

South Fair Oaks Specific Plan

Planning Commission Study Session Draft
October 27, 2021



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Background

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2.1 Community and Historic Context

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

While residential uses are now focused in discrete pockets of the Specific Plan area, the area was once home to a diverse population of workers for the growing industries of the early twentieth century. Following the introduction of the two railroads, lumber yards, factories, power plants, fruit-packing plants, and other manufacturing uses, the area also became a residential enclave for laborers of various ethnic minority populations, including Latino, Black, and Asian Americans. Much of this early housing was substandard or informal, lacking most critical infrastructure and services; the community was successful in some efforts to improve housing conditions, but further efforts to improve access to education and integrate with the larger community were stifled by segregationist residents of wealthier neighboring communities. Segregation and disinvestment were further

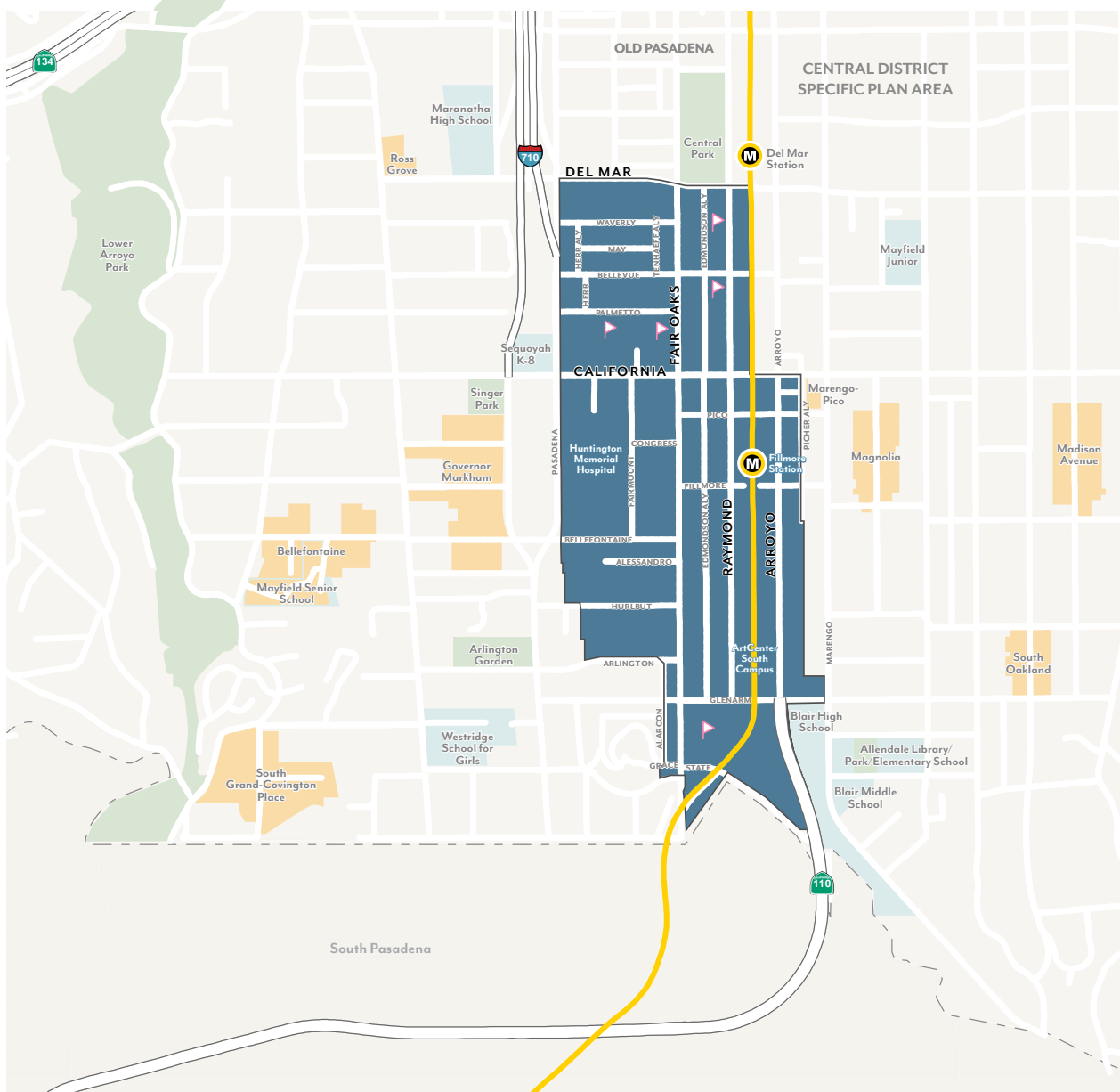
reinforced and formalized as the residential communities surrounding Fair Oaks Avenue were “redlined,” meaning residents were systematically blocked from mortgage or home improvement loans between 1939 and 1968 due to the Home Owners’ Loan Corporation (HOLC) investment risk-grading documents. The HOLC described the area as “honeycombed with poorly constructed cottages and shacks... which are occupied by Negroes, Mexicans and Japanese. This area is thoroughly blighted and a slum clearance project is under discussion. It is graded a ‘low red.’” The HOLC also states that “the higher grade areas to the west are protected from subversive races by deed restrictions, and many servants in these districts are residents of this area.” The explicitly racist and discriminatory HOLC documents are now infamous for their long-term influence on housing policy and access to services including banking, insurance, and healthcare within racially and economically marginalized communities throughout the United States.

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



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

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



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

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

Several properties clustered between Del Mar Boulevard and California Boulevard reflect the historic relationship between industrial and residential uses in the Specific Plan area, and the ways in which many older buildings have been adapted to serve more contemporary uses. These notable historic buildings include: The Pasadena Humane Society and SPCA building at 361 N. Raymond Avenue (built in 1932); the Royal Laundry building at 443 S. Raymond Avenue, adaptively reused and currently serving as a software company office (1915); 511 Fair Oaks Avenue, adaptively reused as Public Storage (1915); and the Bungalow Court at 100 Palmetto Dr. (1915).

ArtCenter College of Design South Campus, located at 950 Raymond Avenue and 1111 Arroyo Parkway, has also influenced the area since its opening in 2004. Like Huntington Memorial Hospital, ArtCenter is regulated through a separate Master Development Plan consisting of several parcels bisected by the Metro L Line (Gold) and totaling 6.68 acres. ArtCenter has shaped the area through its creative presence and contemporary architecture. The college's 2017 master plan envisions new infill student housing, gathering spaces, a mobility hub, a campus cycleway, and an activated streetscape along Raymond Avenue, all of which will strongly influence the Specific Plan area by adding more students, faculty, staff, and overall activity to a generally medical, commercial, and industrial-focused area.

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

The original South Fair Oaks Specific Plan, adopted in 1998, covered a smaller area than this Specific Plan, as parcels north of California Boulevard and parcels east of the Metro Rail right-of-way (north of Glenarm Street) were included within the original Central District Specific Plan area. The 1998 plan envisioned a *"premier business location in California"* focused on *"promoting new development near light rail transportation,"* and *"new development of design integrity, particularly technology-based development, building on the variety inherent in the area to create visual vitality."* This focus on biomedical and technology-based growth was based on rapidly growing employment sectors, a wealth of industrial-scale adaptive reuse opportunities, and proximity to major medical, research, and educational institutions and the City's civic, cultural, and commercial center. While the 1998 plan promoted new development near light rail, residential uses were still limited to the area west of Fair Oaks Avenue and South of Hurlbut Street, with only 300 total residential units permitted. Some new development has occurred in the Specific Plan area between the adoption of the 1998 Specific Plan and the preparation of this Specific Plan update, with recent growth mostly attributed to new medical office uses and new businesses' adaptive reuse of existing buildings.

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

SOUTH FAIR OAKS TIMELINE

1880-1940

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



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



Antiques store at 512 S Fair Oaks (built 1922)



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

1940-1970

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



Automotive service at 38 Waverly Dr (built 1955)



Office building at 650 S Raymond Ave (built 1965)

SOUTH FAIR OAKS TIMELINE

1970-2000

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



Waverly School at 67 W Bellevue Dr (built 1979)



Huntington Memorial Hospital Buildings (built between 1970-1990)

2000-present

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



Fillmore Metro Station (est. 2003)



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



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

2.2 Existing Land Uses, Urban Form, and Public Realm

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

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

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.

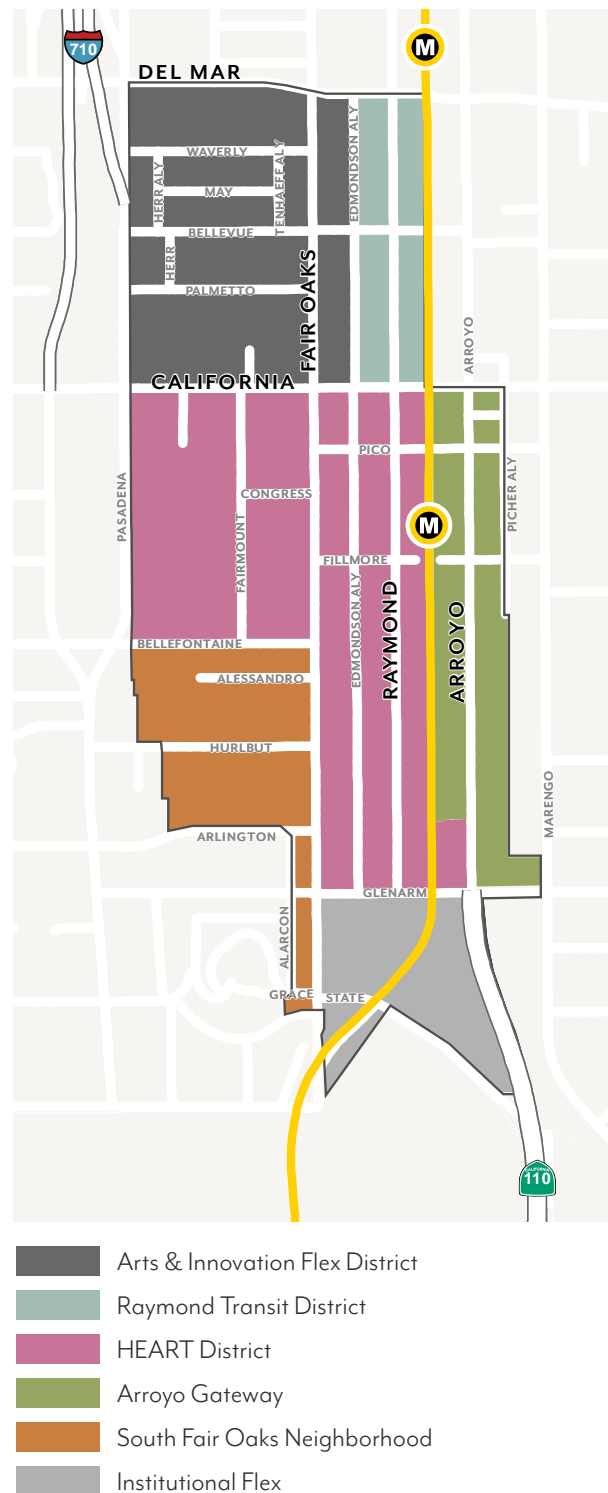
URBAN FORM

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.

Map 2.2-1: South Fair Oaks Specific Plan Subareas



ARTS & INNOVATION FLEX DISTRICT

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

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



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

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

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



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

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

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

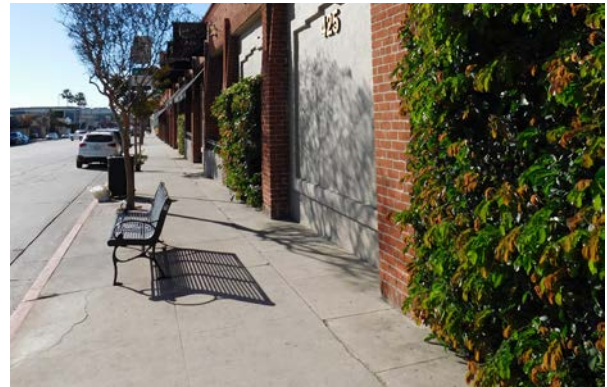
Existing sidewalk widths along Waverly Drive, Bellevue Drive, and Palmetto Drive are generally 12-15 feet, providing sufficient space for wide grass parkways, larger shade trees, and pedestrian-scale streetlamps which all contribute to a comfortable pedestrian experience.



Traditional retail storefront on Fair Oaks Ave



Dance studio on Palmetto Dr with parking adjacent to the sidewalk



Sidewalk with bus stop bench on Fair Oaks Ave



Sidewalk with planters and street tree on Waverly Dr

RAYMOND TRANSIT DISTRICT

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

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



Pasadena Humane Society & SPCA on Raymond Ave



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

Buildings in the RTD are built to the property line with minimal setbacks, creating a sense of enclosure and the potential for pedestrian-friendly conditions. However, most building frontages lack transparency. Most buildings in the Subarea are one to three stories tall, with some formerly industrial and office buildings reaching heights of approximately 50 feet.

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



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



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

HEART DISTRICT

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

The industrial history of the HEART District is reflected in the area's long blocks, large lot sizes, and predominantly large and unapproachable building forms. While not part of the historically industrial area, the Huntington Memorial Hospital site west of Fair Oaks Avenue similarly contributes to the large-scale urban form, with a parcel frontage of approximately 575 feet between California Boulevard and Congress Street, and a surface parking lot frontage



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

of approximately 525 feet between Congress Street and Bellefontaine Street. East of Fair Oaks Avenue, including Raymond Avenue, Pico Street and Fillmore Street help to break up block lengths in the northern portion of the HEART District. However, for Fair Oaks (east side) and Raymond Avenue, the block between Fillmore Street and Glenarm Street extends 1,920 feet. Along this block, Fair Oaks Avenue has only one marked or signalized crossing at the T-intersection with Bellefontaine Street, despite three additional T-intersections with Alessandro Place, Hurlbut Street, and Arlington Drive. Raymond Avenue lacks marked crossing opportunities for the full 1,920 length of the block. While existing land uses along this stretch are generally auto-oriented, future activity associated with mixed-use development would benefit from improved pedestrian accessibility and mobility.

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



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



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

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

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

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



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



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



Long block along Raymond Ave without east-west crossing opportunities

ARROYO GATEWAY

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

Arroyo Gateway consists of three blocks facing Arroyo Parkway, broken up by Pico Street and Fillmore Street. Between California Boulevard and Pico Street, the 305-foot

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



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

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

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



Intersection of Arroyo Parkway and Fillmore St with enhanced crosswalk



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

SOUTH FAIR OAKS NEIGHBORHOOD

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

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

Buildings in SFON are varied in height and scale, with some medical uses in the northern portion of the Subarea reaching up to five stories in height. A majority of buildings within the Subarea are between one and three stories in height. Along Fair Oaks Avenue, the scale of buildings largely determines their level of pedestrian-oriented ground floor design. The larger-scale medical uses in the north of the Subarea typically do not have sidewalk-facing entrances or high levels of ground floor transparency, however the recently constructed Shriners for Children Medical Center between Alessandro Place and Hurlbut Street provides



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

visually engaging landscaping in the southern portion of its setback. Moving south along Fair Oaks Avenue, building scale reduces and pedestrian-oriented features such as shade, transparency, minimal setbacks, and sidewalk-fronting entrances increase in frequency, except a few industrial uses south of Glenarm Street.

