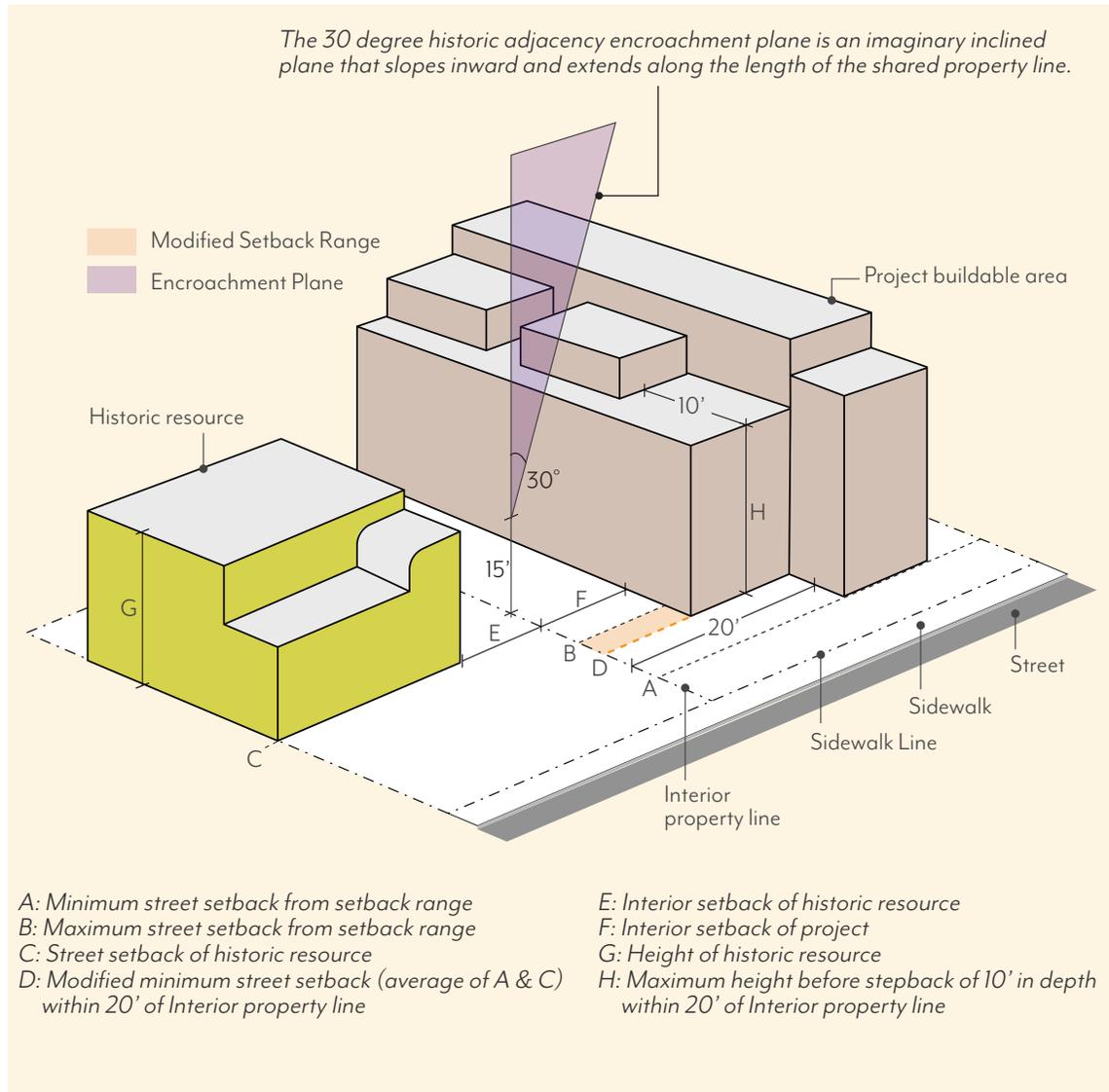
## 6.1.6 HISTORIC ADJACENCY

- A. **Landmark Properties.** Projects on parcels with a historic resource shall be subject to review for consistency with the Secretary of the Interior's Standards.
- B. **Transition Massing.** Projects sharing a property line with a designated historic resource are subject to the following modified standards, see Figure 6.1-7.
1. **Street Setbacks.** The minimum street setback shall be an average of the minimum setback in Map 6.1-4 and that of the resource for a minimum of 20 feet from the shared property line. If between two resources, the street setback shall be an average of the setbacks of the two resources.
  2. **Interior Setbacks.** The minimum interior setback shall be equal to that of the historic resource or 15 feet, whichever is less. No setback is required where the resource is built to the shared property line.
  3. **Streetwall Height.** A maximum streetwall height shall not exceed the height of the historic resource for a minimum of 20 feet from the shared property line. A stepback with a minimum depth of 10 feet is required above this height, measured from the modified minimum street setback.
  4. **Interior Stepbacks.** Projects shall not be located within an encroachment plane sloping upward and inward at a 30-degree angle measured from the vertical, commencing 15 feet above the existing grade at the property line. This plane is not applicable if the resource is built to the shared property line.

### 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. Additionally, new projects should avoid mimicry of historical architectural styles and references to period architecture should be interpreted in a contemporary manner. Modern buildings should not appear to have been constructed during a past era.

Figure 6.1-7: Historic Adjacency Transition Massing



Note: Diagrams used for illustrative purposes only.

## BUILDING MASS & MODULATION

Modulation refers to variations in depth of a building's façade. A set of responsive, regulating proportions will contribute to a coherent building design and promote architectural unity within the District, while proper articulation of a building's façade will add to the richness and variety of the District's architecture – such as cornices, belt lines, and fenestration patterns. Large, monolithic buildings negate the qualities of the Central District, and detract from the physical environment. The appropriate consideration of scale, massing, detail, and three-dimensional quality of individual buildings will contribute to a varied streetscape and satisfying public environment.



*Building volumes should be arranged to maintain a compatible scale with their surroundings; in general, break down the massing of larger buildings.*



*Strong building forms such as towers may be considered to demarcate important gateways and intersections, functioning as a visual anchor.*



*A hierarchy of vertical and horizontal expression should be used; façade articulation should reflect changes in building form.*

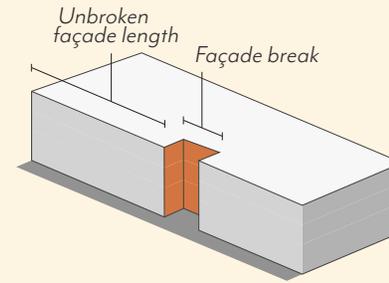


*The number of materials and colors should be limited; where multiple materials or colors are used on a façade, they should transition at inside corners.*

## 6.1.7 MODULATION

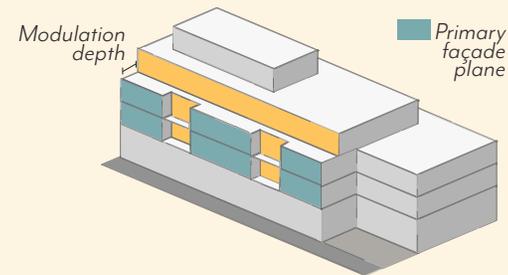
- A. **Façade Length.** Each street-facing façade exceeding 150 feet in length shall include a minimum break of 10 percent of the façade length or 20 feet, whichever is greater. This break shall be a minimum of 10 feet deep, open to the sky; see Figure 6.1-8.
- B. **Façade Area.** Each street-facing façade exceeding 50 feet in length shall modulate a minimum of 25 percent of the area above the ground floor between 2 feet and 12 feet in depth from the primary façade plane; see Figure 6.1-9. Buildings with a total of 2 stories or less are exempt.
1. The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.
  2. Planes that are separated by a gap of at least 20 feet in width and 20 feet in depth shall be considered separate façades for the purposes of this standard.
  3. Modulation is not required to be continuous or open to the sky, and may be recessed or projected, but not past the sidewalk line.
  4. Required stepbacks (6.1.5.A), required façade breaks (6.1.7.A), and projected balconies (6.2.7.A) shall not count toward the modulation requirement; balconies that are recessed a minimum of 2 feet shall qualify.
  5. Exception to Façade Area requirement permitted if the street-facing façade meets all of the following standards:
    - a. All windows shall be recessed at least 4 inches.
    - b. The maximum façade length shall be 100 feet.
    - c. The façade shall use a textural material comprised of brick, stone, precast concrete, Venetian plaster, hand-troweled stucco, or porcelain tiles at least 12 by 4 inches. Ceramic tiles, porcelain tiles less than 12 by 4 inches, standard stucco, or flat, polished stone shall not qualify.
    - d. Façade shall employ a tripartite division in which the façade is organized into three horizontal sections with a base, middle, and top.
      - i. The middle section shall be differentiated from both the base and the top through a change in façade plane of at least 4 inches, or a consistent horizontal band that projects at least 4 inches from the façade.
      - ii. The top section shall use a cornice that is at least 1 foot in depth.

Figure 6.1-8: 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 6.1-9: 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.

C. **Alternative Compliance.**

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

## 6.2 Frontage

These standards are intended to:

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

### 6.2.1 GROUND FLOOR FRONTAGES

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

- A. **Commercial Uses.** Frontage types require a minimum percent 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.
- 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; see Figure 6.2-2.
  2. Type B: Residential units on the ground floor shall be permitted with direct access to the street and a minimum setback of 5 feet.
  3. Residential common space on the ground floor shall be permitted per Table 6.2-1.

Figure 6.2-1: Ground Floor Commercial Uses

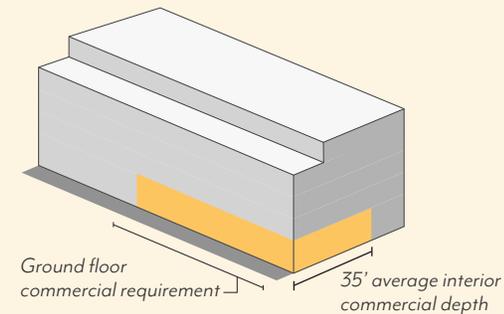


Figure 6.2-2: Ground Floor Residential Units

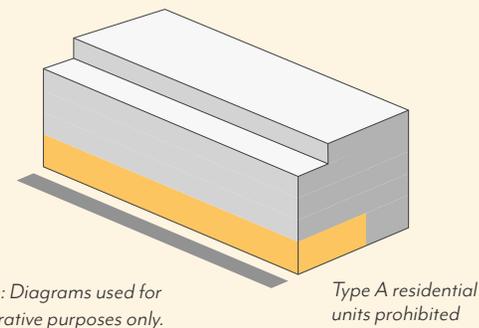


Table 6.2-1: Allowable Ground Floor Building Frontages in Mixed-Use Zones

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

## 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 80% of the building frontage. A limited amount of residential common space (up to 20%) facing the street is permitted to accommodate entrances to upper floor residential. Dwelling units on the ground floor along the 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 20% of the building frontage to be commercial uses, while the remainder (up to 80%) may be used for residential common spaces like lobbies, community rooms, and gyms. Dwelling units on the ground floor along the frontage are not allowed.

