



**CITY OF SOUTH PASADENA
CITY COUNCIL / PLANNING COMMISSION
JOINT SPECIAL MEETING AGENDA**

**Amedee O. "Dick" Richards, Jr. Council Chamber
1424 Mission Street, South Pasadena, CA 91030**

Wednesday, November 8, 2017, at 7:00 p.m.

*In order to address the City Council, please complete a Public Comment Card.
Time allotted per speaker is three minutes.
No agenda item may be taken after 11:00 p.m.*

CALL TO ORDER: Mayor Michael A. Cacciotti

ROLL CALL: Councilmembers Robert S. Joe, Marina Khubesrian, M.D.,
Diana Mahmud; Mayor Pro Tem Richard D. Schneider, M.D.;
and Mayor Michael A. Cacciotti

Commissioners Janet Braun, Kris Morrish, Richard Tom;
Vice-Chair Kelly Koldus; and Chair Steven Dahl

PLEDGE OF ALLEGIANCE: Mayor Michael A. Cacciotti

ACTION/DISCUSSION

1. General Plan / Downtown Specific Plan Update – Direction Proceed with the Environmental Impact Report Phase

Recommendation

Direct staff to proceed with the Environmental Impact Report phase of the General Plan/Downtown Specific Plan Update using the growth projections and locations contained in the staff report on file with the City Clerk's Division.

ADJOURNMENT

**FUTURE CITY COUNCIL MEETINGS
(OPEN SESSION)**

November 15, 2017	Regular City Council Meeting	Council Chamber	7:30 p.m.
November 21, 2017	Special City Council Meeting	Council Chamber	7:00 p.m.
December 6, 2017	Regular City Council Meeting	Council Chamber	7:30 p.m.
December 20, 2017	Regular City Council Meeting	Council Chamber	7:30 p.m.

PUBLIC ACCESS TO AGENDA DOCUMENTS AND BROADCASTING OF MEETINGS

Prior to meetings, City Council Meeting agenda packets are available at the following locations:

- City Clerk’s Division, City Hall, 1414 Mission Street, South Pasadena, CA 91030;
- South Pasadena Public Library, 1100 Oxley Street, South Pasadena, CA 91030; and
- City website: www.southpasadenaca.gov/agendas

Agenda related documents provided to the City Council are available for public inspection in the City Clerk’s Division, and on the City’s website at www.southpasadenaca.gov/agendas. During the meeting, these documents will be available for inspection as part of the “Reference Binder” kept in rear of the City Council Chamber.

Regular meetings are broadcast live on Time-Warner Cable Channel 19 and AT&T Channel 99. Meetings are also streamed live via the internet at www.southpasadenaca.gov/agendas.

AGENDA NOTIFICATION SUBSCRIPTION

Individuals can be placed on an email notification list to receive forthcoming agendas by calling the City Clerk’s Division at (626) 403-7230.

ACCOMMODATIONS



The City of South Pasadena wishes to make all of its public meetings accessible to the public. Meeting facilities are accessible to persons with disabilities. If special assistance is needed to participate in this meeting, please contact the City Clerk's Division at (626) 403-7230. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Hearing assistive devices are available in the Council Chamber. Notification at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting (28 CFR 35.102-35.104 ADA Title II).

I declare under penalty of perjury that I posted this notice of agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena, CA 91030, and on the City’s website as required by law.

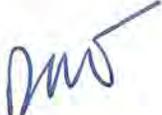
11/03/2017
Date

Desiree Jimenez, CMC
Deputy City Clerk

City of South Pasadena Agenda Report

Michael A. Cacciotti, Mayor
Richard D. Schneider, M.D., Mayor Pro Tem
Robert S. Joe, Councilmember
Marina Khubesian, M.D., Councilmember
Diana Mahmud, Councilmember

Evelyn G. Zneimer, City Clerk
Gary E. Pia, City Treasurer

COUNCIL AGENDA: November 8, 2017
TO: Honorable Mayor and City Council
VIA: Elaine Aguilar, Interim City Manager 
FROM: David G. Watkins, AICP, Director of Planning & Building 
SUBJECT: **General Plan/Downtown Specific Plan Update – Direction to Proceed with the Environmental Impact Report Phase**

Recommendation

It is recommended that the City Council and Planning Commission direct staff to proceed with the Environmental Impact Report (EIR) phase of the General Plan/Downtown Specific Plan Update using the growth projections and locations contained therein (Attachments 1 & 2).

Fiscal Impact

The EIR for this update is included in the contract with Rangwala Associates, which was approved by the City Council on November 16, 2016.

Commission Review and Recommendation

This matter was not reviewed by a commission.

Background

On November 16, 2016, the City Council approved a contract with Rangwala Associates to update the City's General Plan and the Mission Street Specific Plan (now referred to as the Downtown Specific Plan or DTSP).

On January 25, 2017, the public engagement process began with a Joint City Council/Planning Commission Meeting. Staff was directed to proceed with the work program and engagement process as presented that night, and also to expand the specific plan boundaries to include Fair Oaks Avenue. Staff was also directed to shorten the schedule to allow for completion ahead of the November, 2018 elections. Following the Joint Meeting, staff distributed surveys, formed the focus groups, and developed the project website www.plansouthpasadena.net. Focus group meetings began in February, 2017 and ran through the middle of April 2017, during which time the City sponsored a Speaker's Series to provide the public with insight and lead discussions in the areas of sustainable transportation, parking, and public health.

A well-attended Visioning Charrette was held during the last week of April 2017, with members

of the consulting team presenting and discussing different topics related to the General Plan and the DTSP during lunch sessions, and presenting design and policy concepts for the plans during the evening sessions. The results of this interactive visioning exercise were presented to the public for further discussion at the concluding Friday evening session.

The focus groups reconvened beginning late June 2017 through early October 2017 to develop policies and actions to implement the vision developed during the Charrette. Following each meeting, a working draft of their proposals was posted on the project website and the public was invited to comment.

Analysis

Tonight, staff is seeking approval to proceed with the EIR phase of the update project. The Draft General Plan policies (Attachment 1) and the Draft Downtown Specific Plan policies (Attachment 2) and the preliminary growth projections will comprise the “project description” as required by the California Environmental Quality Act (CEQA). Staff is also seeking direction from the City Council and Planning Commission on the growth areas and growth projections. Are these the right areas and appropriate intensities for future growth between now and 2040? If so, staff will initiate the CEQA assessment.

Predicted Development Pattern and Intensity

Pattern	Residential	Non-residential	
		Retail	Office
Districts			
Ostrich Farm	75 units	5,000 s.f.	100,000 s.f.
Corridors (within the Downtown Specific Plan)			
Mission Street and Fair Oaks Avenue	300 units	100,000 s.f.	125,000 s.f.
Neighborhood Centers			
Huntington Drive & Garfield Avenue	75 units	10,000 s.f.	50,000 s.f.
Huntington Drive & Fremont Ave	50 units	10,000 s.f.	25,000 s.f.
Huntington Drive & Fletcher Avenue		5,000 s.f.	
Total	500 units	130,000 s.f.	300,000 s.f.

The strong focus of the General Plan is the preservation of stable and established areas and to direct carefully calibrated growth to the downtown, Ostrich Farm, and neighborhood centers

along Huntington Drive. No new net increase is anticipated in the stable areas – therefore the General Plan designations and intensities for stable areas remain unchanged from the 1998 General Plan. The General Plan EIR will focus on areas where new growth is projected.

Going forward, a 30-day Notice of Preparation will be prepared and circulated early next year to applicable government agencies and made available to the public. During this time, an EIR Scoping meeting will be held to solicit input on environmental issues of concern to be addressed in the EIR. The project team will refine and complete a Public Review Draft of the General Plan, Downtown Specific Plan and EIR. A joint meeting between the City Council and Planning Commission will provide a second opportunity to review the General Plan and Downtown Specific Plan. It is anticipated that a Draft EIR will be released early summer 2018 for a 45-day review period.

At the end of the 45-day review period the project team will review and prepare response to public comments and develop a Final EIR. A Mitigation, Monitoring, and Reporting Program (MMRP) will be prepared and will include relevant mitigation and corresponding monitoring measures, as may be appropriate. The public hearings for adoption are anticipated in September-October 2018.

Monterey Road

On October 18, 2017, the City Council received an update on the Monterey Road reconfiguration project and, specifically, the status of the “road diet” for Monterey Road. The City Council directed staff to consult with, Nelson\Nygaard, the City’s transportation subconsultant on the General Plan Update, on the best way to handle that issue, and to provide a budget estimate if these “road diet” improvements could not be incorporated in the General Plan Update. Staff will be prepared to discuss an approach and budget for Monterey Road at the November 8th meeting.

Legal Review

The City Attorney has not reviewed this item.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City’s website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:

1. Draft General Plan Goals, Policies and Actions
2. Draft Downtown Specific Plan Goals, Policies and Actions

ATTACHMENT 1
Draft General Plan
Goals, Policies, Actions

General Plan

City of South Pasadena

November 8, 2017; Version 2

DRAFT



CONTENTS

Part 1 Introduction

History
Community Profile
Planning Process

Part 2 Vision and Guiding Principles

Part 3 Policies and Actions

Our Natural Community
Our Prosperous Community
Our Well Planned Community
Our Accessible Community
Our Resilient Community
Our Healthy Community
Our Safe Community
Our Active Community
Our Creative Community

Part 4 Implementation

Partners, Timeframe, Funding Sources

PART 2

Vision and Guiding Principles

The central vision of this plan is to conserve and reinvest wisely by:

- Preserving the distinctive stable residential neighborhoods; and
- Directing new growth to Downtown corridors, Ostrich Farm, and neighborhood centers.

Through a visioning process the community has identified the character, intensity, and scale of contextual infill development desired for vacant and underutilized tracts on Fair Oaks Avenue and Mission Street in the downtown area; Ostrich Farm area; and neighborhood centers on Huntington Drive. The community wants new development to be respectful of the place; contribute to the vibrancy of the human experience; and have positive impacts on place-making, health, economy, and the environment.

Place is a combination of factors that generates a sense of genuine identity and appeal across a range of scales: from an individual street or building to an entire city. The act of organizing these individual pieces - streets, blocks, buildings, open spaces, businesses - around something larger than themselves is the act of generating place. The fundamental factors that contribute to South Pasadena's ability to generate and maintain its quality of 'place' are: 1) walkability; 2) completeness; 3) diversity; and 4) accessibility.

A healthy community is powered by a vibrant economy that generates multiple opportunities for economic activity and investment that are important for a small town economy. The partner to such a vibrant economy is a robust and engaged civic culture based on South Pasadena's qualities, values, and heritage. Key to maintaining strong civic culture is the need to balance individual competing needs in favor of the community as a whole. The fundamental factors of South Pasadena's economy and civic culture are: 1) fiscal health; 2) retail performance; 3) success of creative cluster.

The relationship between the natural and the built environment and the physical infrastructure is key to a resilient community and place-making. This integration of contextually green infrastructure and the built environment that it serves is critical to being prudent with finite and valuable resources. The fundamental factors of South Pasadena's green infrastructure and built environment are: 1) the Arroyo Seco and the tree canopy; 2) complete streets/balanced transportation; 3) resilient infrastructure and access to local food.



The General Plan directs new growth to Downtown, Ostrich Farm District and the three neighborhood centers along Huntington Drive.

South Pasadena’s decisions and actions will be steered by the following guiding principle that carry forward the community vision:

Our Natural Community

Live in balance with our natural environment. Preserve the natural areas and increase quantity and access to open space.

Our Prosperous Community

Attract and retain high value, high-wage jobs within the creative sector, diversify the local economy, promote and support local businesses, increase the local tax base to help fund vital public services.

Our Well Planned Community

Direct new growth to the downtown area along Mission Street and Fair Oaks Avenue while protecting the stable residential areas from runaway growth. Develop clear and precise standards that offer predictable outcomes and processes. Encourage pedestrian-oriented mixed-use development, while providing new and enhancing existing public spaces and gathering places.

Our Accessible Community

Provides safe access for all street users—pedestrians, cyclists, public transit users, and motorists—of all ages and abilities. Support an integrated multi-modal network and efficiently manage parking to support wider community goals.

Our Resilient Community

Increase individual, institutional, and business capacity to survive, adapt to any chronic stress or acute shocks and be able to recover and thrive.

Our Healthy and Safe Community

Create environments that encourage safe and healthy lifestyles and maximize the opportunities for physical activity. Well-designed public and semi-public realm foster social interaction, and good programming can draw people out of their homes and into the community.

Our Active Community

Add to and enhance our parks and open spaces to provide enriching recreational opportunities.

Our Creative Community

Become a vibrant cultural center by weaving creative expressions into everyday life.

PART 3

Introduction to Plan Elements

The South Pasadena General Plan and Downtown Specific Plan will have the following nine elements:

Our Natural Community

— address how South Pasadena’s can thrive in balance with the communities natural ecosystems.

Our Prosperous Community

— address how South Pasadena can attract and retain high-wage and high value enterprises, and diversify and increase the local tax base.

Our Well Planned Community

— this chapter will feature the preferred land use plan that directs new growth by reinvesting in key opportunity areas like the Mission Street Specific Plan, while protecting natural resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard in architecture, landscaping and urban design.

Our Accessible Community

— will address transportation choices advocated by SB375 and AB 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region.

Our Resilient Community

—this chapter would address the City’s ability to bounce back and thrive when faced with adversity.

Our Healthy Community

— will build effective partnerships that improve physical and mental health and social well being.

Our Safe Community

— will Increase awareness for emergency, minimize threat to life and damage to structures from hazards.

Our Active Community

— will address parks and open spaces to provide enriching recreational options for the entire community.

Our Creative Community

— weave arts, cultural events, community programs into everyday life.

Three Lens Filters:

Three specific lens filters will identify specific General Plan and Downtown Specific Plan policies that seek to address the following three areas of specific interest to South Pasadena residents:

Aging in Place (AP)

“Aging in Place” is preserving the ability for people to remain in their home or neighborhood as long as possible. Changing healthcare needs, loss of mobility, financial concerns, and home maintenance could impede a senior resident’s ability to age in place. Affordable housing options along the income spectrum allow residents and/or caregivers an option to choose from a range of alternatives. For many older adults, designing places that are more accessible and livable is a fundamental necessity. Activities and events encourage elderly residents to fully engage in the community.

Social Equity (SE)

Social equity seeks to integrate elders, youth, and the minority races more meaningfully into the civic discourse by: improving access to jobs, affordable housing, parks, more reliable mobility options; and active inclusion in government processes, programs, and decisions.

Vision Zero (VZ)

Vision Zero seeks to eliminate all traffic fatalities in South Pasadena, while increasing safe, healthy, equitable mobility for all.

Goals, Policies, Actions

The nine elements will feature goals, policies and actions.

Goals

Goals are long-range, broad & comprehensive targets. Goals are not necessarily measurable or achievable; rather, they describe a desired end-state condition for South Pasadena.

Policies

Policies describe context & rationale of desired outcomes. Policies are focused & specific.

Actions

Actions are specific proactive steps to achieve the goals. They are the critical link between long-range planning & current-decision making.

1 Our Natural Community

GOAL

South Pasadena will promote clean air, clean water, and habitat for native species, prevent urban heat islands, reduce stormwater runoff, and promote a greener downtown, a healthier lifestyle and nature based-recreation.

No single park, no matter how large and how well designed, would provide citizens with the beneficial influences of nature; instead parks need to be linked to one another and to surrounding residential neighborhoods.

—Frederick Law Olmsted

ECOLOGICAL FRAMEWORK

South Pasadena's basic life support depends on clean air, availability and quality of potable and recycled water, and careful management of risks posed by climatic extremes and resulting drought, or urban heat. Quality of life, community health, well-being, and economy are improved with access to natural environments, active recreation, physical activity and social contact.

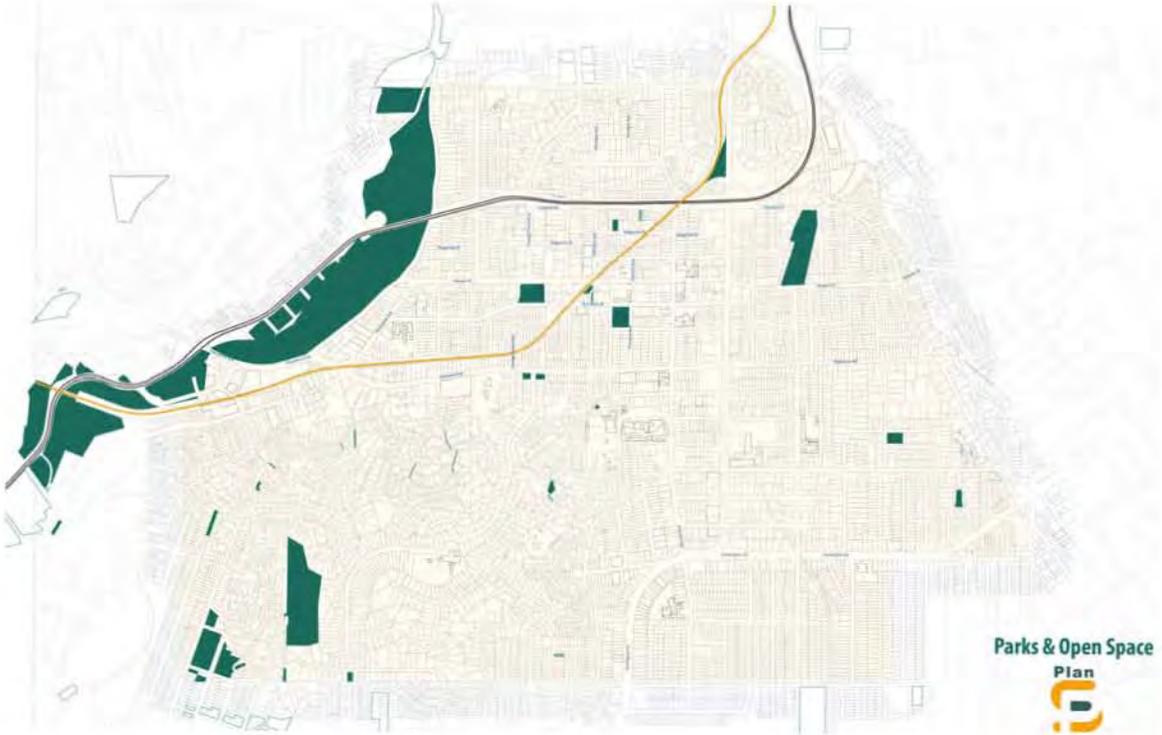
The existing infrastructure takes a disaggregated view of built environment functions. Gray infrastructure in the form of drainage channels, detention areas, streets, and utility corridors are designed, operated, and maintained separately. However, our built environment and our ecological environment are connected and interrelated.

In contrast to the current specialized or "silo" method, a green infrastructure is a system-thinking approach that focuses on how the pieces interact to produce a more naturally effective system. Green infrastructure is the network of green spaces that protects natural ecosystems and provides associated benefits for people, wildlife, and the economy. Green infrastructure includes core areas and connecting corridors. The core areas include all the open spaces, the Arroyo Seco watershed, parks, and other natural areas. The green corridors that include the watershed area, streets, alleys, and utility easements could maintain connectivity and provide for human and animal movement, and seed and pollen dispersal. In some cases, the corridors extend beyond city limits and will require collaboration with neighboring jurisdictions. Interconnected landscapes are more beneficial and resilient than isolated environments.