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

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



Left: Traditional storefront frontages on State St



Right: Low-scale multi-family housing on Hurlbut St



A 3-4 story senior living facility on Fair Oaks Ave

INSTITUTIONAL FLEX

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

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

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



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



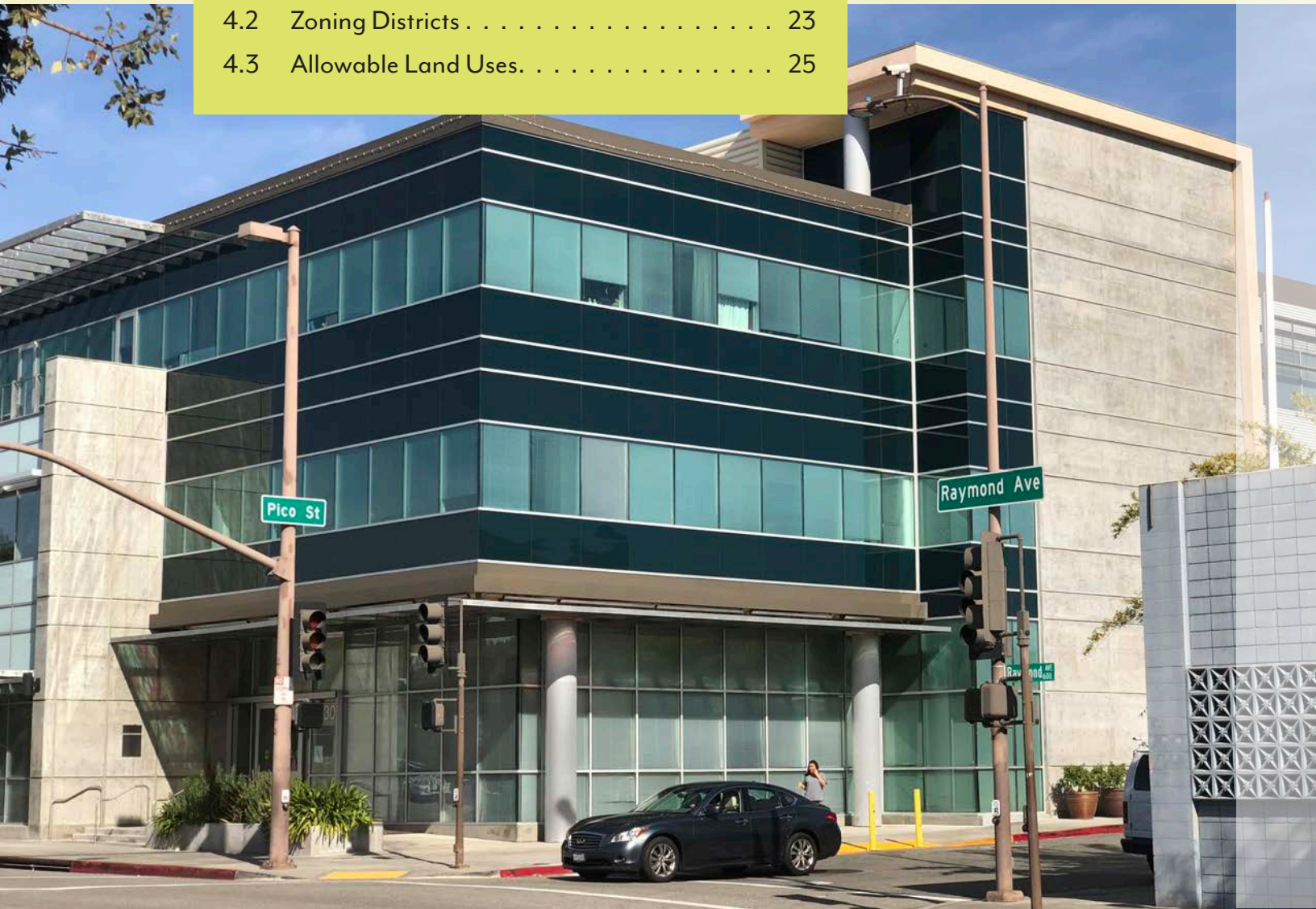
Power-generating facilities on the Glenarm Power Plant site

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Ch. 4

Zoning & Land Use

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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 Specific Plan. While broad land use categories are assigned in the General Plan, the Specific Plan establishes a detailed list of allowed land uses and permit requirements for each zoning district within the Specific Plan area. For ease of understanding mixed-use and single-use areas, Map 4.1-1 illustrates generalized land uses in the Plan area.

This chapter is organized into the following sections:

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



Commercial Office Use



R&D Flex Use



Residential Use

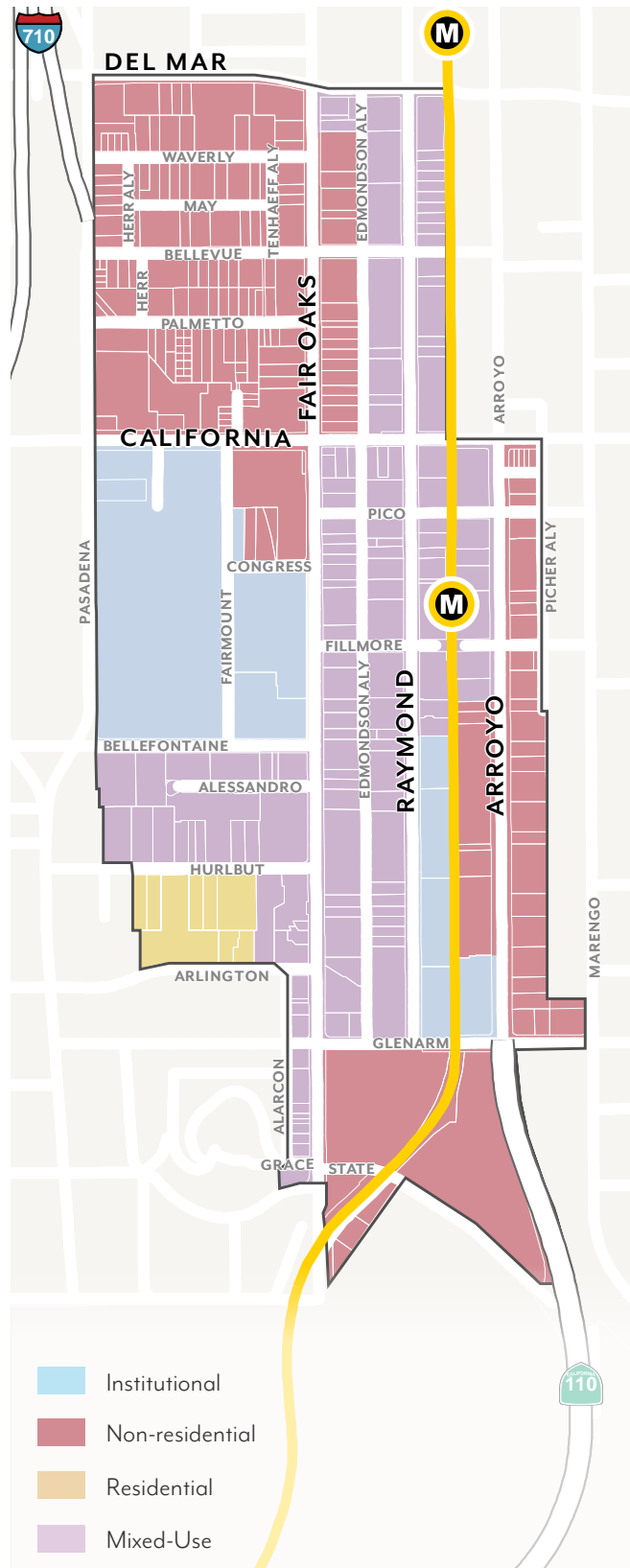


Institutional Use



Mixed-Use

Map 4.1-1: Generalized Land Uses



4.1 Applicability

Table 4.1-1 summarizes the applicability of this Specific Plan to new land uses and proposed development by zoning district, as defined in Section 4.2. Where the Specific Plan does not apply, the relevant section of Pasadena Municipal Code (PMC) is referenced.

In SFO-RM-32, development shall be subject to the allowable land uses and development standards of RM-32 zoning in PMC 17.22. In PS, development shall be subject to a Conditional Use Permit or Master Plan per PMC 17.26. Note that Vision, Goals & Policies in Chapter 3 and Public Realm standards in Chapter 5 apply throughout the Plan area.

Table 4.1-1: Applicable Specific Plan Chapters

Zone	Specific Plan Chapters			
	3	4	5	6
SFO-MU-T	✓	✓	✓	✓
SFO-MU-C	✓	✓	✓	✓
SFO-MU-N	✓	✓	✓	✓
SFO-MU-G	✓	✓	✓	✓
SFO-CG	✓	✓	✓	✓
SFO-CL	✓	✓	✓	✓
SFO-CF	✓	✓	✓	✓
SFO-IF	✓	✓	✓	✓
SFO-RM-32	✓	17.22	✓	17.22
PS	✓	17.26	✓	17.26

4.2 Zoning Districts

The purpose of the Specific Plan zoning districts is to implement the Specific Plan's land use vision for each of the districts (Map 4.2-1), described below.

SFO-MU-T

Mixed-Use Transit

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

SFO-MU-G

Mixed-Use General

- » Enhance the existing mixed use character with a variety of commercial services and multi-family uses
- » Support projects that are entirely commercial, entirely residential, or a mix of the two, integrated either horizontally or vertically consistent with ground floor use requirements

SFO-MU-C

Mixed-Use Core

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

SFO-CG

Commercial General

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

SFO-CL

Commercial Limited

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

SFO-MU-N

Mixed-Use Neighborhood

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

SFO-CF

Commercial Flex

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

SFO-IF

Industrial Flex

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

SFO-RM-32

Residential Multi-family

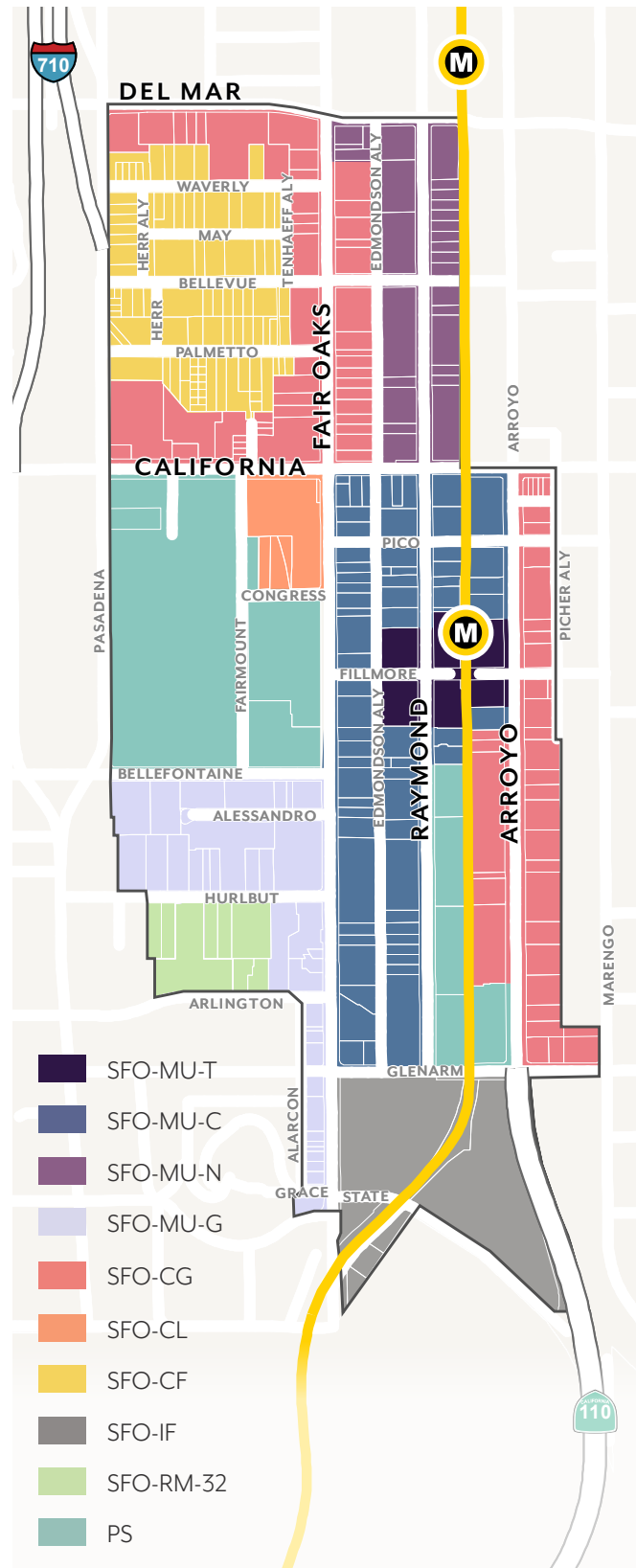
- » Provide areas for medium density residential neighborhoods and relate new development to the existing environment

PS

Public Semi-Public

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

Map 4.2-1: Zoning Districts



4.3 Allowable Land Uses

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

Table 4.3-1: Allowable Land Uses, Permit Requirements & Specific Limitations

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

Limitations

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

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

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

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use ¹	Permit Requirement								PMC Section / Notes
	SFO- CG	SFO- CL	SFO- CF	SFO- MU-T	SFO- MU-C	SFO- MU-N	SFO- MU-G	SFO- IF	
RESIDENTIAL USES									
Accessory Dwelling Unit	—	—	—	P	P	P	P	—	17.50.275
Boarding Houses ²	—	—	—	—	P	P	P	—	
Dormitories	—	—	—	—	P (L3)	P	P	—	
Fraternities / Sororities	—	—	—	—	P (L3)	P	P	—	
Home Occupations	—	—	—	P	P	P	P	—	17.50.110
Hospitality Homes	MC	MC	—	—	MC (L3)	—	MC	—	
Mixed-Use Projects	—	—	—	P	P	P	P	—	
Multi-Family Housing	—	—	—	P	P	P	P	—	
Residential Accessory Uses and Structures	—	—	—	P	P	P	P	—	17.50.250
Residential Care, Limited	—	—	—	—	P (L3)	—	P	—	
Residential Care, General	—	—	—	—	C (L3)	—	—	—	
Single-Room Occupancy	—	—	—	P (L1)	P (L1)	P (L1)	P	—	
Supportive Housing	—	—	—	P	P	P	P	—	
Transitional Housing ³	—	—	—	P	P	P	P	—	

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

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use ¹	Permit Requirement								PMC Section / Notes
	SFO-CG	SFO-CL	SFO-CF	SFO-MU-T	SFO-MU-C	SFO-MU-N	SFO-MU-G	SFO-IF	
Offices, Government	P	—	P	P (L1)	P (L1)	P (L1)	P	P	
Offices, Medical	P	P	P	P (L1)	P (L3)	—	P	P	
Research and Development, Offices	P	P	P	P (L1)	P (L2)	P	P	P	17.50.240
Work/Live Units	—	—	P	—	P	P	P	—	17.50.370
RETAIL SALES									
Alcohol Sales, Beer and Wine	C	—	C	C	C	C	C	C	17.50.040
Alcohol Sales, Full Alcohol	C	—	C	C	C	C	C	C	
Animal Retail Sales	P	—	P	P	P	P	P	—	
Bar / Taverns	C	—	C	C	C	C	—	C	17.50.040, 17.61.050.J
with Live Entertainment	C	—	C	C	C	C	—	C	17.50.130
Convenience Stores	P	P	P	P	P	P	P	P	
Food Sales	P	—	P	P	P	P	P	P	
Liquor Stores	C	—	C	C	C	C	C	C	17.50.040, 17.61.050.J
Restaurants, Fast Food	P	P	P	P	P	P	P	P	17.50.260; drive-throughs prohibited
Restaurants, Formula Fast Food	P	P	P	P	P	P	P	P	
Restaurants	P	P	P	P	P	P	P	P	17.50.260, 17.61.050.J
with Limited Live Entertainment	P	—	P	P	P	P	P	P	
with Walk-Up Window	P	P	P	P	P	P	P	P	
Retail Sales	P	P	P	P	P	P	P	P	
Significant Tobacco Retailers	C	—	C	C	C	C	C	C	17.50.330; 17.61.050.J
Swap Meets	C	—	C	C	C	C	C	C	17.61.050.J
Vehicle Services, Automobile Showrooms ⁴	P	—	—	—	—	—	—	—	
Vehicles Services, Sales/Leasing	P	—	—	—	—	—	—	—	17.50.360
Vehicles Services, Sales/Leasing, Limited	P	—	P	—	—	—	—	—	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS

Land Use ¹	Permit Requirement								PMC Section / Notes
	SFO- CG	SFO- CL	SFO- CF	SFO- MU-T	SFO- MU-C	SFO- MU-N	SFO- MU-G	SFO- IF	
SERVICES									
Adult Day Care, General	C	C (L1)	—	—	C (L1)	—	C	—	Performance standards required
Adult Day Care, Limited	P	P (L1)	—	—	P (L1)	—	P	—	Performance standards required
Animal Boarding	P	—	P	—	—	C	—	—	
Animal Grooming	P	—	P	—	P	P	P	—	
Animal Hospital	P	—	P	—	—	C	—	—	17.50.050
Animal Shelter	P	—	P	—	—	C	—	—	
Bed and Breakfast Inns	—	—	—	—	—	—	C	—	17.50.140
Catering Services	P	—	P	P (L1)	P	P (L1)	P (L1)	P	
Charitable Institutions	P	P	P	P (L1)	P	P	P	P	
Child Day Care Centers	P	P	—	—	P	P	P	—	17.50.080
Child Day Care Large	—	—	—	P	P	P	P	—	
Child Day Care Small	—	—	—	P	P	P	P	—	
Emergency Shelters, Limited	—	—	—	—	—	P	—	—	
Laboratories	P	P	P	P (L1)	P (L1)	P (L1)	P (L1)	P	
Life-Care Facilities	MC	—	—	—	MC (L3)	—	MC	—	17.50.120
Lodging, Hotels and Motels	C	—	—	—	C (L2)	C (L2)	—	—	17.50.150
Massage Establishments	C	—	—	C (L1)	C	C (L1)	C	—	17.50.155
Medical Services, Extended Care	MC	MC	—	—	MC (L3)	—	MC	—	
Medical Services, Hospital	—	C	—	—	C (L3)	—	—	—	
Mortuaries / Funeral Homes	P	—	—	—	—	—	—	—	17.50.230
Neighborhood Gardens	P	—	P	P	P	P	P	P	
Personal Improvement Services	P	—	P	P	P	P	P	—	
Personal Services	P	—	P	P	P	P	P	—	
Printing and Publishing	P	—	P	—	P (L1)	P (L1)	P (L1)	P	
Printing and Publishing, Limited	P	—	P	P	P (L2)	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use ¹	Permit Requirement								PMC Section / Notes
	SFO- CG	SFO- CL	SFO- CF	SFO- MU-T	SFO- MU-C	SFO- MU-N	SFO- MU-G	SFO- IF	
Public Safety Facilities	C	—	C	C	—	—	—	C	
Vehicle Services, Service Stations	C	—	—	—	—	—	—	—	17.50.290
Vehicle Services, Washing/Detailing	P*	—	—	—	—	—	—	—	17.50.290; *Use limited to east of Metro right-of-way
Vehicle Services, Washing/Detailing, Small-Scale	P	—	P	—	—	—	—	—	17.50.290
INDUSTRY, MANUFACTURING & PROCESSING USES									
Alcohol Beverage Manufacturing ⁵	C	—	C	—	—	C	—	C	17.50.040, 17.61.050.j
with Accessory Tasting Room ⁶	C	—	C	—	—	C	—	C	
Custom Manufacturing / Artisan Production ⁷	P	—	P	—	P	P	P	P	
Industry, General	CUP	—	—	—	—	—	—	P	
Industry, Restricted	MC	—	MC	—	MC (L2)	MC	MC	MC	
Maintenance and Service Facilities	—	—	—	—	—	—	—	P	
Research and Development, Non-Offices	P	P	P	—	P (L1)	—	—	P	
Recycling Centers, Small Collection Facilities	P	—	—	—	—	—	—	P	17.50.220
Wholesaling, Distribution and Storage	CUP*	—	—	—	—	—	—	P	*Use limited to east of Metro right-of-way
Wholesaling, Distribution and Storage, Small Scale	MC	—	P	—	—	—	—	P	
TRANSPORTATION, COMMUNICATIONS & UTILITY USES									
Accessory Antenna Array	P	P	P	P	P	P	P	P	
Alternative Fuels/ Recharging Facilities	P	—	P	—	—	—	—	P	
Commercial Off-Street Parking	C	C	C	C	C	C	C	C	17.40.070

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS									
Land Use ¹	Permit Requirement								PMC Section / Notes
	SFO- CG	SFO- CL	SFO- CF	SFO- MU-T	SFO- MU-C	SFO- MU-N	SFO- MU-G	SFO- IF	
Communications Facilities	C	C	C	C	C	C	C	C	
Heliports	—	C	—	—	—	—	—	C	
Transportation Terminals	C	C	C	C	C	C	C	C	
Utility, Major	C	—	C	C	C	C	C	C	
Utility, Minor	P	—	P	P	P	P	P	P	
Wireless Telecom Facilities, Major	C	C	C	C	C	C	C	C	17.50.310
Wireless Telecom Facilities, Minor	MC	MC	MC	MC	MC	MC	MC	MC	
Wireless Telecom Facilities, SCL	P	P	P	P	P	P	P	P	
TEMPORARY USES									
Filming, Long-term	MC	MC	MC	MC	MC	MC	MC	MC	
Filming, Short-term	P	P	P	P	P	P	P	P	
Personal Property Sales	P	—	P	P	P	P	P	P	17.50.190
Seasonal Merchandise Sales	P	—	P	P	P	P	P	P	17.50.180
Tents	TUP	—	TUP	TUP	TUP	TUP	TUP	TUP	17.50.320
Other Temporary Uses	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	

NOTES:

¹ See PMC 17.80.020 for definition of the listed land uses, except those listed in footnotes.

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

³ The maximum interior or exterior area in which support services are offered or located shall not exceed 250 square feet.

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

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

⁶ **Accessory Tasting Room** is defined as the sale of beverages manufactured on the premises for on-site or off-site consumption. It includes establishments such as breweries, wineries, and distilleries that offer tastings and sales of alcohol beverages in accordance with a license issued by the California Department of Alcoholic Beverage Control.

⁷ **Custom Manufacturing / Artisan Production** is defined as a small-scale use limited to a maximum gross floor area of 15,000 square feet that involves the assembly, compounding, design, development, evaluation, manufacturing, processing, packaging, or treatment of components into products and conducted within enclosed buildings. These uses do not produce noise and vibration beyond the property line, and uses requiring state or federal emissions permits are excluded. Truck trips are limited to maximum of 10 per day. Accessory uses that support the primary use may comprise up to 25% of the gross floor area. Accessory uses may include, but are not limited to, outdoor dining, on-site food and beverage tastings, and retail.

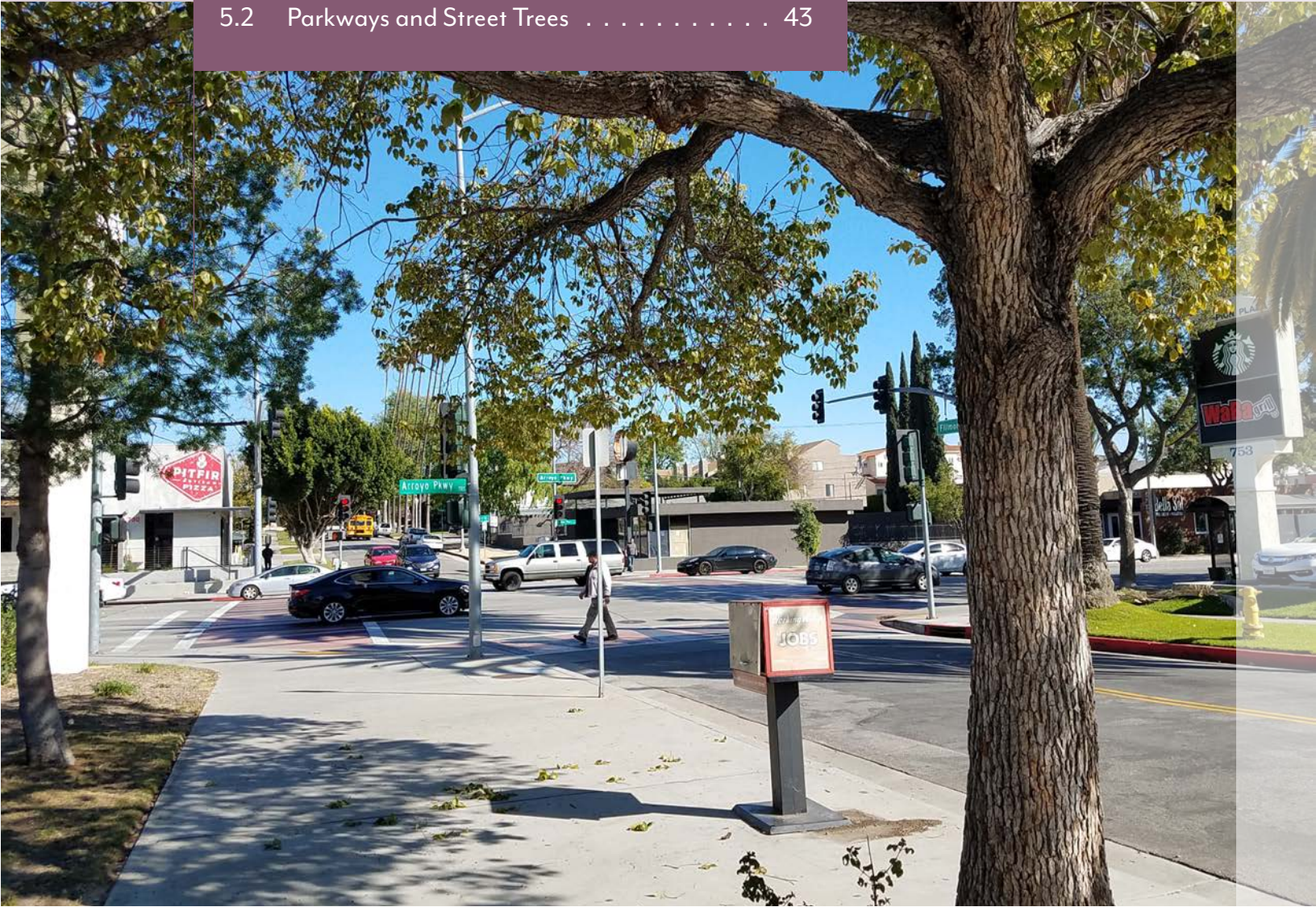
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Ch. 5

Public Realm

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Public Realm

CHAPTER OVERVIEW

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

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

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

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

The public realm standards and guidelines in this chapter address and regulate pedestrian infrastructure and amenities to support a safe, accessible, and comfortable pedestrian experience. This chapter is organized into the following sections:

- » **5.1 Sidewalks.** Addresses sidewalk widths and zones.
- » **5.2 Parkways and Street Trees.** Addresses parkway dimensions, amenities, materials, and street trees.

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



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

PASADENA STREET DESIGN GUIDE

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

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

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

Figure 5.1-1: Sidewalk Zones



SIDEWALK ZONES

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

BUILDING FRONTAGE ZONE



Frontage zones may be used to accommodate outdoor dining



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

WALK ZONE



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



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

AMENITY/CURB ZONE



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



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

5.1 Sidewalks

These standards are intended to:

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

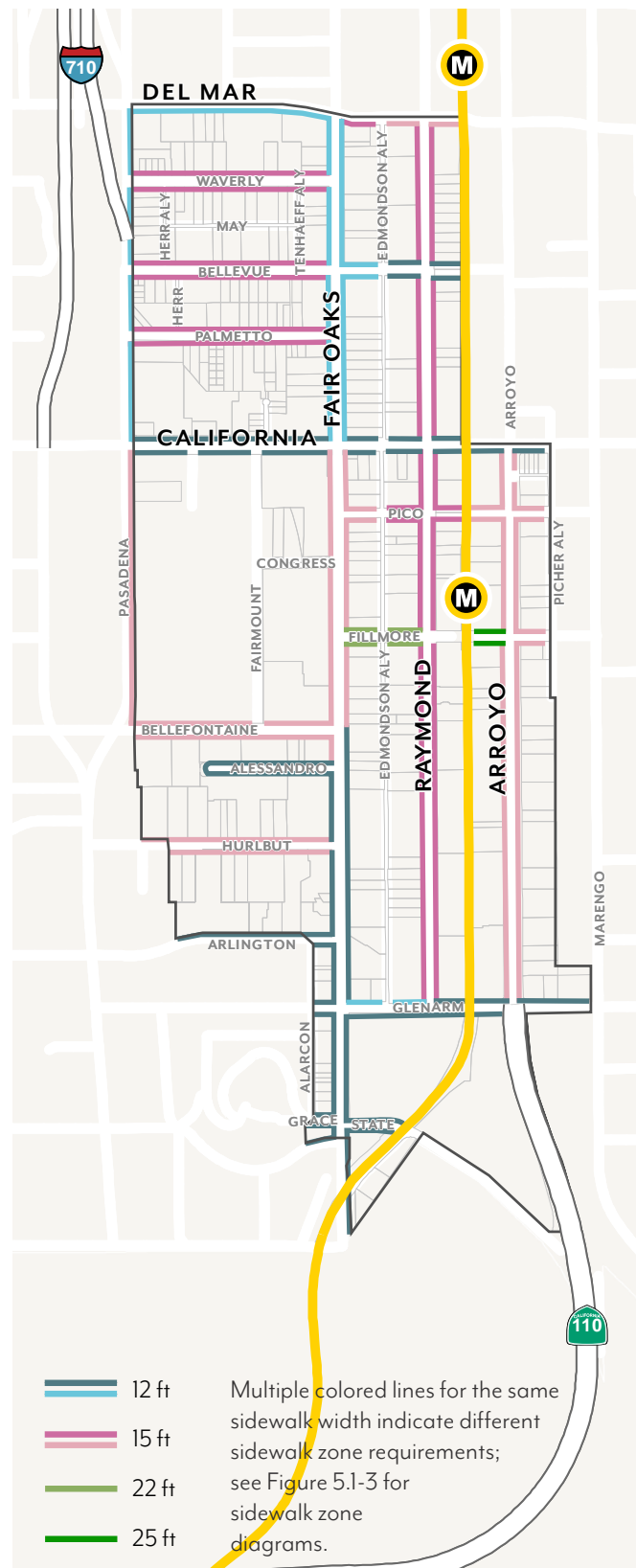
5.1.1 SIDEWALK WIDTH

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

SIDEWALK WIDTHS

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

Map 5.1-1: Sidewalk Widths



5.1.2 SIDEWALK ZONES

- A. **Amenity Zone.** Sidewalks shall provide an Amenity Zone consistent with the width illustrated in Figure 5.1-3, including the curb.
1. Projects shall meet minimum parkway and street tree requirements per Section 5.2.
 2. The following elements are permitted in the Amenity Zone at the discretion of Public Works:
 - a. Paved area for pedestrian mobility,
 - b. 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 minimum continuous path of travel for pedestrians at the width illustrated in Figure 5.1-3. This area shall be free of all furnishings, landscaping, or obstructions.

IMPORTANCE OF SIDEWALKS

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

- C. **Frontage Zone.** Sidewalks may include a Building Frontage Zone between the Walk Zone and the sidewalk line. A maximum width is illustrated in Figure 5.1-3.
1. The following elements are permitted in the Frontage Zone and may not encroach on the Walk Zone:
 - a. Seating/furniture,
 - b. Outdoor dining (with a Public Works permit),
 - c. Planters, and/or
 - d. Shade structures and galleries.