**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

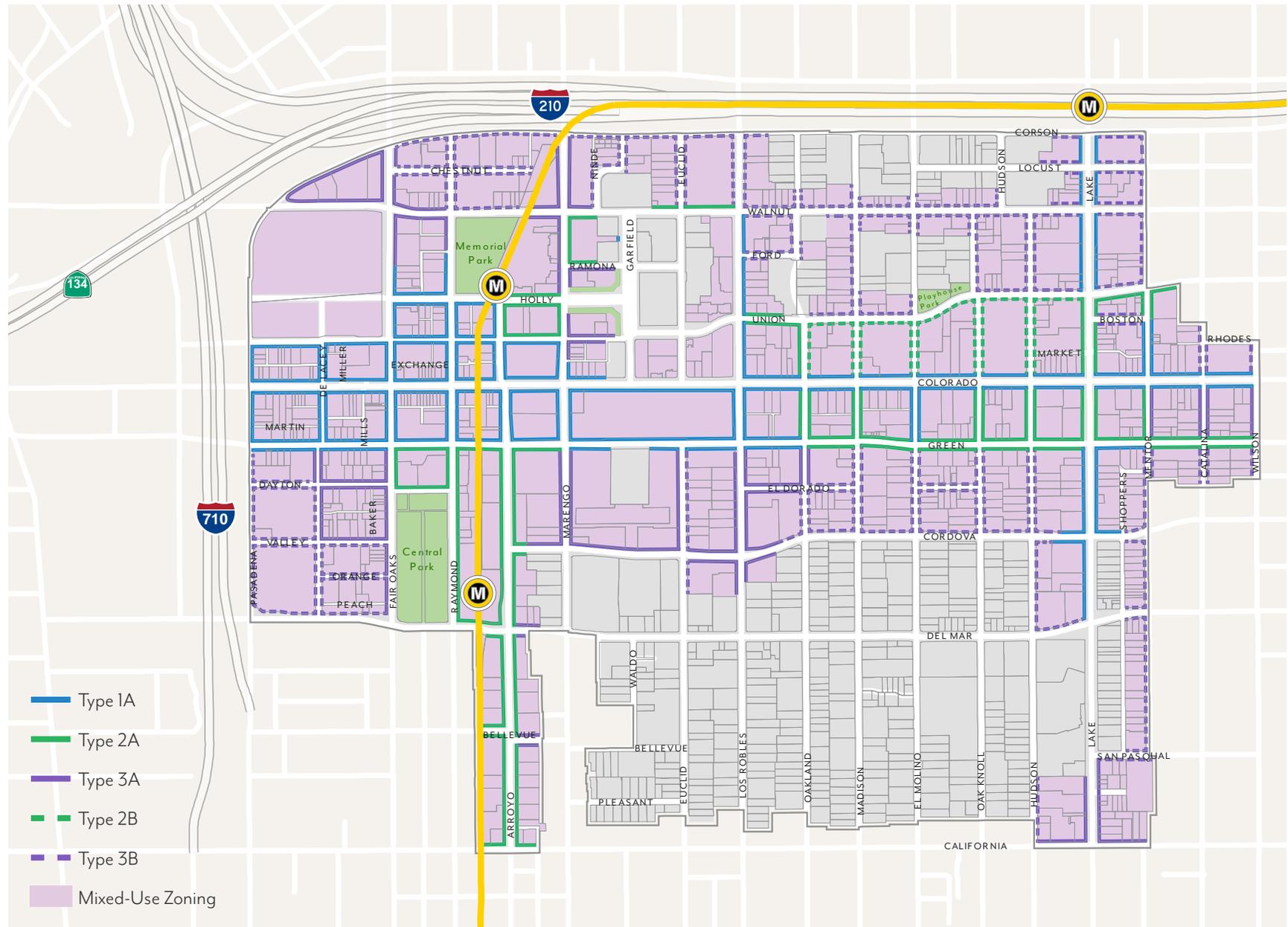
**Type 2B** frontages, like 2A, have a small commercial requirement (20% of building frontage) for a corner store or similar, to provide commercial amenities within walking distance of residents. However, in 2B areas, the urban character is more residential, with larger setbacks. Therefore, residential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



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



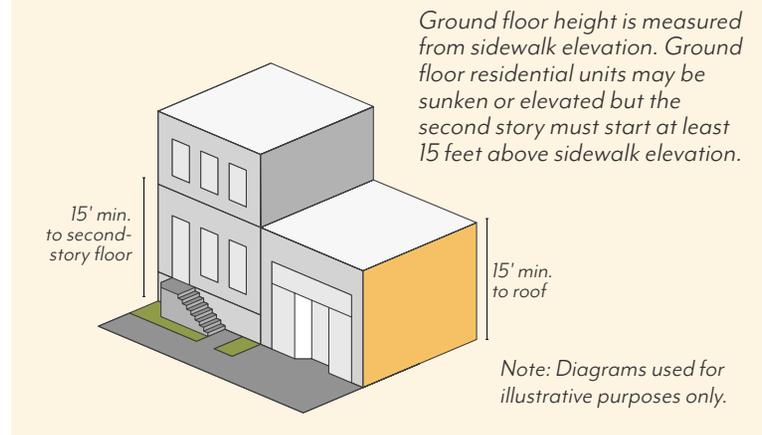
Map 6.2-1: Ground Floor Frontage Types



## 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 sidewalk elevation closest to the primary entrance to the second story floor or roof of a one-story building; see Figure 6.2-2.
1. Exception. Ground floor residential uses with a setback of 10 feet or greater shall have a minimum ground floor height of 12 feet.
  2. 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.
  3. For residential units, the first habitable floor shall be located between 6 feet above and 2 feet below sidewalk elevation.

Figure 6.2-3: Ground Floor Height



### ACTIVE STREET EDGES

Multiple storefronts, entrances, and activities enliven the street, sustain attention, and provide a safe pedestrian environment. Buildings should offer helpful cues to their access through easily distinguishable and differentiated entrances. In general, place retail entrances at corners and lobby entries mid-block. Additionally, windows placed at the ground floor give people inside a knowledge of those on the street, and the people on the street an awareness of the activity inside, a phenomenon known as “eyes on the street.”



Entrances should be well-marked and open to the sidewalk.



Design elements such as separate storefronts add visual interest.

### 6.2.3 TRANSPARENCY

- A. **Windows & Doors.** Street-facing façades 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 each for ground floors and the overall façade.
  - 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 3 inches from the façade; flush windows may be allowed per review authority approval.
  - 4. The use of tinted, mirrored, or highly reflective glass is prohibited.
  - 5. Blinds, drapes, posters, and shelving for product displays visible to the public right-of-way may obscure a maximum of 10 percent of the transparent areas of each respective storefront or 50 percent for medical office uses.
- B. **Blank Walls.** Windowless expanses of street-facing walls shall not exceed 20 feet in length.
- C. **Security Bars.** Any exterior or interior security bars shall be designed to be fully hidden from view during business hours with devices such as concealed side pockets and ceiling cavities.

### 6.2.4 SHADE STRUCTURES

- A. **Awnings & Canopies.** Shading 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.
- B. **Colorado Boulevard.** For projects on the north side of Colorado Boulevard, shade structures 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.
  - 1. Where an arcade or recessed ground floor provides a minimum of 5 feet of unobstructed pedestrian clearance, shade structures are not required.

### TRANSITIONAL OUTDOOR SPACES

Welcoming pedestrians is critical to the success of the District. Therefore, streetscape design and amenities should emphasize pedestrian safety and comfort, as well as protection from sun and rain. Buildings adjacent to the sidewalk should provide overhead cover in the form of awnings, canopies, overhangs, arcades, galleries, especially where there is immature tree canopy or along a southern exposure.



*Awnings shade the sidewalk and outdoor dining.*



*Arcades or galleries may be considered along the sidewalk edge.*

## 6.2.5 ARCADES & GALLERIES

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



Arcades can provide additional cover for pedestrians.

## 6.2.6 EXTERIOR FIXTURES

- A. **Façade Lighting.** Lighting shall be located on façades facing streets and public open spaces at a frequency of every 30 feet or less.
1. Lighting shall be located between 8 and 15 feet above sidewalk elevation and fixtures shall not project more than 30 inches from the façade.
- B. **Venting.** Interior exhaust shall be vented through the roof. Venting that must be routed through the façade due to Building Code requirements shall meet the following criteria:
1. Vents shall be screened by decorative caps or painted to match the façade; and
  2. Vents shall be centered or consistently aligned with another architectural element, such as score lines, windows, or vertical planes.

### FIXTURES & DRAINAGE

Poorly designed downspouts, gutters, scuppers, and similar required fixtures can detract from the appearance of new development. Projects are encouraged to employ one of the following methods to support high-quality facade design:

- » Use of high-quality, durable material (e.g. copper);
- » Minimized appearance through placement at inside building corners and painted to match the building; or
- » Placement interior to the building.



Copper downspouts complementary to architectural style

## 6.2.7 WALLS & FENCES

- A. **Walls & Fences.** Freestanding walls, fences, and raised/landscape planters are permitted within the street setback.
1. Walls and fences shall have a maximum height of 48 inches above sidewalk elevation.
  2. Walls and fences taller than 30 inches shall be a minimum of 50 percent transparent and set back a minimum of 18 inches from the sidewalk line, separated by planted area. Walls and fences 30 inches or less in height do not have a transparency or setback requirement.
  3. Walls and fences used to enclose outdoor dining may be located at the sidewalk line and are not required to provide a planted area if the wall or fence is 36 inches or less and more than 50 percent transparent.
  4. Guardrails may exceed the maximum height to the extent required by the Building Code. The guardrail shall be a minimum of 50 percent transparent.
- B. **Stoops & Patios.** The side of a patio or stoop (when parallel to a sidewalk) taller than 30 inches in height shall be set back a minimum of 18 inches from the sidewalk line, separated by planted area.



*Appropriate residential fence height and placement.*

## 6.2.8 BALCONIES & ROOF DECKS

- A. **Balconies.** Balconies may project a maximum of 4 feet from the building façade but shall not extend beyond the sidewalk line or within 6 feet of any interior property line.
- B. **Roof Decks.** Roof decks shall be set back a minimum of 5 feet from the building edge adjacent to residential zoning districts. The sum of all roof decks on a single building shall not exceed a maximum coverage of 60 percent of the roof area.



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

## 6.3 Open Space

These standards are intended to:

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



*Private Open Space (Balconies)*

### IMPORTANCE OF OPEN SPACE

A variety of high quality, usable and accessible open space contributes to an active public realm and successful building design. A combination of **Private**, **Common**, and **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 & Common Open Space.** Projects shall provide the minimum area of Open Space defined on use and size. Areas used regularly for parking, loading or storage shall not count towards minimum Open Space requirements.
1. **Residential.** Projects with dwelling units shall provide the minimum area of Open Space per Table 6.3-1 as a combination of Private and Common Open Space.
  2. **Non-residential.** Projects with more than 40,000 square feet of non-residential floor area shall provide a minimum of 5 percent of the gross non-residential floor area as Common Open Space.
  3. **Mixed-use.** Projects shall comply with requirements applicable to each type of use above.

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

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

- B. **Publicly Accessible Open Space (PAOS).** Projects with more than 80,000 square feet of gross floor area (GFA) and with frontage identified on Map 6.3-1 shall provide Publicly Accessible Open Space based on a percentage of GFA set in Table 6.3-2.
1. Exception: Projects with less than 80,000 square feet of GFA and selected for plaza development at the northeast corner of Lake Avenue and California Boulevard shown in Map 6.3-1 shall provide a minimum of 400 square feet of PAOS as a corner plaza.
    - a. For projects that provide at least 600 square feet of PAOS and which comply with all standards in Section 6.3.4, other development standards in the CDSP may be modified with review authority approval.
  2. PAOS shall be provided in addition to Private and Common Open Space requirements.
  3. Projects shall comply with PAOS standards per Section 6.3.4 and Paseo standards per Section 6.3.5 where relevant.
    - a. PAOS and Paseo standards may be modified through the Design Review process, if the review authority finds that the modified design continues to be accessible to the public, functional, and includes features such as landscaping, trees, and outdoor seating.



Common Open Space (Courtyard)



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 is required to qualify as 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 is required to qualify as Common Open Space.
- B. **Distribution.** A minimum of 60 percent of the required residential Open Space set in Table 6.3-1 shall be Common Open Space shared among tenants.
  1. A minimum of 70 percent of Common Open Space shall be outdoors, and a minimum of 80 percent of outdoor Common Open Space shall be open to the sky.
  2. A maximum of 30 percent of Common Open Space may be indoors. Indoor Common Open Space shall not include spaces used primarily for circulation.
- C. **Access.** Common Open Spaces may be accessible to the public.
- D. **Hardscape.** A maximum of 25 percent of Common Open Space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- E. **Landscape.** A minimum of 25 percent of Common Open Space shall be planted area with a minimum dimension of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.050.
- F. **Trees.** A minimum of one 24-inch box tree per project or for every 500 square feet of outdoor Common Open Space, whichever is greater, shall be planted within the Common Open Space. For projects with 2 or more trees, a minimum of 50 percent of trees planted shall be shade trees.
- G. **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.