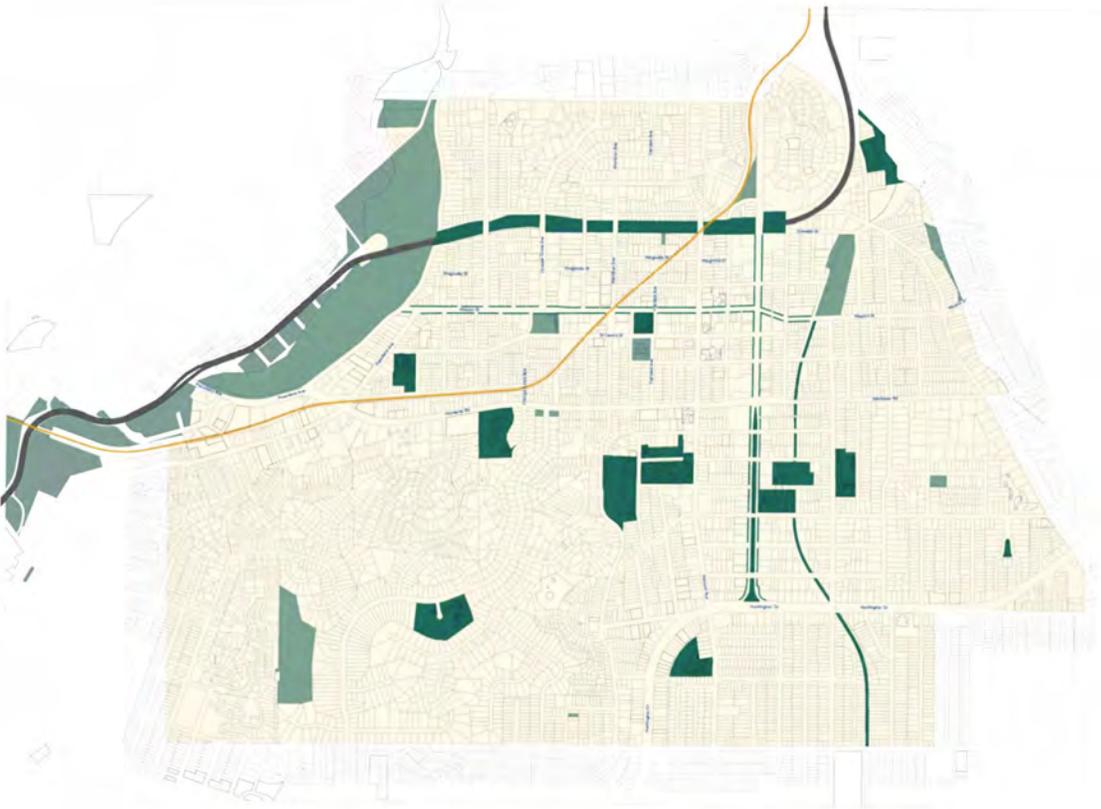
The General Plan identifies the need and potential to develop an integrated and connected Green Infrastructure system in South Pasadena. In the short term, the City should lead an effort to prepare a Green Infrastructure Framework. Following are recommended steps to preparing a Green Infrastructure Framework:

1. Develop an Overarching Vision
 - identify the existing assets, opportunities, risks, and vulnerabilities, including climatic demands on scarce resources;
 - identify habitats, plants, and wildlife;
 - location and design of the corridors should be based on physical, chemical, and biological conditions and constraints;
 - close gaps between the natural areas;
 - consider indirect impacts to adjoining communities; and
 - evaluate compatibility with downstream corridors and adjacent jurisdictions' natural environment.
2. Create Inter-agency Partnership — collaboration with different disciplines, such as biologists, ecologists, and landscape architects to resolve competing interests.
3. Prepare Design and Maintenance Standards — for citywide consistent implementation. Enhanced connectivity for humans could potential bring predatory wildlife into the City. Safety should be paramount design consideration.
4. Funding — leverage existing Capital Improvement Program funds to secure grants and private sector investment.
5. Pilot Projects — carry out demonstration projects that are simple, short-term, and low-cost solutions with remarkable impacts on the natural environment.

Inventory map of existing Green Infrastructure Assets



Concept Green Infrastructure Framework. Besides public parks and streets, the framework identifies opportunities to partner with school for limited public use of their grounds, and the use of Edison easement as a green corridor. A longer term project could be to study the feasibility of a future capping 110 with public parks.



BENEFITS OF GREEN INFRASTRUCTURE

Green infrastructure provides multiple benefits:

Clean Air Green infrastructure can reduce air temperature. The plants sequester carbon, mitigate ground-level ozone, and screen particulates in the air.

Clean Water Green infrastructure acts as a filter for stormwater runoff, cleaning the water as it flows through the vegetation.

Access to Nature Green infrastructure is used by a range of natural and recreational users, allowing outdoor physical activity.

Education opportunities for youth and adults alike to learn about their environment.

Control Flood Risk Green infrastructure can reduce public costs for stormwater management. Stormwater runoff from asphalt, concrete, and similar impervious surfaces moves quickly, increasing peak flows and volumes. As water moves more slowly through vegetative surfaces, flooding risk is reduced.

Economic Return Green infrastructure provides key aesthetic value for a community, and provides a draw for residents and visitors. Green jobs can also be generated from the preservation and promotion of green infrastructure. The draw of residing in proximity to green infrastructure is considered an asset reflected in increased property values.

Social Capital Green infrastructure provides a setting for community interaction and pride.

Wildlife Habitat Green infrastructure, with appropriate safety and design considerations, creates a continuous habitat to provide movement, protection, and nutrients needed for various wildlife, insects, and birds.

Scale	Example(s)	Use	Movement	Sense of Identity	Return on Investment
Regional	Arroyo Seco Park, Arroyo Woodland and Wildlife Nature Park, SW Hills	Contributes to improving water management, transportation, economic development, recreation, energy conservation, biodiversity (improve habitat for wildlife), physical and mental health	Network of paths and walkable streets link: <ul style="list-style-type: none"> • South Pasadena to adjacent cities, and • Neighborhoods within South Pasadena 	<ul style="list-style-type: none"> • Enhances community character and identity; • Reinforces identity by incorporating distinctive natural and cultural resources; and • Opportunities to integrate public art 	<ul style="list-style-type: none"> • Strengthens the economy (e.g., business and labor force attraction / retention, food production, tourism); • Reduces the costs of infrastructure (e.g., stormwater); • Increases attractiveness for residents, • Reduces energy use; and • Improves public-health outcomes
City	Numerous city parks, street trees				
Local	Community gardens, pocket parks and other open spaces				
Parcel	Courtyards and yards				

AIR

South Pasadena is located in the South Coast Air Basin (SoCAB). This air basin contains the second largest urban area in the nation. The basin has California's largest cities, the most industries, over 17 million people, and millions of cars and trucks. The basin forms a low plain, bounded on the west by the Pacific Ocean, and surrounded on the other sides by mountains, which channel and confine the air flow.

The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This climatological pattern is interrupted by periods of extremely hot weather, winter storms, and Santa Ana winds. The air quality in South Pasadena is influenced by natural geographic and climatic conditions, as well as local and regional development, transportation, and land use practices.

Air pollution is a regional issue. Smog produced elsewhere is carried by winds and trapped by the San Gabriel mountains. The two main pollutants of concern in South Pasadena are: ozone and suspended particulate matter.

Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NOx) and reactive organic gases (ROG). Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in serious concentrations between the months of May and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Particulate matter is comprised mostly of dust particles, nitrates and sulfates. The fine particulates are generally associated with the engine fuel combustion processes and being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Air pollution causes or contributes to everything from burning, watery eyes and fatigue, to asthma and other respiratory diseases, lung damage, cancer, birth defects, and premature death (see Our Healthy Community).

South Pasadena is located south of the San Gabriel Mountains, closer to the City of Los Angeles. Cities further away from the mountains typically experience better ozone air quality than cities that are closer to the mountain range, where smog becomes trapped. However, particulate matter may be higher in the urbanized regions in and near Los Angeles, particularly in areas closer to the 110 freeway.

The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the South Coast Air Basin which includes South Pasadena. The SCAQMD only has authority to regulate stationary sources, such as factories and refineries, for air pollution. Their incentive programs to help reduce mobile source emissions are purely voluntary. Given the SCAQMD's limited authority, any local efforts to directly and indirectly reduce mobile source emissions and thereby improve air quality fall to the City and its transportation and land use policies.

According to the American Lung Association in California, transportation sources comprise roughly 90% of smog forming NO_x pollution in the region. In South Pasadena, reducing air pollution is contingent on reducing the number of vehicles miles traveled (VMT) in the city. The South Pasadena General Plan reduces VMT by:

- planning for and providing feasible and convenient alternative travel facilities and modes that emit fewer pollutants per person;
- striving to ensure that trip generators (such as homes) and destinations (parks, shops and businesses) are located near one another to allow for shorter trips;
- promoting walkable and mixed-use development in the downtown area, along key corridors, and neighborhood center sites that are served by high quality transit systems; and
- promoting complete street policies that encourage walking and use of public transit, thereby reducing traffic congestion and improving air quality.

Green Infrastructure in the form of trees and plants absorb certain pollutants from the air through leaf uptake and contact removal. South Pasadena's widely planted trees and plants also cool the air and slow the temperature-dependent reaction that forms ground-level ozone pollution (smog).

Greenhouse Gas Emissions

Assembly Bill (AB) 32—the Global Warming Solutions Act of 2006 requires California to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by the year 2020. The General Plan and its specific actions to reduce community related and City operations-related greenhouse gas emissions would facilitate implementation of AB 32 and would lay the framework to help meet future goals.

Senate Bill 375 requires regional transportation planning organizations (like SCAG) to develop a Sustainable Community Strategy (SCS) designed to coordinate regional transportation plans with land use intensities to reduce future GHG emissions. Local adherence to SB 375 and the regional SCS is not mandatory; however, the goal is to motivate local governments to align their land use planning with the adopted SCS to

capitalize on the new CEQA streamlining opportunities (SB 97 updates). SB 375 provides financial and regulatory incentives to achieve the target GHG reductions, including streamlined environmental review for projects that conform to an adopted SCS. The CEQA streamlining provisions require local governments to define the extent of GHG production and identify ways to substantially reduce GHGs in the future to minimize a potentially significant environmental impact. If the General Plan reduces city-wide emissions to a level that is less than significant, then a later project that complies with the requirements may be found to have a less than significant impact. This will allow the applicant to complete a consistency analysis for their project instead of a project specific analysis for greenhouse gases. Potential improvements in air quality is an additional benefit to pursuing GHG reductions for South Pasadena.

Policies and Actions

P1.X Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.

A1.X Continue to channel Federal, State and Local transportation funds to programs, and infrastructure improvements that reduce air pollution through the promotion of walking, biking, ride-sharing, public transit use, the use of alternative fuel vehicles or other clean engine technologies.

P1.X Promote the use of energy-efficient vehicles.

A1.X Continue to control and reduce air pollution emissions from vehicles owned by the City by expanding the use of alternative fuel, electric, and hybrid vehicles in City fleets.

A1.X Establish policies that promote, encourage and facilitate the installation of alternative fueling stations and electrical charging stations at businesses and residences.

P1.X Minimize the adverse impacts of growth and development on air quality and climate.

A1.X Prepare and adopt a Climate Action Plan to reduce greenhouse gases as part of the Environmental Impact Report (to be concurrently approved with the South Pasadena General Plan) to achieve compliance with State mandates, and consistency with the Regional Transportation Plan/ Sustainable Community Strategy to facilitate development by streamlining the approval process, and to improve air quality.

P1.X Preserve, manage, and grow the tree canopy.

A1.X Replace the dead, diseased, declining, or poorly structured, street trees.

A1.X Plant 150 new trees annually.

A1.X Establish and fund a citywide street tree maintenance program.

A1.X Develop and maintain design standards for street tree planting design, curb design, parkway design, and street tree planting replacements.

A1.X Develop a mapping system that utilizes GIS technology to identify the street tree canopy of the City and where canopy falls short.

WATER

South Pasadena's water management systems are organized around three major uses of water: drinking water, wastewater, and storm water.

To counter pressure on increasing stormwater management requirements and overburdened infrastructure systems, Green Infrastructure approach to water management uses natural systems, or engineered systems that mimic natural processes to reduce water pollution and flooding. The existing "gray" infrastructure for stormwater management uses curbs, gutters and underground piping to convey water away from developed land. Green infrastructure relies heavily on water infiltration, evapo-transpiration and collection to capture raindrops where they fall.

Natural systems, such as plants and soils, as well as cisterns and rain barrels, provide these functions to manage rainwater onsite. Therefore, green infrastructure is a more cost effective means of maintaining water quality. By weaving natural processes into the built environment, green infrastructure provides both stormwater treatment and flood mitigation benefits.

Green Streets: The Public Works Department requires new and reconstructed streets and roadway projects and CIP projects conducted within public streets which add or disturb at least 10,000 square feet of impervious surface to consider Green Streets. Green Streets are defined as public right-of-way areas that incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as a design element that creates attractive streetscapes.

Low Impact Development (LID): The City requires LID for projects that are required to incorporate stormwater mitigation measures. LID is a strategy for improving the quality runoff by requiring that development projects direct runoff to treatment systems consisting of vegetation and soil.

Insert images of rain garden, street trees during rainfall, permeable pavement, wetland restoration, and water harvesting.

Policies and Actions

P.1X Promote integration of Green Infrastructure into storm water management systems.

AI.X Prepare a citywide Green Infrastructure Framework.

A1.X Make storm water regulation more supportive of green infrastructure.

A1.X Promote the use of captured rainwater, grey water, or recycled water.

A1.X Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.

A1.X Review and revise development regulations to encourage a green approach in new developments. Minimize impervious areas. Develop new projects and retrofit existing surfaces to reduce runoff through infiltration.

A1.X Incorporate Green Street elements into repaving projects on a city-wide basis.

A1.X Promote the use of green roofs, bio-swales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.

A1.X Establish design standards for the City Rights-of Way including street tree planting and design that incorporates filtration and water retention.

A1.X Conduct demonstration and pilot projects, focusing on testing and developing green partnerships.

A1.X Run education and outreach projects to emphasize the value of stormwater as a resource.

TREES

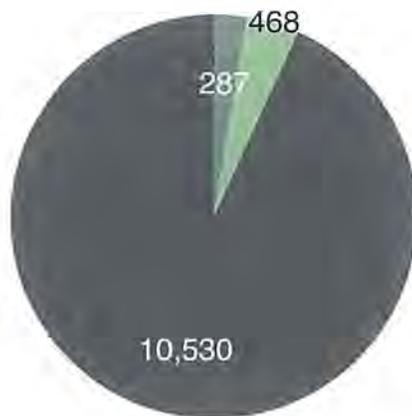
Trees are the largest and most visible component of green infrastructure. Their habitats range from naturally occurring areas along the Arroyo Seco and Monterey Hills to the physical fabric of the city where they are planted along streets, in parks and open spaces, on private yards and vacant lots, on institutional campuses, or elsewhere. Trees enhance urban life. A city-wide urban tree canopy can serve a vital role in keeping built-up areas cool, reducing air-conditioning costs, absorbing stormwater and providing habitat for birds and other wildlife. They also provide habitat values for humans by producing oxygen and absorbing pollutants.

South Pasadena is called the City of Trees. It's streets are lined with numerous species of native trees such as Oaks, Magnolia, Sweetgum, and Sycamore. South Pasadena has been designated as a Tree City USA for 18 years.



Existing Tree Canopy (replace with better graphic if available)

● In Medians ■ In Parks ● Along Street Parkways



South Pasadena maintains over 11,000 trees in the public realm. Of the mature trees, over 40% are over 20-inches in diameter; and over 55% are over 30-feet tall.

From 2013-2017 the City's urban forest was found to have:

- 423 trees with disease or declining health;
- 301 trees with poor structure;
- 37 trees tagged for inspection;
- 28 trees dead; and
- 24 trees with overhead spacing issues.

South Pasadena follows International Society of Arboriculture (ISA) Guidelines and the City's Municipal Code, Chapter 34 Trees and Shrubs. ISA has developed Best Management Practices (BMPs) for tree care standards and tree conservation and preservation practices. Chapter 34 of the Municipal Code prescribes requirements for tree removal and replacement.

Proper tree maintenance increases the longevity of trees, reduces premature failures, and maximizes the benefits trees provide. Currently the trees are on a 4-year trimming cycle. Depending on species or location, trees may be trimmed more frequently. For example, trees on major arterial roads and fast growing tree species require more frequent tree trimming. The City also provides pruning services requested by residents that are approved by the City Arborist. If operating costs go up and revenues do not increase, the trimming cycle frequency may need adjustments. Tree maintenance is funded out of two accounts: Park Trees are funded through the General Fund and Median/Parkway Trees are funded through the Lighting and Landscape Maintenance District. The City has also established a reserve for Tree Removal and Replacements.

The Parks Division of Public Works Department maintains the trees. The City contracts with Urban Forestry Services Contractor to provide regular tree maintenance, trimming and removal of dead or diseased trees.

City of South Pasadena	Planning & Policy	Preservation	Maintenance	Planting	Risk Management
Planning	X	X			
Public Works (Parks Division)	X	X	X	X	X
Urban Forestry Services	X	X	X	X	X
Community Services	X				

City agencies involved in various aspects related to street trees.

Landscape Lighting and Maintenance District

Fees are collected through this District to maintain street lights, street trees and common areas [landscaping]; trees are aging and all costs for tree and light maintenance are processed through this fee.

Heritage Tree Program

The Heritage Tree Program defines the process of nomination and designation of public trees to raise community awareness about their exceptional characteristics and contributions to South Pasadena’s urban environment. Qualifying trees are:

- Of exceptional size, form, or rarity; or
- Recognized by virtue of its age, its association with or contribution to a historic structure or district, or its association with a noted person or historic event.

Heritage trees may be on either City or private property. Each candidate tree is assessed and evaluated by a review committee.

South Pasadena Tree Dedication Program

The City accept donations of trees that meet the City’s minimum requirements and conditions for planting. The Park Supervisor approve a location for planting, taking into consideration the site requirements and desirable tree species. Dedication trees can be donated to celebrate the birth of a child, to celebrate a special event, to honor a special person in your life, in memory of the deceased, etc. The planting of dedication or donation trees is not limited to these purposes.

South Pasadena Natural Resources and Environmental Commission

The Natural Resources and Environmental Commission (NREC) is a seven member body that is advisory to the City Council in all matters pertaining to energy, science and technology, and natural resources and the environment. The NREC assists the City in the planning, programming, use, and conservation of energy and natural resources, as well as administers the City's tree ordinance. In the past few years, the NREC has been instrumental in passing a plastic bag ban, and an expanded polystyrene (Styrofoam) ban. The NREC is currently updating the City's tree ordinance and tree removal permit hearing process, as well as exploring regulations requiring solar systems, graywater, and cool roofs.

South Pasadena Beautiful

The removal of beautiful trees on Milan Avenue led to the creation of South Pasadena Beautiful (SPB) in 1965. SPB believes that attractive, well-maintained public areas including parkways and medians are essential to livability, civic pride, and the city's economic well-being. Over the years, SPB has planted several hundreds of trees throughout the City and provided funding for over 400 trees in the City.

SPB is an all-volunteer organization that works in cooperation with many agencies, including the city government, other service organizations and volunteers. As a non-profit, it is able to move projects faster and go beyond what the City budget allows.

SPB has promoted sustainable gardening practices by offering workshops and lectures on native plants and tree care, by featuring drought-tolerant gardens in its annual Garden Tour and Golden Arrow Awards, and by promoting the planting of climate appropriate trees with its Tree Drive. SPB also sponsors educational talks and projects to encourage community members to act on their own to establish sustainable landscapes in their homes or businesses.

Each year, SPB organizes a project or event to help the City maintain its Tree City USA status. In past five years alone, South Pasadena Beautiful has donated over \$25,000 to the City for new trees on public property. SPB projects and events are funded by membership donations. Other funding is through small grants and fundraisers.

Issues/Threats

6. **Sustained Drought, Age, and Disease Susceptibility:** Southern California has endured five years of drought marked by record warm temperatures. The drought has left South Pasadena trees thirsty and prone to disease.
7. **Lack of Information and Interest:** Public education and marketing campaigns are needed to raise awareness (workshops, BMPs for tree care in city publications, utilize social media, educational programs for youth).

8. Lack of Funding Shrinking funds makes it difficult to maintain the existing trees and plant new trees. Partnerships with non-government organizations and new sources of sustainable funding (City and external sources) need to be identified. A citizen stewardship program that engages the public in watering, weeding, and basic tree pruning could recruit, train, manage, and recognize volunteers as citizen forester.

Policies and Actions

P1.X Preserve, manage, and grow the tree canopy.

A1.X Replace the dead, diseased, declining, or poorly structured, street trees.

A1.X Develop a tree planting program that identifies potential planting sites on public land and encourages tree planting on private property.

A1.X Plant a minimum of 150 new trees annually on City streets, parks, and medians.

A1.X Incorporate tree planting as an asset in the City's Capital Improvement Program and Storm Water Program.

P1.X Improve the health of the urban forest with superior tree care and maintenance.

A1.X Implement Best Management Practices and industry standards from the International Society of Arboriculture (ISA) for all tree contracts.

A1.X Increase species diversity – encouraging the use of native, non-invasive, and water efficient species for a more resilient urban forest.

A1.X Develop new design standards for street tree planting that incorporates Best Management Practices for root health, sidewalk/road/curb longevity, water filtration, and retention. Designs should take a holistic approach to street tree planting, i.e., not just focus on tree wells, but surrounding road and sidewalk surfaces.

A1.X Support ballot initiative to increase the Landscape Lighting and Maintenance District fee to maintain aging trees and replacement lighting.

- *How is the SPUSD contributing to the urban forest?*
- *Involve SPUSD students and youth groups in the planting, care, and protection of trees*

2 Our Prosperous Community

GOAL

Attract and retain high value, high-wage jobs within the creative sector, diversify the local economy, promote and support local businesses, and build the City's fiscal capacity to create and sustain public amenities and services, while maintaining South Pasadena's small-town character and quality of life.