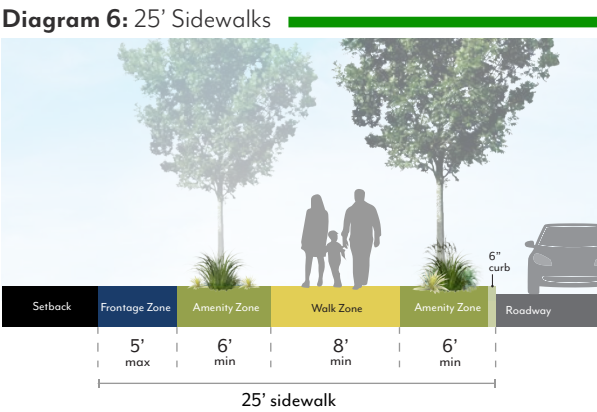
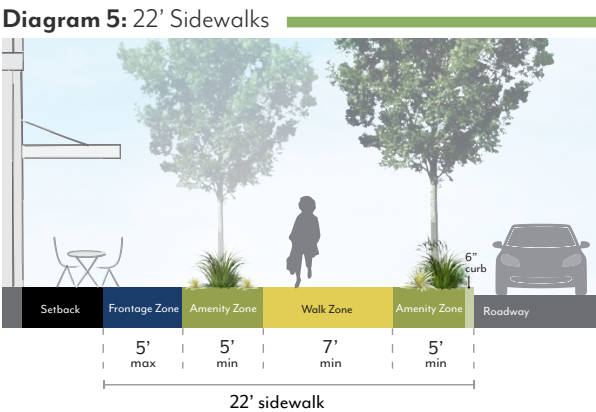
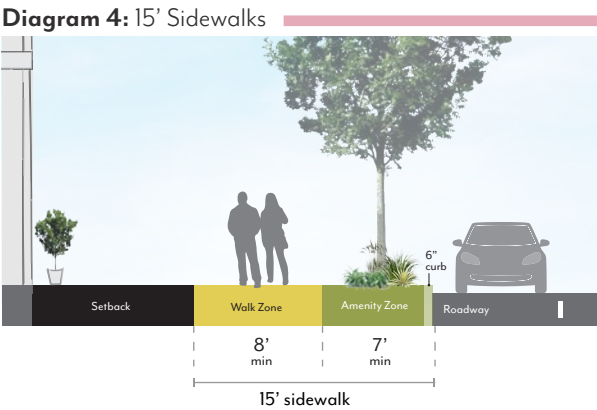
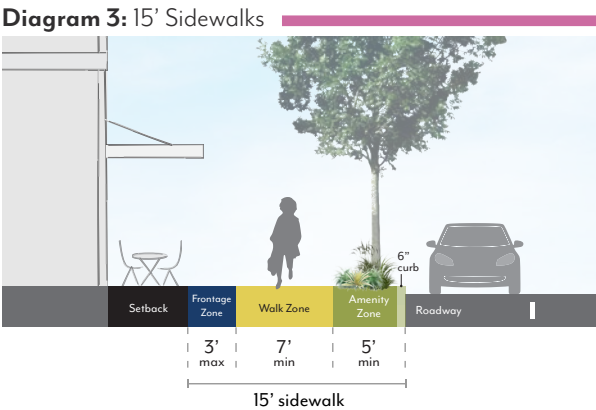
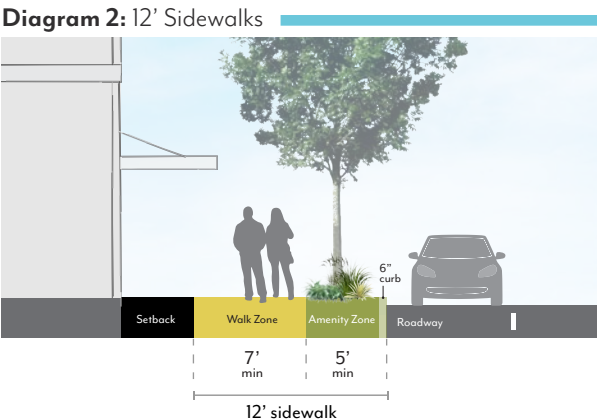
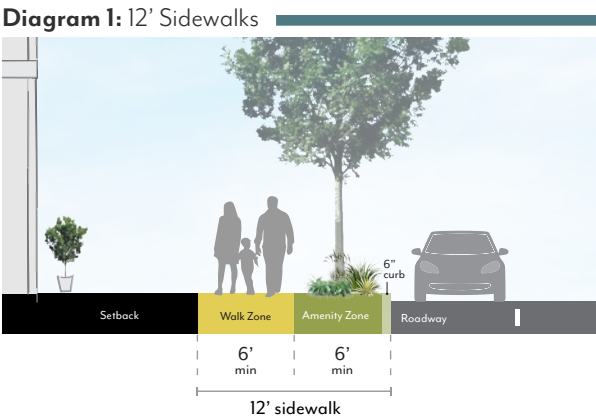
Figure 5.1-2: Sidewalk Width Measurement

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

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



Figure 5.1-3: Sidewalk Zone Requirements



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

SIDEWALK WIDTHS

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



Example of approximately 12' sidewalk



Example of approximately 15' sidewalk



Example of approximately 22' sidewalk

5.2 Parkways and Street Trees

These standards are intended to:

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

5.1.3 PARKWAYS

- A. **Required Parkway.** Projects shall provide parkways within the Amenity Zone for 20 to 30 percent of street frontage. Tree wells shall be counted towards the required parkway.
1. Where parkways currently exist, they are permitted to maintain the current parkway frontage even if it is more than 30 percent of the street frontage; however, planted areas shall be updated to meet the requirements in 5.2.1.C.
 2. Where street parking is not allowed, parkways may exceed 30 percent of street frontage.
- B. **Dimensions.** Parkway shall be constructed at the same width as the Amenity Zones illustrated in Figure 5.1-3, subtracting the 6-inch width required for the curb. When street parking is adjacent to the curb, an 12-inch paved buffer is required, in addition to the 6-inch curb.

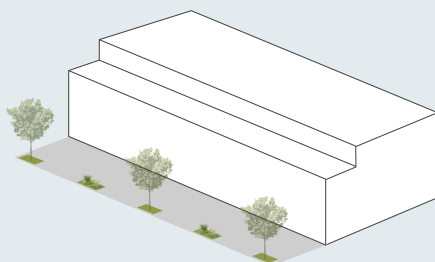
IMPORTANCE OF PARKWAYS

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

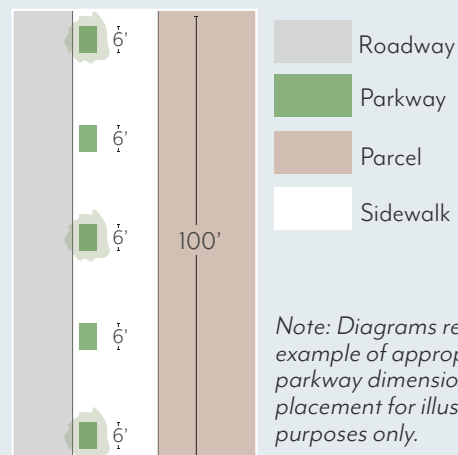
Parkways also provide a visual buffer between the pedestrian and moving or parked vehicles, which further improves pedestrian comfort and creates a more attractive sidewalk environment. Typically residential neighborhoods can accommodate long, uninterrupted areas of parkways within the sidewalk. In commercial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

1. The length of parkway segments shall be a minimum of 3 feet. Segments shall be a maximum of 15 feet where street parking is adjacent to the curb. When street trees are planted within a parkway, the minimum parkway length shall be 6 feet.
2. Barriers up to a maximum of 30 inches high, such as low walls or fences, are permitted at the interior edge of the parkway facing the sidewalk, but are not required.

Figure 5.2-1: Parkway Requirements



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



Note: Diagrams reflect example of appropriate parkway dimensions and placement for illustrative purposes only.

PARKWAY TYPES

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



Commercial Parkway



Residential Parkway



Commercial Parkway



Residential Parkway



Commercial Parkway



Residential Parkway

- C. **Access Ways.** Access ways between the step-out strip and the walk zone shall be provided at a minimum frequency of one per every 15 feet of continuous parkway.
1. Access ways shall be a minimum of 3 feet in width and provide a firm, uniform walking surface in all weather conditions from the curb to the sidewalk.
 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.
- 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.



Parkway with street trees and low perennial plantings

MATERIALS & ACCESS GUIDELINES

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

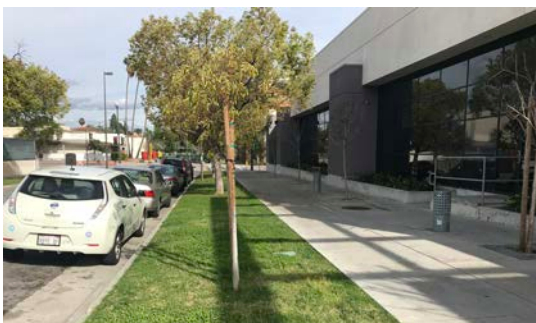
- E. **Non-vegetative Area.** A maximum of 20 percent of the parkway area may be organic or inorganic cover.
 - 1. Permitted materials include permeable pavers, decomposed granite, gravel, rocks, or mulch.
 - 2. Pavers are not allowed within 3 feet of any public streetlight pole or pull box or other 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 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.

5.1.4 STREET TREES

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

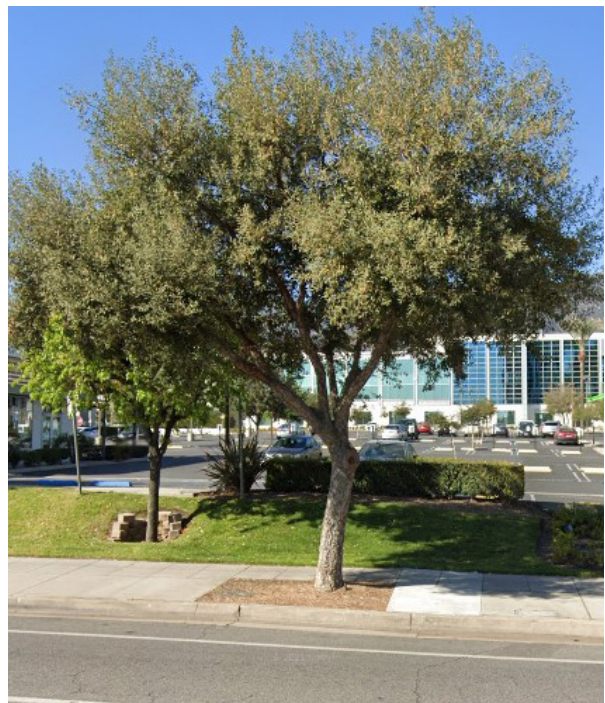


Camphor trees on Fillmore St.

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.

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



Street tree with healthy canopy and sufficient tree well size

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Ch. 6

Development Standards

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Development Standards

CHAPTER OVERVIEW

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

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

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

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

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

This chapter is organized into the following sections:

» 6.1 Scale.

- » 6.1.1 Density (du/ac)
- » 6.1.2 Intensity (FAR)
- » 6.1.3 Height
- » 6.1.4 Setbacks
- » 6.1.5 Stepbacks
- » 6.1.6 Historic Adjacency
- » 6.1.7 Modulation

» 6.2 Frontage.

- » 6.2.1 Ground Floor Frontages
- » 6.2.2 Ground Floor Design
- » 6.2.3 Transparency
- » 6.2.4 Shade Structures
- » 6.2.5 Arcades & Galleries
- » 6.2.6 Walls & Fences
- » 6.2.7 Balconies & Roof Decks

» 6.3 Open Space.

- » 6.3.1 Minimum Area
- » 6.3.2 Private Open Space
- » 6.3.3 Common Open Space
- » 6.3.4 Publicly Accessible Open Space
- » 6.3.5 Paseos

» 6.4 Parking.

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

Table 6-1: Summary of Development Standards

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

code references may change. Checkmarks (✓) indicate where a Specific Plan standard applies, but the standard is text-based and cannot be condensed into the table.

Complete standards shall be referenced within the relevant sections of Chapter 6.

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

Standard	SFO-CG	SFO-CL	SFO-CF	SFO-IF	SFO-MU-T	SFO-MU-C	SFO-MU-N	SFO-MU-G
Walls & Fences	✓	✓	✓	✓	✓	✓	✓	✓
Balconies & Roof Decks	✓	✓	✓	✓	✓	✓	✓	✓
Open Space								
Minimum Area								
Non-residential	5% of Non-residential Gross Floor Area for Projects over 40,000 sf							
Residential	200 sf per studio, 225 sf per 1-bed, 250 sf per 2-bed, 275 sf per 3+bed							
Publicly Accessible	Table 6.3-2 and Map 6.3-1 for projects over 60,000 sf							
Private Open Space	✓	✓	✓	✓	✓	✓	✓	✓
Common Open Space	✓	✓	✓	✓	✓	✓	✓	✓
Publicly Accessible Open Space	✓	✓	✓	✓	✓	✓	✓	✓
Paseos	✓	✓	✓	✓	✓	✓	✓	✓
Parking								
Minimum Parking	✓	✓	✓	✓	✓	✓	✓	✓
Vehicle Access	✓	✓	✓	✓	✓	✓	✓	✓
Layout & Design	✓	✓	✓	✓	✓	✓	✓	✓
Other Applicable Standards¹								
General Development	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							

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

6.1 Scale

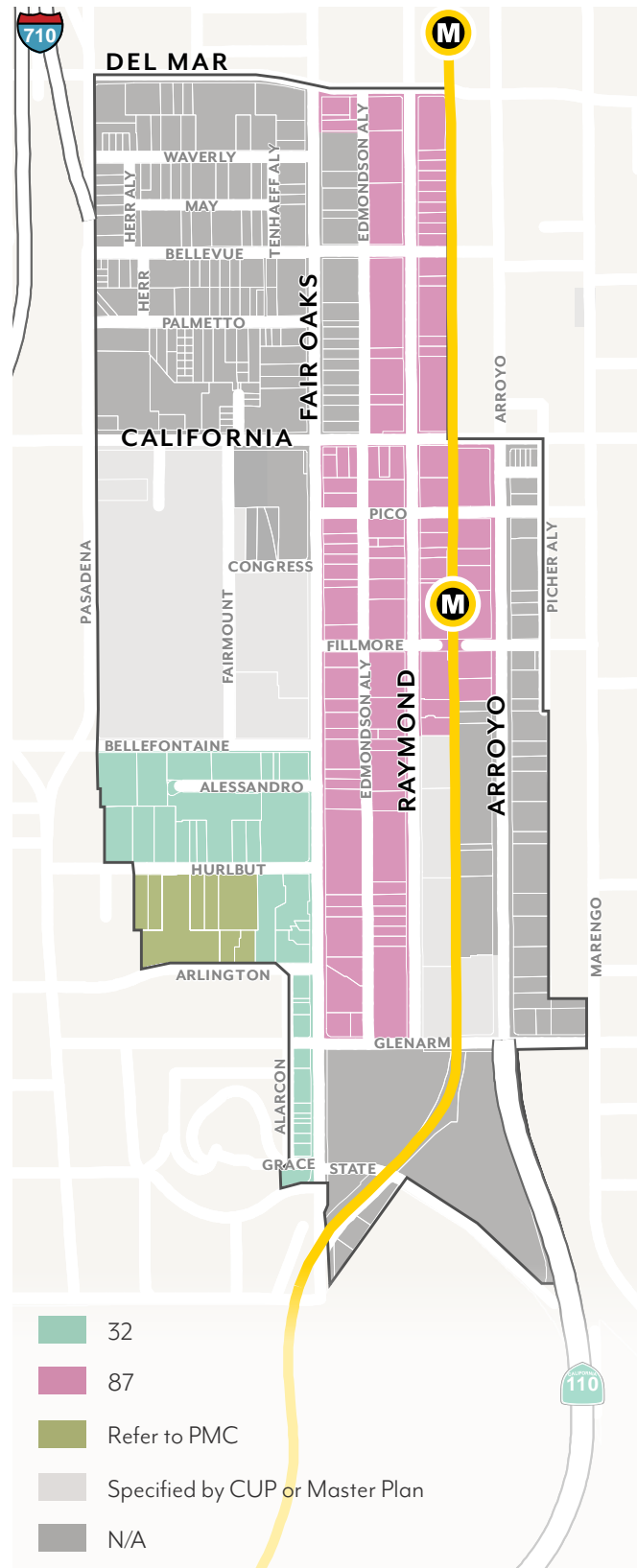
These standards are intended to:

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

6.1.1 DENSITY

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

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



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

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

Map of the Arroyo Valley area showing the proposed light rail alignment and station locations.