### COMMUNITY GATHERING SPACES

Gathering places such as plazas and courtyards should be useful, as well as attractive; consider them as “outdoor rooms.” They should be comfortable places, amenable to social activity, with plenty of sunlight, shade trees and seating. Lush plants, warm and inviting materials, pleasing details, and quality construction suggest human occupation, physical comfort, and use.



*The presence of uses that will activate outdoor space is encouraged; focal elements should be considered.*



*Plants, furniture, and lighting can help shape, enliven, and give purpose to outdoor space.*

### 6.3.4 PUBLICLY ACCESSIBLE OPEN SPACE (PAOS)

- 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.
- B. **Paseos.** Projects that are required to provide PAOS per 6.3.1.B and are selected for paseo development on Map 6.3-1, are required to meet the minimum area requirement by providing a paseo, defined as a pedestrian passageway that connects a public street to another public street, alley, or internal public space.
  - 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. Refer to Paseo Guidelines.
  - 2. No additional paseo shall be required in opportunity areas where a paseo exists. The existing paseo shall be subject to the standards in Section 6.3.5. The standards may be modified through the design review process, if the review authority finds that the modified design continues to be accessible to the public, functional, and includes features such as landscaping, trees, and outdoor seating.
- C. **Plazas.** Projects selected for plaza development on Map 6.3-1 shall 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 subject to review authority approval; a minimum of 80 percent of the PAOS shall be accessible to the general public.
- 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. **Blank Walls.** PAOS 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.
- N. **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.

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

Project Size (GFA)	80,000-119,999 sq ft	120,000-159,999 sq ft	160,000-199,999 sq ft	200,000+ sq ft
Per Project, sq ft	2%	3%	4%	5%
Exception: Per 6.3.1.B, projects with less than 80,000 square feet of GFA and selected for plaza development at the northeast corner of Lake Avenue and California Boulevard shown in Map 6.3-1 shall provide a minimum of 400 square feet of PAOS as a corner plaza.				

Map 6.3-1: Publicly Accessible Open Space



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

### 6.3.5 PASEOS

- A. **Dimensions.** Paseos shall have an average width of 20 feet, minimum width of 15 feet, and be a minimum of 75 percent open to the sky. Paseos shall have a walk zone with a minimum width of:
- » 10 feet for commercial / mixed-use paseos.
  - » 8 feet for residential-only paseos.
- B. **Access.** Paseos shall be physically and visually accessible from the connecting public sidewalk.
1. Fences, walls, and/or entry gates are permitted; however, these features shall not block passage through the paseo during public hours.
  2. Bollards (fixed or removable) shall be provided at all entry points of paseos to restrict vehicular access during public hours.
  3. Emergency vehicular access shall be provided.
- C. **Signage.** Paseos shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing public hours. In paseos that have commercial frontages, a directory signage shall be provided at each entry the all paseos. Specific sign guidelines shall be created for all properties with building façades immediately adjoining the paseos.
- D. **Hours.** At a minimum, paseos shall be open to the general public from 8am to 8pm. Commercial loading shall be limited to non-public hours.
- E. **Elevation.** Paseos shall be at ground level and ADA accessible.
- F. **Programming.** A maximum of 10 percent of required paseo area may be used by adjacent restaurants or food sales uses as a space restricted to customers only. Any additional programming must be non-transactional and without financial barriers to entry.
1. Exception: Paseos may be closed to public access for private events no more than one day per month.
- G. **Hardscape.** A maximum of 25 percent of paseos shall be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- H. **Stormwater Management.** A minimum of 25 percent of the total paved area shall be permeable paving to allow for stormwater infiltration. Depending on soil and site conditions, infiltration and/or flow-through planters shall be installed to capture and treat 100 percent of the stormwater run-off on-site.
- I. **Seating.** Seating shall be provided within the paseo at a minimum of 1 seat per 300 square feet of required space. Fractions shall be rounded down to the nearest whole number.
- J. **Landscape.** A minimum of 25 percent of paseo area shall be planted area a minimum of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.
- K. **Trees.** A minimum of one 24-inch box tree per project or per each 750 square feet of paseo area, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
1. Trees planted in pots on the ground floor shall not be counted towards the tree requirement.
- L. **Blank Walls.** PAOS 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.
- M. **Common Open Space Credit.** When the area needed to facilitate the connection of a public street to another public street or alley and meet Standard 6.3.5.A is greater than the minimum PAOS requirement, the additional required paseo area may count towards the Common Open Space requirement at a 1:1 ratio.
1. Paseo area in excess of the minimum may count towards a maximum of 50 percent of the Common Open Space requirement at a 1:1 ratio.

## PUBLIC OPEN SPACE GUIDELINES

The following guidelines are intended for all public open spaces, including plazas, paseos, and pocket parks, required or otherwise.

### Framing & Dimensions

- » Walls facing the open space 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 the open space should be screened with landscaping or creative, pedestrian-friendly architecture.
- » Storefronts (commercial), and unit entries or stoops (residential) should front onto the open space, where possible.
- » Design open spaces 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

- » Open spaces should include a sufficient amount of lighting for safe and comfortable night-time use.
  - Lighting should be an integral component of the overall open space 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.
- » Storefronts, stoops, and other entries facing the open space should be designed and lighted to prevent hiding spaces.

### Amenities & Programming

- » Open space 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 open space without financial barriers to entry.



*Public open space with retail storefronts and 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 STANDARDS

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

## 6.4.1 MINIMUM PARKING

- A. **Number of Spaces.** Projects shall provide off-street parking spaces per Table 6.4-1 based on general use classifications, and subject to the standards of PMC 17.46.
  1. Where parking minimums in this Section conflict with state law, state law shall control.
  2. For projects within one-half mile of a Metro station, a maximum number of parking spaces shall apply per PMC 17.50.340.
  3. 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.

Table 6.4-1: Minimum Parking by Land Use

Use Classification <sup>1</sup>	Number of Spaces	Exceptions	Other 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 <sup>2</sup>	No new parking required for: • Projects within designated historic resources (excluding additions) • Changes of use in structures built prior to 1970
Live/Work Units	1.5 per unit		
Recreation, Education & Public Assembly	PMC 17.46.040		
Commercial Entertainment	2 per 1,000 sf	No parking required for: • First 5,000 sf of a project, and • First 500 sf of outdoor dining per tenant	
Office, Professional & Business Support			
Retail Sales, including Restaurants			
Services, excluding Lodging			
Lodging	0.5 per room	No parking required for first 15,000 sf of banquet space	
Industry, Manufacturing & Processing	2 per 1,000 sf		
Transportation, Communications & Utility	PMC 17.46.040		

<sup>1</sup>Use classifications correspond to general use categories in Table 4.3-1. 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.

<sup>2</sup>No shared parking agreement is required; each guest space shall count as 1 commercial space.

## 6.4.2 VEHICLE ACCESS

- A. **Driveways.** For Projects with less than 200 feet of primary street frontage, a maximum of one two-way driveway shall be permitted. For sites with more than 200 feet of primary street frontage, a maximum of 2 two-lane driveways shall be permitted.
1. Driveways are not permitted on primary frontages of less than 200 feet where there is access from a secondary street or alley.
  2. The Zoning Administrator shall determine the primary frontage for purposes of compliance with this subsection.
- B. **Gates.** Controlled entrances to parking shall be located a minimum of 20 feet from the property line to allow for a queueing vehicle without blocking the public right-of-way.
1. Gates at parking entrances shall be designed to conceal associated mechanical equipment.

### 6.4.3 LAYOUT & DESIGN

- A. **Surface Parking.** Parking lots shall comply with PMC 17.46.230 with the following exceptions:
1. Parking 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.
  2. Parking shall be buffered by permitted non-parking uses or a landscaped setback adjacent to the sidewalk line, except for driveways or pedestrian access to the parking area.
    - a. Landscaped setbacks shall include a row of hedges or shrubs with a minimum height of 3 feet at the time of planting that form a continuous visual screen to block vehicle headlights.
- B. **Entrances to Structured Parking.** For structured and subterranean parking, vehicular entrances shall employ the same materials and architectural style as the primary building.
1. Exterior building materials shall wrap into parking entrances/exits for a minimum of 20 feet from the building façade, except areas not visible from public streets.
  2. Entrances shall not be larger than the necessary clearance area.
- C. **Parking Structures.** The ground floor of parking structures shall be buffered by permitted non-parking uses for 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 façades visible from public streets, excluding alleys, shall employ the same materials and architectural style as the primary building.
    - a. Open areas on the façade shall be designed as windows or screened using heavy-gauge metal, precast concrete panels, laminated glass, green walls, photovoltaic panels or other material per review authority.
  2. Vehicular ramps shall not be located within 10 feet of the sidewalk line, except at parking entrances/exits.
  3. A parking structure shall not exceed the height of the tallest building it serves.
- D. **Underground Parking.** Subterranean parking shall be set back a minimum of 5 feet from Green Street and RM zoning. Otherwise, it may extend up to the property line.

#### PARKING STRUCTURES & ENTRANCES



*Entrances integrated in the architecture of the building reduce the visual impacts of parking.*



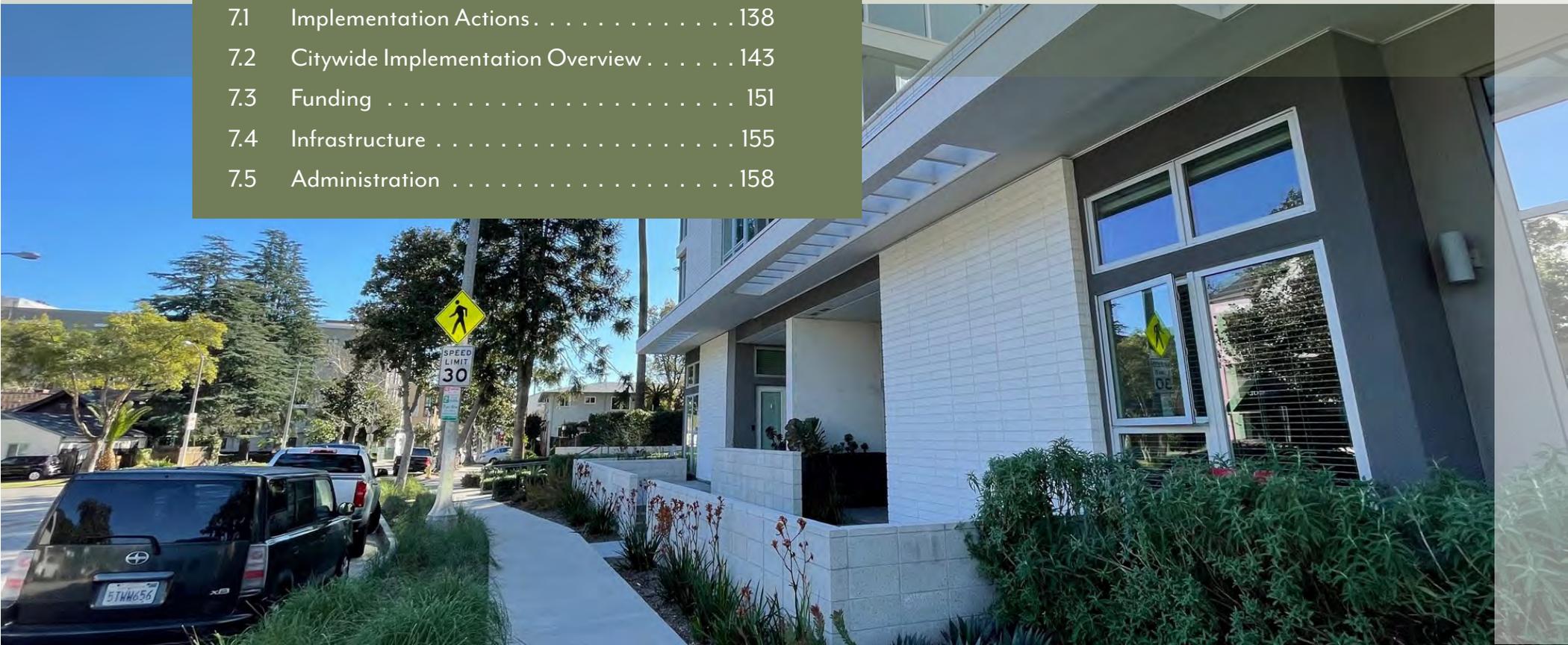
*Garage entrance without screening or façade integration.*

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# Ch. 7

## Implementation & Administration

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PACIFIC-SOUTHWEST TRUST

BJ's RESTAURANT

west elm

PARKING ENTRANCE

# Implementation & Administration

## CHAPTER OVERVIEW

The CDSP 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.