INTRODUCTION

This chapter provides a roadmap to guide the City's decision making on local economic policies and programs. The chapter is organized in four sections: 1) Market Context, 2) Fiscal Context, 3) Planning Implications, and 4) Policies and Actions.

The first section, market context, provides a summary of South Pasadena's market positioning based on the findings of a market analysis prepared between February and April 2017, and presented at a community charrette held in April 2017. The second section is a high-level summary of South Pasadena's most recent budget and highlights the City's major revenue sources and recent fiscal trends. The third section lays out the planning implications that must be considered when devising a holistic economic development strategy, namely the intersection of market demand, financial feasibility of new real estate development, the City's fiscal sustainability, and community character and vision. The fourth and final section provides a comprehensive set of policies and concrete actions for the City to implement its economic development vision. While unique conditions and circumstances may result in the City pursuing only some policies and actions and not all, together they are intended to provide a strategic and sustainable approach to the City's economic development.

1. Market Context

South Pasadena is located on the western edge of the San Gabriel Valley, adjoining the cities of Alhambra, Pasadena, San Marino and the northeastern tip of the City of Los Angeles. It is connected to job centers like Downtown Los Angeles and Pasadena, as well as the northern San Gabriel Valley and East Los Angeles, by the Metro Gold Line light-rail transit line, and is regionally accessible by vehicle via the State Route 110 Freeway.

The City's population of approximately 26,000 has higher levels of educational attainment and earns higher incomes than the rest of Los Angeles County as a whole. The majority of residents work in health care, education, and professional service sectors, and commute outside of the City for work, primarily to Downtown Los Angeles, Pasadena, Burbank, and Glendale.

The City's development character is predominantly low- and mid-rise residential, with neighborhood-serving retail uses and small office buildings generally located along its main corridors: Mission Street, Fair Oaks Avenue, and Huntington Drive. There is limited available vacant or underutilized land throughout the City, and the strategic

development of the few existing opportunity sites can support a modest amount of new growth to help achieve the City's goals of supporting local businesses, making targeted public infrastructure investments, bolstering its tax base, and fostering a walkable environment.

Residential

South Pasadena's housing stock, which includes 11,050 units, is made up of a nearly equal amount of single- and multi-family units, and slightly more residents rent than own. The City has added only 300 housing units since 2000, and the vast majority of housing units in the City were built prior to 1980, including a number of officially and unofficially designated historic homes. Owners tend to live in the oldest and newest homes, while renters mostly live in units built in the middle of the past century.

The City's housing market is strong, particularly with respect to home sale prices and rents, which are high largely due to continued regional demand for housing and constrained housing supply both in the region and particularly in the City. Multifamily homes in South Pasadena are currently selling for slightly higher prices than those in surrounding competitive areas, while the City's single-family homes are selling at prices well above homes in surrounding areas. Multifamily rental units in South Pasadena generally achieve the same per square foot rents and are occupied at the same rate as surrounding areas. However, average asking rents for larger multifamily units are higher than those in surrounding areas, indicating a demand premium for these larger family units. Additionally, South Pasadena is home to Mission Meridian Village, a nationally recognized best practice for transit-oriented development built in 2005 adjacent to the City's Metro Gold Line station, and consists of a mix of condominiums, townhomes, and single-family houses.

The reputation and quality of the South Pasadena Unified School District is a key driver of demand for housing in the City, in addition to transit access and proximity to job centers like Downtown Los Angeles and Pasadena, quality housing stock, a desirable small-town character, and a variety of well-kept parks and open spaces. Based on the Southern California Association of Government's household growth projections for the surrounding competitive areas, and estimated resident turnover in those areas, South Pasadena's market can support 1,200 to 2,000 new multifamily units (approximately 200-500 for-sale units, and 1,000-1,500 rental units) over the next 20 years.

Office

South Pasadena has a small share of the office space within the Pasadena/Arcadia/Monrovia submarket, and most Class A offices are located within established office clusters with proximate freeway access, such as Burbank, Glendale, and Pasadena. With that said, South Pasadena contains a disproportionate share of creative office space within its submarket, which is primarily located in the Ostrich Farm District.

Given South Pasadena's relative lack of freeway access and very large developable parcels, it is not likely to compete with the established office clusters, or become a significant employment center. However, it could capture residents that work in smaller professional service firms that currently commute outside of the City, as well as home-grown entrepreneurs, particularly in the areas of art, design, and entertainment. As

such, the City's market can support 185,000 to 370,000 square feet of new office floor area over the next two decades, the majority of which is likely to be in the 'creative office' format, which generally offers large, open and flexible spaces.

Retail

Retail uses in South Pasadena are small-scale and neighborhood-oriented, while regionally serving retail is located within areas with more proximate freeway access, such as Glendale, Pasadena, and Arcadia, as well as clusters of big box and auto-related retail in Alhambra to the south of the City. Mission Street is the City's historic 'Main Street,' with many small storefront businesses oriented around the South Pasadena Metro Gold Line station promoting walkability. Fair Oaks Avenue and Huntington Drive are wider streets and are more auto-oriented, containing larger format retail uses, including a number of neighborhood serving shopping centers anchored by grocery stores. Recent retail development over the past decade has been predominantly ground-floor space within transit-oriented mixed-use buildings with multifamily units on the floors above, primarily on or near Mission Street and close to the Metro Gold Line station.

Taxable sales per capita within the City have been nearly half of the County's over the past five years, suggesting that many of South Pasadena's residents travel outside of the City to shop. Moreover, the lack of a significant daytime population in the Downtown area is a significant challenge to sustaining a critical mass of retail and dining establishments. To capture the retail sales that are currently "leaking" out of the City, as well as to attract shoppers from outside of the City, the main shopping corridors should be strategically positioned to create a unique retail experience. As illustrated in a 2010 retail market study prepared for the City by Allan D. Kotin Associates and CBRE Strategic Consulting (the "Kotin Report"), the unique opportunities for creating a shopping destination in South Pasadena involve building on the nascent décor, home and office furnishing, and design business cluster, and targeting high-quality, independent and small-chain restaurants. These kinds of retail businesses tend to draw shoppers from a wide geographical area, and proximate food and beverage establishments play a key supporting role by creating an active and cohesive pedestrian environment that helps to keep shoppers in the City for longer. Additionally, South Pasadena has the potential to strengthen its retail base by building on the brand value of one of the most successful farmers' markets in the San Gabriel Valley located on Mission Street on Thursdays.

These opportunities differ by the kinds of corridors found in South Pasadena: Mission Street is transit-oriented, with relatively small parcels and fragmented ownership, and is positioned to accommodate small retailers, while Fair Oaks Avenue and Huntington Drive are wider streets that are currently more auto-oriented, with a number of large land holdings geared towards larger format retail and commercial activity in a mixed-use setting. Based on current and projected future retail spending and sales, South Pasadena's market can support 175,000 to 260,000 square feet of new retail over the next 20 years.

2. Fiscal Context

According to the City's most recent Comprehensive Annual Financial Report (CAFR), General Fund revenues total approximately \$26.5 million, of which nearly \$20 million are attributable to tax revenues, which is generally in line with other similarly sized Southern California cities. Over half of the City's tax revenues currently come from property taxes, which total \$10.1 million. Due to Proposition 13, property tax growth in California cities is limited to two percent each year, and assessed values only change when a property is sold or there is new construction on that given property. The next largest revenue source is the City's utility tax, totaling \$3.4 million and accounting for 17 percent of all tax revenues. However, utility tax revenues have declined since 2010 due to water and energy conservation efforts, decreasing demand for landline telephone services, and the use of alternative energy sources, according to the City. Motor Vehicle in Lieu Fees (MVLFF) are the third largest revenue source, totaling \$2.5 million and representing 13 percent of the City's tax revenues. MVLFF has generally increased with the City's overall General Fund revenues. Sales taxes are the fourth largest tax revenue source, accounting for \$2.4 million and 12 percent of the City's tax revenues. Notably, sales tax revenues have increased at an annual rate of six and a half percent since 2010, which is the highest growth rate among the City's largest revenue sources over that timeframe.

The City is currently committed to funding a number of capital projects, and has an estimated backlog of \$60 million in city-wide infrastructure repairs. In addition, like most California municipalities, City pension obligations will continue to expand, further burdening the City's fiscal capacity. These commitments limit the City's capacity to fund any other major capital improvements in the near future. This chapter of the General Plan, in addition to the Downtown Specific Plan, present opportunities and strategies for the City to improve its fiscal position.

3. Planning Implications

While there is relatively strong demand for residential, office, and retail uses within South Pasadena, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision.

For residential uses, the scale and character of new development that is possible based on available opportunities differs by area. Whereas, smaller mixed-use infill development is appropriate for Mission Street, Fair Oaks Avenue and Huntington Drive can accommodate larger buildings via redevelopment of suburban format retail centers and large surface parking lots. In general, new residential development, particularly multifamily, is important to bolster the City's tax base, supporting new and existing retail by providing customers, promoting an active urban character, and can potentially help to mitigate traffic impact by locating new development near transit.

Office uses will likely involve both new development, as well as the adaptive reuse of underutilized buildings and spaces. However, the financial feasibility of office development will require creative approaches to parking and design. As with encouraging residential growth, increasing employment within the City bolsters local

restaurants and retail by providing a greater customer base, and particularly generates daytime shopping and dining activity.

Finally, as the City's sales tax revenues are an increasingly important revenue source, enhancing the retail tax base is key to fiscal sustainability. Historically, retail growth in the City has been "organic," and has occurred without a concerted effort to attract and grow particular kinds of retail businesses. However, a targeted retail strategy that focuses on creating a specialty shopping and dining destination can fully leverage the distinct market opportunity to form a retail cluster focused on "high-design" and local "flavor." Ultimately, this will likely involve a mix of small, independent retailers and national credit retailers that together provide a holistic array of products and services to the local market, and help ensure fiscal stability. Additionally, the growth of office and residential uses will be key to increasing the daytime population that is key to support a strong retail environment.

Overall, achieving a balanced mix of uses will best position the City to achieve urban vitality and fiscal sustainability. Locating employment, residents, and shopping and dining opportunities in close proximity will have a synergistic effect on each other, promoting economic dynamism and walkability. However, as residential uses command a premium compared to retail and office uses in the City, the including of residential uses in new development may be integral to making mixed-use developments financially feasible.

POLICIES AND ACTIONS

1. Attract and retain high value, high-wage jobs within the creative sector, and diversify the local economy

Diversifying the City's economy by attracting well-paying creative sector jobs will support the City's long-term economic sustainability by bolstering its employment, resident and consumer base. Additionally, promoting synergies between retail businesses, creative office uses, and infill residential will help support a coherent, and well-functioning local economy.

o P.1.1 Promote the establishment of a creative industry cluster in the City

The definition of 'creative businesses' is fairly broad, from technology companies to film and music production to artists. However, co-locating certain users can form synergies that help to make an overall well-functioning business ecosystem. Additionally, this policy should be linked with the City's retail strategy to attract art and design oriented businesses. For example, an architecture firm, interior design company, and furniture retailer all serve different functions, but have a symbiotic relationship are more productive when located near each other, and leverage shared resources and social networks.

- A.1.1a Build on existing presence of arts, cultural and entertainment clusters, and attract small- and medium-scale production/post-production studios (i.e. sound, film, and TV), architecture, graphic design, industrial design and multi-media firms,

the likes of which some residents currently commute out of the City for.

- A1.1b Brand and market South Pasadena as a hub of creative businesses
 - A1.1c Engage with real estate brokers, landlords, property owners and developers to communicate South Pasadena's value proposition to the creative sector and encourage marketing to creative business sector tenants
 - A1.1d Attract creative professional organizations related to the arts, media, design or architecture, () to locate in the City to serve as professional network hubs and destinations
- **P.1.2 Focus employment-generating development primarily within the Ostrich Farm District, and as part of infill development in the Mission and Fair Oaks districts.**

The Ostrich Farm District is already home to creative offices, and is therefore a natural area for expansion. New infill office development on Mission Street and Fair Oaks can leverage the City's transit connectivity, and provide a daytime shopping population to support surrounding retail businesses and restaurants.

- A.1.2a In the Parking and Circulation element of the General Plan, consider policies that leverage locational strengths to reduce cost of new infill development. These should include innovative parking strategies such as districtwide parking management, elimination of parking minimums in target areas, decoupling parking requirements from development sites, and creating shared parking resources among proximate properties and/or public facilities.
- A.1.2b Support the renovation and adaptive reuse of existing buildings by educating property developers and property owners on financing mechanisms such as the Property Assessed Clean Energy (PACE) program and historic preservation tax credits.
- A.1.2c Locate residential and employment in a mixed-use setting proximate to retail

2. Promote and support local businesses

One of South Pasadena's defining qualities is its small-town character, which is a product of its historic development scale and form, as well as the kinds of businesses that locate in the City, which tend to be small, independently-owned operations. 'Authentic' places and businesses are a critical success factor for creating a successful retail environment, as e-commerce retailers and more homogenous retail offerings have competitive price and convenience advantages. Helping small businesses thrive will aid in maintaining the City's unique character, improving quality of life, and driving economic development; doing so can involve a range of approaches, from direct assistance to individual businesses to devising a strategy for businesses to help identify and expand their markets to branding and market South Pasadena as a place to shop and dine, which can benefit a wide range of the City's businesses.

- **P.2.1 Create capacity within City government and a single point of contact for economic development**

Currently, there are no clearly designated economic development functions within City government, or a single point of contact for economic development, limiting the ability for strategic planning and implementation of projects and programs to support the City's long-term fiscal and economic health. Local business groups such as the Chamber of Commerce have historically played a role in providing some economic development functions, like technical assistance for small businesses. Prioritizing some of the City's limited resources towards creating economic development capacity within City government in the near-term can result in significant benefits to the City over the long-term by enabling the coordination of real estate and economic development projects to maximize fiscal returns and public benefit.

A2.1a In the near term continue to proactively engage with the Chamber of Commerce to augment the City's economic development capacity.

- A.2.1b Explore the potential for creating an economic development office or contracted economic development specialist over the mid-term to lead discussions and negotiations with private developers, assist projects through the development approval process, lead disposition of City-owned land and other resources, and implement a business attraction program

- **P.2.2 Develop a business assistance program targeted towards small and independent retail businesses (based on targeted clusters – food and beverage; art and design; furniture).**

The City has a burgeoning art, design, and furniture retail cluster, which has occurred organically due to relatively affordable retail rents, locational advantages, and access to an affluent population. Additionally, a few restaurants exist in unique spaces, creating attractive dining experiences and contributing to the City's quirky charm. However, start-up costs can be cost prohibitive for small businesses, and the regulatory approval process can be unclear and burdensome. For small and independent retail businesses to proliferate in the City, they will likely need financial and technical assistance.

- A.2.2a Create a set-aside fund for business assistance by using existing (i.e. sales taxes) or new revenue sources (i.e. parking revenues, per Policy.3.4)
- A.2.2b Support a retail landlord and broker market awareness program and establish a shared vision for the types of businesses desired
- A.2.2c Encourage partnerships between property owners or managers, and small business tenants, who often seek low rents until their business operations are established and stable

○ **P.2.4 Invest in public improvements**

Investing in improvements to the public realm improves quality of life for local residents and can also be an economic development tool by making an area more desirable to visit and shop, as well as stimulating developer interest. Specifically, these improvements, should promote a vital urban environment that allows for multimodal accessibility, including bicycle lanes and routes, and prioritize walkability by enabling retail activities to spill onto sidewalks and plazas and creating programmable spaces. While these investments can be costly upfront, they can deliver significant public returns by increasing economic activity and property values, thereby generating increased tax revenues.

- A.2.4a Make infrastructure and public realm improvements such as larger sidewalks to accommodate outdoor seating, pedestrian and cyclist amenities, and streetscaping to create walkable, safe, and attractive shopping, dining, and recreational areas. These should be prioritized for the mixed-use corridors along Mission Street, Fair Oaks Avenue, and Huntington Drive.

3. Build the City's Fiscal Capacity to Create and Sustain Public Amenities and Services

Understanding that South Pasadena is a largely built-out City, opportunities to increase the local tax base will rely on the strategic development of a few select sites and expanding South Pasadena's shopping and dining offer to residents, workers, and visitors. Additionally, the City can use creative value capture tools to leverage new private development to help fund public investments.

- **P.3.1 Foster a targeted amount of new growth within the Ostrich Farm district, Huntington corridor, Mission Street, and Fair Oaks Avenue to support the City's tax base**

In order to make any significant impact on the City's tax base, the City will need to grow its population and employment to increase property, sales, utility, and business license tax revenues, as well as attract visitors and residents alike to spend more on local businesses. Promoting growth will allow the City to manage increasing capital and operating costs, and continue to provide a high-quality level of services to its citizens and businesses. There are four key areas that have appropriate lot sizes and infrastructure necessary to support new growth: the Ostrich Farm District, Huntington Drive, Mission Street, and Fair Oaks Avenue.

- A.3.1a Allow developments to apply for parking and building envelope flexibilities on key corridors to support financially feasible projects through a ministerial process with a set menu of concessions, and/or in return for public benefits
- A.3.1b Encourage redevelopment of large single use retail sites along Fair Oaks Avenue to include a mix of uses, appropriate development intensity and an active street front.
- A.3.1c Promote infill development on vacant and underutilized sites (such as surface parking lots), particularly on main corridors in the Downtown area, that currently detract from the City's pedestrian environment by breaking with retail frontages and provide no or little street activation, and do not fully capitalize on the City's fiscal opportunity.
- A.3.1d Ensure that new development is not a fiscal burden to the City by requiring proponents of new developments to provide fiscal impact analyses, which are then independently

peer reviewed at the proponent's expense, to inform entitlement decision making.

o **P.3.2 Strengthen and grow the City's retail offerings**

The range of the types of retail offered in the City can be key to driving visitors, and a variety of retail offerings can attract different users who help to create an overall more dynamic retail environment, as well as increasing sales tax revenues. Per the 2010 Kotin Report and HR&A's market analysis, South Pasadena residents often shop outside of the City (or "leak"), suggesting that there is an opportunity for residents' shopping needs to be met by providing new retail within the City. Additionally, Fair Oaks Avenue, as well as Huntington Drive, are highly trafficked vehicular corridors that present opportunities for leveraging visibility, access, and the volume of people that pass through them daily. As detailed in the Downtown Specific Plan, Mission Street and Fair Oaks Avenue are the shopping and dining core of the City, and should be the focus of the City's retail strategy, which should be centered on creating a destination for visitors and residents alike to shop, eat, and recreate with a wide array of retail offerings. A.3.2a Create a retail and restaurant destination by attracting specialty stores and unique food and beverage places through targeted branding and engagement with desired businesses

- A.3.2b Seek a mix of national credit retailers and independent businesses that can both meet the City's retail needs and adhere to quality design standards to seamlessly fit into a walkable urban environment
- A3.2c Build on the City's cultural organizations to generate foot traffic on main corridors through regular programming, events, and branding

○ **P.3.3 Achieve community benefits in tandem with new development**

As the City has limited fiscal resources and available land, it should use the few development opportunities strategically, and ensure that each new development supports public objectives and yields financial and/or public realm benefits.

- A.3.3a Establish a prioritized menu of public benefits, which can potentially include parks and open space, public realm improvements, sustainable building practices, affordable housing, and public parking
- A.3.3b Explore mechanisms to fund public improvements with each new development (ex. Incentive zoning, development impact and public art fees, development agreements, etc.)

○ **P.3.4 Adopt creative parking strategies Downtown and utilize public parking as a revenue source**

Parking is a key challenge that must be addressed when planning for shopping districts, and is also a fiscal opportunity for the City. Revenues earned from parking can serve to bolster the City's General Fund, or be used to achieve specific objectives like providing a business support fund.

- A.3.4a Allow public paid access to City-owned surface parking lots during nights and weekends (or other times when not in use by City facilities)
- A.3.4b Explore metered on-street parking on shopping streets
- A.3.4c Consider reducing or eliminating on-site parking requirements on shopping streets to foster financial feasibility for developers and businesses, and establish a resident and employee Preferential Parking District to balance parking needs of businesses with nearby residents
- A.3.4d Create a set-aside fund for new parking revenues to be used for economic development initiatives, including infrastructure investments and business support

○ **P.3.5 Encourage a diversity of housing types to promote mixed-use districts and leverage transit access**

Opportunities for residential development throughout South Pasadena are limited, and are mostly available in its main districts: Mission Street, Fair Oaks

Avenue, Huntington Drive, and Ostrich Farm. Increasing the amount and array of housing options in these districts will be key to fostering walkable, mixed-use areas, and to supporting the City's fiscal health.

- A.3.5a Support higher-intensity and high-quality multifamily development near the Gold Line Station, close to retail activity.

- A.3.5b Support the development of moderate density residential, such as townhomes and small multifamily buildings, as a buffer between predominantly single-family areas and higher-intensity mixed-use areas.