Legend:

- 1.0
- 1.25
- 2.0
- 2.25
- 3.0
- Specified by CUP or Master Plan
- N/A

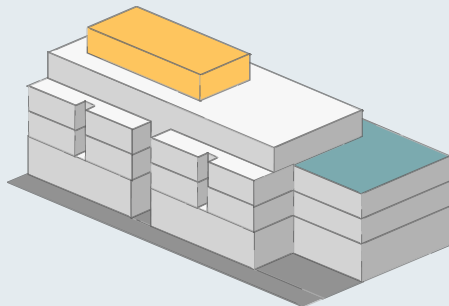
Map Labels:

- Highways:** 710, 110
- Neighborhoods:** DEL MAR, FAIR OAKS, CALIFORNIA, ARROYO, RAYMOND, MARENGO
- Streets:** WEAVERLY, MAY, BELLEVUE, HERR ALY, PALMETTO, CONGRESS, FAIRMOUNT, BELLEFONTAINE, ALESSANDRO, HURLBUT, ARLINGTON, ALARCON, GRACE, STATE, GLENARM, PICO, FILLMORE, EDMONDSON ALY, ARROYO, PICHER ALY, MARENGO
- Stations:** (Marked with 'M' in yellow circles)

6.1.3 HEIGHT

- A. **Building Height.** Projects shall not exceed the height limits set in Map 6.1-3.
1. Height is measured per PMC 17.40.060.
 2. Exceptions allowed for Height Averaging (6.1.3.B) and projecting features such as appurtenances and railings per PMC 17.40.060.
- 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 parentheses in Map 6.1-3, provided that the average height over the entire footprint does not exceed the allowable height; see Figure 6.1-1.
1. The intent is to counterbalance additional height with lower heights elsewhere to achieve an economically-feasible development that protects view corridors and contributes to a more visually-compelling skyline.
 2. This allowance is not applicable to other development standards relating to building scale such as setbacks. It may not be used in combination with the height concession set in PMC 17.43.060.

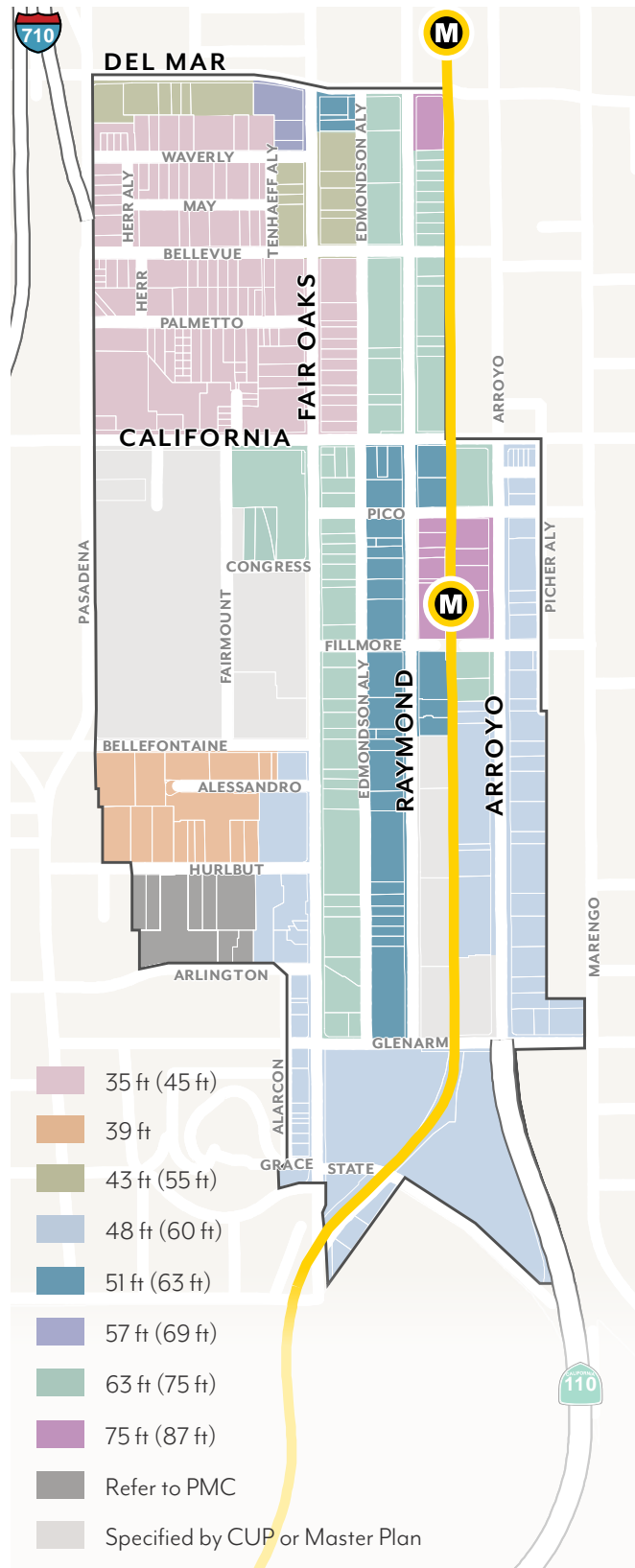
Figure 6.1-1: Height Averaging



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

Note: Diagrams used for illustrative purposes only.

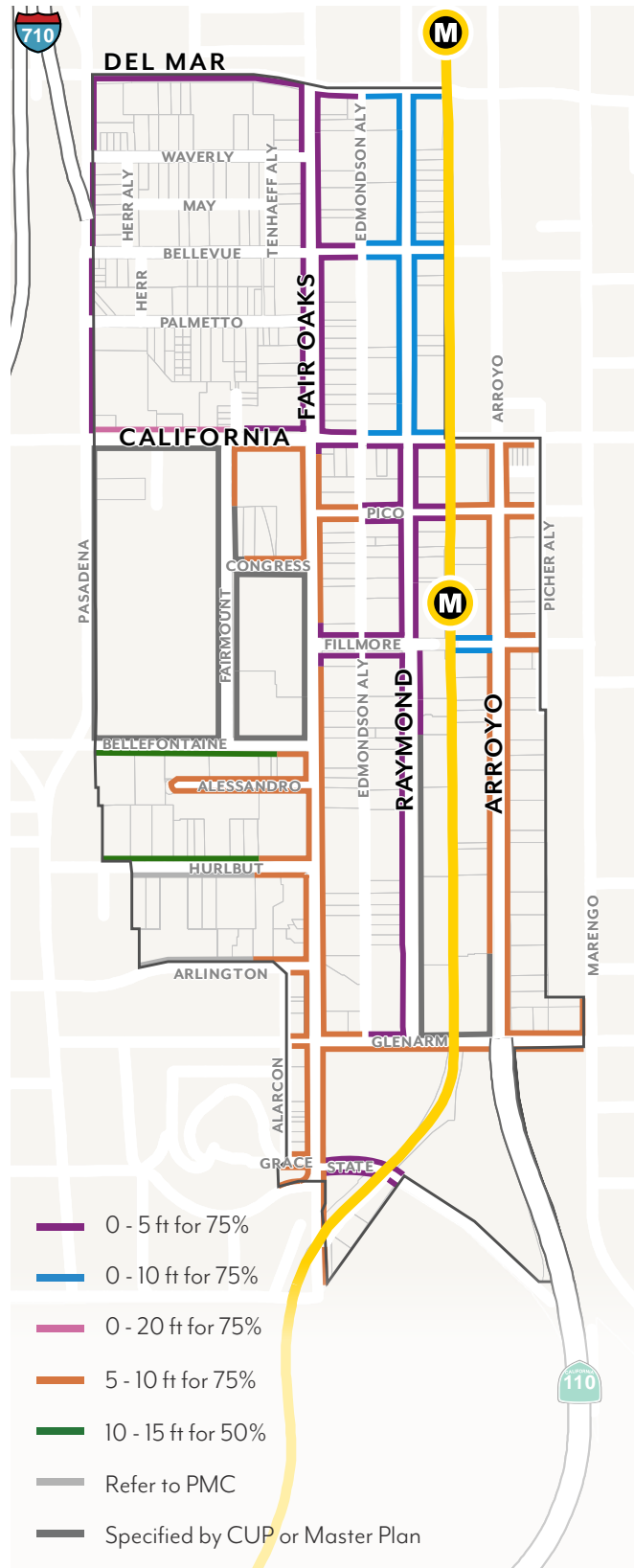
Map 6.1-3: Building Height



6.1.4 SETBACKS

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

Map 6.1-4: Street Setbacks



STREET SETBACKS

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



Example of a 0-5' setback



Example of a 5-10' setback



Example of an approximately 10' setback



Example of a 10-20' setback



Example of Recessed Ground Floor



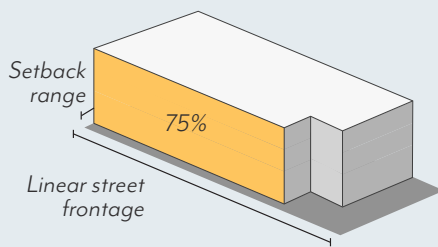
Example of Arcade

SETBACKS TO SUPPORT HEALTHY TREE CANOPY

Employing an increased street setback within the established range can support street tree health by creating additional space for tree canopies to grow. Along with other development standards included in this chapter, street setbacks can encourage sensitive building design to accommodate both existing and new street trees, leading to healthy tree growth, additional shade, and greenery.



Figure 6.1-2: Setback Range

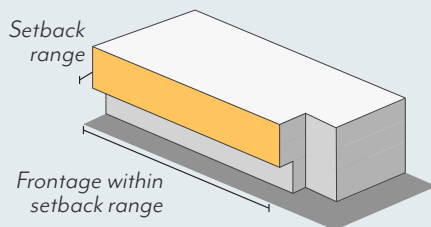


Example condition:
When specified for 75%, up to 25% of street frontage can be set back further than the range (percentage varies by street)

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

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

Figure 6.1-3: Recessed Ground Floor



A building may have an arcade or recessed ground floor if a second story meets the required setback range

Note: Diagrams used for illustrative purposes only.

6.1.5 STEPBACKS

- A. **Interior Stepbacks.** Adjacent to RM/RS zoning districts, buildings shall not be located within the encroachment plane sloping upward and inward at a 45-degree angle measured from the vertical, commencing 20 feet above the existing grade along the shared property line; see Figure 6.1-4.
1. Exceptions allowed per PMC17.40.160 (Table 4-2.1).

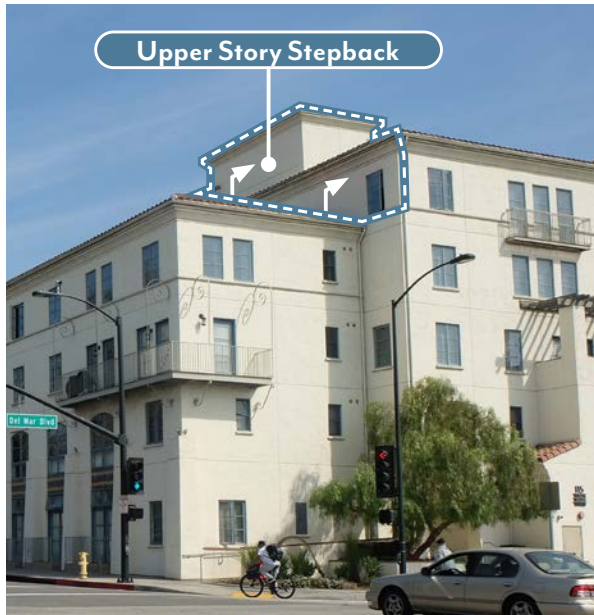
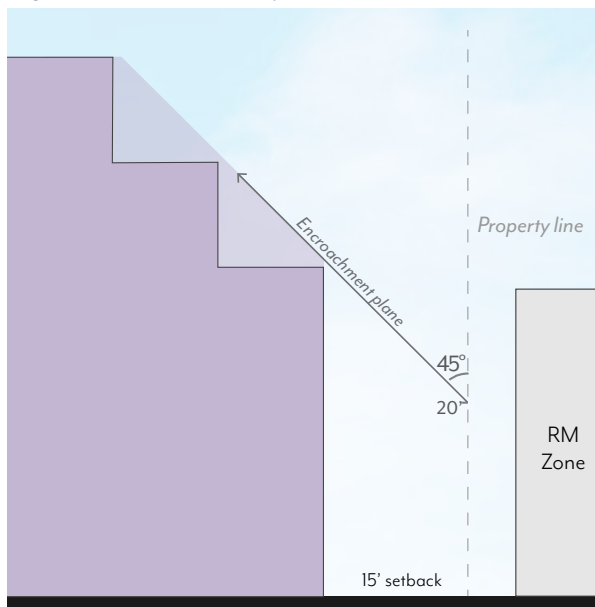


Figure 6.1-4: Interior Stepbacks



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 historic resource shall be subject to the following modified standards; see Figure 6.1-5.
 - 1. **Street Setbacks:** The minimum street setback shall be an average of the minimum setback in Map 6.1-4 and that of the resource for a minimum of 20 feet from the shared property line. If between two resources, the street setback shall be an average of the setbacks of the two resources.
 - 2. **Interior Setbacks:** The minimum interior setback shall be equal to that of the historic resource or 15 feet, whichever is less. No setback is required where the resource is built to the shared property line.
 - 3. **Streetwall Height:** A maximum streetwall height shall not exceed the height of the historic resource for a minimum of 20 feet from the shared property line. A stepback with a minimum depth of 10 feet is required above this height, measured from the modified minimum street setback.
 - 4. **Interior Stepbacks:** Projects shall not be located within an encroachment plane sloping upward and inward at a 30-degree angle measured from the vertical, commencing 6 feet above the existing grade at the property line. This plane is not applicable if the resource is built to the shared property line.