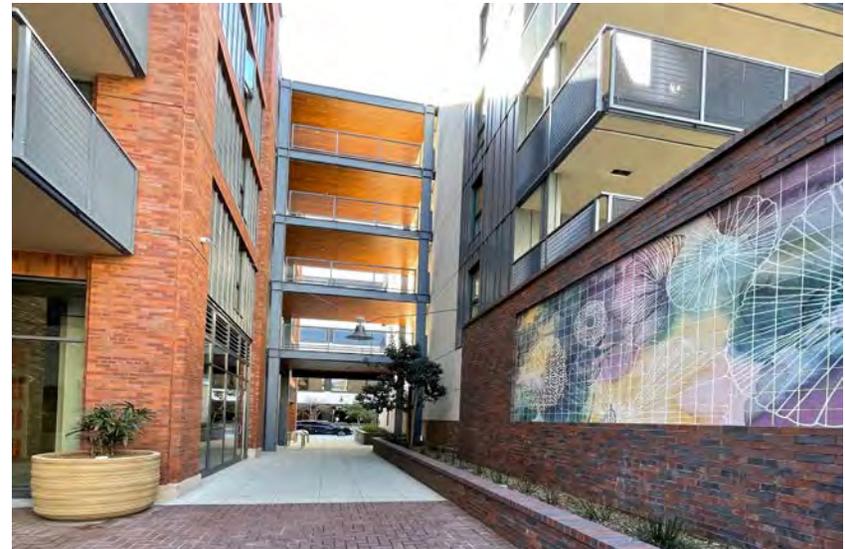
This chapter includes targeted implementation actions intended to help guide and prioritize the implementation of the CDSP. It also provides an overview of existing services, plans, and programs, all of which can be leveraged to help implement the plan. A summary of funding sources is also included to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



*The public realm with amenities including a mural and a parklet for outdoor dining*



*Public art on a pedestrian paseo at the Parsons site*

# 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 CDSP over time with generalized timeframes as follows:

- » **Ongoing:** Periodic or on a continuing basis
- » **Immediate:** Upon adoption of the CDSP
- » **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 CDSP, including description, timeframe, and responsible parties for each action. Information included for each action is intended to help guide the City in taking next steps, which will include additional planning, coordination, community input, and public processes.

### RESPONSIBLE AGENCIES:

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

Table 7.1-1: Central District Specific Plan Implementation Actions

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

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

Action	Description	Timeframe	Potential Funding Sources Relevant CIP Programs	Responsible Agencies
<b>Infrastructure, Mobility, and Sustainability (IMS)</b>				
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	General Fund Street Tree Replacement Deposit CIP: • Tree Replacement/Planting Citywide FY 2023-2027 (78959) <sup>1</sup>	PWD
IMS-2: Paseo Network	Study the feasibility of implementing the paseo network as described in Map 6.3-1 through City and other public funding, public-private partnerships, or other funding mechanisms, such as grants, that are not reliant solely on redevelopment of adjacent parcels.	Medium-Term	General Fund Community Development Block Grant	P&CDD, PRC&S
IMS-3: Complete Street Program Improvements	Identify opportunities for safety and mobility improvements and enhancements consistent with DOT's Complete Street Program, such as signalized and pedestrian scrambled crosswalks, bulb-outs or curb extensions, bus shelters, bicycle racks, and medians. Projects should incorporate best practices in universal design and sustainable elements like bioswales, and cooling strategies like green infrastructure, cool pavements, shade trees, and other cooling amenities.	Near-Term	Gas Tax Traffic Reduction Fee CIP: • Citywide Complete Streets Program FY 2021-2025 (75114) <sup>2</sup> • Pedestrian Crossing Enhancements Program FY 2021-2025 (75112) <sup>3</sup> • Installation of Leading Pedestrian Interval and Audible Signals and Signalized Intersections (75125) <sup>4</sup> • Citywide Continental Crosswalk Implementation	PWD, DOT, P&CDD
IMS-4: Freeway Stub Redevelopment	Plan for the redevelopment of the 710 freeway stub and explore ways to connect the area to the CDSF with the creation of walkable streetscapes, new housing and employment opportunities, and expanded open space.	Near-Term	Reconnecting Communities Grant, US Department of Transportation General Fund	P&CDD DOT, PWD, PR&CS, EDD, PWP

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
IMS-5: Bicycle Transportation Action Plan (BTAP) Facilities	Support implementation of bicycle infrastructure in alignment with DOT’s BTAP, including facilities on Union Street, El Molino Avenue and Wilson Avenue. Explore future bicycle facilities along corridors including, but not limited to, Cordova Street, Green Street, and Raymond Avenue, as well as those linking the Central District to surrounding communities and the Arroyo Seco.	Medium-Term	<ul style="list-style-type: none"> <li>ARPA</li> <li>ATP</li> <li>Gas Tax</li> <li>Measure R Transportation Fund</li> <li>MTA Grant</li> <li>Private Capital</li> <li>Sewer Fund</li> <li>Surface Transportation Program</li> <li>TDA Article 3</li> <li>Traffic Reduction Fee</li> <li>CIP:                             <ul style="list-style-type: none"> <li>• Citywide Complete Streets Program FY 2021-2025 (75114) <sup>2</sup></li> <li>• Greenway (Bike Boulevard) Implementation FY 2024-2028 (75126) <sup>5</sup></li> </ul> </li> </ul>	DOT
IMS-6: Streetscape Programs	<p>Explore opportunities to develop Streetscape Programs, with improvements that address pedestrian safety, comfort, and amenities, including for:</p> <ul style="list-style-type: none"> <li style="width: 50%;">• Lake Ave (north of Colorado)</li> <li style="width: 50%;">• Arroyo Pkwy</li> <li style="width: 50%;">• Colorado Blvd (Playhouse)</li> <li style="width: 50%;">• Raymond Ave</li> </ul> <p>Plans should complement surrounding areas and be cohesive with other plans (i.e. South Fair Oaks Specific Plan, South Lake Avenue Streetscape Plan). Review and update existing streetscape plans as need and opportunity arise.</p>	Medium-Term	<ul style="list-style-type: none"> <li>Commercial Development Fee</li> <li>Community Development Block Grant</li> <li>CIP:                             <ul style="list-style-type: none"> <li>• Pedestrian Crossing Enhancements Program FY 2021-2025 (75112) <sup>3</sup></li> <li>• Pasadena Pedestrian Plan – Outreach and Conceptual Design (75511) <sup>6</sup></li> <li>• Playhouse Village (N Lake Ave from Colorado Blvd to Corson St) – Feasibility Study</li> <li>• Playhouse Village – Colorado Blvd Enhancements from Madison Ave to Oak Knoll Ave – Feasibility Study</li> </ul> </li> </ul>	DOT, PWD, P&CDD
IMS-7: Adaptive Reuse Program	Examine the viability of a new adaptive reuse program with development standards, incentives and waivers, especially as it relates to the conversion of underutilized office buildings to residential housing along Lake Avenue within the Mid-Lake subarea.	Near-Term	<ul style="list-style-type: none"> <li>General Fund</li> </ul>	P&CDD

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
<b>Community Identity, Programming and Public Art (PA)</b>				
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	General Fund	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	Rotating Public Art Exhibition Program Cultural Affairs Annual Grant Program	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	Public Art Program	A&CAD
PA-4: Paseo Activation	Work with BIDs to create physical design interventions, showcase local artists and businesses, and develop creative programming to draw people to use new and existing paseos as public space.	Medium-Term	BID Membership Fees Cultural Affairs Annual Grant Program	EDD A&CAD
PA-4: Temporary Art Installations in Empty Storefronts	Connect building owners with arts organizations to develop new temporary art installations in empty storefronts along streets in the plan area.	Medium-Term	BID Membership Fees Cultural Affairs Annual Grant Program	A&CAD
PA-5: Business Improvement Districts	Engage BIDs, including Old Pasadena, Playhouse Village and South Lake, to strengthen opportunities for placemaking and community identity, potentially including the commissioning of public art as a suggested use of membership fees.	Medium-Term	BID Membership Fees	EDD
PA-6: Community Parks	Identify potential locations suitable for new neighborhood parks and recreational facilities, along with funding opportunities and programming ideas, with priority given to areas that are currently without convenient park access, as determined by an updated Green Space, Recreation, and Parks Master Plan Element or a separate needs assessment/analysis.	Medium-Term	General Fund Residential Impact Fee Community Development Block Grant Measure A CIP: • Citywide Sports Facilities Improvements and Installations FY 2023-2027 (78044) <sup>7</sup> • Citywide Parks Playground Shade Structure Installations FY 2024-2028	PR&CS P&CDD

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
PA-7: Shared Facilities	Work with the Pasadena Unified School District for expanded use of their land and facilities within and near the Central District, such as McKinley School, emphasizing increased recreational opportunities for the greater community.	Medium-Term	General Fund	EDD PR&CS P&CDD

## GLOSSARY:

- » **AHSC:** Affordable Housing and Sustainable Communities Program (CA State Funding)
- » **ARPA:** American Rescue Plan Act of 2021 (Federal Funding)
- » **ATP:** Active Transportation Program (CA State Funding)
- » **BID:** Business Improvement District
- » **CIP:** Pasadena Capital Improvement Program (adopted 2023-2027 and recommended 2024-2028 programs)
- » **MTA:** Los Angeles County Metropolitan Transit Authority
- » **TDA:** Transportation Development Act (CA State Funding)

<sup>1</sup> This project will provide for the replacement, planting, and watering of public trees citywide. It will allow City staff to apply for grant funding to help finance the planting and watering of trees that need to be replaced. 100 trees will be planted with 40 weeks of watering in FY 2023.

<sup>2</sup> The Citywide Complete Streets Program is a comprehensive process for managing traffic volume, travel speeds, and traffic-related noise in the City's residential neighborhoods. The program relies heavily on community input to determine the traffic management measures that are best suited for a particular neighborhood. Specific measures include reconfiguration or installation of roadway striping, alteration of signal timing, installation of regulatory or warning signs, and installation of traffic calming devices. Ongoing work, including speed hump investigations, preferential parking program and Neighborhood Traffic Management Program (NTMP) will continue in FY 2024. A specific NTMP for the neighborhood of Mountain St./El Molino Ave. area (between Los Robles Ave. and Lake Ave.) will begin in FY 2024.

<sup>3</sup> This project provides for the installation of enhancements to uncontrolled marked crosswalks, including the design and installation of enhanced pedestrian signage with lights, pedestrian traffic signals, bulb-outs, median islands, enhanced crosswalk markings, and other pedestrian safety enhancements. Existing uncontrolled marked crosswalks will also be evaluated to determine if warrants for enhanced crosswalk warning devices are met.

<sup>4</sup> This project provides for the installation of leading pedestrian interval and audible pedestrian signals at approximately 70 signalized intersections, including along the corridors of Lake Avenue, Colorado Boulevard, Fair Oaks Avenue, Walnut Street, Marengo Avenue, and Los Robles Avenue. Construction will begin in FY 2024.

<sup>5</sup> This project provides for the design of enhancements to the accessibility and safety of the bicycle network along four north-south corridors in Pasadena identified as Greenways. The corridors include street segments of El Molino Avenue and Wilson Avenue. Neighborhood outreach along each corridor would be included as part of the final design process. A final Greenway work plan for all four corridors is being developed, pending the execution of a Metro funding agreement for Measure R MIP funding.

<sup>6</sup> This project provides for the implementation of the Pasadena Pedestrian Plan. The plan has identified ten opportunity corridors with suggestions on pedestrian safety enhancements throughout the City. Corridors include Fair Oaks Avenue, Los Robles Avenue, Lake Avenue, Raymond Avenue and Del Mar Boulevard. This project will allow for a conceptual design and public outreach for each of the corridors identified in the plan beginning in FY 2024.

<sup>7</sup> This project provides for renovations to and replacement of sports fields and sports courts, including a new gate and ADA access to the McKinley School courts off El Molino Avenue to be constructed in FY 2024.