3 Our Well Planned Community

GOAL

Preserve and enhance the distinctive residential neighborhoods; provide housing opportunities for all; reinvest in downtown corridors and neighborhood centers; and ensure that new development contributes its fair share towards the provision of adequate parks, schools, and other public facilities.

CONSERVE AND REINVEST WISELY

South Pasadena is a collection of highly desirable historic residential neighborhood with most tree-lined streets. The community is diverse with a rich mix of age, income, and race. The housing stock is evenly divided between multi-family and single-family residences. Majority of residents are renters who tend to live in multi-family units.

Mission Street is the heart of the community with a number of historic buildings, and retail spaces and cultural institutions within a walkable environment. The Metro Gold Line Station has sparked renewed interest in for-sale and rental housing in the downtown area.

As a built out community with strong leaning towards conservation, growth opportunities tend to be limited. Market study suggests a robust demand for growth. Through a visioning process the community has identified the character, intensity, and scale of contextual infill development desired for vacant and underutilized tracts on Fair Oaks Avenue and Mission Street in the downtown area; Ostrich Farm area; and neighborhood centers on Huntington Drive.

This section addresses the anticipated distribution, intensity, and character of both existing and future land uses and development.

GUIDING PRINCIPLES FOR DOWNTOWN

Create an Economically Healthy Downtown.

Expand the role of downtown as the economic engine of the City. Embrace an authentic urban environment that's attractive to workers and businesses in the creative economy. Create opportunities for new business clusters that take advantage of synergies between existing businesses and emerging technologies. Proactively retain and attract retail uses on Mission Street and Fair Oaks Avenue that complement each other and take advantage of their unique location.

Expand Housing Opportunities

Increase and diversify housing opportunities that are attractive to all lifestyles, demographics and economic realities.

Safe, Comfortable, and Walkable Streets

Provide active storefronts, repurpose Mission Street and Fair Oaks Avenue to promote safe walking and biking, and activate existing alleys and pathways.

Leverage Transit

Promote pedestrian- and transit-friendly development, provide additional travel options at the station, and improve pedestrian, bike, and transit routes to Gold Line Station.

Get the Parking Right

Efficiently manage supply and demand for Downtown parking to accommodate visitor, commuter and resident parking needs.

Establish an Interconnected Open Space System

Develop a rich and integrated public realm that includes public open spaces, paths, and private courtyards that both the public and private sectors can jointly implement.

Animate the Public Realm

Provide, maintain, and enhance public features such as parks, streetscapes, and civic spaces. Develop clear and predictable standards to achieve a higher quality of development and streetscape enhancements. Develop buildings that engage the street and shape the civic realm.

Contextual Buildings

Design infill buildings that respect the existing small and fine-grain context and enrich the public realm.

Invest in Arts and Culture

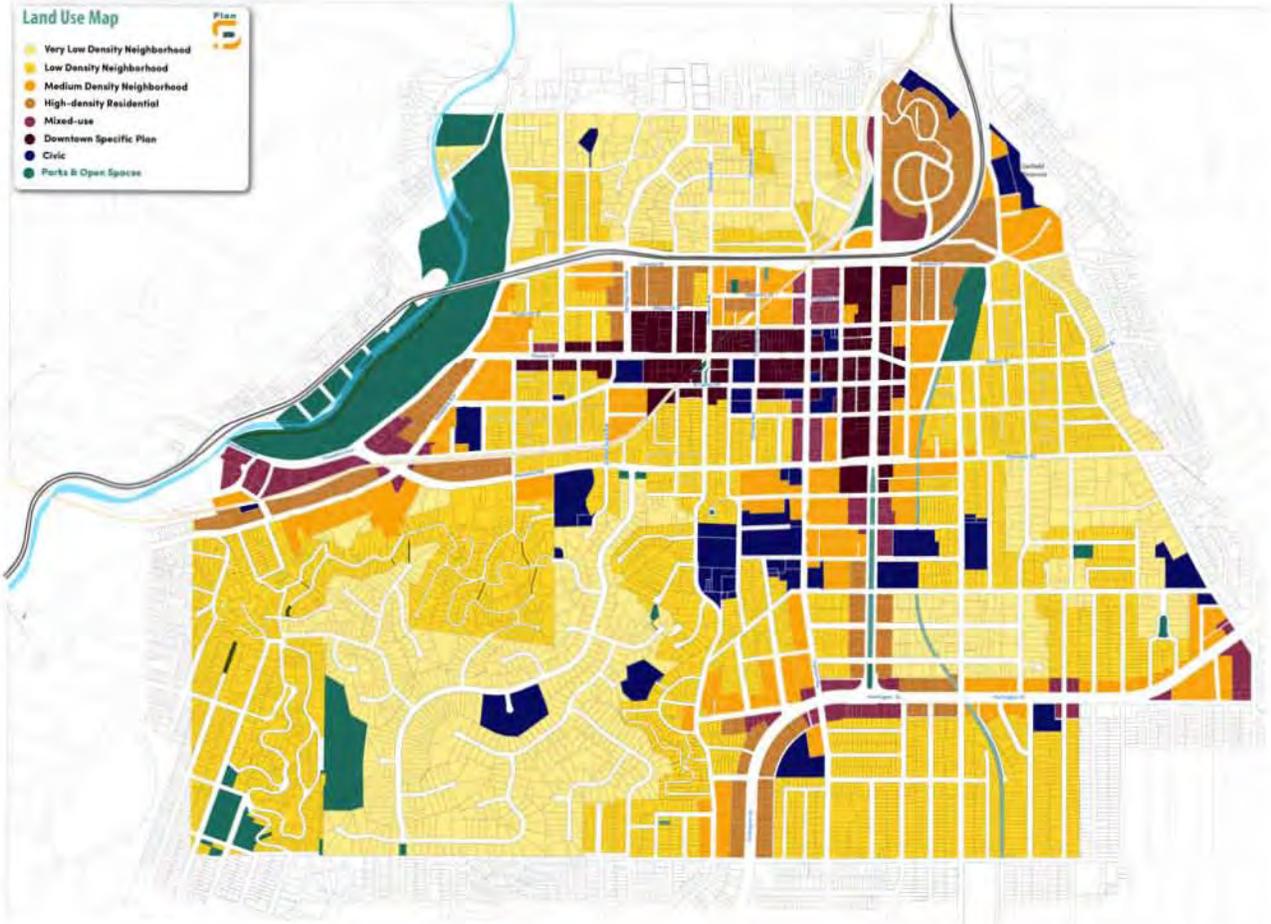
Ensure downtown's place as the cultural and creative hub.

Land Use Area Table

Land Use Category	1963 Adopted General Plan		1998 Adopted General Plan	
	Acres	Percent	Acres	Percent
Residential				
Altos de Monterey			236.3	10.7%
Estate/Very Low Density	314	14.1%	214.8	9.7%
Low Density	450	20.3%	624.9	28.2%
Medium Density	208	9.4%	168.0	7.6%
Medium-High Density	240	10.8%		
High Density	96	4.3%	129.7	5.8%
Subtotal	1308	58.9%	1,373.7	62%
Commercial				
Neighborhood	19	0.9%		
General	28	1.3%	83.4	3.7%
Subtotal	47	2.1%	83.4	3.7%
Office				
Professional	16	0.7%	17%	0.7%
Other	16	0.7%		
Subtotal	32	1.4%	17%	0.7%
Mixed Use				
Light Industrial	49		13	0.5%
Community Facilities	128		80.4	3.6%
Other Uses	657	29.6%	653.5	29.4%
Total All Uses	2,221	100%	2,221	100%

Planning Designation	Existing Development (2015)				General Plan Capacity			
	Parcels			Acres	Vacant		Additional Potential	
	Single-family	Multi-family	Comm./Industrial	Total	Parcels	Acres	Units	Sq.Ft.
Neighborhood Very Low (0 to 3.9 units/acre)								
Neighborhood Low (4 to 5.9 units/acre)								
Neighborhood Medium (6 to 13.9 units/acre)								
Neighborhood High (14 to 24 units/acre)								
Civic								
Parks and Open Space								
Mixed-Use								
Downtown								
Ostrich Farm								
Huntington Drive Centers								
Total								

Land Use Map



PLANNING DESIGNATIONS

Residential

Very Low (0-3.9 units/acre): This designation permits detached single family homes and is characterized by lots over 10,000 square feet.

Low (4-5.9 units/acre): This designation permits detached single family homes and is characterized by lots of 5,000 to 10,000 square feet.

Medium (6-13.9 units/acre): This designation permits attached housing types, such as townhomes and duplexes and detached single family homes on smaller lots.

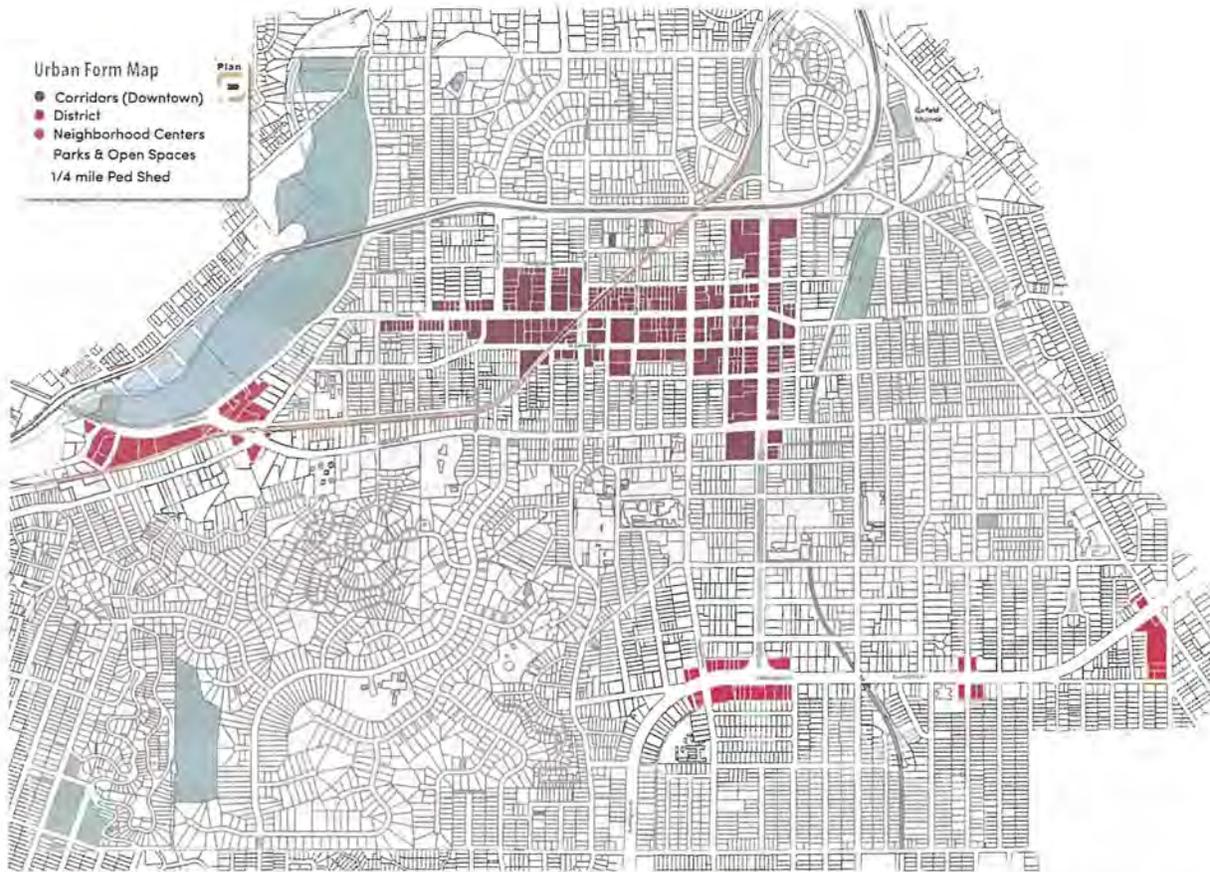
High (14-24 units/acre): This designation permits multi-family residential development. It is intended to identify and conserve existing concentrations of such development in the city. These areas are characterized by multi-story apartments and condominiums.

Mixed Use: Encourages a wide range of building types depending on neighborhood characteristics that house a mix of functions, including commercial, entertainment, office, and housing at approximately 24 to 30 units per acre in the Downtown area and 14 to 24 units per acre outside the Downtown Plan area.

Civic: Accommodates civic functions such as government offices, libraries, schools, community center, and places of religious worship.

Parks & Open Space: Designate lands to public recreation and leisure and visual resources, and can range from neighborhood tot lots and pocket parks to urban squares and plazas and playgrounds to large regional parks and natural preserves.

URBAN FORM



The allocation of separate land use designations evolves to a geography of places that address “form and character” of the place. The General Plan informs the nature of intended change in different areas. The stable areas are preserved and maintained, and areas where redevelopment is likely to occur are programmed for regeneration. Growth is redirected to corridors in the Downtown area, Ostrich Farm District, and centers along Huntington Drive in varying need of reinvestment where viable infrastructure is already in place. This approach focuses policy, regulation, and the techniques used to implement the community vision for areas of change.

The basic organizing place types are neighborhood centers, districts and corridors. Listed below are place types recommended for moderate infill, redevelopment, or infrastructure improvements. Majority of the new growth will be directed to the corridors in downtown area and Ostrich Farm District. The level of change ranges from reinvestment in existing buildings and minor improvements to utility infrastructure and the public realm, to the occasional infill development that completes the prevalent development pattern. In some instances, addition of new streets may be necessary to break the large scale super-blocks into pedestrian oriented blocks, or completing a block with the missing buildings, open space or infrastructure.

Districts

Districts consist of streets or areas emphasizing specific types of activities and exhibiting distinct characteristics. A neighborhood or parts of neighborhoods can form a district.

a. Residential Districts



South Pasadena has an impressive collection of neighborhoods representing significant periods of the City's growth, along with important individual examples of period architectural styles and works by prominent local architects. The striking and well preserved architecture and tree-lined streets make these neighborhoods amongst the most desirable places to live in Southern California. The neighborhoods are comprised of single-family residences with multi-family residences located along the City's main corridors. This Plan calls for preservation of the built and natural assets within the residential districts. No growth is projected within the stable residential districts.

b. Ostrich Farm



Ostrich Farm is the western gateway to the City. Once the home of Cawston's Ostrich Farm, a provider of ostrich feathers and tourist attraction from 1896 to 1935, the site was later developed as a group of creative office suites buildings and live/work lofts. Creative Office Suites in the Ostrich Farm area are typically occupied by tenants who require large floor areas such as entertainment and design firms. Creative Office Suites are fully-equipped spaces that rent out various office spaces that range from shared spaces to large private offices and are desirable to boutique businesses, design firms, and small entertainment companies.

The market study shows low vacancy and high demand for 185,000 to 370,000 square feet of creative office space over the next two decades. The vacant and underutilized parcels at Ostrich Farm represents South Pasadena's greatest opportunity for creative office suite development. Creative office development could also support and enhance South Pasadena's creative community.

For sites with adjacency to residential neighborhood, a mixed-use development with limited neighborhood serving retail and transitional residential use may be appropriate. All other sites should be developed to support commerce.

Better linkage to the Metro Gold Line Station would provide Ostrich Farm employees access to reliable transit. A Citywide circulator shuttle service could link Ostrich Farm to downtown assets and Metro Gold Line Station.

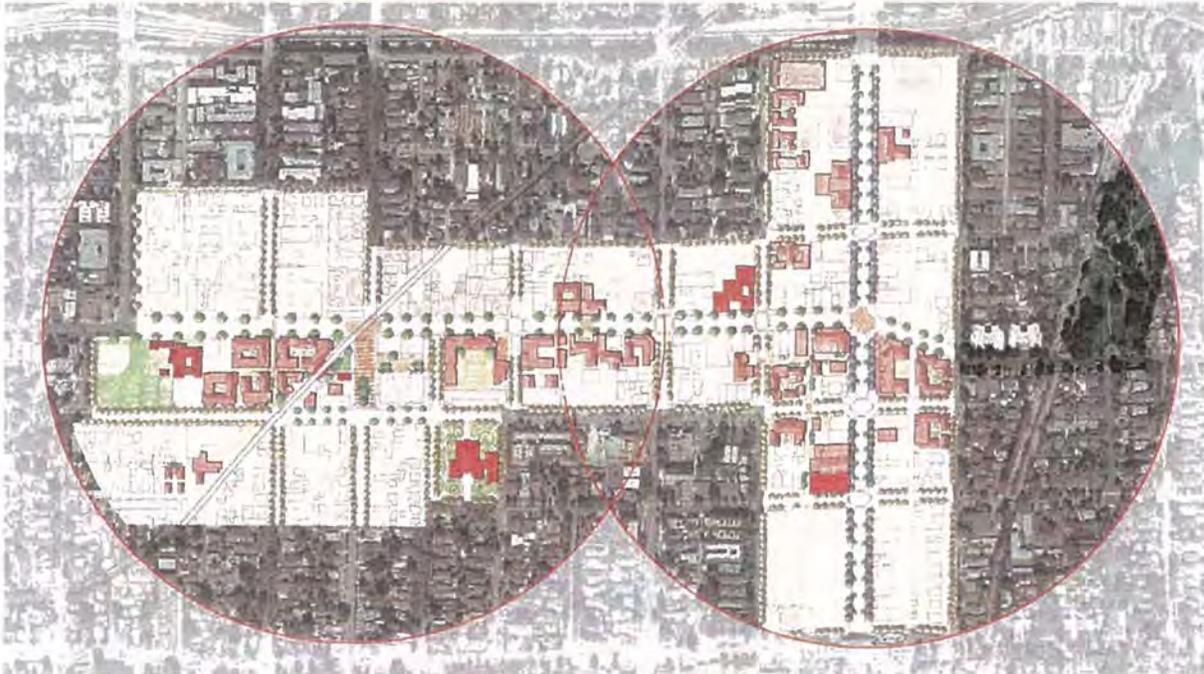
Sidewalks along the northside of Pasadena Avenue would encourage use of the Arroyo Seco Park and consistent street tree canopy would create sense of enclosure, reduce heat island effect and absorb stormwater and airborne pollutants.



The lowly trafficked slip lane and island (see left image) can be consolidated into an area reserved exclusively for human activity (see right image; image source: NACTO). Plazas and parks can enhance local economic and social vitality, pedestrian mobility, access to public transit, and safety for all street users.

Corridors

Corridors, which can be natural or urban, often form boundaries, as well as connections, between neighborhoods and/or districts. Natural corridors can be those such as drainage channels or green parkways. Urban corridors can be transportation thoroughfares that frequently encompass major access routes, especially ones with commercial destinations, including transit routes.



The Downtown Specific Plan vision sees the Downtown as being shaped by two distinct corridors: Mission Street and Fair Oaks Boulevard, that are adjacent and complimentary to one another. Both corridors have a clear historic center with commercial and retail uses surrounded by single and multi-family neighborhood fabric. The Mission Street corridor is centered on the light rail station. The Fair Oaks Avenue Corridor is centered on the Fair Oaks Avenue and Mission Street intersection.

a. Mission Street and Fair Oaks (Downtown Specific Plan)

Mission Street is the city's historic main street and contains some of its most important buildings including City Hall. Fair Oaks Avenue is a major north-south arterial through the city. Over the past decades, even though Fair Oaks Avenue has remained economically alive, it has seen significant decline in its quality of place due to sprawl buildings and poor landscape. Mission Street by contrast has retained its historic character particularly around the Gold Line Station, and new infill along with successful retail businesses have made it one of the most important destinations in the city.

These two corridors in the Downtown area offers opportunities for housing for people across the income spectrum, jobs, arts and culture, local serving retail, and gathering places for residents and visitors. The Downtown Specific Plan identifies a series of

distinct planning strategies – public and private – to guide the social and economic future of Fair Oaks Avenue and Mission Street:

1. **Two Great Streets** – The Downtown Specific Plan vision is physically organized on the enhancement of Mission Street and Fair Oaks Avenue as two great streets. Mission Street is seen as a more intimate Main Street with historic commercial buildings and parklets. Fair Oaks Avenue is re-designed as grand double-tree lined arterial going from north to south.
2. **Leveraging Public Transit and Multimodality** – The presence of the Gold Line Station is enhanced and celebrated. The space around the station is enhanced as a plaza that announces a consciously designed sense of place to commuters getting on or off at this station. Additionally, both Fair Oaks and Mission are re-designed with bicycle lanes to encourage multi-modality.
3. **An Intricate Network of Open Spaces** – This vision identifies existing open spaces within the study area and stitches them to new open spaces creating a rich tapestry of parks, plazas, enhanced alleys, parklets and street crossings. This network is designed to enhance walkability, sociability and spontaneous interaction throughout the two districts.
4. **Park Once, Pedestrian First** – The two districts are designed to be Park Once walkable places. Carefully located public parking places ensure parking distribution throughout the two districts, and encourages people to walk to various destinations throughout. All parking is designed to be subservient to the pedestrian and invisible from the public realm.
5. **Preserving Historic Buildings** – New development on Mission Street, particularly east of the station should build on the character and quality of existing historic commercial and mixed-use buildings to preserve the historic character and quality of the historic character of street.
6. **Infills along Mission Street** – New infill along Mission will be up to 3 stories tall, keeping the existing scale of Mission Street. To enable buildings to create a fabric that is contrasting to the one on Fair Oaks, building frontage along Mission will allow the creation of courts and yards directly facing the sidewalk, enabling a more porous fabric.
7. **Infills along Fair Oaks Avenue** – The plan envisions various mixed-use infill developments along Fair Oaks Avenue. These infills will be up to 4 stories tall, with active ground floors lining the sidewalks. In order to ensure that the form and character of these new buildings is not monolithic, a number of standards and guidelines are provided as part of this vision to enable contextually sensitive development.