Pasadena Humane Society

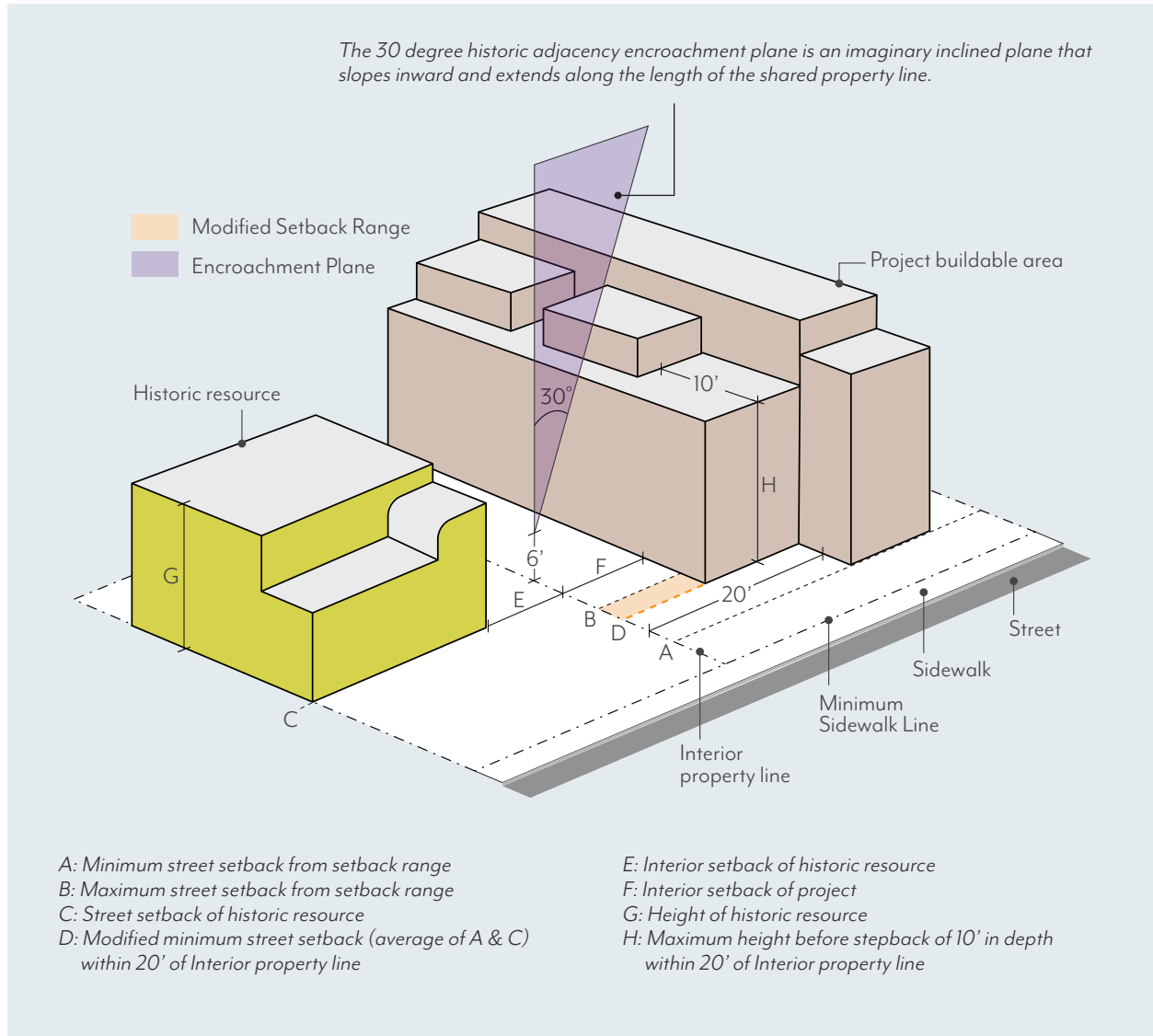


Royal Laundry

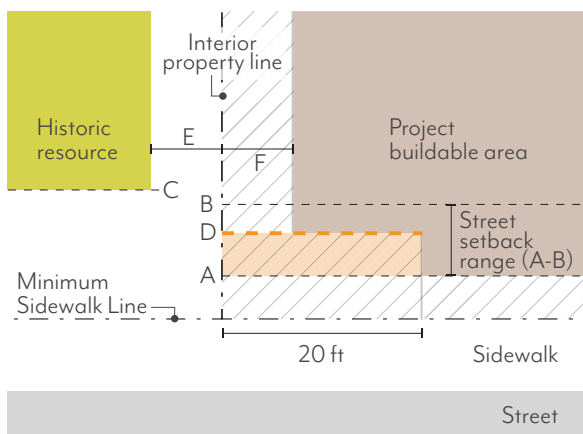
HONORING HISTORIC SIGNIFICANCE

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

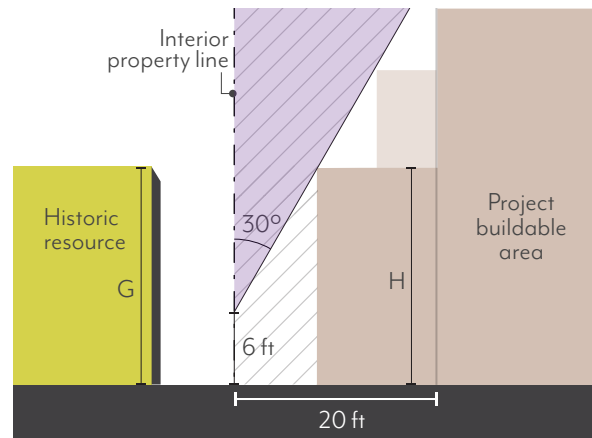
Figure 6.1-5: Historic Adjacency Transition Massing



PLAN VIEW



ELEVATION VIEW

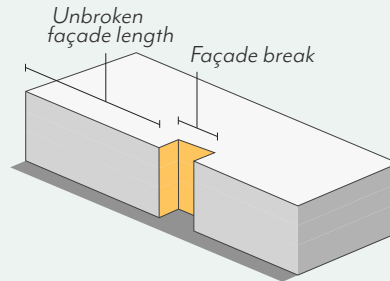


Note: Diagrams used for illustrative purposes only.

6.1.7 MODULATION

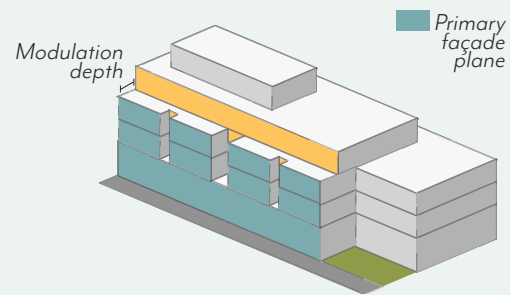
- A. **Façade Length.** Each street-facing façade exceeding 150 feet in length shall include a minimum break of 10 percent of the façade length or 20 feet, whichever is greater. This break shall be a minimum of 10 feet deep, open to the sky; see Figure 6.1-6.
- B. **Façade Area.** Each street-facing façade exceeding 50 feet in length shall modulate a minimum of 25 percent of the area above the ground floor between 2 feet and 12 feet in depth from the primary façade plane; see Figure 6.1-7. Buildings with a total of 2 stories or less are exempt.
 1. The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.
 2. Modulation is not required to be continuous or open to the sky, and may be recessed or projected, but not beyond the sidewalk line.
 3. Required stepbacks (6.1.5.A), façade breaks (6.1.7.A), and projected balconies (6.2.7.A) shall not count toward the modulation requirement; balconies that are recessed a minimum of 2 feet shall qualify.
- C. **Alternative Compliance.**
 1. Eligibility. Modulation standards may be reduced or otherwise modified through the Design Review process if:
 - a. A minimum of 90% of the provided parking is fully or partially subterranean;
 - b. A minimum of one publicly accessible open space is provided at the ground level, visible and accessible from the sidewalk;
 - c. No other concessions, waivers, or incentives have been requested, including those associated with PMC 17.43 (Density Bonus), unless the project is designed to achieve LEED Gold certification; and
 - d. The review authority makes all of the following findings.
 2. Required Findings.
 - a. The building design provides modulation on each street-facing façade in a manner consistent with the project's architectural style and/or immediate context, including adjacent historic resources.

Figure 6.1-6: Maximum Façade Length



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

Figure 6.1-7: Modulated Façade Area



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

Note: Diagrams used for illustrative purposes only.

- 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 Specific Plan, as well as all other standards of the Specific Plan.

CREATING VISUAL INTEREST AND BREAKING UP MASS

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



Balconies and other variations in wall plane depth create visual interest



Façade modulation can be applied to various architectural styles

6.2 Frontage

These standards are intended to:

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

GROUND FLOOR FRONTAGES

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



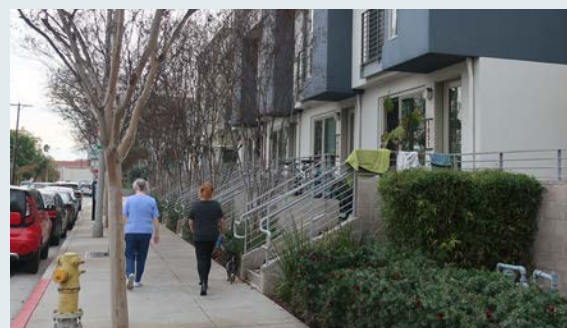
Ground floor frontage with commercial use, shade awnings, and a transparent entrance



Ground floor commercial use with outdoor dining



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



Residential units on the ground floor accessible from the sidewalk

6.2.1 GROUND FLOOR FRONTAGES

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

- A. **Commercial Uses.** Frontage Type A1, A2, and B1 per Table 6.2-1 and Map 6.2-1 require a minimum percent of the building frontage to be comprised of, and designed for, commercial uses. Permitted commercial uses by zoning district are found in Table 4.3-1.
- 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
 - 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 Type A1, A2, and B1 per Table 6.2-1 and Map 6.2-1 set limitations on ground floor residential uses facing the street. Permitted residential uses by zoning district are found in Table 4.3-1.
- 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.
 - Type B: Residential units on the ground floor shall be permitted with direct access to the street and a minimum setback of 5 feet.
 - Residential common space on the ground floor shall be permitted per Table 6.2-1.

Figure 6.2-1: Commercial Depth

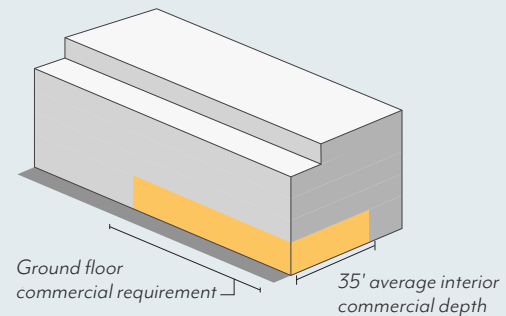


Figure 6.2-2: Residential Unit Restriction

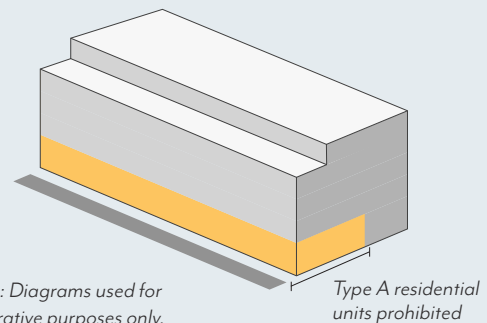




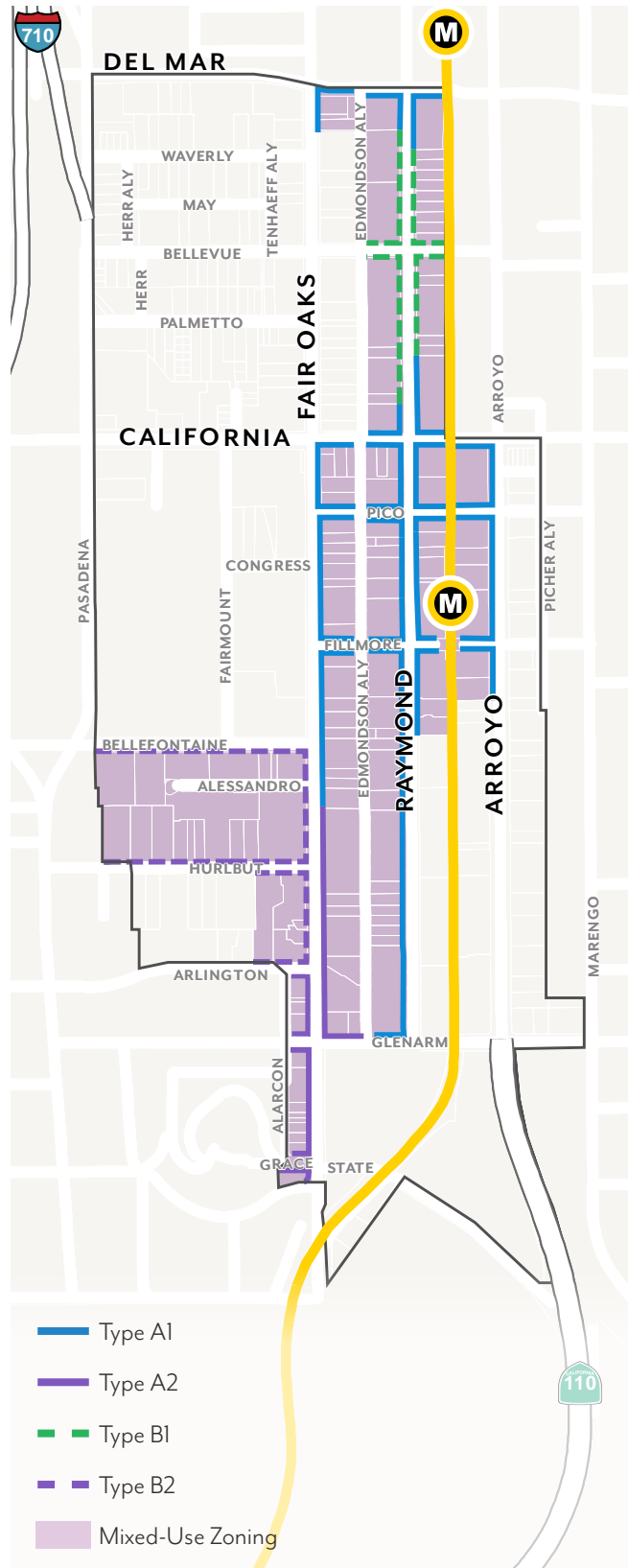


Table 6.2-1: Allowable Ground Floor Building Frontages in Mixed-Use Zones

Type		Commercial Uses	Residential Common Space	Residential Units
	A1	80% minimum	20% maximum	Prohibited within 35 feet of sidewalk line
	A2	20% minimum	80% maximum	
	B1	20% minimum	80% maximum	
	B2	Allowed, no percentage requirements		

Map 6.2-1: Ground Floor Frontage Types

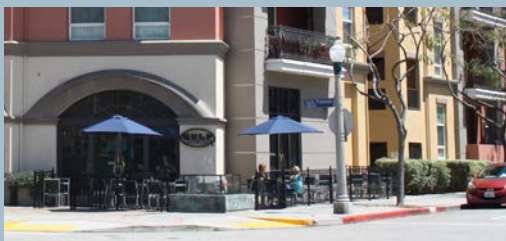


TYPE A FRONTAGES

Type A1 frontages are required in high activity, commercially focused corridors and require new development to include commercial uses for at least 80% of the building frontage. A limited amount of residential common space (up to 20%) facing the street is permitted to accommodate entrances to upper floor residential. Dwelling units are not allowed.



Type A2 frontages apply to areas where commercial activity is not as concentrated but where “corner commercial” helps bring amenities within walking distance of residents. A2 requires that new development dedicate at least 20% of the building frontage to commercial uses, while the remainder (up to 80%) may be used for residential common spaces like lobbies, community rooms, and gyms. Dwelling units are not allowed.



TYPE B FRONTAGES

Type B1 frontages, like A2, 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 B1 areas, the urban character is more residentially dominated, with larger setbacks; therefore, residential units are permitted at the ground floor for up to 80% of the building frontage. Residential common space is also permitted for up to 80%.



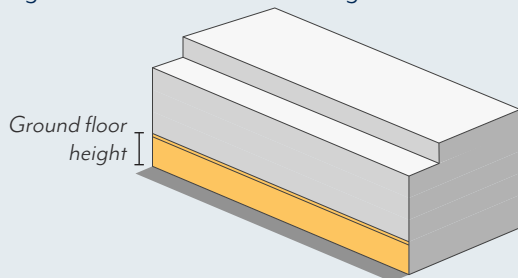
Type B2 frontages apply in areas where a maximum amount of flexibility is desired. Ground floors can be a mix of commercial and/or residential uses, including both common spaces and dwelling units with direct access to the sidewalk. These areas generally have a horizontal mix of residential and commercial on the ground floor. No percentage requirements apply.



6.2.2 GROUND FLOOR DESIGN

- A. **Entrances.** A minimum of one primary entrance shall be located on the primary frontage of each building and open onto a sidewalk or other public space.
1. Primary entrances shall be distinguished by architectural features or overhead projections, such as an awning or canopy.
 2. All entrances shall be recessed a minimum of 30 inches from the sidewalk line.
- B. **Minimum Height.** Non-residential and mixed-use buildings shall have a minimum ground floor height of 15 feet, measured floor to floor; see Figure 6.2-3. Residential-only buildings shall have a minimum ground floor height of 10 feet, measured floor to floor.
1. If there is no second story, the height shall be measured to the top of the roof.
 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 a maximum of 6 feet above and 2 feet below sidewalk elevation.

Figure 6.2-3: Ground Floor Height



A commercial ground floor of at least 15 feet in height



A residential ground floor elevated above the sidewalk

6.2.3 TRANSPARENCY

- A. **Windows & Doors.** Minimum transparency for street-facing façades is set in Tables 6.2-2 and 6.2-3 based on use.
1. Ground floor transparency for non-residential and residential common space uses 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 façade area, viewed in elevation.
 3. Windows shall be recessed by a minimum of 2 inches from the façade; flush windows may be allowed per review authority approval.
 4. The use of tinted, mirrored or highly reflective glazing is prohibited.
 5. Blinds, drapes, posters, and shelving for product displays visible to the public right-of-way shall obscure a maximum of 10 percent of the transparent areas of each respective storefront.
 - a. Medical Office uses may obscure a maximum of 50 percent of the transparent areas of each respective storefront for privacy purposes.
- B. **Blank Walls.** Windowless expanses of street-facing walls shall not exceed 20 feet in length.
- C. **Security Bars.** Any exterior or interior security bars shall be designed to be fully hidden from view during business hours with devices such as concealed side pockets and ceiling cavities.



Recessed entrance with overhead awnings



Recessed entrance with ground floor transparency

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

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

Table 6.2-3: Transparency for Residential Units

	All Zones
Ground Floor	15%
Overall Façade	15%

6.2.4 SHADE STRUCTURES

- A. **Shading.** Shade structures may project up to two-thirds of the sidewalk width.
1. Shade structures shall allow a minimum of 8 feet of vertical clearance from sidewalk elevation and shall not conflict with existing trees.