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

### EQUITABLE IMPLEMENTATION

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

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

### 1. General Fund

**WHO:** Mayor & City Council

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

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

**LEARN MORE HERE:**

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

## 2. Capital Improvement Program



**WHO:** Department of Public Works

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

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

**LEARN MORE HERE:**

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

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*Colorado Boulevard Streetscape Concept Image courtesy of Playhouse Village Association and Moule & Polyzoides*

## 3. Master Street Tree Plan



**WHO:** Urban Forestry Program, Department of Public Works

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

**WHEN:** Periodically

**LEARN MORE HERE:**

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

## 4. Tree Protection Ordinance

**WHO:** Urban Forestry Program, Department of Public Works

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

**WHEN:** Ongoing

**LEARN MORE HERE:**

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

## 5. Complete Streets Program



**WHO:** Department of Transportation

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

**WHEN:** Ongoing

**LEARN MORE HERE:**

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

## 6. Water Conservation, Recycling, Stormwater Management

**WHO:** Department of Water and Power

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

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

**LEARN MORE HERE:**

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

## 7. Energy and Energy Efficiency

**WHO:** Department of Water and Power

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

**WHEN:** Ongoing

**LEARN MORE HERE:**

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

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

## 8. Climate Action Plan



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

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

**WHEN:** Ongoing

**LEARN MORE HERE:**

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

## 9. Development Impact Fees

**WHO:** Planning 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

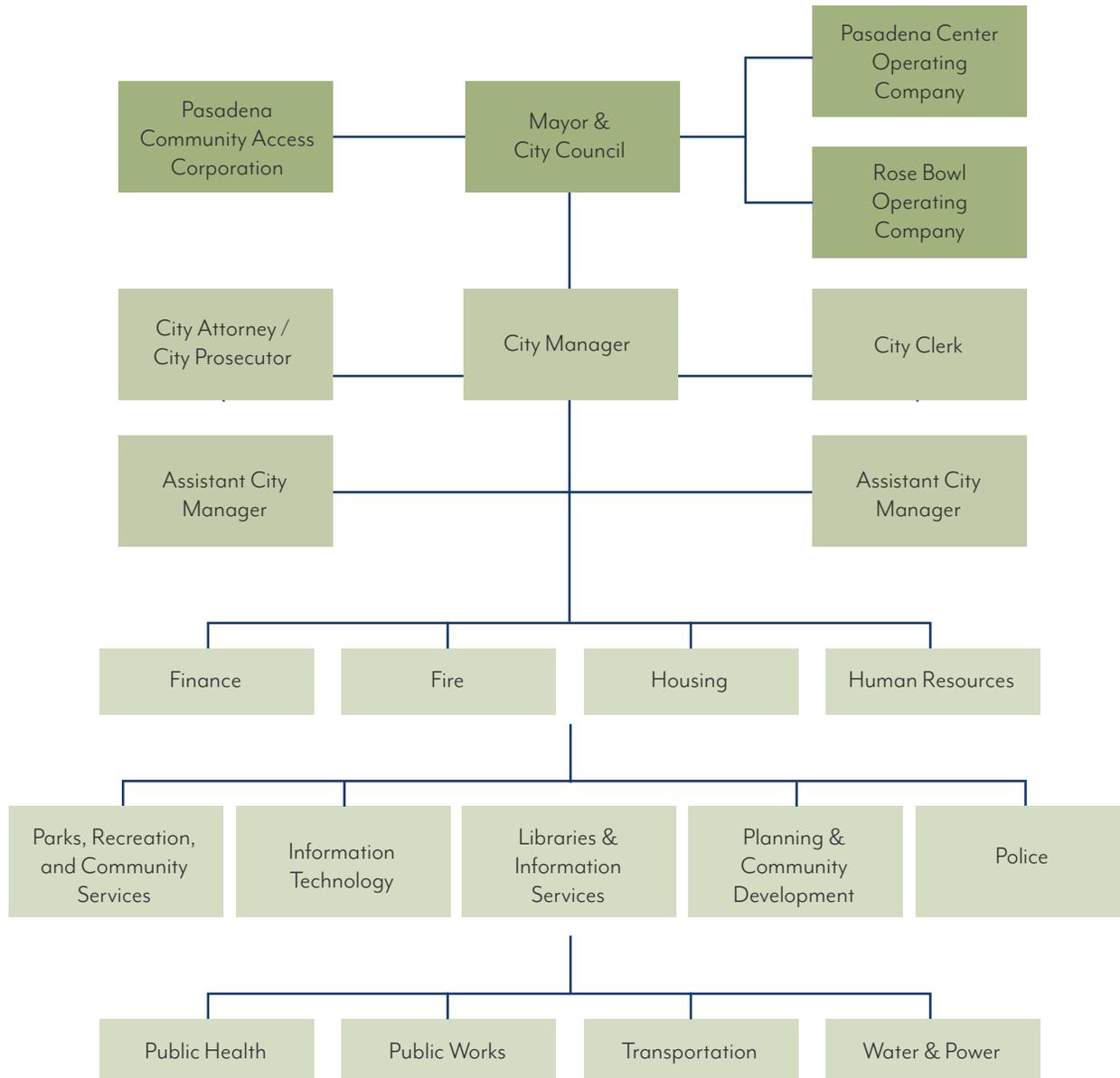
**WHAT:** Responsible for encouraging business investment opportunities and supporting business retention and attraction activities in Pasadena. As part of the City Manager's Office, the Economic Development Division provides resources to help businesses, including assistance locating a site for a new 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/>

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

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

Funding Source Category	Funding Source	Improvement Category			
		Pedestrian Enhancements	Streetscape	Public Art	Affordable Housing
Land-Secured Financing	Business Improvement District (BID)/Property-Based Business Improvement District (PBID)	✓	✓	✓	
	Community Facilities Districts (Mello-Roos)	✓	✓		
Development 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.

#### **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.

#### **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 CDSP 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 CDSP or benefit the City as a whole. Programs with high applicability to the CDSP 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 CDSP. Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Local jurisdictions, transit operators, and other public agencies are eligible to submit applications proposing projects for funding.

## **NEW MARKETS TAX CREDIT (NMTC)**

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

## **NEW AND FUTURE RESOURCES**

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

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

## 7.4 Infrastructure

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

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

### 7.4.1 TRANSPORTATION

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

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

### 7.4.2 WASTEWATER SYSTEM

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

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

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

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

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<sup>1</sup> 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).<sup>2</sup> 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.

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

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

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

### 7.4.5 STORMWATER SYSTEM

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

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

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

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

#### 7.4.6 ELECTRIC SYSTEM

PWP provides electric services in the Specific Plan area with an energy system consisting of 16,58 linear miles of overhead and underground power line, 11,163 poles, and 11 substations.<sup>3</sup> 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.<sup>4</sup> 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.<sup>5</sup> 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.

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

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

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

## 7.5 Administration

### 7.5.1 GENERAL

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

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

### 7.5.2 AUTHORITY

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

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

### 7.5.3 APPLICABILITY

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

### 7.5.4 INTERPRETATION, CONFLICT AND SEVERABILITY

#### A. Interpretation

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

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

#### B. Conflict

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

#### C. Severability

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

### 7.5.5 REVIEW AND APPROVAL PROCESS

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

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# A.1 Definitions

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

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

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

**Curb zone:** See 'amenity zone'.

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

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

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

**Frontage zone:** See 'building frontage zone'.

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

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

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

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

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

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

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

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

**Project:** Refer to PMC 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.

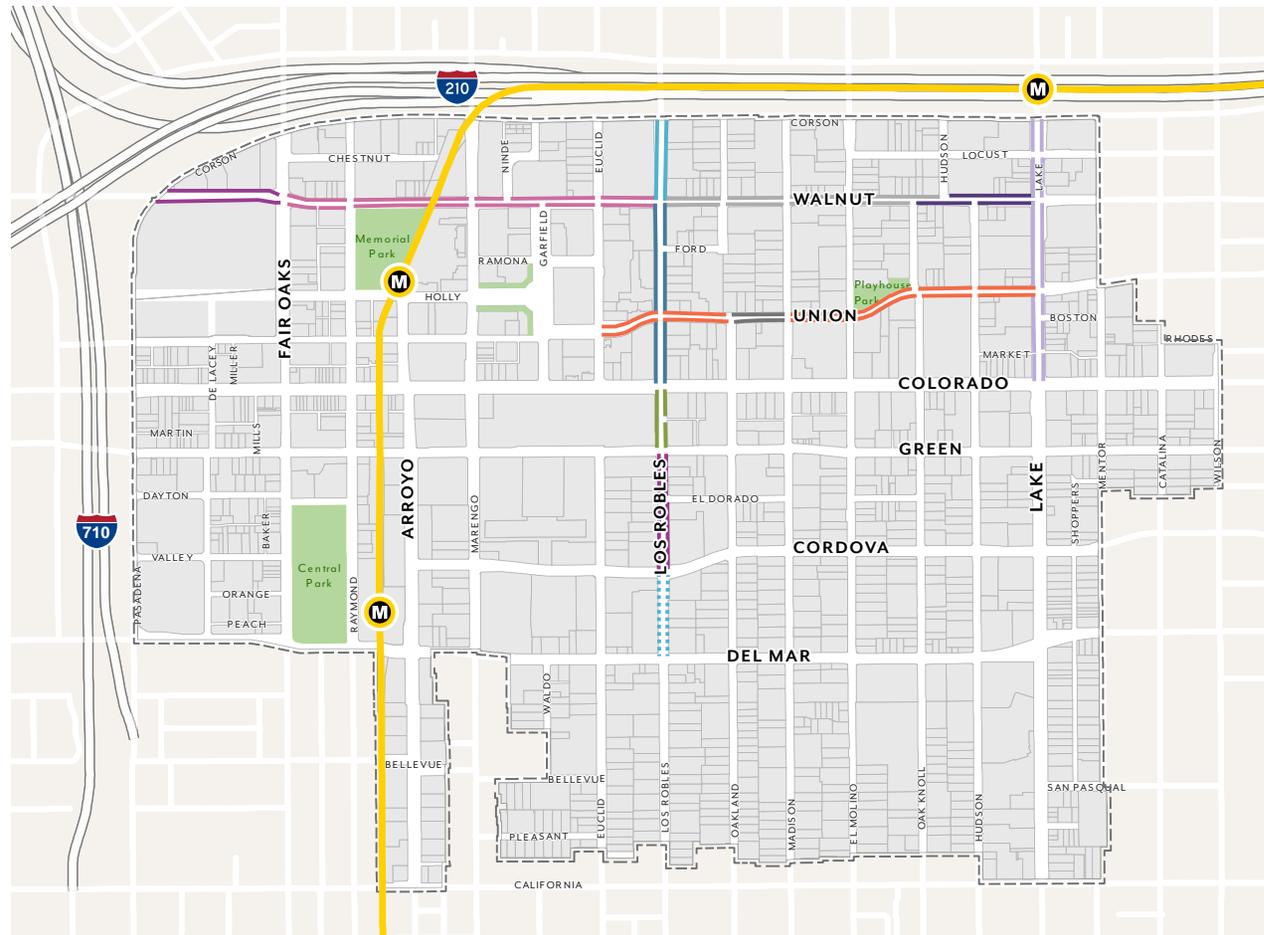
## A.2 Design Guidance for Tree Selection

While the City of Pasadena Department of Public Works' Master Street Tree Plan (MSTP) ultimately determines what tree species is planted in public right-of-way, this appendix to the Central District Specific Plan (CDSP) 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 Central District's street trees with the vision, goals, and policies in the CDSP related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm. This appendix includes a description of the existing street trees and recommendations for potential new species along four key corridors in the CDSP area that have the greatest need to enhance canopy, and which are not managed through an adopted streetscape plan already.