Neighborhood Centers

Neighborhood centers are places where people can meet by chance at a local coffee shop, market, bookstore, diner, or even hardware store. South Pasadena's existing neighborhood centers along Huntington Drive have the opportunity to become such places. The General Plan Diagram identifies three neighborhood centers – where the development of housing alongside commercial uses is specifically encouraged. These centers include:

a. Huntington Drive and Garfield Avenue



The center is located at the crossroads of three major streets and shares boundaries with San Marino and Alhambra. The anchor supermarket and adjacent bank building draws customers from neighboring cities. The commercial corner backs up to stable one-and two-story residential neighborhood.

The current pattern of development lacks a distinctive walkable block, street, and open space framework. The site is primarily designed to be accessed by car with large on-site parking area in front of the building. Future redevelopment could explore new building types and mixed uses, subdivide the large track into walkable block, street and open space network that creates a landmark and a sense of arrival, slows the traffic and distributes the car flow to the streets leading to the shops.

This intersection is served by multiple transit buses that run along Huntington and Garfield (Montebello Bus Line 30, Metro Bus 260 & 79, Metro Rapid 762) and needs transit supportive amenities such as wider sidewalks, street trees, bus shelter, benches, and lighting.

b. Huntington Drive and Freemont Avenue



This center has a mix of one, two, and three-story office, retail and residential buildings. These buildings are placed next to each other along the edge of a wide sidewalk, many with active storefronts that engage the pedestrian, with the one exception of a discount department store. The parking lot for the department store interrupts the walking experience along Huntington Drive.

The department store and parking area offer the greatest redevelopment opportunity for a two to three-story mixed use project with active neighborhood serving retail or cafes at street level. Parking should be located away from the streets edge.

Streetscape and lighting improvements would greatly enhance the comfort and safety, of the walking experience.

Portions of the surrounding neighborhood lack access to park within a 10 minute walk. The islands and turn lanes make crossing the intersection at Huntington Drive and Fair Oaks confusing. The City should examine the feasibility of consolidating and repurposing the excess traffic islands at the corner of Fair Oaks Avenue and Huntington as one large public open space, which would also simplifying the traffic flow and pedestrian crossing experience.

Public views to the San Gabriel Mountains to the north should be protected by careful massing setbacks at street corners that open up the vistas.

The proposed protected bike lane along Fair Oaks in Downtown area, could be extended south to Huntington Drive.

c. Huntington Drive and Fletcher Avenue



This is the smallest of the three centers on Huntington Drive. Three of the four corners have historic building. A highly walkable center with two-story mixed-use buildings that define the street's edge. The shops open directly onto the wide sidewalk.

The wide sidewalks can accommodate streetscape amenities like a consistent street tree canopy, places to sit, lighting, and bus shelter that would further enhance the pedestrian experience.

Besides, modest amount of neighborhood serving retail, no new growth is anticipated at this location.

Predicted Development Pattern and Intensity

Pattern	Residential	Non-residential	
		Retail	Office
Districts			
Ostrich Farm	75 units	5,000 s.f.	100,000 s.f.
Corridors (within the Downtown Specific Plan)			
Mission Street and Fair Oaks Avenue	300 units	100,000 s.f.	125,000 s.f.
Neighborhood Centers			
Huntington Drive & Garfield Avenue	75 units	10,000 s.f.	50,000 s.f.
Huntington Drive & Freemont Ave	50 units	10,000 s.f.	25,000 s.f.
Huntington Drive & Fletcher Avenue		5,000 s.f.	
Total	500 units	130,000 s.f.	300,000 s.f.

HOUSING

South Pasadena remains a highly desirable place to live. The demand and housing market is only tempered by community's even stronger desire to preserve its small town character of historic neighborhoods. The continuing high cost of housing in South Pasadena amplifies the need for providing affordable housing at all income levels. The provision of adequate affordable housing continues to be a high priority for South Pasadena.

The General Plan Land Use Plan sets forth a 20-year vision to preserve the character and quality of existing neighborhoods and encourage new housing in the Downtown and Ostrich Farm area close to services, jobs, and conveniences. The Land Use Plan is closely tied to the Downtown Specific Plan, which is focused on attracting and retaining talent and jobs while creating a vibrant place to live.

Based on extensive community participation and input, the General Plan and the Downtown Specific Plan presents policies and clear and precise regulations that encourage new housing to be provided in walkable mixed-use environments in the Downtown and along major transit corridors, shifting development pressure away from stable residential neighborhoods.

2014-21 Housing Element

This Housing Element contains goals, policies and objectives to address the City's identified housing needs. The Housing Plan is based on five goals, each with its policies, objectives, funding sources, and responsible agencies. In general, these programs strive to preserve the existing housing stock, remove constraints to the development of housing, provide for special needs housing, and identify adequate sites to achieve a variety and diversity of housing. As required by law, the City's Housing Element was certified by the State Department of Housing and Community Development in February, 2014.

As required by state law, an inventory of suitable sites is presented in detail to demonstrate that the City has land and infill opportunities for 192 units in zoning districts with densities that are appropriate to accommodate its Regional Housing Needs Assessment (RHNA) of 63 units. The properties, located in the Downtown, along commercial corridors, meet State criteria in regard to the age and type of existing buildings on the property and the site's potential for additional development.

Housing Element Residential Unit Capacity

Income Category	RHNA	Site Inventory Capacity
Very low income (<50% AMI)	17	
Low income (50-80% AMI)	10	
Moderate income (80-120% AMI)	11	
Above moderate income (>120% AMI)	25	
Total	63	192

For the 2014-2021 planning period, South Pasadena's Housing Element serves as a blueprint for the community to address broad-based, long-range housing needs. The South Pasadena Housing Element maintains the focus on infill development in the Downtown Area, complies with all State mandates and is consistent with the overall General Plan.

The 2014-21 Housing Element Update has the following goals:

1. Conserve the Existing Supply of Affordable Housing
2. Assist in the Provision of Affordable Housing
3. Provide for Adequate Residential Sites
4. Remove Governmental Constraints
5. Promote Equal Housing Opportunity

POLICIES AND ACTIONS

Conserve and Enhance Stable Areas

Also see Historic Preservation section in Our Creative Community

P3.X Conserve the stable residential neighborhoods.

A3.X Update the development code to ensure new infill development maintains and enhances the established character of the neighborhood.

A3.X Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

P3.X Direct new growth to the Downtown, Ostrich Farm, and the three neighborhood centers along Huntington Drive.

A3.X Update and expand the existing Specific Plan for the downtown area.

A3.X Update the development code to encourage mixed-use, walkable, and contextual development.

Contextual Infill

P3.X Conserve South Pasadena's character and scale, including its traditional urban design form, while creating places of enduring quality that are uniquely fit to their time and place.

A3.X Introduce new infill buildings and renovate existing buildings in a manner that preserves and enhances South Pasadena's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate the street.

A3.X Ensure that new buildings and the related public realm design fit into their existing context in a way that enhances South Pasadena's architectural and cultural traditions.

A3.X Incorporate green design strategies, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.

P3.X Remove regulatory and procedural barriers to good design.

A3.X Develop and adopt a Form-Based Code for the Downtown area that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.

A3.X Consider seeking voter approval to raise the height limit along Fair Oaks Avenue frontage properties within the Downtown Specific Plan from 45' to 50' to facilitate well designed and proportioned four-story buildings on Fair Oaks Avenue.

Affordability

P3.X Increase the number of affordable housing units to stabilize rents and prices.

A3.X Continue to support and implement programs to encourage below-market-rate housing with incentives for affordable housing development including but not limited to density bonuses under State law, and fee deferrals. **AP, SE**

A3.X Encourage and facilitate addition of second accessory units on properties with single-family homes. **AP, SE**

P3.X Provide high quality housing for current and future residents with a diverse range of income levels.

A3.X Encourage inclusion of households with a range of incomes in housing developments through both regulatory requirements and incentives. **AP, SE**

A3.X Provide flexibility in development standards to encourage and facilitate non-traditional housing types and options, including co-housing, assisted living facilities, live-work spaces, and artist lofts. **AP, SE**

P3.X Support housing programs that increase the ability of senior households to remain in their homes or neighborhoods.

A3.X Develop incentives for a range of senior housing types including but not limited to second units to help seniors age in their homes or to provide on-site housing for caregivers. **AP**

A3.X Continue to provide, and expand as possible, funding for a range of senior housing and service types. **AP**

P3.X Aggressively search out, advocate for, and develop additional sources of funds for permanently affordable housing, including housing for people with extremely low incomes and special needs.

A3.X Review all available funding sources, including but not limited to local bond financing and local, State and Federal tax sources, such as real property transfer tax, to generate additional resources for the Housing Trust Fund and other housing programs.

A3.X Create new resources for housing by adopting development impact fees.

P3.X Preserve, rehab, and maintain below market rate rental housing.

A3.X Protect multifamily rentals and reduce conversion to condominiums, which are less affordable to the average household. **AP, SE**

Resiliency

P3.X Promote resilient low carbon built environments that are compact in form, comprised of pedestrian scale blocks, and includes a diversity of necessary and desirable functions.

A3.X Adopt a form-based code that allocates land uses based primarily on the control of the physical form, intensity, and arrangement of buildings, landscapes, and public spaces that enable land and building functions to adapt to economic, environmental, energy, and social changes over time.

4 OUR ACCESSIBLE COMMUNITY

GOAL

South Pasadena's transportation networks should be designed and managed to support not just mobility and access but broader community goals of safety, health, economic development and environmental sustainability.

INTRODUCTION

As required under the City's adopted Complete Streets Policy, streets should safely accommodate all users. To the extent practically feasible, streets should be designed to encourage active transportation uses including walking and biking while discouraging unsafe vehicle speeds. Existing and potential transit and truck routes should be designed to safely accommodate large vehicles.

Mobility should be optimized by making intersections and interchanges more efficient and by providing alternatives to driving such as enhanced public transportation. The City should also ensure that its methodologies for measuring mobility are consistent with other City policies.

The City should pursue opportunities to improve multimodal access to the Gold Line station, focusing on improvements to access pathways within the station's walkshed, bikeshed and transit shed.

To support mobility and economic development, the City should seek to ensure availability of public parking for residents and visitors within the context of safety and other needs. Before providing additional parking supply, the City should first seek to more efficiently manage demand for its existing supply, then to partner with private entities to provide additional supply that is accessible to members of the general public. Considering the future of parking demand is less certain now than in previous years due to the potential emergence of connected and autonomous vehicles and related mobility innovations, the importance of using existing supply, rather than building new garages, is of heightened importance.

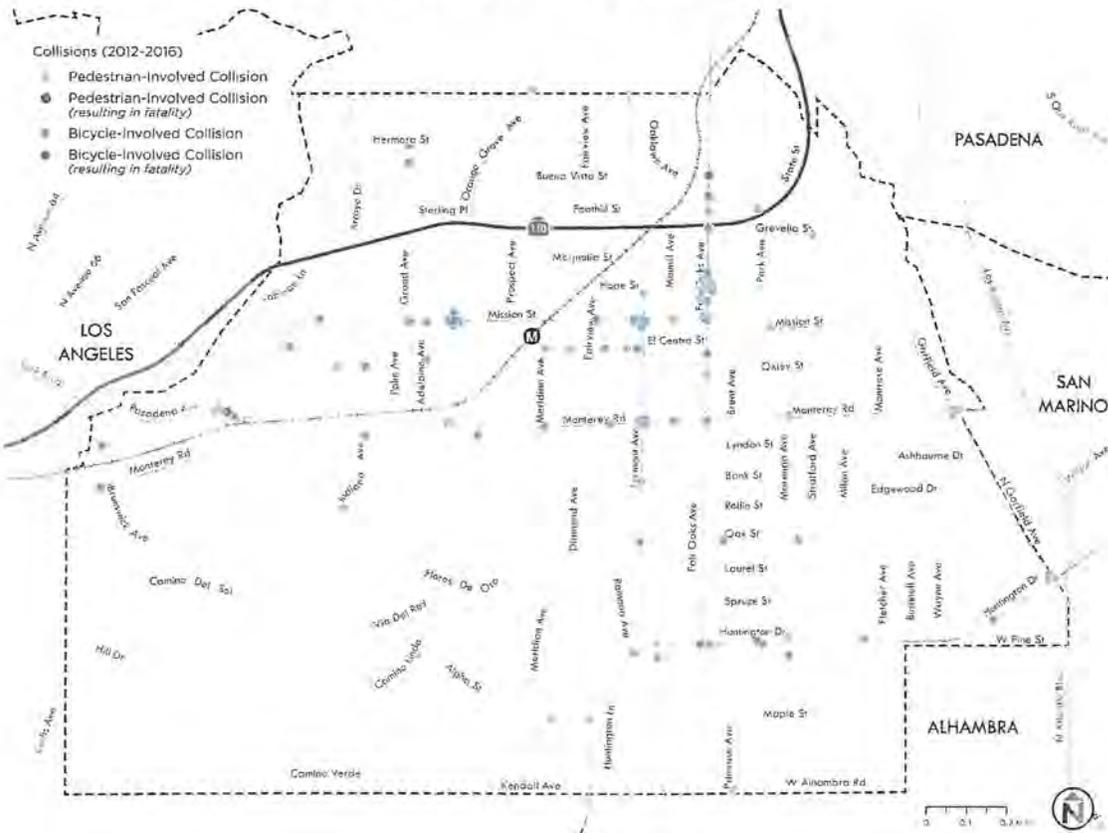
1. Complete Streets

Opportunities exist to apply South Pasadena’s recently enacted Complete Streets Policy to major local streets, reconfiguring them to more safely accommodate all users without significantly impacting traffic – and in doing so, to make South Pasadena more of a “complete city.”

While on some major streets, traffic volumes are at or approaching the capacity of the roadway (Fremont Avenue, for example), on others including Mission Street and Huntington Drive there is excess capacity. On streets including Fair Oaks Avenue, meanwhile, traffic lanes are wider than they need to be, or should be for safety reasons.

These streets also have among the City’s highest rates of traffic collisions involving the most exposed users of the street, pedestrians and cyclists.

Figure X: Pedestrian- and Bicycle-Involved Collisions, 2012-2016



On these streets, space that is not needed for traffic purposes may be put to other uses such as bike lanes, transit-only lanes, wider sidewalks, additional parking or landscaped medians.

Traffic calming measures should also be implemented on residential streets that serve as “cut-through” routes for speeding traffic.

Policies & Actions

P.4X Support street designs that emphasize safety and that accommodate all users, including pedestrians and cyclists.

P.4X Ensure that streets are pedestrian-oriented, with complete sidewalks, regular crosswalks, and other measures to improve pedestrian safety and comfort such as compact corner radii, “bulb-out” sidewalk extensions at crosswalks, leading pedestrian intervals at signals, additional safety measures potentially including pedestrian-actuated signals at unsignalized crosswalks, other traffic calming measures, and increased investments in sidewalk maintenance and lighting.

P.4X Limit the widths of vehicular lanes in order to discourage speeding (on truck routes or streets on which public transit operates, ensure that lanes are wide enough to safely accommodate large vehicles passing one another in opposite directions, and that intersections can accommodate turns by large vehicles).

A.4X Conduct a study of potential speed management improvements to Fremont, with the objectives of a) establishing the need for safety improvements, and b) identifying improvements that would enhance safety while maintaining traffic throughput.

A.4X Remove Fremont south of Huntington from the truck route network.

A.4X Proceed with modifications to the “bulb-out” curb extensions on Fair Oaks. If some bulb-outs are removed as part of this process, implement alternative measures to protect pedestrians in the corridor including leading pedestrian intervals and enhanced crosswalks

A.4X Provide crosswalks at the intersection of Monterey and Pasadena, and reconfigure the intersection to require slower right turns from southbound Pasadena onto westbound Monterey.

A.4X Over the longer-term, partner with Metro to study grade-separation of the intersection of Monterey and Pasadena, with Gold Line tracks above or below the street and the intersection reconfigured into a standard “T” or right-angle configuration.

A.4X Proceed with planned Americans with Disabilities Act and other pedestrian improvements to Monterey Road, focusing on the most constrained segments of sidewalk.

A.4X Develop a citywide strategy for implementation of traffic calming measures including “toolbox” measures that may be implemented and guidance on where such measures may be implemented, taking into account street type, land use context, traffic volumes and observed speeds, based on surveys.

P.4X On streets identified as priorities for one specific mode of travel, such as bicycle routes, prioritize improvements for that mode.

P.4X Ensure that bicycle lanes provide a high level of separation from traffic, using buffers, vertical elements or parked cars wherever possible.

A.4X Proceed with implementation of Bicycle Master Plan projects (except where modifications are recommended below, on Mission and Fair Oaks).

A.4X Reconfigure Mission between Fair Oaks and Diamond Avenue (westbound) and Meridian (eastbound) to replace the existing second east- and westbound general-purpose traffic lanes with buffered bicycle lanes. Two general-purpose lanes should be retained on the approaches to the Gold Line crossing at Meridian, in order to maintain existing queuing capacity.

A.4X Consider extension of this configuration west to Pasadena Avenue, with provisions for an eastbound right-turn lane at Grand Avenue (Trader Joe's).

A.4X Provide Class II bicycle lanes on Fair Oaks by narrowing existing vehicular lanes.

A.4X Over the longer term, provide parking-/curb-protected bike lanes on Fair Oaks between Monterey and Grevelia by removing existing raised medians, two-way left-turn lanes and parking as needed (left-turn lanes should be retained at intersections). The "buffer" between the bike lane and parking may initially be configured using striping and planters. Over time, this should be converted to a raised median. Protected intersections should be provided as part of this project.

A.4X Provide Class II bicycle lanes on Huntington by narrowing existing vehicular lanes, and east of Fair Oaks, convert the third general-purpose lane in each direction to a "business, access and transit" lane restricted to buses and vehicles turning right or entering or exiting curbside parking spaces.

2. Mobility

Many of the projects described above, under “Complete Streets,” would provide mobility benefits for different users of the street. A number of additional projects, however, might improve mobility for vehicles without unduly impacting other users, or might improve mobility citywide, not just in specific corridors or at specific locations.

Policies and Actions

P.4X Reduce traffic congestion by reconfiguring outmoded interchanges and traffic signals rather than adding lanes to streets.

A.4X Reconfigure the SR 110-Fair Oaks interchange to replace the existing westbound on-ramp with a “hook” ramp on the east side of Fair Oaks (accessible via State Street) and widen the eastbound on-ramp by truncating Grevelia just west of Fair Oaks, among other improvements.

A.4X Upgrade traffic signals to optimize traffic flow at safe speeds by implementing adaptive traffic control system technology and synchronization. Prioritize signals on Fremont south of Huntington, Huntington between Fremont and Fair Oaks and on Fair Oaks.

A.4X Work with Metro and the California Public Utilities Commission to reduce signal delay at the Gold Line crossing of Mission and Meridian while maintaining safety.

P.4X Explore options to improve transit service within South Pasadena, including City programs and/or partnerships with Metro.

A.4X Improve transit service within South Pasadena using one of four options: 1) Expand the City’s existing dial-a-ride program to serve all residents (and not just older residents); 2) Implement a circulator shuttle, funded through a public-private partnership, providing connections every 30 minutes or more often during the day to the Gold Line station and other major destinations (one possible routing is shown below; alternately, buses might operate on Fremont to directly serve schools); 3) Partner with Pasadena to expand Pasadena Transit service to South Pasadena; 4) initiate a partnership with Metro to pilot “microtransit” on-demand service using smartphone apps.