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

TRANSITIONAL OUTDOOR SPACES

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



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



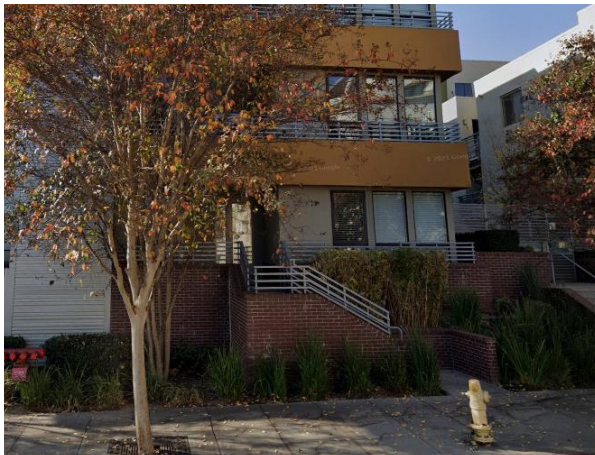
Arcades provide shaded space for pedestrians



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

6.2.6 WALLS & FENCES

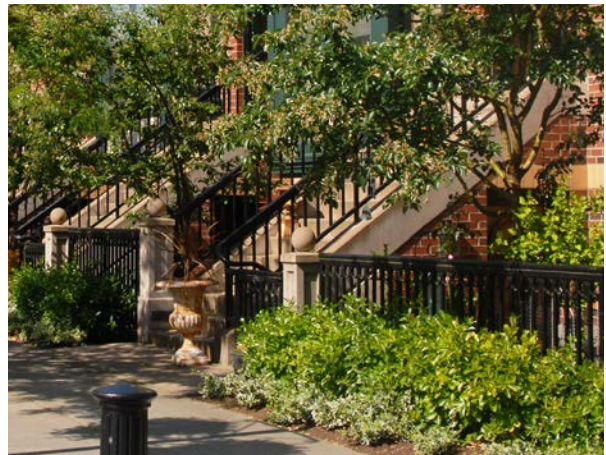
- A. **Walls and Fences.** Freestanding walls, fences, and raised/landscape planters are permitted within the street setback.
1. Walls and fences that are less than 50 percent transparent shall have a maximum height of 30 inches above sidewalk elevation.
 2. Walls and fences that are more than 50 percent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



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

6.2.7 BALCONIES & ROOF DECKS

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



Appropriate residential fence height and placement

6.3 Open Space

These standards are intended to:

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



Private Open Space (Patio and Balconies)

IMPORTANCE OF OPEN SPACE

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

TYPES OF OPEN SPACE

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

6.3.1 MINIMUM AREA

- A. **Private and Common Open Space.** Projects shall provide the minimum area of Open Space based on use and size per Table 6.3-1. Areas used regularly for parking, loading or storage shall not count towards minimum Open Space requirements.
1. **Residential.** Projects with dwelling units shall provide the minimum area of Open Space per Table 6.3-1 as a combination of Private and/or Common Open Space.
 2. **Non-residential.** Projects with more than 40,000 square feet of non-residential floor area shall provide a minimum of 5 percent of the gross non-residential floor area as Common Open Space.
 3. **Mixed-use.** Projects shall comply with requirements applicable to each type of use.
- B. **Publicly Accessible Open Space.** Projects with more than 60,000 square feet of gross floor area (GFA) shall provide a percentage of GFA as Publicly Accessible Open Space, as set in Table 6.3-2.
1. Publicly Accessible Open Space shall be provided in addition to Private and Common Open Space requirements.

Table 6.3-1: Residential Open Space by Unit Type

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



Common Open Space (Courtyard)

6.3.2 PRIVATE OPEN SPACE

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



Private Open Space (Patio)

6.3.3 COMMON OPEN SPACE

- A. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 15 feet in each direction is required for Common Open Space.
- B. **Distribution.** A minimum of 60 percent of the required residential Open Space set in Table 6.3-1 shall be Common Open Space shared among tenants.
 - 1. A minimum of 70 percent of Common Open Space shall be outdoors, and a minimum of 80 percent of outdoor Common Open Space shall be open to the sky.
 - 2. A maximum of 30 percent of Common Open Space may be indoors. Indoor Common Open Space shall not include spaces used primarily for circulation.
- C. **Landscape.** A minimum of 25 percent of Common Open Space shall be planted area with a minimum dimension of 30 inches in each direction. Landscaping shall comply with PMC 17.44.050.
- D. **Trees.** A minimum of one 24-inch box tree per project or for every 500 square feet of outdoor Common Open Space, whichever is greater, shall be planted within the Common Open Space. For projects with 2 or more trees, a minimum of 50 percent of trees planted shall be shade trees.
- E. **Hardscape.** A maximum of 25 percent of Common Open Space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- F. **Water Features.** A maximum of 5 percent of the required Common Open Space shall be fountains, reflecting pools, or other decorative water features. Swimming pools are not considered water features for the purposes of this standard.
- G. **Access.** Common Open Spaces may be accessible to the public if desired by the property owner.

CREATING COMMUNITY GATHERING SPACES

Common open spaces provide areas for gathering, recreation, and respite within a development.



Communal picnic area with moveable seating options



Enhanced paving, seating, and landscaping

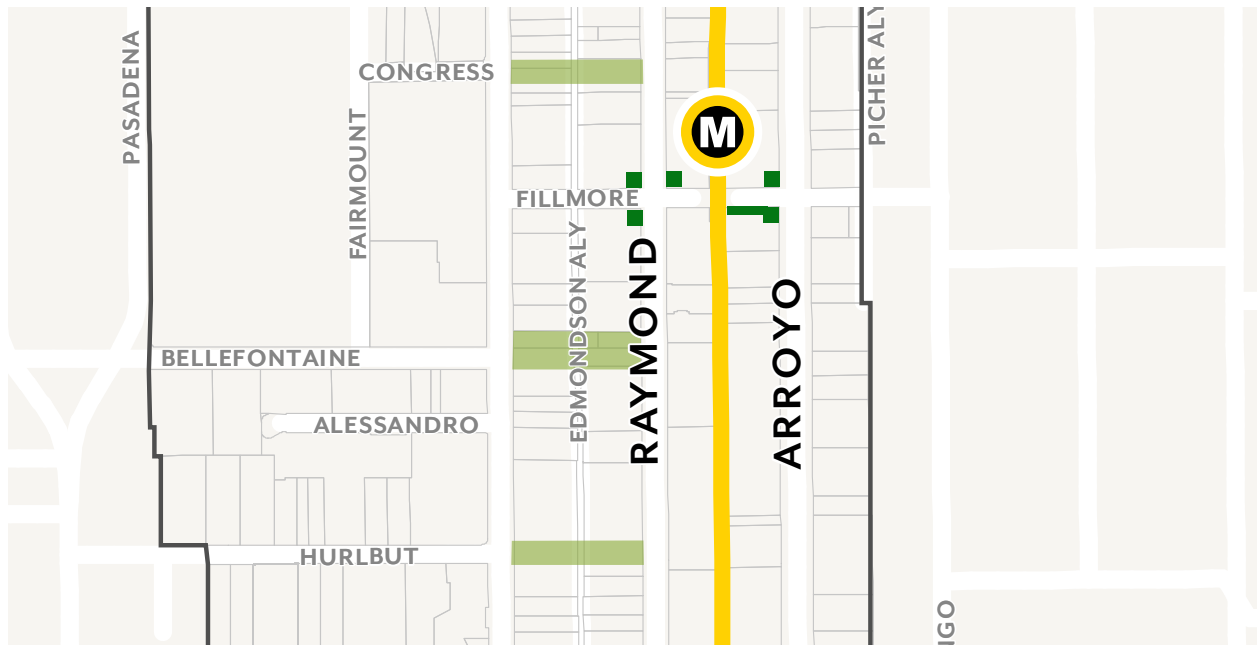
6.3.4 PUBLICLY ACCESSIBLE OPEN SPACE

- A. **Area.** Minimum area requirements are set in Section 6.3.1.A and Table 6.3-2, and may be contiguous or noncontiguous, subject to the dimension and elevation standards below.
- B. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction is required for Publicly Accessible Open Space.
- C. **Access.** A minimum of 80 percent of the Publicly Accessible Open Space shall be accessible to the general public and shall not be restricted to patrons of a particular business.
- D. **Signage.** Publicly Accessible Open Space shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing accessible hours.
- E. **Hours.** At a minimum, Publicly Accessible Open Space shall be open to the general public from 8am to 8pm.
- F. **Elevation.** A minimum of 3,000 square feet of Publicly Accessible Open Space shall be at sidewalk elevation. If less square footage is required, then all required Publicly Accessible Open Space shall be at sidewalk elevation.
- G. **Hardscape.** A maximum of 25 percent of Publicly Accessible Open Space shall be paved in standard concrete.
 - 1. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.
- H. **Seating.** Seating shall be provided at a minimum of 1 seat per 300 square feet of required Publicly Accessible Open Space. Fractions shall be rounded down to the nearest whole number.
 - 1. Benches shall be calculated as 1 seat per 24 linear inches.
- I. **Landscape.** A minimum of 25 percent of Publicly Accessible Open Space shall be planted area with a minimum dimension of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.
- J. **Trees.** A minimum of one 24-inch box tree per project or for every 750 square feet of Publicly Accessible Open Space, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
- K. **Common Open Space Credit.** Publicly Accessible Open Space in excess of the minimum may count towards a maximum of 30 percent of the Common Open Space requirement at a 1:1 ratio.
- L. **Required Paseos.** Projects that are required to provide Publicly Accessible Open Space per 6.3.1.B and are selected for paseo development on Map 6.3-1, are required to meet the minimum area requirement by providing a paseo, defined as a pedestrian 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.A through 6.3.4.I shall not apply to paseos.
- M. **Required Plaza.** Projects that are required to provide Publicly Accessible Open Space per 6.3.1.B and are selected for plaza development on Map 6.3-1, are required to meet the minimum area requirement by providing a plaza per Map 6.3-1.
 - 1. Publicly Accessible Open Space design standards shall apply to plazas.

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

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

Map 6.3-1: Publicly Accessible Open Space Requirement Location



Required Open Space Locations

- Required Paseo Location
Exact siting of paseo subject to determination that intent of throughblock connectivity is satisfied
- Required Plaza Location
Exact size is to be determined by required public open space



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

6.3.5 PASEOS

- A. **Dimensions.** Paseos shall have an average width of 25 feet, minimum width of 15 feet, and be a minimum of 75 percent open to the sky. Paseos shall have a walk zone with a minimum width of:
 - » 10 feet for commercial / mixed-use paseos.
 - » 8 feet for residential-only paseos.
- B. **Access.** Paseos shall be physically and visually accessible from the connecting public sidewalk.
 - 1. Fences, walls, and/or entry gates are permitted; however, these features shall not block passage through the paseo during public hours.
 - 2. Bollards (fixed or removable) shall be provided at all entry points of paseos to restrict vehicular access during public hours.
 - 3. Emergency vehicular access shall be provided.
- C. **Signage.** Paseos shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing public hours. In paseos that have commercial frontages, a directory signage shall be provided at each entry the all paseos. Specific sign guidelines shall be created for all properties with building facades immediately adjoining the paseos.
- D. **Hours.** At a minimum, paseos shall be open to the general public from 8am to 8pm. Commercial loading shall be limited to non-public hours.
- E. **Elevation.** Paseos shall be at ground level and ADA accessible.
- F. **Programming.** A maximum of 10 percent of required paseo area may be used by adjacent restaurants or food sales uses as a space restricted to customers only. Any additional programming must be non-transactional and without financial barriers to entry.
 - 1. Exception: Paseos may be closed to public access for private events no more than once 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 PMCI7.44.
- K. **Trees.** A minimum of one 24-inch box tree per project or per each 750 square feet of paseo area, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
- L. **Maintenance.** The paseo area, including landscape, hardscape, and all features, shall be maintained by the property owner or designated agent.
- M. **Blank Walls.** Paseos shall adhere to the blank wall standards defined in Section 6.2.3, or provide one of the following mitigations:
 - 1. Green wall, vines, or other vertical landscaping element that covers a minimum of 75 percent of non-conforming blank wall area.
 - 2. Public art including, but not limited to, murals.

PASEO GUIDELINES

Framing & Dimensions

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



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

Accessibility & Safety

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

Amenities & Programming

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

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

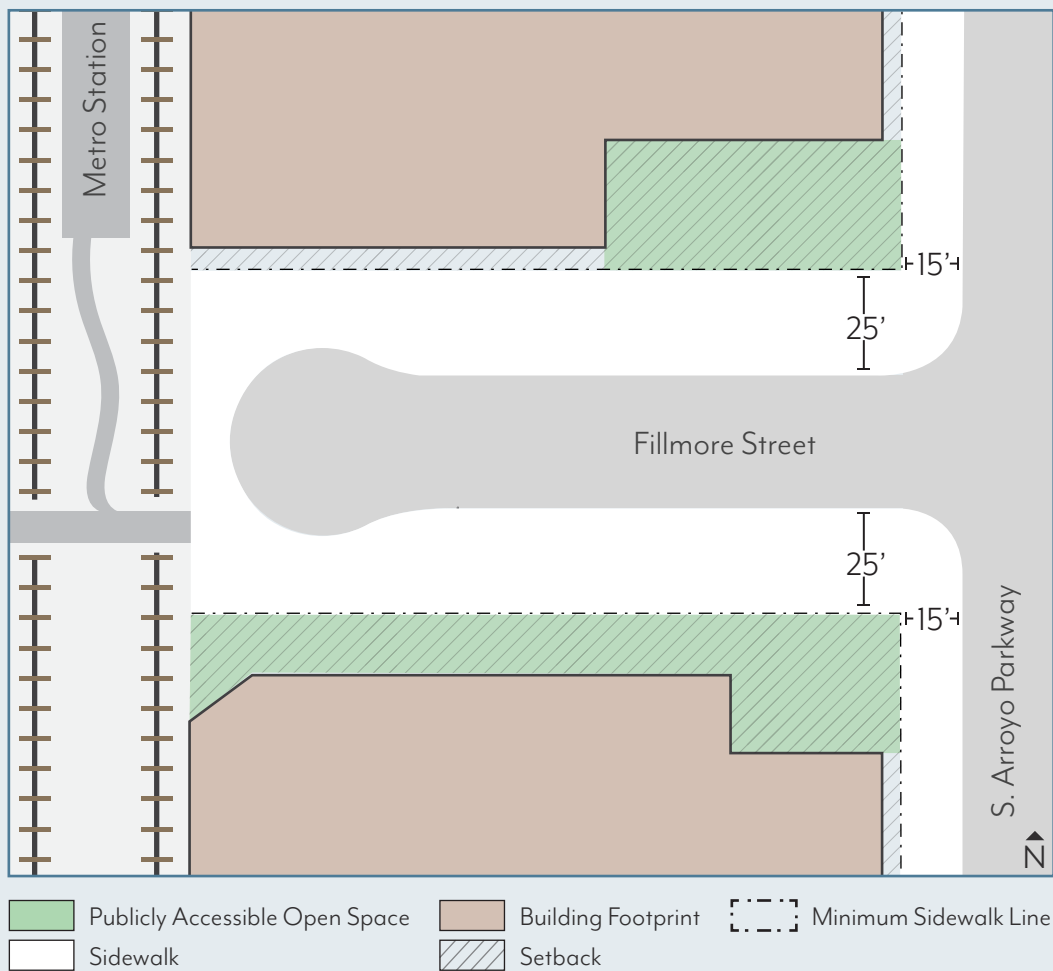


Figure 6.3-1: Possible Configurations for Publicly Accessible Open Space Plaza Requirement at Fillmore Street and Arroyo Parkway

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

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

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



6.4 Parking

These standards are intended to:

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

6.4.1 MINIMUM PARKING

- A. **Number of Spaces.** Projects shall provide off-street automobile parking spaces per Table 6.4-1 based on general use classifications.
1. For projects within one-half mile of a Metro station, reductions in parking and a maximum number of parking spaces shall apply per PMC 17.50.340.
 2. Bicycle parking shall be required per PMC 17.46.320.