*Bradford Pear tree on Los Robles Avenue*

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



**Pasadena Master Street Tree Plan**

- Bradford Pear
- Maidenhair Tree (Ginkgo)
- Chinese Pistache
- Live Oak
- Mesa Oak
- Cork Oak
- Oak Species
- Bradford Pear
- Windmill Palm
- Southern Magnolia
- Live Oak
- London Plane
- London Plane
- No room for replant
- No designated species at this site
- Specific Plan Area
- M Metro Station
- Metro A Line (Gold)

## A.2.1 GENERAL DESCRIPTION OF EXISTING AND DESIGNATED STREET TREE SPECIES

### **American Sweetgum** (*Liquidambar styraciflua*)

The American Sweetgum is a deciduous tree that grows in an upright and conical manner. The American Sweetgum is native to the eastern United States and characterized by brilliant colors of yellow, red, and orange during the fall. American Sweetgum can grow up to a height of 80 feet, and a tree crown spread (tree canopy width) of 40 feet. When given a sufficient planting area and room for its canopy, the American Sweetgum grows well in urban conditions and provides expansive shade for a majority of the year.

### **Bradford Pear a.k.a “Ornamental Pear** (*Pyrus calleryana ‘Bradford’*)

The Bradford Pear is a deciduous tree and characterized by a rounded tree canopy and ovate leaf shape. Native to China, Taiwan, and Japan, the Bradford Pear is suited to warmer climates. Bradford Pear trees are resilient to most soil types and require full sun exposure. Bradford Pears can grow up to 45 feet in height with a tree canopy width of 45 feet, but typically remain smaller as pedestrian-scaled street trees with low canopies within the constraints of urban conditions.

### **Chinese Flame** (*Koelreuteria bipinnata*)

The Chinese Flame Tree is a deciduous tree species native to China and characterized by a rounded tree canopy with oval shaped leaves. The tree produces bright yellow flowers that emerge in late summer, followed by burgundy to tan-colored fruits that resemble Chinese lanterns. Once established, these can trees grow up to 40 feet in height with a tree canopy width of 30 feet. The Chinese Flame tree is drought tolerant and provides an expansive shade canopy throughout the spring, summer, and fall.

### **Chinese Pistache** (*Pistacia chinensis*)

The Chinese Pistache tree is a deciduous tree characterized by a rounded tree canopy and radiant colors of yellow, brown, and red during the fall. Native to China, the Chinese Pistache can tolerate low water conditions and warmer climates, thus making it a resilient tree. Chinese Pistaches can grow up to 35 feet in height with a tree canopy width of 35 feet. When given a sufficient room to grow, the Chinese Pistache can fare well in urban conditions and provide an expansive shade canopy for a portion of the year.

### **Coast Live Oak** (*Quercus agrifolia*)

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

### **Cork Oak** (*Quercus suber*)

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

### **Crape Myrtle** (*Lagerstroemia indica*)

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

### **Holly Oak** (*Quercus ilex*)

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

**Jacaranda** (*Jacaranda mimosifolia*)

The Jacaranda is a partly deciduous tree renowned for its rounded tree shape and vibrant flowers. The Jacaranda is native to south-central South America and characterized by fern-like foliage and attractive violet-color flowers which bloom in spring and summer. Jacarandas can grow up to 50 feet in height with a tree canopy width of 30 feet. The Jacaranda tree is fast growing and drought tolerant and can provide shade for a majority of the year.

**London Plane** (*Platanus x acerifolia*)

The London Plane tree is deciduous tree that is characterized by its palmate leaves, tall, oval or pyramidal tree shapes, and beautiful mottled white/gray bark. The London Plane tree is a hybrid of the American sycamore and oriental planetree. Once established, the tree can grow up to 85 feet high and a tree canopy width of 70 feet. The London Plane is fast growing and is known for tolerating air pollution. .

**Maidenhair Tree a.k.a. “Ginkgo”** (*Ginkgo biloba*)

The Maidenhair tree is a deciduous tree that grows upright and conical manner. The Maidenhair Tree is native to China and is characterized by its fan shaped leaves. The leaves produce a brilliant gold yellow color in the fall. Once established, the tree can grow up to 100 feet in certain conditions but can commonly grow to 65 feet. The tree canopy width can grow up to 25 feet. When used as a street tree, the Maidenhair tree can create a beautiful visual throughout the seasons. The Ginkgo tree grows well in urban environments, as it can thrive in confined conditions and is resistant to air pollution and heat.

**Mesa Oak** (*Quercus engelmannii*)

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

**Queensland Lacebark a.k.a. “Hat Tree” or “Pink Flame”** (*Brachychiton discolor*)

The Queensland Lacebark is a part deciduous tree that grows in an upright and conical manner. The Queensland Lacebark is native to Australia and is characterized by its showy deep pink or red flowers. Queensland Lacebarks can grow up to height of 65 feet, and a tree canopy width of 30 feet. When given a sufficient planting area, the Queensland Lacebark grows well in urban conditions and provides extensive shade for a majority of the year.

**Queensland Pittosporum** (*Auranticarpa rhombifolia*)

The Queensland Pittosporum is an evergreen tree that grows in an upright and rounded manner. The Queensland Pittosporum is native to Australia and characterized by its diamond shaped leaves. Queensland Pittosporums can grow up to height of 35 feet, and a tree canopy width of 20 feet. The Queensland Pittosporum is an example of a tree that grows well in urban conditions.

**Southern Live Oak** (*Quercus virginiana*)

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

**Southern Magnolia** (*Magnolia grandiflora*)

The Southern Magnolia is an evergreen tree that grow in a rounded manner. The Southern Magnolia is native to the Southeastern region of the United States and is characterized by its dark green leaves and fruit-scented creamy white flowers. Southern Magnolias can grow up to 80 feet, and a tree canopy width of 60 feet. When given sufficient room for its canopy, the South Magnolia can provide expansive shade year-round.

**Windmill Palm** (*Trachycarpus fortunei*)

The Windmill Palm is an evergreen tree that grows upright in a palm shaped manner. The Windmill Palm is native to Central China is characterized by its fan-shaped leaves. Windmill Palms can grow up to 30 feet, and a tree canopy width of 10 feet. Once established, the Windmill Palm can serve as a decorative street tree in urban conditions but does not provide much shade for pedestrian comfort.

## A.2.2 STREET SEGMENT EXISTING CONDITIONS

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

- » **Walnut St (Corson St. to Lake Ave.)**
- » **Los Robles Ave (Corson St. to Del Mar Blvd.)**
- » **Lake Ave. (Corson St. to Colorado Blvd.)**
- » **Union St. (Euclid Ave. to Lake Ave.)**



*Crape Myrtle tree at 801 E Walnut Street*

## WALNUT STREET (CORSON STREET TO LAKE AVENUE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
<b>Walnut Street (from Corson Street to Mentor Avenue)</b>			
<b>Corson St. to Fair Oaks Ave.</b>	<b>Crape Myrtle</b>	Crape Myrtle	13
		Southern Magnolia	11
<b>Fair Oaks Ave. to Los Robles Ave.</b>	<b>Maidenhair Tree (Ginkgo)</b>	Bradford Pear	3
		Crape Myrtle	3
		American Sweetgum	12
<b>Los Robles Ave. to Hudson Ave.</b>	<b>No designated species at this site</b>	Chinese Pistache	10
<b>Hudson Ave. to Lake Ave.</b>	<b>Chinese Pistache</b>	Chinese Pistache	6
		Crape Myrtle	9
		Chinese Flame	1

Existing street trees planted along Walnut Street are somewhat aligned with MSTP designations. Only the Crape Myrtle trees between Corson Street and Fair Oaks Avenue and the Chinese Pistache trees between Hudson Avenue and Lake Avenue align with the existing street tree designations. Numerous Southern Magnolia and American Sweetgum trees are planted along Walnut Street despite not being designated for this segment in the MSTP. The five-block extent between Los Robles Avenue and Hudson Avenue lacks a designated street tree in the MSTP, however ten Chinese Pistache trees are planted on the south side of the street between El Molino Avenue and Oak Knoll Avenue.

### Crape Myrtle

Twenty-five Crape Myrtle trees (*Lagerstroemia indica*) are planted along Walnut Street within the CDSP area, with tree heights ranging from 10 to 20 feet and tree canopies typically between 10 to 15 feet. As smaller, deciduous trees, Crape Myrtles provide most effective shade coverage when grouped closely together, such as the row of five trees planted outside the condominiums at 801 E Walnut Street. When flowering in the summer, Crape Myrtles' bright pink flowers create a colorful visual accent, which is followed by showy fall foliage.

**Southern Magnolia**

Eleven Southern Magnolia trees (*Magnolia grandiflora*) are planted along Walnut Street within the CDSP area, with tree heights ranging from 30 to 45 feet, and tree canopies ranging from 20 to 30 feet. As large, evergreen trees, Southern Magnolias can provide expansive year-round shade coverage, however the group of Southern Magnolias planted at 101 W Walnut Street have limited room for outward tree canopy growth due to the adjacent development.

**American Sweetgum**

Twelve American Sweetgum trees (*Liquidambar styraciflua*) are currently planted along Walnut Street within the CDSP area, with tree heights ranging from 30 to 55 feet and tree canopies ranging from 20 to 40 feet. As large, deciduous trees, American Sweetgums provide expansive shade coverage for most of the spring, summer, and fall months. While an ideal environment would provide space for their canopy to grow outward as they mature, the trees planted between Raymond Avenue and Euclid Avenue still appear healthy while maintaining the more conical shape typical of younger American Sweetgum trees.



*American Sweetgum trees at 170 E Walnut St*

**Bradford Pear**

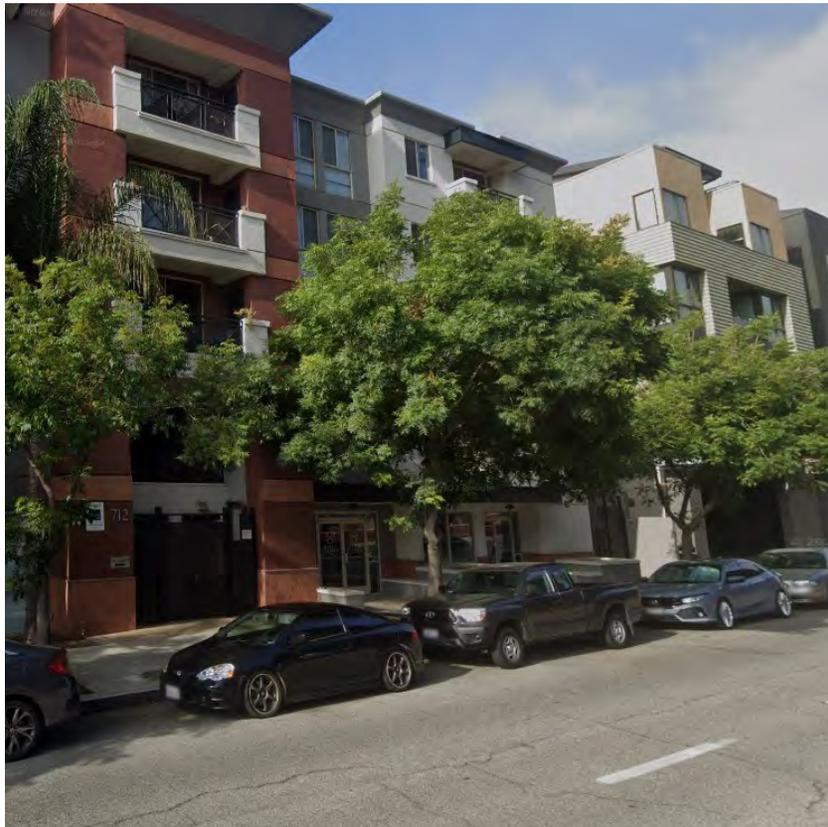
Three Bradford Pear trees (*Pyrus Calleryana* 'Bradford') are currently planted along Walnut Street within the CDSP area with tree heights ranging from 40 to 50 feet and tree canopies ranging from 30 to 35 feet. As large deciduous trees, the Bradford Pears provide shade coverage for most of the year, as well as radiant red and golden leaves during the fall/winter months and attractive white flowers when in bloom. The 3 Bradford Pear trees located on the Walnut St. side of the multi-story hotel at 191 Los Robles Ave. appear healthy and provide significant sidewalk shade, although outward canopy growth is limited by the adjacent building which is built to the sidewalk.