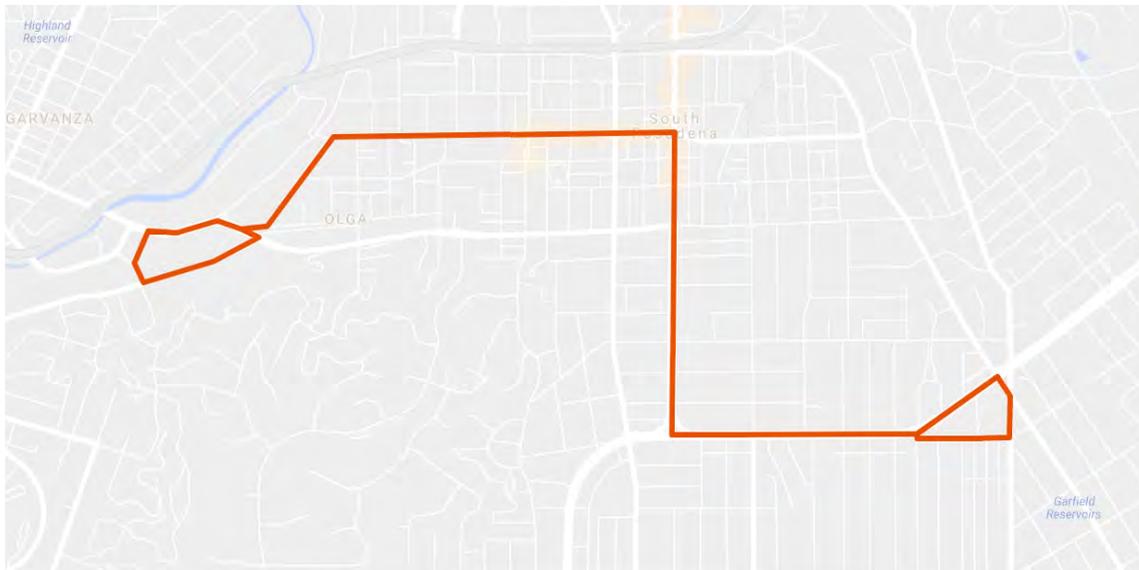


Figure X Potential Circulator Shuttle Alignment

P.4X Adopt performance metrics that are reflective of City policy objectives, including policies in areas other than mobility.

A.4X Consistent with State guidance, discontinue the use of vehicular level of service as a metric for determining transportation mitigations required of new development. Instead, follow State guidance regarding the use of vehicle miles traveled (VMT) as an alternative.

3. Gold Line Access

The Metro Rail Gold Line South Pasadena Station at Mission and Meridian Avenue is an existing mobility asset that could be better leveraged. There are a number of locations within a half-mile of the station – within its “walkshed,” which includes much of Downtown South Pasadena – where “first/last mile” access to the station and transportation conditions more generally could be improved. This would serve to improve the accessibility of the station and increase transit ridership; it would also improve safety and mobility for non-users of the station who are traveling through the area.



Figure X Analysis of Gold Line Walkshed Access

Some possible improvements, such as grade-separation of the Gold Line at locations where it acts as a barrier, would be relatively expensive (Gold Line grade separations would also almost certainly require property takings). Other relatively low-cost improvements potentially could be implemented, however, using regional funding that Metro has made available for projects to improve mobility in the proposed 710 freeway extension corridor.

Policies and Actions

P.4X Identify important pathways for pedestrian and bicycle travel between the Gold Line station and major destinations, and make improvements to safety and comfort along these paths.

A.4X Add an unsignalized crosswalk, with accompanying safety measures, on Mission at Prospect Avenue.

A.4X Add a sidewalk on the north side of El Centro between Mound and Edison Avenues.

A.4X Reconfigure the intersection of Orange Grove and El Centro to require slower right turns by vehicles from southbound Orange Grove onto westbound El Centro.

A.4X Over the longer term, work with Metro to explore options for grade-separation of existing Gold Line at-grade crossings including Monterey/Pasadena.

P.4X Encourage and facilitate shared-ride options include e-hailing services, carshare and bikeshare.

A.4X In the near term, work with Metro and private partners (carshare companies) to identify “mobility hub” improvements that could be implemented at or near the station, such as additional, secure parking (lockers) for bicycles, a future bikeshare station and carshare vehicles stationed in the Mission/Meridian garage.

P.4X Increase awareness of multimodal alternatives to driving to the Gold Line station.

4. Parking

To ensure vehicular access to businesses, homes and other destinations, when developing parking policy cities should focus on *availability* of parking rather than supply. The supply of public and private parking in an area should also, to the extent feasible, be proactively managed as a shared resource, rather than individual allotments that may remain underutilized while parking on adjacent properties is oversubscribed. Finally, cities should remain aware of potential impacts including “spillover” demand from non-residential uses in residential areas as well as the additional traffic congestion, vehicle miles traveled (VMT) and rates of collisions associated with additional parking and the real and opportunity costs associated with underutilized parking.

Policies and Actions

P.4X Proactively manage public and private parking supply within a common area as a shared resource, and focus on measures to ensure availability and access rather than simply increasing supply.

P.4X Take a flexible and creative approach to parking requirements in new development, providing alternatives to mandated parking minimums and looking for opportunities to increase availability of public parking through private development.

P.4X Seek to balance the need for vehicular access to properties with other imperatives, such as the need to reduce traffic for purposes of safety and environmental impact.

A.4X Amend the Preferential Parking Permit program to a) charge an annual fee per vehicle sufficient to cover administrative costs, consistent with State law, and b) cap the number of permits that may be issued to a household at two.

A.4X Require a parking impacts study prior to establishment of a new Preferential Parking Permit district. Where new districts are under consideration, seek to partner with institutions generating spillover impacts to identify Transportation Demand Management and other solutions that may eliminate the need for permit restrictions.

A.4X Expand the existing Mission-Meridian Preferential Parking Permit District to cover all blockfaces west of Fair Oaks, south of SR-110, east of Orange Grove (including Orange Grove itself) and north of Monterey Road (including Monterey itself).

A.4X Amend the City’s existing Trip Reduction and Travel Demands ordinance (Chapter 19, Article VII of the Municipal Code) to a) include an expanded list or “menu” of transportation demand management (TDM) measures that developers may select from with staff approval (developments would be required to implement a minimum number of strategies depending on size); b) apply requirements to large residential developments, and c) reduce the amount of parking required in large developments in exchange for implementation of trip reduction measures beyond the minimum requirement.

5. Street Classifications

This section proposes a new street classification system for the City of South Pasadena to adopt as part of the General Plan Update. It is based on the current best practice of classifying streets based on their roles in the multimodal transportation network and land use contexts rather than solely on their functions in the vehicular network. Current classifications would remain in the Plan for purposes of pursuing federal grants, but would otherwise be replaced by the proposed classifications.

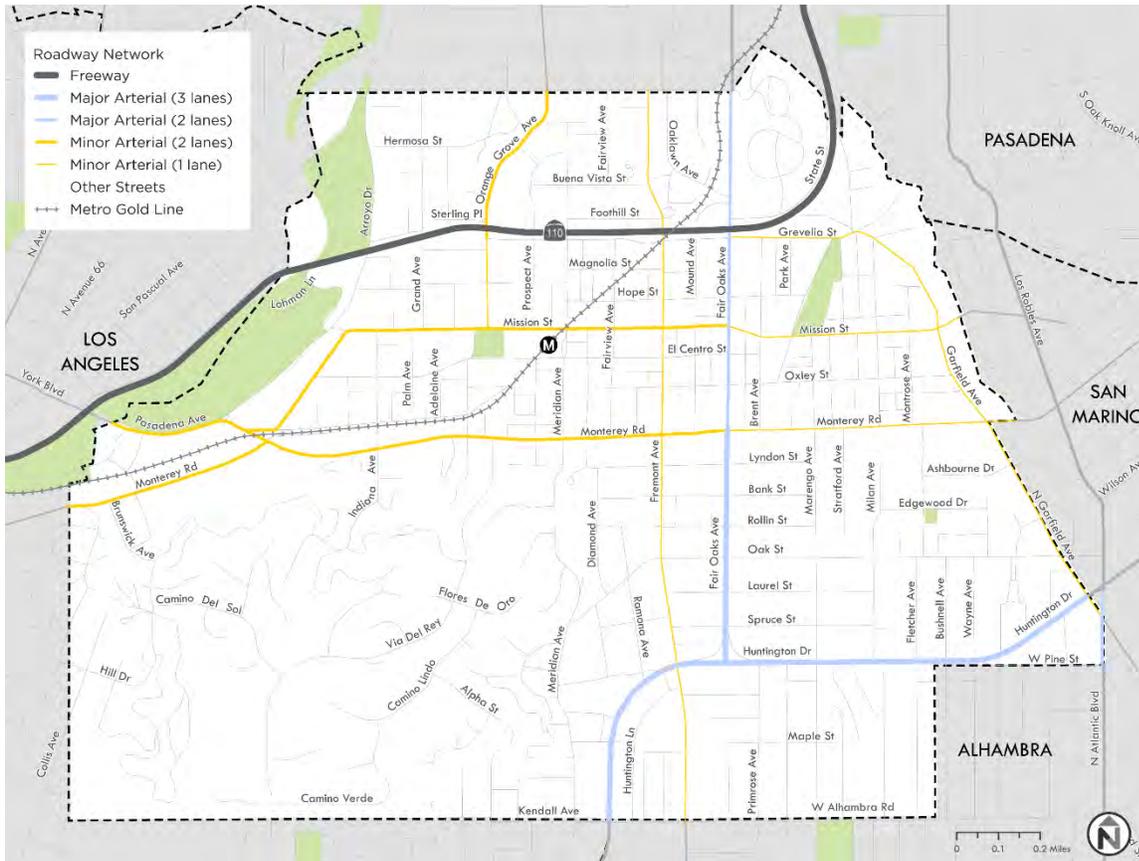
Current Classifications

Following are the City's current classifications, based on the functional classification system.

- **Arterial Streets.** *Arterial streets are generally the commercial arteries. They carry the majority of traffic within the city. A major arterial would contain either four or six lanes of through traffic, plus left-turn lanes at key intersections. Minor arterials serve the same function as major arterials, but have four lanes of through traffic and may or may not have separate left-turn lanes. Recommended design volumes on arterials are generally greater than 25,000 for major arterials and between 4,000 and 30,000 for minor arterials, depending on number of lanes and left-turn movements. Arterials serve two primary functions: to move vehicles within the city and to serve adjacent commercial land uses. Driveways and other curb cuts along arterials are generally limited to minimize disruption to traffic flow.*
- **Collector Streets.** *Collector streets are intended to carry traffic between residential neighborhoods and the arterial street network. They are generally two and four-lane roadways that have a mixture of residential and commercial land uses along them. Average daily traffic volumes on collector streets are generally between 2,000 and 6,000. Higher density residential land uses or side yards of single-family homes may be located adjacent to collector streets. Higher traffic volumes may be acceptable on certain collector streets such as those fronting commercial uses.*
- **Local Residential Streets.** *Local residential streets are designed to serve adjacent residential land uses only. They allow access to residential driveways and often provide parking for the neighborhood. They are not intended to serve through traffic. Traffic volumes on a residential street should not exceed about 2,500 vehicles per day and 200-300 vehicles per hour. The maximum residential traffic volume which is acceptable to persons living along a street may vary from one street to another, depending upon roadway width, type of dwelling units (i.e., high density apartments versus single-family homes), presence of schools and other factors. The maximum volume of 2,500 is, therefore, to be used as a guide only.*

Current designations are shown in Figure 1. Note that several minor arterials currently feature just one general-purpose lane in each direction rather than the standard of two. Also note that Orange Grove north of State Route 110 has recently been reduced to one general-purpose lane southbound (it remains two lanes northbound).

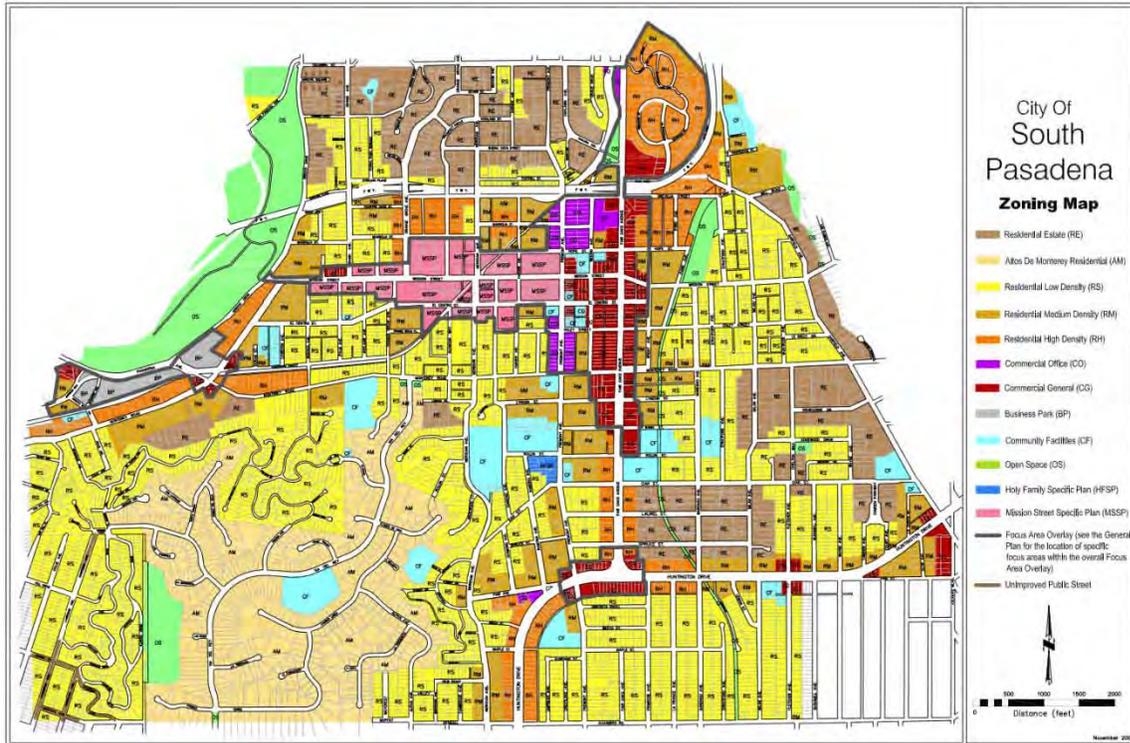
Figure 1 Current Classifications



Current Land Uses

Current zoning designations are shown in Figure 2. Note that existing land uses along Mission Street within the Mission Street Specific Plan area are primarily retail. Most retail within the city is located along Mission Street and Fair Oaks Avenue downtown. Most of the remainder of the city is zoned residential.

Figure 2 Current Zoning



Transportation Networks

Current traffic volumes on select streets are shown in Figure 3. Only a few streets have volumes consistent with a four- or six-lane roadway (two to three general-purpose lanes in each direction): Fair Oaks, Huntington Drive, Fremont Avenue, and arguably segments of Pasadena Avenue and Monterey Road (note that the volume shown on Orange Grove Avenue north of State Route 110 is assumed to be incorrect). As shown in Figure X, Mission currently has two general-purpose lanes in each direction west of Fair Oaks, while Fremont has just one lane each way.

Figure X Current Traffic Volumes

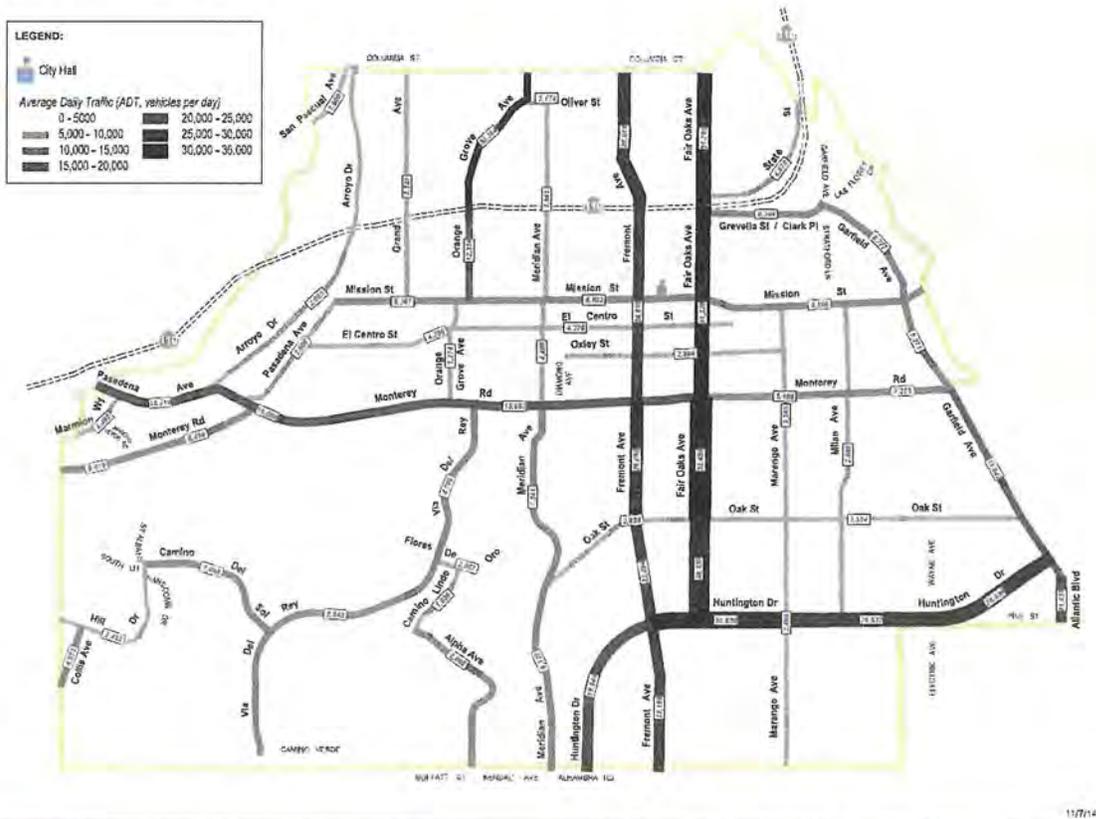


Figure 2. Average Daily Traffic Flow, September 2014
 City of South Pasadena 2014-15 Citywide Engineering & Traffic Survey (E&T)

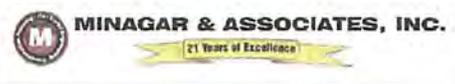


Figure X shows current truck route designations. Note that the General Plan Update will recommend removal of Fremont south of Huntington from the network.

Figure X Current Truck Routes



Figure X shows existing fixed-route transit services. Large vehicles (including both buses and trucks) currently operate or are allowed to operate on only a few streets in South Pasadena, including Fair Oaks, Huntington, Mission, Pasadena Avenue, Fremont south of Huntington, Garfield Avenue south of Mission, and brief segments of Atlantic Boulevard, Collis Avenue and Avenue 60.