IMPORTANCE OF PARKING

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

Table 6.4-1: Minimum Parking by Land Use

Use Classification ¹	Number of Spaces	Exceptions
Residential	≤1-bed: 1 per unit ≥2-bed: 1.5 per unit Guest: 1 per 10 units	Guest parking may be shared with commercial parking in mixed-use projects
Live/Work Units	1.5 per unit	
Recreation, Education & Public Assembly	PMC 17.46.040	
Office, Professional & Business Support	2 per 1,000 sf	For Medical Offices >5,000 sf, refer to PMC. No parking required for: • First 5,000 sf of a project • First 500 sf of outdoor dining (per tenant)
Retail Sales (including Restaurants)		
Services (excluding Lodging)		
Lodging	0.5 per room	No parking required for first 15,000 sf of banquet space
Industry, Manufacturing & Processing	2 per 1,000 sf	Recycling Centers: plus 1 space per bin
Transportation, Communications & Utility	PMC 17.46.040	
Other Exceptions		
No new parking required for: • Projects within designated historic resources (excluding additions) • Changes of use in structures built prior to 1970		
¹ Use classifications correspond to general use categories in PMC 17.46.040. The number of spaces listed above shall apply to all uses listed under these general categories, with the exception of specific uses where the parking requirement is lower per PMC 17.46.040.		

- B. **Shared Parking.** Parking may be shared among multiple uses per PMC 17.46.050.
- C. **Unbundled Parking.** For any building with new residential units, off-street automobile parking spaces shall be leased or sold separately from the unit rental or purchase fees, such that renters or buyers have the option of renting or buying the residential unit at a lower price than if the parking was included.
 - 1. For deed-restricted affordable units, one parking space shall be included in the base rent of each unit. The tenant may choose to receive the parking space or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space. Tenants of affordable units shall not sublease their parking spaces.
 - 2. Renters or buyers have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease or purchase parking built for their unit.

6.4.2 VEHICLE ACCESS

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

DESIGN GUIDELINES FOR PARKING



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

6.4.3 LAYOUT & DESIGN

- A. **Surface Parking.** Parking lots shall be set back a minimum of 30 feet from the primary frontage, 10 feet from any secondary frontage, and 5 feet from RS zoning.
 - 1. Parking shall be buffered by habitable floor area or landscaped open space, except for access and driveways; a minimum of one tree of at least 24 gallons in size shall be provided for every 200 square feet of open space.
 - 2. Landscaped area shall be provided as a percentage of surface parking area as follows:
 - » 10 to 20 parking spaces: a minimum of 5%
 - » More than 20: a minimum of 10%
 - 3. One tree of at least 24 gallons in size shall be provided for every 6 parking spaces and located so as to visually disrupt long rows of parked vehicles.
 - a. Trees shall be distributed as evenly as possible throughout the parking area; a maximum of 65% of required trees may be clustered/located within the street setback.
 - 4. Landscaping shall include hedges or shrubs with a minimum height of 3 feet at the time of planting that form a continuous visual screen of vehicle headlights.
 - 5. Landscaping shall be provided between a building and a contiguous parking area per review authority approval.
- B. **Podium Parking.** A maximum of 1 story of above-grade parking is permitted within habitable buildings. Multiple stories of above ground parking are permitted if the project meets the parking structure standards.
- C. **Parking Structures.** Structures shall be buffered with habitable floor area between the parking and any street frontage, except for access and driveways.
 - 1. Elevators and stairs shall be located adjacent sidewalks or public spaces.
 - 2. Parking areas shall be screened from the public realm using heavy-gauge metal, precast concrete panels, laminated glass, green walls, photovoltaic panels or other material per review authority approval.
- D. **Underground Parking.** Subterranean parking shall be set back a minimum of 5 feet from RS zoning. Otherwise, it may extend up to the property line.

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Appendices

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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: 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 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.

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

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

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

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

A.2 Design Guidance for Tree Selection

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

A.2.1 EXISTING STREET TREES

The City's Master Street Tree Plan designates the following street trees for the South Fair Oaks Specific Plan area:

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

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

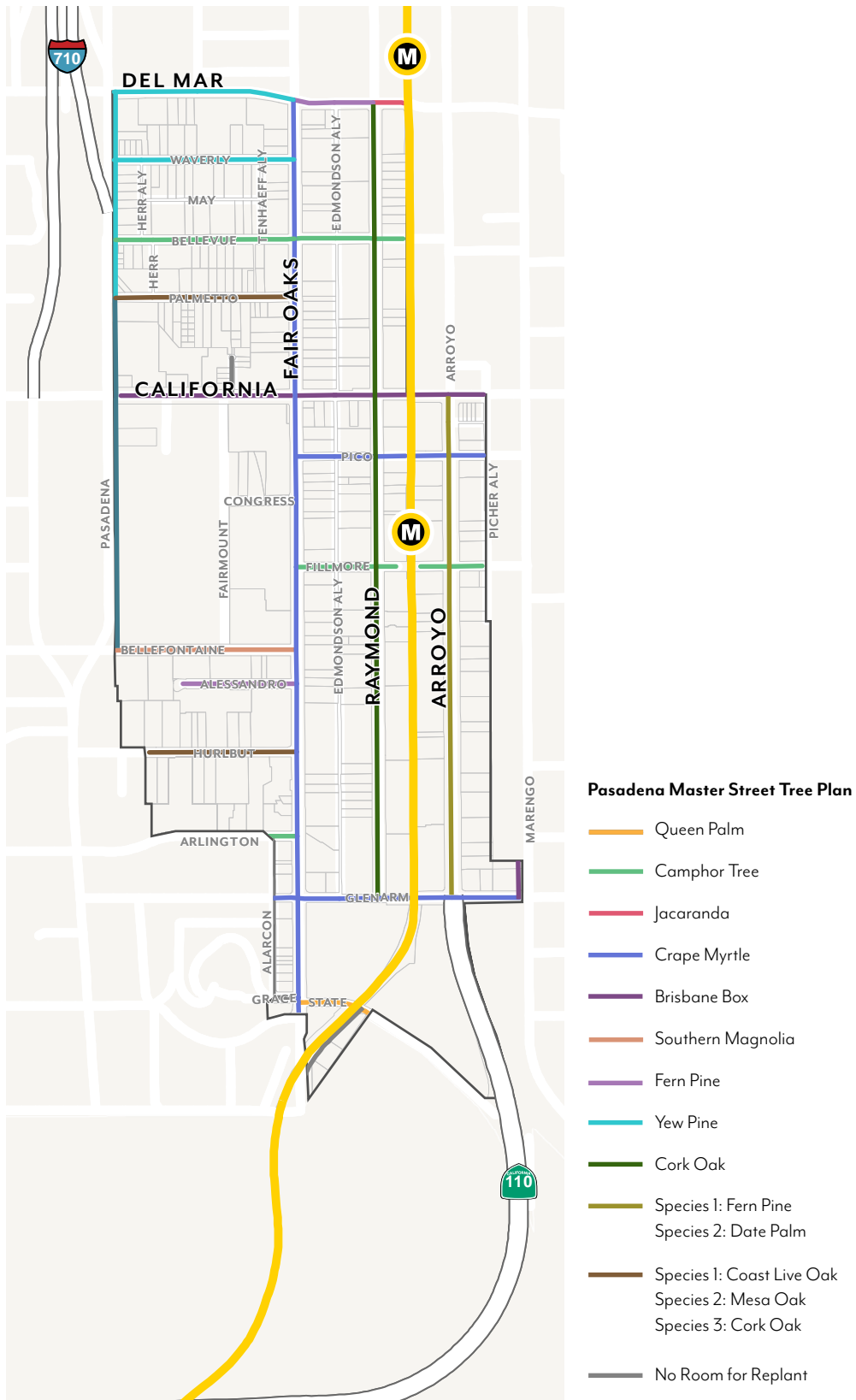


Cork Oak in landscaped parkway at 835 Raymond Ave.



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

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



A. Del Mar Boulevard

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

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

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

Yew Pine (*Podocarpus macrophyllus*)

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

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

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



Yew Pine at 130 Del Mar Blvd.



Younger Yew Pines along Del Mar Blvd. in the Specific Plan area



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

Fern Pine (*Afrocarpus gracilior*)

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

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

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

Jacaranda (*Jacaranda mimosifolia*)

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

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

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



Fern Pines along Del Mar Blvd. east of Fair Oaks Avenue in the Specific Plan area



Fern Pines at 76 Del Mar Blvd. in the Specific Plan area



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



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

B. Raymond Avenue

There are currently approximately 129 Cork Oaks (*Quercus suber*), one Mexican Fan Palm (*Washingtonia robusta*), and one Crape Myrtle (*Lagerstroemia indica*) planted along Raymond Avenue within the Specific Plan area. Native to Western Mediterranean and North Africa, Cork Oaks feature dense, spreading evergreen canopies. They are well adapted to Pasadena's climate conditions and once established need minimal supplemental water.

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

Cork Oaks and other similar oak species are preferable for blocks with large front yard setbacks or single story buildings which provide space to accommodate their wide canopy. Evergreen oak species are ideal for creating shaded pedestrian corridors. However, while mature Cork Oaks are heat and drought tolerant, they are slow growing in nature and take many years to bring moderate to dense shade to corridors.



Cork Oaks lining Raymond Ave near intersection of Pico St.



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



Cork Oaks at 888 Raymond Ave planted within landscaped parkway



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

C. Fair Oaks Avenue

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

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

When used as a street tree, Crape Myrtles can create a stunning effect when blooming. As a deciduous tree, their use as a consistent street tree is not effective for maximizing pedestrian shade.



Crape Myrtle at 888 Fair Oaks Avenue in typical spring condition



Crape Myrtle at 888 Fair Oaks Avenue in typical fall condition



Crape Myrtle in typical summer condition



Crape Myrtle at 797 Fair Oaks Avenue in typical winter condition

A.2.2 GUIDANCE FOR FUTURE TREE SELECTION

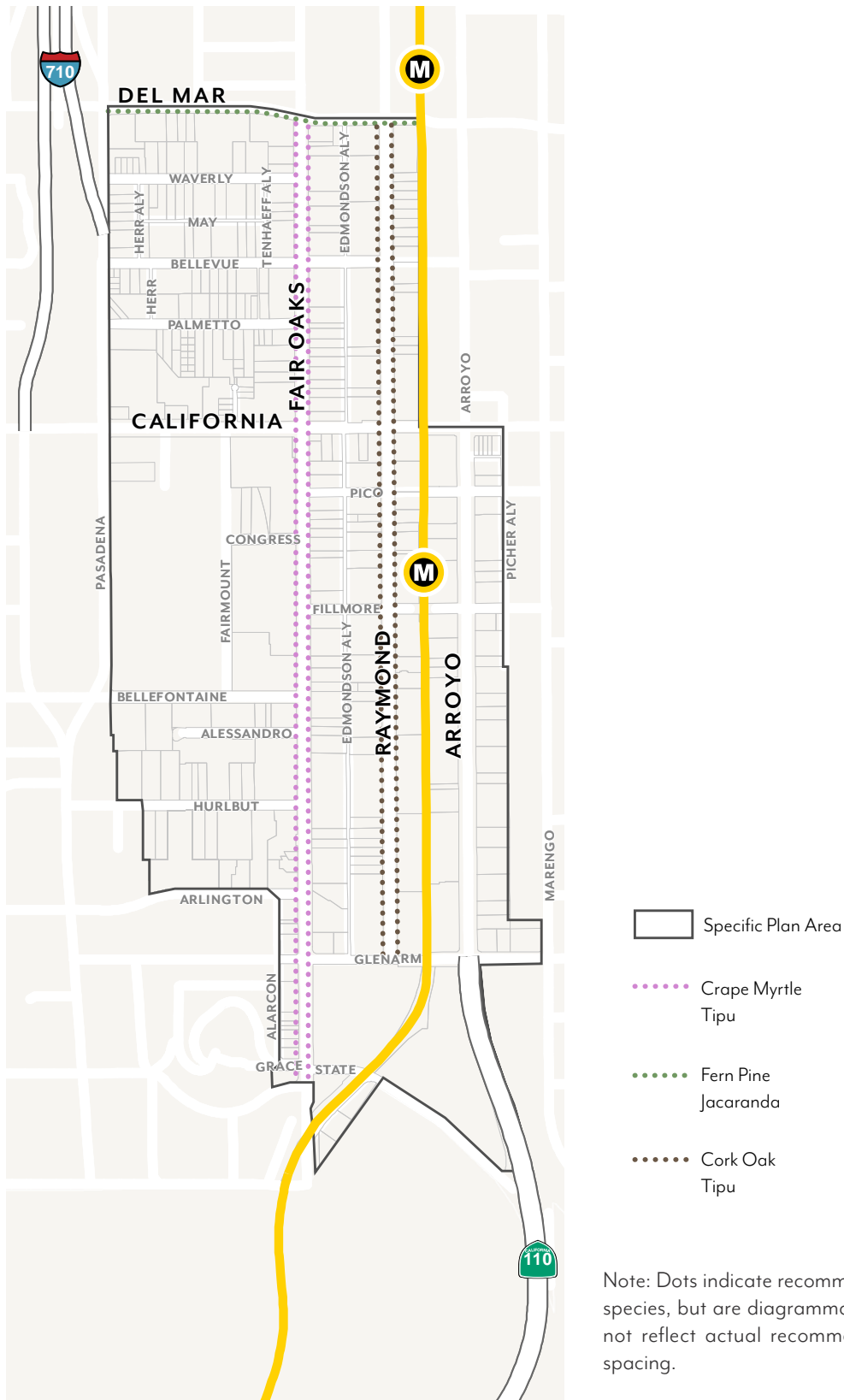
Trees play an important role in the experience of a streetscape. Through physical character, type of shade, and seasonal variety in the form of flowers or changing foliage, trees have a significant influence on our perception of a streetscape corridor. In addition to functional and placemaking selection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

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

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

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

Map A.2-2: Recommended Street Trees



A. Del Mar Boulevard

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

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



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



Fern Pine along Del Mar Blvd. in the Specific Plan area



Fern Pine

B. Raymond Avenue

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

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

Tipu Tree (*Tipuana tipu*)

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



Tipu Tree



Younger Cork Oaks at 630 Raymond Ave



Younger Cork Oaks at 500 Raymond Ave



Cork Oak lining sidewalk with building setback along Raymond Ave

C. Fair Oaks Avenue

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

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

Tipu Tree (*Tipuana tipu*)

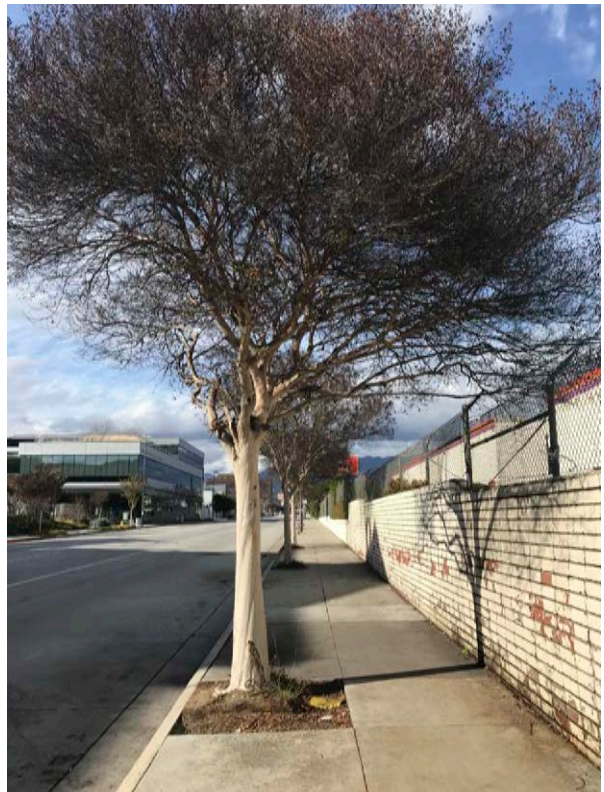
Tipu Trees are native to Bolivia and Southern Brazil and characterized as fast growing and colorful shade trees with golden blooms in late spring. As a showy, semi-evergreen tree the Tipu is an attractive street tree option that provides year-round shade with seasonal color accents that create a sense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



Tipu Tree



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



Crape Myrtle along Fair Oaks Ave. in typical winter condition