*Southern Magnolia trees at 101 W Walnut St*

### Chinese Pistache

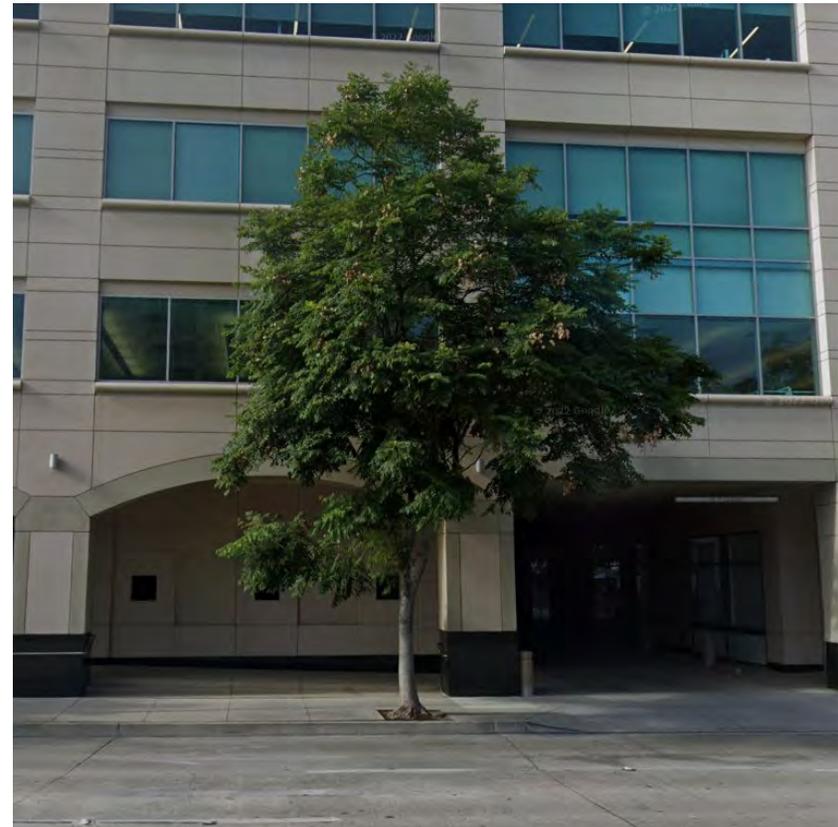
Ten Chinese Pistache (*Pistacia chinensis*) are currently planted along Walnut Street within the CDSP area, with tree heights ranging from 20 to 40 feet and tree canopies ranging from 20 to 35 feet. As large, deciduous trees, the Chinese Pistache tree can provide expansive shade coverage for most of the year, and produce brilliant gold and red colors in the fall months. The ideal environment for the trees would allow for the tree canopy grow outward as they mature. The groups of Chinese Pistache trees at 712 and 888 Walnut Street appear to be healthy, although outward canopy growth is slightly limited in areas where the adjacent building is built to the sidewalk.



*Chinese Pistache trees at 712 Walnut St*

### Chinese Flame Tree

One Chinese Flame Tree (*Koelreuteria bipinnata*) is currently planted along Walnut Street within the CDSP area, with a tree height of 20 feet and a tree canopy of approximately 15 feet. As a large deciduous tree, the Chinese Flame Tree can provide expansive shade coverage for most of the year. During the summer months, the tree produces bright yellow flowers followed by burgundy to tan-colored, papery fruits that resemble Chinese style lanterns. The Chinese Flame Tree at 888 Walnut Street appears to be growing well, although outward canopy growth is limited by the adjacent building which is built to the sidewalk.



*Chinese Flame tree at 888 Walnut St*

**LOS ROBLES AVENUE  
(CORSON STREET TO DEL MAR BOULEVARD)**

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
<b>Los Robles Avenue (Corson Street to Del Mar Boulevard)</b>			
<b>Corson St. to Walnut St.</b>	<b>Live Oak, Mesa Oak, Cork Oak</b>	Evergreen Pear	1
		Bradford Pear	11
		Holly Oak	2
<b>Walnut St. to Green St.</b>	<b>Bradford Pear, Windmill Palm</b>	Bradford Pear	33
		Windmill Palm	5
<b>Colorado Blvd. to Green St.</b>	<b>Southern Magnolia</b>	Bradford Pear	9
<b>Green St. to Cordova St.</b>	<b>Bradford Pear</b>	Bradford Pear	16
		Queensland Pittosporum	1
<b>Cordova St. to Del Mar Blvd.</b>	<b>Oak Species</b>	Live Oak	5
		Holly Oak	2

Existing street trees planted along Los Robles Avenue in the CDSP area occasionally align with MSTP designations. The Bradford Pear is the primary street tree that is planted along the corridor that is also designated in the MSTP. Along Los Robles Avenue, the Bradford Pear and Windmill Palm trees planted between Walnut Street and Green Street, the Bradford Pear trees planted between Green Street and Cordova Street, and the Oak Species planted between Cordova Street and Del Mar Boulevard correctly align with the existing designations in the MSTP.

**Bradford Pear**

Sixty-eight Bradford Pear trees (*Pyrus calleryana* ‘Bradford’) are currently planted along Los Robles Avenue within the CDSP area, with tree heights ranging from 25 to 45 feet and tree canopies ranging from 10 to 45 feet. As a large deciduous tree, the Bradford Pear provides shade coverage for most of the year, as well as radiant red and golden leaves during the fall/winter months and attractive white flowers when in bloom. Most of the Bradford Pear trees along Los Robles Avenue appear healthy, with wide rounded canopies reflecting the spacious conditions for growth allowed by wide sidewalks and building setbacks and lower building heights.



*Bradford Pear tree at 142 Los Robles Ave*

**Holly Oak**

Two Holly Oak trees (*Quercus ilex*) are currently planted along Los Robles Avenue within the CDSP area, with tree heights from 20 to 40 feet and tree canopies ranging from 20 to 40 feet. As a large evergreen tree, the Holly Oak provides effective shade coverage throughout the year. The large tree canopy can be achieved if the tree is allowed fully grow unobstructed as in the case with Holly Oak tree located on 300 Los Robles Avenue.

**Windmill Palm**

Five Windmill Palms (*Trachycarpus fortune*) are currently planted along Los Robles Avenue between Walnut Street and Union Street within the CDSP area, with tree heights ranging from 20 to 25 feet and tree canopies typically five feet. The Windmill Palms located at 135 and 144 Los Robles Avenue are utilized as a decorative street trees, providing minimal shade.



*Holly Oak tree at 300 N Los Robles Ave*



*Windmill Palm tree at 135 Los Robles Ave*

**Queensland Pittosporum**

One Queensland Pittosporum tree (*Auranticarpa rhombifolia*) is currently planted along Los Robles Avenue within the CDSP area, with a tree height of 20 feet and tree canopy of 20 feet. As an evergreen tree, the Queensland Pittosporum can provide expansive year-round shade coverage. The Queensland Pittosporum planted at 157 S Los Robles Avenue appears to be thriving and has ample room for canopy growth, but has not reached full size, potentially due to limited tree well space and close proximity to adjacent trees.

**Live Oak**

Five Live Oak (*Quercus agrifolia*/*Quercus virginiana*) trees are currently planted along Los Robles Avenue between Del Mar Boulevard and Cordova Street within the CDSP area, with tree heights ranging from 15 to 25 feet and tree canopies of approximately 15 feet. As large evergreen trees, the Coast Live Oak and Southern Live Oak can provide expansive year-round shade canopy. Due to the significant setbacks of adjacent structures and room for tree canopy growth, the Live Oak trees located along South Los Robles Avenue appear to be in good health with potential for growth.



*Queensland Pittosporum tree at 157 S Los Robles Ave*



*Live Oak tree at 260 S Los Robles Ave*

**LAKE AVENUE (CORSON STREET TO COLORADO BOULEVARD)**

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
<b>Lake Avenue (from Corson Street to Colorado Boulevard)</b>			
<b>Corson St. to Colorado Blvd.</b>	Live Oak, London Plane	Queensland Pittosporum	9
		Maidenhair Tree	12
		London Plane	23

Existing street trees planted along Lake Avenue between Corson Street and Colorado Boulevard occasionally align with MSTP designations. Of the three existing street tree species along this segment of the Lake Avenue, only the London Plane designated in the MSTP. While trees and shade coverage are fairly consistent through this segment of Lake Avenue, the stretch from Union Street to Colorado Boulevard lacks street trees, particularly on the east side of the street. Sidewalk widths and building forms along this segment appear suitable to accommodate future street tree plantings.

**London Plane**

Twenty-three London Plane trees (*Platanus x hispanica*) are planted along Lake Avenue between Corson Street and Colorado Boulevard within the CDSP area, with tree heights ranging from 15 to 50 feet and tree canopies ranging from 10 to 30 feet. As a large deciduous tree, the London Plane can provide expansive shade coverage for most of the spring, summer, and fall months. Conditions throughout the Lake Avenue corridor appear to benefit the London Planes trees, which generally appear healthy and provide consistent shade. However, with potential for significant growth, the London Plane trees may begin to conflict with taller adjacent structures as they mature.



*London Plane trees at 235 N Lake Avenue*

### **Maidenhair Tree**

Twelve Maidenhair Trees (*Ginkgo biloba*) are planted along Lake Avenue between Corson Street and Colorado Boulevard within the CDSP area, with tree heights ranging from 20 to 40 feet and tree canopies of 20 feet. Producing lush, bright green leaves in the spring and summer, and brilliant golden leaves during the fall and winter months, the deciduous Maidenhair Tree is used as an accent within the Lake Avenue median between Corson Street and Locust Street.



*Maidenhair tree at 300 N Lake Avenue*

### **Queensland Pittosporum**

Nine Queensland Pittosporum trees (*Auranticarpa rhombifolia*) are planted along Lake Avenue between Corson Street and Colorado Boulevard within the CDSP area, with tree heights ranging from 15 to 40 feet and the tree canopies ranging from 15 to 40 feet. As a large evergreen tree, the Queensland Pittosporum has the potential to provide expansive year-round shade coverage, however adjacent developments without setbacks can impact the outward growth of the tree canopy, as demonstrated by the mature tree at 300 N Lake Avenue.



*Queensland Pittosporum tree at 300 N Los Robles Avenue*

## UNION STREET (EUCLID AVENUE TO LAKE AVENUE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
<b>Union Street (from Euclid Avenue to Lake Avenue)</b>			
Euclid Ave. to Oakland Ave.	London Plane	London Plane	5
		Crape Myrtle	2
		London Plane	23
Oakland Ave. to Madison Ave.	No room for replant	N/A	0
Madison Ave. to Lake Ave.	London Plane	London Plane	13
		Southern Magnolia	7

Existing street trees planted along Union Street between Euclid Avenue and Lake Avenue generally align with MSTP designations. The London Plane tree, which is the only species designated for this segment of Union Street in the MSTP, is the primary street tree planted along the corridor. In the section of Union Street between Oakland Avenue and Madison Avenue, the MSTP indicates that there is “no room to replant,” and opportunities for tree planting are currently limited in other portions of the corridor due to ongoing development and narrow sidewalk widths. While the existing Southern Magnolias are not designated for Union Street in the MSTP, they are designated along neighboring corridors that intersect with Union Street.

### London Plane

Eighteen London Plane trees (*Platanus x hispanica*) are planted along Union Street between Euclid Avenue and Lake Avenue within the CDSP area, with tree heights ranging from 15 to 35 feet and tree canopies ranging from 10 to 35 feet. As a large deciduous tree, the London Plane can provide expansive shade coverage for most of the year. The London Plane trees appear to be thriving throughout the Union Street corridor, providing large, flourishing tree canopies even adjacent to four-story buildings such as the developments at 610 and 700 Union Street.



*London Plane trees at 700 Union Street*

### Southern Magnolia

Twelve Southern Magnolia trees (*Magnolia grandiflora*) are planted along Union Street between Euclid Avenue and Lake Avenue within the CDSP area, with tree heights ranging from 25 to 50 feet and tree canopies ranging from 20 to 30 feet. As a large evergreen tree, the Southern Magnolia can provide expansive shade year-round when given sufficient room for growth. Southern Magnolia trees throughout the corridor appear healthy and are generally free to grow outward given a lack of conflicting adjacent development. However, due to their large trunks and root systems, mature Southern Magnolias can disrupt sidewalk conditions without sufficient planting space.