Figure X Existing Transit Routes

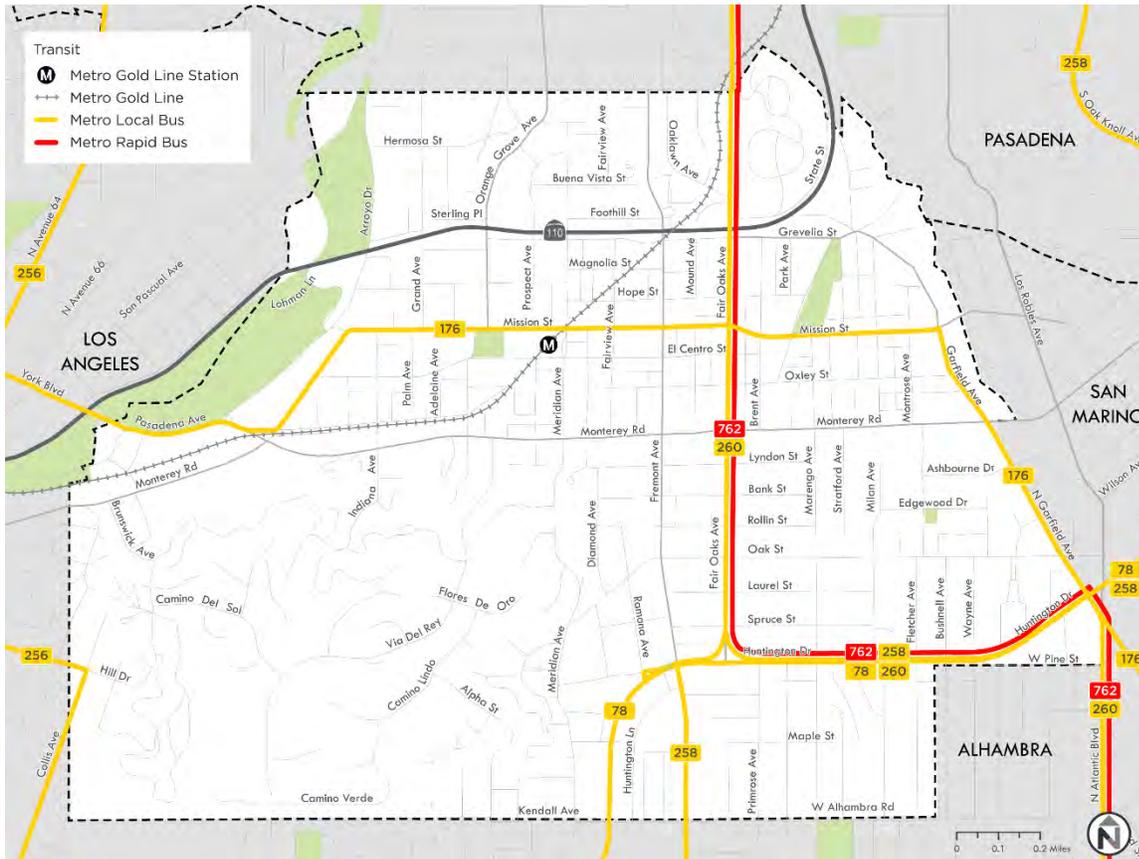
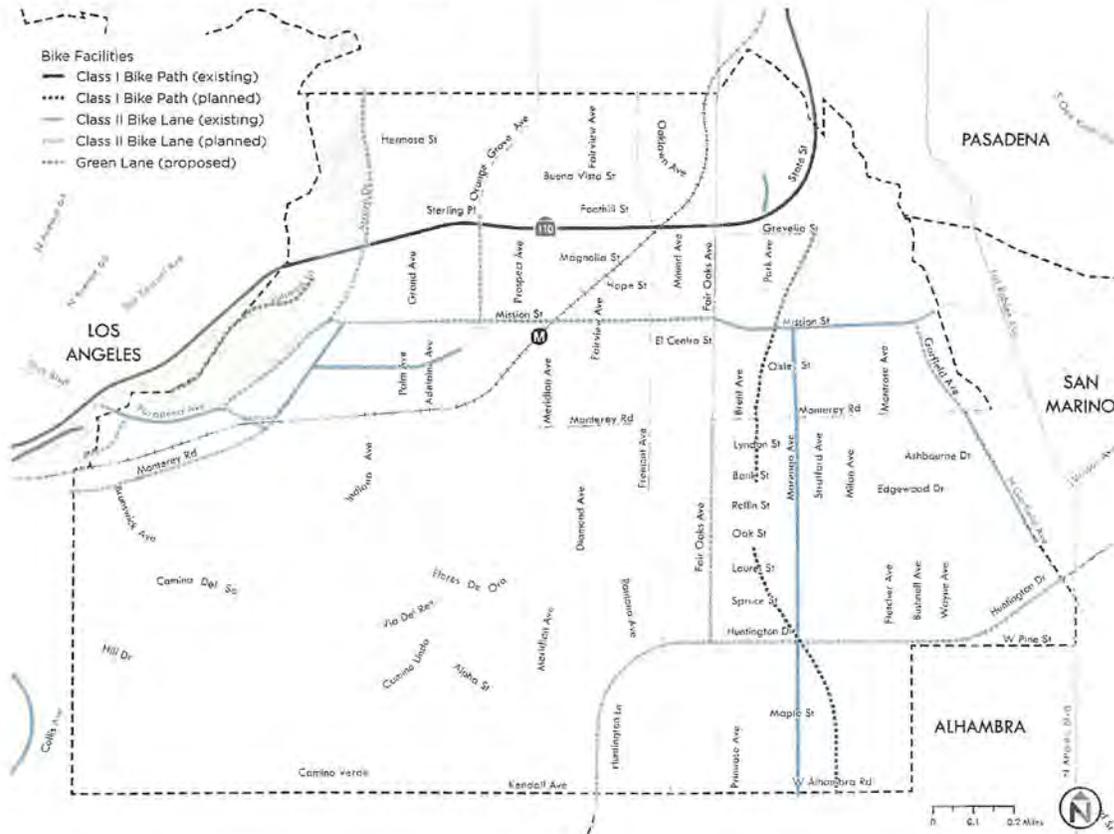


Figure X shows existing and planned bicycle facilities, including off-street paths and on-street lanes (streets with Class III “sharrow” markings in mixed traffic lanes are not shown). The “green lane” on Mission recommended by the 2011 Bicycle Master Plan would consist of “green-backed” sharrows. The General Plan Update may recommend buffered bike lanes instead, as well as protected bike lanes on Fair Oaks downtown.

Figure X Existing and Planned Bicycle Facilities



Proposed Classifications

Proposed new street classifications are shown in Figure X. Four primary classifications are proposed: Throughway, Main, Connector and Access. These classifications are similar to those adopted by Pasadena in its 2015 General Plan Update. As in Pasadena, secondary classifications (such as "Access (Shared)") could be developed.

While the classifications are not associated directly with land uses, they are related to land use, as well as to roles in the transportation network: retail is located primarily on Throughway and Main streets, on which a higher level of pedestrian amenity would be required. Transit, Bicycle and Freight "Modal Priority Network Overlays" would be adopted along with the new classifications, with additional requirements related to each mode such as accommodations for large vehicles and dedicated bicycle facilities.

Figure X Map of Proposed Classifications

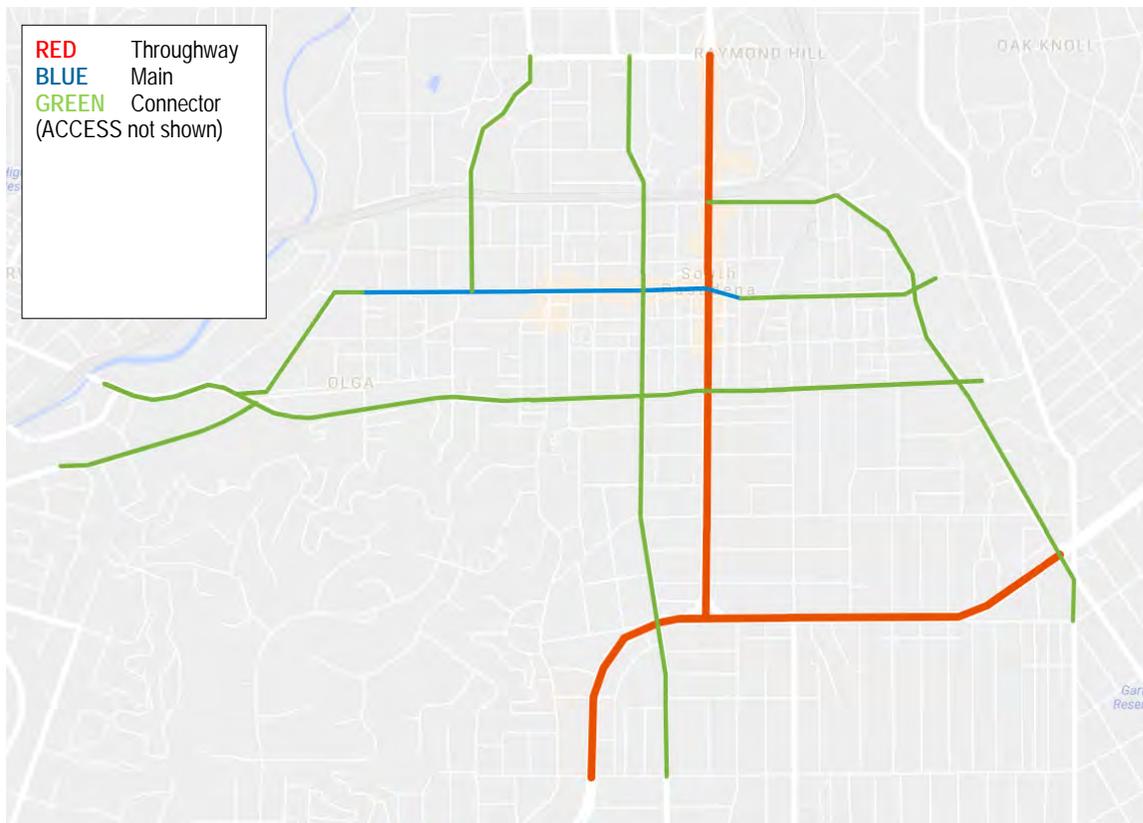


Table 1 further describes each proposed classification.

Table 1 Descriptions of Proposed Classifications

Classification	Definition	Major Elements	Functional Equivalent
Throughway	<ul style="list-style-type: none"> Major regional street High volumes of traffic Primarily retail and high-density residential uses 	<ul style="list-style-type: none"> 2-3 through lanes of traffic each way (plus turn lanes) 35 mph design speed Minimum 5' sidewalks and 1/4-mile or less between marked crosswalks Pedestrians buffered from traffic by parking, bicycle lanes and/or other streetscape elements (e.g. planted strips or trees in furniture zone of sidewalk) 	Arterial
Main	<ul style="list-style-type: none"> Pedestrian-oriented retail street Moderate volumes of traffic Primarily pedestrian-oriented retail uses 	<ul style="list-style-type: none"> 1 through lane of traffic each way (plus turn lanes) 30 mph design speed Minimum 10' sidewalks and 1/8-mile or less between marked crosswalks 	Collector
Connector	<ul style="list-style-type: none"> Crosstown street Moderate volumes of traffic Primarily low- to medium-density residential uses 	<ul style="list-style-type: none"> 1-2 through lanes of traffic each way (plus turn lanes) 30 mph design speed Minimum 5' sidewalks and 1/4-mile or less between marked crosswalks 	Collector
Access	<ul style="list-style-type: none"> Local/neighborhood-serving street Low volumes of traffic Primarily low- to medium-density residential uses 	<ul style="list-style-type: none"> 1 through lane of traffic each way (plus turn lanes) 25 mph design speed Minimum 5' sidewalks 	Local Residential

All streets would be covered under the City's adopted Complete Streets Policy, regardless of classification or modal priority.

5 Our Resilient Community

Goal

Build a resilient city that is able to anticipate, plan for, and mitigate the risks, and seize the economic, environmental, and social opportunities it needs to bounce forward from a disaster.

Resilience is the capacity of individuals, organizations, businesses and systems within South Pasadena to survive, adapt and grow, no matter what kinds of chronic stresses and acute shocks they experience. Becoming resilient is a multi-pronged strategy that focuses on establishing a General Plan framework by which we ensure that the individual focus areas and decisions are based on an integrated approach that produce multiple benefits.

The approach considers the resiliency challenges in the eight General Plan focus areas, and seeks to bridge the practice gaps between the focus areas by developing relationships and partnerships through which more comprehensive solutions can be developed.

Today's weakness can potentially become tomorrow's disruption or disaster. Future earthquake, climate change, or ups and down of an economic cycle may pose a challenge. Approaching challenges through the lens of resilience helps South Pasadena better serve their residents today and in the long term, while preparing for any future potential adversity.

1. Our Natural Community

The natural systems that surround the city include the water supply, air, trees, and local food, provide the fundamental life force of the City's ecosystem. As cities grow, consume, and erode the natural environment, they must ensure that some of the natural systems are conserved, managed, and rejuvenated. Natural systems are resilient but if they impacted too heavily they may collapse.

Multi-functional infrastructure replaces gray infrastructure with natural systems (green infrastructure). Trees that clean the air and pervious surfaces (parks, open spaces, green roofs, swales) that absorb and clean water go beyond resilience to heal the regional watershed and make the City a better place. People exposed to nature can concentrate better as a result of restored vitality, mood, and creativity.

Policies and Actions

P.5X Support transition of conventional (gray) infrastructure to multi-functional natural system (Green Infrastructure).

A.5X Prepare a citywide Green Infrastructure Framework.

P.5X Plant, protect, and maintain trees in South Pasadena.

A.5X Adopt an Urban Forest Management Plan that prescribes resilient and drought tolerant trees to plant on public and private property.

2. Our Prosperous Community

Continued vitality of the local economy is an essential component of resilience. After a disaster, the sooner local businesses return to normal operations, the faster the surrounding neighborhoods and city recover. Public and private institutions and organizations should collaboratively identify best practices; develop procedures for improved situational awareness; and communicate with businesses after a disaster. It is in each organization's interest to proactively plan for uncertainty and disruption, but South Pasadena at large has a clear stake in helping all businesses weather the inevitable crises and bounce back faster and better.

Cyclical swings in the economy are normal and are predictable stresses whose effects can be minimized through thoughtful preparation. Being resilient means having the ability to quickly recover or adjust to the impacts of a negative shock. For South Pasadena, a key aspect of economic resilience is ensuring the City can maintain its fiscal health in light of adverse economic conditions. The exact actions that the City must pursue to achieve economic resilience is dependent on context and is therefore likely to change over time.

Policies and Actions

P.5X Support proactively planning for rapid post-disaster recovery of local businesses.

A.5X Update the City's Hazard Mitigation Plan to address rapid post-disaster within the local business community.

A.5X Explore the creation of a Business Disaster Assistance Center that would become operational when needed.

P.5X Diversify fiscal base.

A.5X Ensuring that fiscal revenue streams are diversified will help the City avoid a critical budget shortfall should any one revenue source significantly diminish.

P.5X Enhance existing fiscal resources.

A.5X Recalibrate existing taxes, fees, and other resources to meet present day needs.

P.5X Support flexible land use policies.

A.5X Adopt land use and zoning policies that are anticipatory of emerging changes in user needs will allow the City to better capture demand from emerging industries, providing opportunities to enhance its tax base.

P.5X Maintain a “living” economic development framework.

A.5X Periodically re-evaluate the city’s economic development framework to determine the effectiveness of its policies to respond to changing market conditions, disruptive technologies, changes in mobility, and other unforeseen event.

P.5X Provide reliable Wi-Fi to meet new consumer and urban demands and provide connectivity during emergency.

A.5.X Require new developments to offer free Wi-Fi, and ensure that if there is power to the building, there is Wi-Fi available during emergencies.

A5.X Utilize the City’s street lights to provide Wi-Fi in key areas of the city, especially during emergencies.

3. Our Well Planned Community

Land Use

Affordability

South Pasadena is becoming out of reach for many of the people who made the city what it is today. Median home prices are continuing to rise, making it a challenge for first-time homebuyers. One out of five households in South Pasadena are low or very low income. These households pay more than 30% of their income for housing. In a low growth build out City context, opportunities to increase supply of affordable housing are limited and should be aggressively pursued. Equally important are efforts to maintain the existing stock of affordable housing.

Goals and Policies

P.5X Support the community social structure and economic livelihood of residents.

A5.X Promote activities and events that build and enhance social connections within the City.

A5.X Attract and retain business that provide high-wage, high-value jobs to local residents.

P5.X Reduce the vulnerability of residents to environmental risks and stresses resulting from substandard units.

A5.X Use the City's code enforcement program to identify and bring substandard units into compliance with City codes.

A5.X Assist low- and moderate-income households in the community with CDBG-program that provides grants to funding for necessary energy saving home repairs and improvements.

P5.X Enhance the personal security of residents from threat of displacement.

A5.X Explore options to stabilize rent that could protect lower income families in the community.

A5.X Assist property owners and landlords in maintaining and improving their properties through local and state housing rehabilitation programs.

Infrastructure

Infrastructure is central to our daily lives. We want to ensure these systems continue to operate past their intended life span, and are adequate altogether to meet the needs of a growing and vibrant city.

The new development stimulated by a revised Downtown Specific Plan could be expected to exert minimal pressure on existing municipal water, sewer, power, gas, tele-com and street systems since the anticipated new development is relatively small over a protracted period of time. Most growth would be expected to occur in the Downtown area along Mission Street and Fair Oaks Avenue. A small growth increment with a focus on office development is projected at Ostrich Farm. Small neighborhood scale infill development could revitalize the three centers along Huntington Drive.

The General Plan conservatively projects that the infill and redevelopment of these corridors and centers will largely mirror current land uses. The increase in intensity could occur over a period as brief as 10 or as long as 20 years.

Water

The City of South Pasadena supplies water to approximately 26,000 permanent residents through 6,200 active connections. The City has pumping rights in the Main San Gabriel Basin where water supply is obtained from four city owned ground water wells; Wilson well 2, 3, 4 located in the City of San Gabriel and Grave Well 2 in the City of San Marino. The well sites also have booster stations & storage reservoirs Wilson (1.3MG) and Graves Reservoir (1.0MG) to provide contact time for disinfection. The City has four different pressure zones; Pasadena, Raymond, Bilicke, and Central zone with three storage reservoirs Garfield (6.5MG) currently under construction, Grand (2.4MG) and Westside (2.0MG) located in the Central zone and Bilicke (0.15MG) and Raymond (0.15MG) elevated tanks located in the Bilicke and Raymond zones respectively. There are four distribution booster stations located within City limits that provide water to the different pressure zones. The total of water storage capacity of the City is 13.2MG and water is delivered through 6,200 water meters that are connected by 67.7 miles of water pipes located throughout the city. The City has two alternative sources of supply. The Metropolitan Water District (MWD) connection located on Kalle Avenue near Monterey Road to the central zone and the City of Pasadena connection that supplies water to the Pasadena zone on a continuous basis. The water supplied by the city is tested regularly and meets or exceeds the State and Federal Drinking Water Standards.

The Water distribution system serving the Downtown Specific Plan Area lies entirely within the "Central" water system. Water is provided to this system by the Wilson Reser-

voir in San Gabriel, the Graves Reservoir in San Marino, the Garfield Reservoir on Garfield Avenue north of Hardison Street, the Grand Reservoir at the north end of Floral Park Terrace, and a connection to the Metropolitan Water District (MWD) line at Kolle Avenue south of Monterey Road. A comprehensive analysis of the overall system conducted previously identified a series of system-wide modifications required to improve the operation of the distribution system.

The analysis indicated that during peak use hours, water pressure within the Specific Plan Area averages about 45psi, with the lower pressures occurring on the easterly side. Water pressure of 50 to 70 psi is desirable. Along El Centro Street, the pressure averages about 38 psi with the lower pressures also occurring on the easterly side. These pressures are low but unavoidable given the current system equipment and configuration. Future development may encounter problems associated with the low water pressure which can only be remedied on a system-wide basis.

Some of the possible pressure and flow rate remedies identified include: modifications to the lines entering and leaving the Grand and Garfield Reservoirs, enlarging, replacing, or adding water lines, adding pumping stations, and increase usage of MWD water.

In recent years, the city has invested heavily and embarked on an aggressive capital improvement and aging infrastructure replacement projects including, the Grand, Wilson, and Garfield Reservoir reconstruction, water line replacement, and creation of hydraulic modeling system of the entire water system to identify and address deficiencies on an ongoing basis.

Even with implementation of some of the recommended system-wide improvements, all new development may require on-site pumps for two or three story buildings.

Wastewater System

South Pasadena's wastewater system discharges wastewater into the Los Angeles County Sanitation Districts' West Side Trunk Sewer line, which is located on Mission Street between Orange Grove Avenue and Diamond Avenue. This 24-inch diameter trunk sewer line has a peak capacity of 8.4 million gallons per day (mgd) and conveyed a peak flow of 3.2 mgd (37% of capacity) when last measured in 1993.

The City owns and operates the sanitary sewer collection system under a Regional Water Quality Control Board Permit Number 4SS010436 and is responsible to ensure compliance with Board Order Number 2006-003-DWQ. This Board order requires the City to take a proactive approach to ensure a city-wide operation, maintenance, and management plan is in place to reduce the number and frequency of Sanitary Sewer Overflows (SSO) within the City. Over 25,000 residents and local businesses discharge into the City-owned sewer collection system. The system consists of approximately 53

miles of gravity sewer lines which ultimately flow into larger trunk lines owned and operated by the Sanitation Districts of Los Angeles County.

In January 2012, the City entered into a consent judgment with the State Regional Water Quality Control Board as a result of a number of SSO experienced in the City's sanitary sewer system. The consent judgment requires the City to repair certain deficiencies identified through the City's sewer video inspection program within a specified period of time. Phase 1 of the sewer repairs started in 2014 and was completed in year 2015. Phase 1 addressed 233 pipe segments totaling approximately 64,000 lineal feet of sewer lines.

In March 2017, the City Council awarded a construction for Phase 2 of the sewer repair Project. The Project consisted of a comprehensive multi-year capital improvement sewer program to satisfy the terms of the consent judgment on a broader scale. The Project addressed all of the remaining deficiencies of the consent judgment and consisted of approximately 107,100 lineal feet of sewer mains and modification of 143 existing flush tanks. This project is expected to be completed in December 2017 and after the project is completed over 60% of the City's sanitary sewer lines will have been improved through sewer lining or full pipe replacement.

According to the City's Public Works Department, the sewer system is adequate to handle the current needs of the Downtown Specific Plan Area and should be capable of handling the projected future development. A previous analysis of the overall system concluded that the existing system could sustain a population of 30,000, along with intensification of commercial land uses, including development in the Downtown Specific Plan Area.