*Southern Magnolia tree at 844 Union Street*

### Crape Myrtle

Two Crape Myrtle trees (*Lagerstroemia indica*) are planted along Union Street between Euclid Avenue and Lake Avenue within the CDSP area, with tree heights ranging from 10 to 20 feet and tree canopies ranging from 10 to 20 feet. The Crape Myrtle is a smaller deciduous tree that has potential to provide effective shade coverage, especially when grouped closely together. Crape Myrtles also produce white flowers typically in the early summer months, creating an attractive visual accent. The Crape Myrtle trees located at 392 Union Street appear to be thriving with rounded canopies and sufficient room for growth.



*Crape Myrtle tree at 392 Union Street*

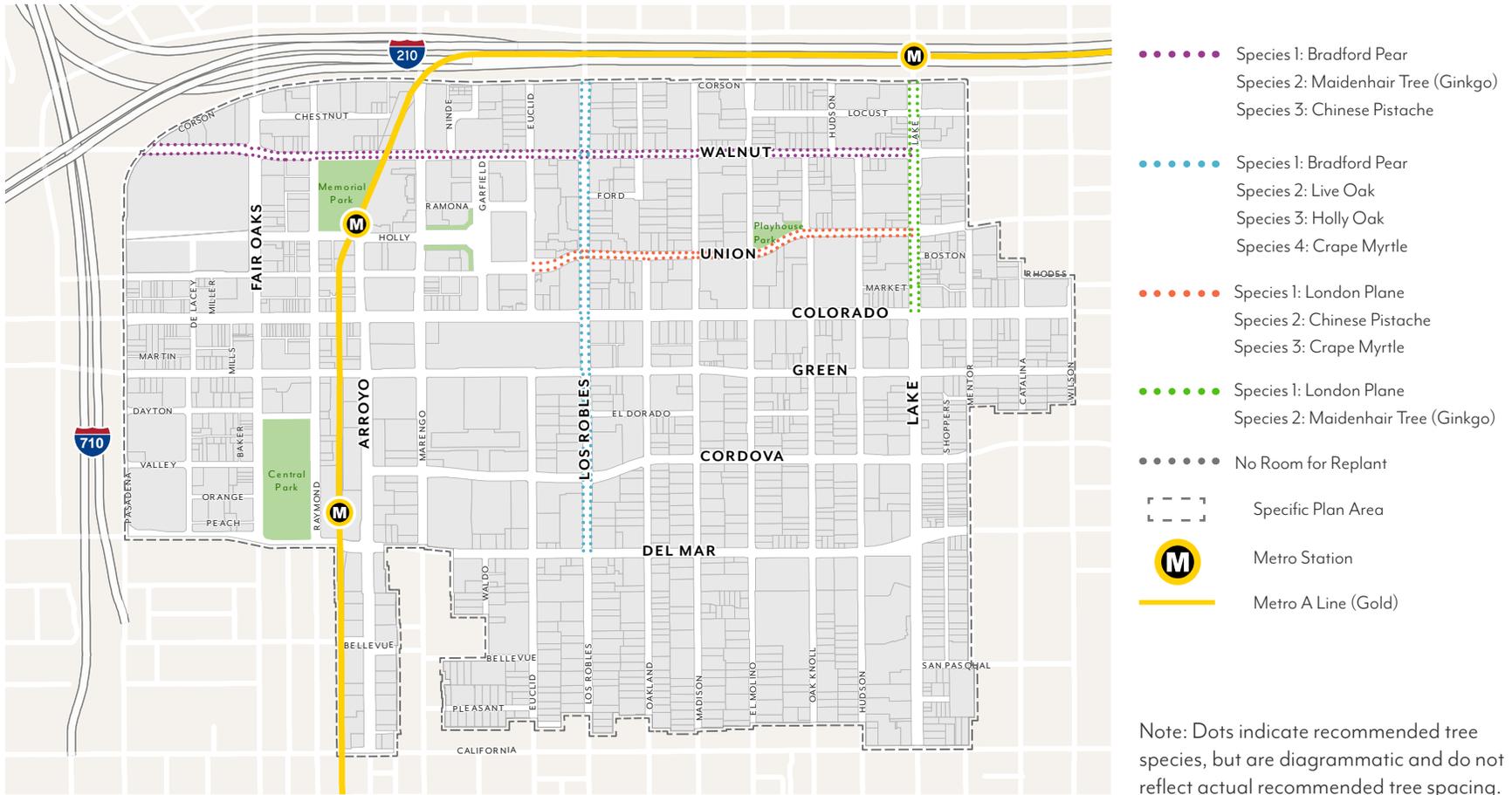
### A.2.3 GUIDANCE FOR FUTURE TREE SELECTION

Trees play an important role in the experience of a streetscape. Through physical character, type of shade, and seasonal variety in the form of flowers or changing foliage, trees have a significant influence on our perception of a streetscape corridor. In addition to functional 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.2-2: Tree Species Recommendations by Street

Street Segment	Tree Species
» Walnut Street (Corson St. to Lake Ave.)	<ul style="list-style-type: none"> <li>» Bradford Pear (<i>Pyrus calleryana</i> 'Bradford')</li> <li>» Maidenhair Tree (<i>Ginkgo</i>) (<i>Ginkgo biloba</i>)</li> <li>» Chinese Pistache (<i>Pistacia chinensis</i>)</li> <li>» Crape Myrtle (<i>Lagerstroemia chinensis</i>)</li> </ul>
» Los Robles Avenue (Corson St. to Del Mar Blvd.)	<ul style="list-style-type: none"> <li>» Bradford Pear (<i>Pyrus calleryana</i> 'Bradford')</li> <li>» Live Oak (<i>Quercus agrifolia</i>, <i>Quercus virginiana</i>)</li> <li>» Holly Oak (<i>Quercus ilex</i>)</li> <li>» Crape Myrtle (<i>Lagerstroemia chinensis</i>)</li> </ul>
» Lake Avenue (Corson St. to Colorado Blvd.)	<ul style="list-style-type: none"> <li>» London Plane (<i>Plantus x hispanica</i>)</li> <li>» Maidenhair Tree (<i>Ginkgo</i>) (<i>Ginkgo biloba</i>)</li> </ul>
» Union Street (Euclid Ave. to Lake Ave.)	<ul style="list-style-type: none"> <li>» London Plane (<i>Plantus x hispanica</i>)</li> <li>» Chinese Pistache (<i>Pistacia chinensis</i>)</li> <li>» Crape Myrtle (<i>Lagerstroemia chinensis</i>)</li> </ul>

Map A.2-2: Recommended Street Trees



## WALNUT STREET (CORSON STREET TO LAKE AVENUE)

- » Bradford Pear (*Pyrus calleryana* 'Bradford')
- » Maidenhair Tree (Ginkgo) (*Ginkgo biloba*)
- » Chinese Pistache (*Pistacia chinensis*)
- » Crape Myrtle (*Lagerstroemia indica*)

The existing Walnut Street streetscape is characterized by a mix of Crape Myrtle, Southern Magnolia, Bradford Pear, American Sweetgum, Chinese Pistache, and Chinese Flame trees. The Crape Myrtle, American Sweet Gum, and Chinese Pistache all provide colorful seasonal foliage and blossoms, but as deciduous trees they do not provide a full shade coverage year-round.

For future plantings, there are opportunities to create a cohesive streetscape experience along Walnut Street and reinforce the corridor as the northern gateway to the district. It is recommended that Bradford Pear, Maidenhair Tree, and Chinese Pistache remain designated within this corridor due to their compatibility with existing plantings and anticipated development typologies. It is also recommended that the Crape Myrtle be added as a designated tree for this segment as a smaller shade and accent tree. The Crape Myrtles currently planted in various environments within the corridor appear to be thriving. The five-block extent between Los Robles Avenue and Hudson Avenue currently lacks a designated street tree in the MSTP, however the Chinese Pistache is recommended as it is already planted successfully within this segment and would be suitable for similar redevelopments along neighboring blocks.



Maidenhair Trees (*Ginkgo*)



Bradford Pear Trees



Chinese Pistache Trees

## LOS ROBLES AVENUE (CORSON STREET TO DEL MAR BOULEVARD)

- » Bradford Pear (*Pyrus calleryana* 'Bradford')
- » Live Oak (*Quercus Agrifolia*, *Quercus Virginiana*)
- » Holly Oak (*Quercus ilex*)
- » Crape Myrtle (*Lagerstroemia indica*)

The Los Robles Avenue corridor is comprised of a mix of evergreen and deciduous trees. The deciduous trees typically provide vibrant fall colors as well as flowers during the spring and summer months. The Bradford Pear is the primary existing street tree, with 68 currently planted along the corridor.

For future plantings, it is recommended to consider the future improvements of the public right of way and development along the Los Robles Avenue corridor. For example, the currently designated Live Oak, Mesa Oak, and Cork Oak trees would require a substantial amount of space in order to accommodate their wide tree canopies and should only be planted adjacent to developments utilizing wide setbacks. The Bradford Pear is recommended for planting throughout the corridor due to its success within existing conditions providing shade coverage and growing well within limited planting area. The designated Southern Magnolia and Indian Laurel Fig trees are not currently planted along the corridor and are

not recommend for future planting due to their need for larger planting areas and space for significant outward canopy growth. The Windmill Palm, which is currently designated and planted between Walnut Street and Green Street, is not recommended for designation due to the mediocre conditions of existing plantings and lack of shade benefit.



*Live Oak Tree*



*Crape Myrtle Trees*



*Holly Oak Tree*

## LAKE AVENUE (CORSON STREET TO COLORADO BOULEVARD)

- » London Plane (*Platanus x hispanica*)
- » Maidenhair Tree (*Ginkgo*) (*Ginkgo biloba*)

The Lake Avenue corridor between Corson Street and Colorado Boulevard currently contains a strong presence of London Plane and Queensland Pittosporum trees in sidewalk planting areas, with several Maidenhair Trees planted along the street median. On a primary arterial street with a variety of building forms, heights, and setbacks, the London Plane and Queensland Pittosporum trees are both relatively successful as large shade trees that match the scale of the corridor, but would ideally have larger planting areas and more room for outward growth than is currently possible. The other MSTP designated species of Chinese Tallow Tree and Live Oak are not currently planted along the corridor.

To accommodate the CDSP's vision for a high-intensity corridor with minimal setback requirements and active sidewalks with room for pedestrian activity and other amenities, it is recommended to supplement the London Plane with the Maidenhair Tree (*Ginkgo*) as a smaller alternative for areas with greater constraints on planting area and tree canopy growth. The Maidenhair tree serves as both a shade and accent tree, with a less disruptive planting area and a smaller canopy width that is less likely to conflict with adjacent development.



*London Plane Trees*



*Maidenhair Trees (Ginkgo)*

## UNION STREET (EUCLID AVENUE TO LAKE AVENUE)

- » London Plane (*Platanus x hispanica*)
- » Chinese Pistache (*Pistacia chinensis*)
- » Crape Myrtle (*Lagerstroemia indica*)

The segment of Union Street between Euclid Avenue and Lake Avenue is currently characterized by groupings of London Plane and Southern Magnolia trees, with one pair of Crape Myrtle trees. Where street trees are planted, the sidewalk is comfortably shaded, and the large tree canopies complement the adjacent developments. With updated development standards introduced in the CDSP, areas that currently lack room for tree planting will be able to accommodate street trees upon redevelopment, and MSTP designations should be identified accordingly.

To complement existing plantings and establish greater consistency along the corridor, it is recommended that the London Plane tree be designated as the primary shade tree along the entirety of the Union Street corridor between Euclid Avenue and Lake Avenue. Due to its success in similar environments throughout the CDSP area, the Chinese Pistache is also recommended as an alternative medium-large shade tree to add colorful variety and an appropriate tree option in areas with less room for outward tree canopy growth. Based on its existing success in the corridor, the Crape Myrtle is recommended to be designated throughout the corridor to provide a smaller street tree option in areas with limited planting area, and in instances where developers elect to forgo a building setback. While the existing Southern Magnolia trees in the corridor appear relatively healthy, they are not recommended for designation due to their need for larger planting areas and space for significant outward canopy growth.



London Plane Trees



Crape Myrtle Trees



Chinese Pistache Trees