Wastewater from the Downtown Specific Plan Area is treated at either the Los Angeles County Sanitation Districts Whittier Narrows Water Reclamation Plant (WRP) located near the City of El Monte or at the Los Coyotes WRP located in the City of Cerritos. The Whittier Narrows WRP has a design capacity of 15 mgd and currently processes an average flow of 11.8 mgd (78% of capacity). The Los Coyotes WRP has a design capacity of 37.5 mgd and currently processes an average flow of 33.8 mgd (90% of capacity).

Stormwater System

The watershed contributory to the Downtown Specific Plan Area is approximately 113 acres and is roughly defined by Arroyo Drive to the west, Grevelia Street to the north, and Fair Oaks Avenue to the east. Storm water runoff generally flows in a southerly direction through the Specific Plan Area where some is intercepted by storm drains located in Orange Grove Boulevard, Mission Street, Fremont Avenue and Fair Oaks Avenue. The remainder flows to the south. Storm drains on Orange Grove to Mission Street and westerly along Mission Street to the Arroyo Seco channel and on Fremont Avenue from Hope Street south to Mission Street, east along Mission and south along Marengo Av-

enue, are designed to handle flows generated by a 10-year storm event. On Mission Street, between Orange Grove Boulevard and Fremont Avenue, no storm drains exist. Water flows from a high point at Meridian Avenue to the east or west to the storm drain lines.

The Downtown Specific Plan Area is substantially developed at this time. Proposed development would not include construction over large unpaved areas. As a result, there should not be any large increases in runoff quantities. According to the City's Public Works Department, there are no major flooding problems in the Downtown Specific Plan Area. The existing storm drain system appears to be adequate to handle most storm water runoff with only minor modifications.

All of the City of South Pasadena is located in Los Angeles County Flood Zone "B" which indicates a non-flood hazard area. Problems may result if the proposed development places any obstructions in the streets which now serve as drainage channels. If obstructions are proposed, additional catch basins will have to be added and the existing storm drains may have to be extended or enlarged.

The soil types vary throughout the project area, but are predominantly Hydrologic Group B/C- which percolate well enough and are conducive to green infrastructure practices. Soils are rated A to D with A having the highest infiltration rates.

Stormwater Projected Demands

The Mission Street and Fair Oaks Avenue corridors are redevelopment and infill areas in which most parcels have been built out in the past. The general drainage pattern of the developments in the corridors consist of what is often called a pave-pipe-and-dump pattern in which rooftops and paved parking lots cover most of the lot, and the runoff is directed to the street and then to inlets and pipes that eventually dump into the stormwater system. This is a worst-case scenario rainwater runoff pattern of development that can pretty easily be incrementally improved upon through redevelopment; so in general, the redevelopment of the corridors should not put any increased demand on the storm drainage system; and can, in fact, improve the conditions as described below in the recommendations.

Stormwater System Improvement Recommendations

There are a number of rainwater interventions that could be integrated into the infill/redevelopment plans to help to alleviate pressures on the storm drain system, enhance the livability, and replenish the aquifer. These procedures are often called LID (Low Impact Development) or Green Infrastructure. Below are some recommended rainwater treatment practices for the corridors.

- Tree Pockets can be installed between parking spaces in the parking lanes on streets. Simply sawcut the tree pocket, scoop out a hole, and fill it with soil and a

tree. Leave the existing curb and gutter in place, and leave openings so the gutter rainwater can flow into and fill up the tree pocket, and then flow out at the lower end.

- Tree Zippers can be installed in parking lanes by sawcutting the entire strip of parking, scooping it out and replacing with soils, trees, and pervious pavers. Rainwater enters the pervious pavers from the street surface and gutter flow and is absorbed by the trees and soils.
- Tree pockets and zippers help to define the outdoor room of the street, help to shade and cool the paving and parked cars and sidewalks, and absorb rainwater for tree evapo-transpiration while allowing for infiltration that will help replenish the aquifer.
- The Simple Green Street is a slight modification of an existing street curb and adjacent planting area. A portion of curb can either be replaced with a depressed top-of-curb section, or the curb face can be simply core-drilled. Both modifications allow rainwater to pass to the adjacent planting area; which has been slightly excavated and re-landscaped to accept the rainwater run-off. This landscaped area can be planted with indigenous, drought-tolerant landscaping and a permeable surface to allow the rainwater to re-enter the aquifer.
- Pervious pavers and other permeable materials can be used on parking lots and streets as an enhanced surface that provides filtering, infiltration, and storage of rainwater runoff from the site.
- In-Street Detention Storage can be used to detain rainwater runoff and release it slowly after the peak flows in order to reduce flooding downstream. Some infiltration can also be accomplished. Depending on utility locations, some streets may have room in the center of the street and may be conveniently located for this rainwater treatment.
- Car and people parks can be created by designing parking lots as plazas by replacing the usual sea of asphalt with trees and pervious pavers - providing a place for cars and people while reducing pressure on the storm drain system and helping to recharge the groundwater aquifer.

Policies and Actions

P.5X Ensure Continuity of Critical Services.

A.5X Create a long-term plan to update infrastructure to not only accommodate growing population/businesses, but also the effects of climate change. This would include upgrading the water system to provide proper pressure throughout the city, the sewer system to accommodate future increases in flow, as well as the stormwater system to not only accommodate storm surges but also provide direct benefit to the watershed whenever possible.

A.5X Adopt an ordinance that requires on-site non-potable water systems for all development.

A.5X Require developers to pay for water, wastewater, and stormwater system upgrades beyond what is currently in place.

A.5X Adopt zero net water building codes.

Energy

The endless supply of relatively cheap energy primarily from fossil fuels, is not a reliable option. Disruptions to the nation's energy supply can ripple through many aspects of modern life, including water supply, transportation systems, communications, economic development, health, and general comfort. A local energy strategy can help build resilience to outside supply and price shocks. The City, businesses, and residents need to use energy efficiently: reduce demand, conserve, and switch to renewable sources of energy. Land use and transportation patterns and building standards directly affect local consumption.

In 2015, the City Council established the Renewable Energy Council (REC). The nine members of the Council worked for nine months researching, debating and finally converging on an overall plan, "A Clean Energy Pathway for South Pasadena," and a short-term action plan, "Solar in South Pasadena: First Steps," to both cut greenhouse gases and save money. The latter considered many sites for solar installations and recommended Wilson Reservoir and the lots across from City Hall as the best sites for solar system. As documented in "Solar in South Pasadena: First Steps" many considerations went into the selection of these sites. Solar on these sites would offset about 10% of the City's electricity use. The savings on electricity at both Wilson Reservoir and City Hall could more than cover payments on a loan from a state fund starting in year 1. Solar could pay for itself, and then some, starting in year 1. Those savings are expected to continue to grow over the lifetime of the systems as electricity rates increase, and, ultimately, the loan is paid off. There was also discussion of including car chargers for EVs and battery packs for the emergency operations center at the City Hall location. These two sites for solar were just the "low hanging fruit" with many sites around the City also worth considering. A single solar installation at the newly refurbished Garfield Reservoir, for instance, could offset approximately an additional 30% of the City's energy usage. Converting to LEDs would also have a significant impact on energy usage and bottom line. In short, the REC found no shortage of potential within the City to wean ourselves from fossil fuels making the City and the world a more resilient place to live.

South Pasadena's participation in the Los Angeles Community Choice Energy (Community Choice Aggregation) will ensure that at least 50% of South Pasadena's energy consumed is from renewable resources. It will also provide incentive programs.

Policies and Actions

P.5X Promote energy efficient retrofit improvements in existing buildings.

A.5X Explore implementation of a clean energy program to provide loans to property owners for the installation of energy efficiency improvements or renewable energy devices.

P.5X Support the inclusion of energy efficient design and renewable technologies in all new public and private projects.

A.5X Require solar panels on all new buildings. Encourage battery back-up systems or generators in key locations throughout the city.

A.5X Explore opportunity to develop a clean energy “micro-grids”.

A5.X Adopt zero net energy building codes.

A.5X Provide builders, businesses, and residents with resources and information about energy efficiency and renewable energy technologies at the Building Permit counters and on the City’s website.

A.5X Develop a Solar Action Plan to meet 50% of South Pasadena’s power demand through solar by 2040.

A.5X Electrify South Pasadena’s Vehicles. Develop a city fleet alternative fuel conversion policy, and use it to promote residents to convert as well.

A.5X Install Electric Vehicle (EV) chargers at public facilities. Encourage property owners to install EV chargers at business and multi-family locations.

P5.X Reduce Vehicle Miles Travelled (VMT).

A.5X Adopt land use patterns that channel all new growth into compact, walkable, bikeable, and transit friendly areas.

Solid Waste

At this time majority of residents have their waste picked up from their property by staff from the City’s waste hauler. This means that the waste hauler’s vehicles drives on their property to the cans, empties them into the truck and then drives away. Some residents

in the hillside areas of town place their trash cans at the curbs, mainly due to logistical issues. This method was adopted based on community consensus.

In an effort to move more towards zero waste, the City should promote multi-family and commercial properties to have programs in place for organic waste diversion, multifamily recycling, higher diversion rates, and a 20 year goal of zero waste. Zero waste involves shifting consumption patterns, managing purchases, and maximizing the reuse of materials at the end of their useful life.

Develop programs that work with the trash hauler to implement these ordinances. Audits will need to be done to identify any problem areas that may slow up the progress of implementation. Outreach and community involvement will be key for adoption and compliance. Multifamily recycling compliance may need to update buildings codes to require an area for the required receptacles.

Policies and Actions

P.5X Support reuse of discarded materials through waste prevention, recycling, and composting.

A.5X Develop a Zero Waste Plan and supporting ordinances that incrementally lead the city to be a zero waste city.

A.5X Require multi-family and commercial properties to have on site recycling containers as well an organics recycling program.

A.5X Require construction sites to separate waste for proper diversion, and reuse or recycling, where feasible.

A.5X Review and amend the city's waste franchise agreement so that all residents and businesses could self-separate their waste for proper recycling/diversion.

4. Our Accessible Community

Rapidly evolving transportation-related technologies have the potential to radically reform urban mobility over the next few decades. This, in turn, could have important implications for the design of our cities and towns, and leaders should start preparing now for an uncertain future.

At some point in the near future, two distinct but related technology-based platforms – autonomous vehicles, and smartphone app-enabled on-demand “e-hail” services – will converge. At that point, shared mobility services will become less expensive to provide, and may rival private automobiles in terms of both convenience and cost. As a result, many experts believe subscription-based on-demand mobility services may eventually largely replace auto ownership. Why deal with all the responsibility and hassle of owning a car and having to find parking when you can more easily and cheaply order a car, have it arrive within minutes, and be dropped off at your destination?

There are two areas of urban design that could be greatly impacted by this shift. One is parking: if privately owned autos are replaced by on-demand fleets, demand for parking could be greatly reduced (as cars could remain in motion) and/or relocated (as it would no longer be necessary for cars to be parked near one’s destination). This could render existing parking – or parking still to be built – largely or wholly unnecessary.

The second area of urban design that may be impacted is the curbside zone of roadways. In urban contexts, this is typically used for parking, and sometimes for loading. If parking demand were to be eliminated or shifted to remote lots, parking spaces would no longer be needed – but areas for pick-up and drop-off of passengers would be.

All of this suggests that 1) cities should be flexible and cautious in their approaches to both requiring and providing new parking, and 2) over time, cities may need to be more proactive in their approaches to curb management. Strategies to avoid potentially wasteful investments in parking include: measures to reduce parking demand such as transportation demand management (TDM) strategies and/or investments in transit, biking and walking; “landbanking” of surface lots as an alternative to construction of structures; and design of parking structures so that they may be adapted for other uses. Proactive curb management, meanwhile, will require that cities first think of the curbside zone not simply as a place for parking and loading but as space that may be programmed for a variety of uses, including pick-up and drop-off as well as “parklets” and other site-specific uses.

Policies and Actions

P.5X Seek to “futureproof” transportation investments by prioritizing flexibility and adaptability.

A.5X Monitor demand for pick-up\drop-off access to curbs and identify additional passenger loading zones as needed.

A.5X Where demonstrated parking shortages exist, seek to provide availability rather than simply increasing supply. Strategies for doing so may include transportation demand management (TDM) and parking demand management (PDM) measures to reduce demand for parking.

A.5X If public parking supply must be increased, prioritize potential for future conversion to other uses.

A.5X Implement strategies to increase parking availability without increasing supply Downtown including a parking in-lieu program, the revenues from which could be used to lease private parking for public use; adjustments to time limits and other policies; and a wayfinding strategy.

5. Our Healthy Community

Health and Social Stability

South Pasadena's physical environment: the walkable infrastructure, transit system, and access to open spaces foster equity and resilience. An inclusive, healthy city offers accessible and affordable transportation options to the car, such as walking, biking, and transit.

Empower neighbors and neighborhoods through improved connections. South Pasadena will build on the strength of the city's character and vibrancy, by being effective governmental stewards of resilient, healthy and cohesive neighborhoods based in trust, equity and partnership.

Local Food

A wide range of natural and human-made crises have the potential to disrupt our food systems. Producing and distributing food on the local level could help weather disruptions of all kinds. Because food travels shorter distances, locally grown produce is able to conserve nutrients better, making it more tasty and nutritious. Better nutrition means better public health—a cornerstone of disaster resilience.

Policies and Actions

P.5X Promote multimodal safe streets and land uses that encourage physical activity.

A.5X Create safe and well-connected street networks for walking and biking to improve access to destinations, school zones, and other community services. *SE*

A.5X Activate street level with retail and service uses that have attractive and engaging store frontages.

P.5X Support production, distribution, and consumption of local food.

A.5X Encourage wide-scale adoption of neighborhood and school food gardens.

A5.X Minimize food waste by encouraging redistribution of food that would otherwise be wasted.

A5.X Encourage the use of local, independent food shops and traders that also help keep our streets vibrant and diverse.

6. Our Safe Community

Readiness Through Education and Technology

Connect South Pasadena is the City's emergency notification system that allows city officials to stay connected to residents and efficiently provide them with direction in the event of an earthquake, fire or other public emergency. Using Connect South Pasadena, City officials can record and send personalized voice messages to home phones, mobile phones, businesses and local agencies in just minutes.

Earthquakes

Continue to improve the seismic safety of South Pasadena's most vulnerable apartment buildings. The City has four remaining Unreinforced Masonry Buildings, all of which are required to be reinforced by 2019.

In the wake of the 1994 Northridge earthquake, the City is identifying many wood-frame apartment buildings with weak first stories, described as a soft, weak, or open-front condition. These weak first stories make the structures, and the many residents housed in them, extremely vulnerable to earthquakes.

Since that time, the City has catalyzed seismic retrofits in many of those buildings using incentive programs, inspections, and other tools.

In the future, the City will continue to provide a combination of technical assistance, financial incentives, and requirements that remove barriers to seismic upgrades in vulnerable buildings.

Wildfire

Prepare for wildfire in the hill area. Despite the City's progress, the risk of a wind-driven wildfire in the hills that could transition into a fast-moving urban firestorm in the flatlands continues. The City will build on existing readiness efforts by developing a robust wildfire evacuation traffic control plan for the hill areas. The plan will include consideration of the area's unique geography and transportation challenges and establish evacuation zones and routes, as well as necessary staffing and communication protocols to manage the flow of people. Once this plan is established, the City will work with the neighborhood groups to ensure that area residents are aware of the best evacuation routes from their homes—whether by car or on foot.

Policies and Actions

P.5X Support safe emergency evacuation for all hillside residents.

A.5X Develop a rapid response team to respond in areas where regular emergency response vehicles can't access. This team will need specialized vehicles equipped to maneuver these parts of the city, while also containing the basic necessary equipment to provide emergency response.

A.5X Periodically review and update the post-disaster recovery plan.

7. Our Active Community

South Pasadena is a leader in green practices. The City is the first in the nation to be a Certified American Green Zone Alliance Green Zone City. The City uses drought tolerant plants from the Use Water Use Classification of Landscape Species (WUCOLS IV) list. The WUCOLS IV list is a guide for California plants and water use requirements. The City has changed out all park controllers to smart controllers. The piping needs to be updated from galvanized to PVC; the sprinkler heads need to be updated from galvanized to plastic with low flow nozzles, or convert to drip, where feasible. The City has rebates to incentivize properties to convert to drought tolerant plants with drip irrigation, upgrade their existing sprinkler heads and irrigation controllers, and to remove unnecessary turf. Public Works has switched to electric lawn equipment. Grants and rebates are available for converting turf to planter and are being actively pursued by the City.

South Pasadena's public landscapes were conceived to provide a safe and beautiful setting for recreation. To increase City's overall resiliency, the design and function of parks needs to expand beyond recreation, to store and clean water, filter air, help improve public health, and provide habitat and connectivity to increase biodiversity, in essence to become green infrastructure.

Collaborating with operations staff and other agencies could save labor, reduce annual expenses, and require less frequent capital replacement. Incorporating the perspectives and priorities of gardeners and maintenance workers early on could make these projects last longer and will result in more successful public spaces.

Policies and Actions

P.5X Maximize the economic efficiency and productivity of all park design, construction, and maintenance.

A.5X Expand the function of parks and open spaces beyond recreation, to store and clean water, filter air, help improve public health, and provide habitat and connectivity to increase biodiversity, in essence to become green infrastructure.

A.5X Consider the long-term impact of material selection, including source and production methods, whether a material is recycled or recyclable, how the material can be maintained, and how long it will last.

P.5X Consider maintenance needs in all park designs to assure that projects will thrive without extensive repair and modifications.

A5.X Work with maintenance staff to learn from past problems and increase serviceability.

8. Our Creative Community

When a city's resilience is tested, people feel down and uncertain about the future. In these difficult times, the beauty, meaning, and connection from cultural experiences can provide sanctuary for recovery, reflection and growth that can elevate the community and provide hope. Besides physical infrastructure, community resilience also relies on human networks and connections. Climate resilience requires cultural resilience.

The creative talent of our visual artists, filmmakers, poets, theatre-makers, dancers and musicians could provide creative insights on ways to convey the complex themes of risk and resilience.

A strong and vibrant arts scene can be a reliable and durable driver of South Pasadena's economic growth and resilience. Creative providers should collaborate and effectively partner with business and school district to advocate for City funding for arts and culture; and collectively leverage City funding for private and public support including donors, sponsors and regional and national grants to support more creative endeavors by individuals and organizations.

Policies and Actions

P.5X Link climate and cultural resilience through creative place-making.

A.5X Integrate arts, culture, and creative activities within community development efforts.

A.5X Engage the creative power of the arts to convey and involve people in complex risk and resilience themes.

P.5X Support funding for arts and cultural groups.

A.5X Document compelling stories supported with facts on economic, social, and environmental benefits of arts and culture in South Pasadena.

A.5X Leverage city funds for private and public sector support including donors, sponsors, and grants.

6 Our Healthy Community

GOAL

Make South Pasadena a healthy and safe place where everyone feels they can be active in family, community, and neighborhood life; where they help each other, contribute to the vitality of the city, and create a sense of belonging among all residents; and have access nutritious food.

INTRODUCTION

Good health is central to human happiness and well-being. Health makes an important contribution to economic progress, as people live longer, are more productive, and save more. South Pasadena invests in people so that all families and individuals can meet their basic needs, share in our economic prosperity, and participate in building a safe, healthy, educated, just and caring community.

Genes, diet, and physical activity influence health. Where we live and what we eat are better predictor of long-term health than genetic code.

Streets and land use patterns that promote walking, network of complete streets, access to nature, clean water and air, and healthy food can directly improve health and indirectly influence behavioral choices. The social relationships formed around common values, arts and culture, education, family, and age groups is also important to health of the residents.

Improvements to the built and natural environment, education, and marketing strategies can nudge people towards healthy behavior. This section will address building community capacity through programs, services, activities, and citizen involvement to make the places we live, work and play, healthy, welcoming, safe, and engaging.

Public health requires an interdisciplinary approach. The Goals and Policies and Action included in this section are interrelated and support the implementation of many other General Plan priorities.

125 total deaths					
369 years of life lost before age 75					
Leading cause of death			Leading causes of premature death among persons aged 1-74 years		
Rank	Cause of Death	Nos. of Death*	Rank	Cause of Death	Yrs. of Life Lost Before 75
1	Coronary heart disease	31	1	Coronary heart disease	76
2	Stroke	8	2	Lung Cancer	56
3	Alzheimer's disease	7	3	Suicide	n/a
4	Lung cancer	6	4	HIV	n/a
5	Pneumonia/Influenza	6	5	Birth defect	n/a

SOUTH PASADENA HEALTH

Leading Causes of Death and Premature Death in South Pasadena, 2013. Source: Los Angeles County Department of Public Health (DPH), OHAE, Linked 2013 California DPH Death Statistical Master File for LAC residents.

Adults 18+years old who are obese

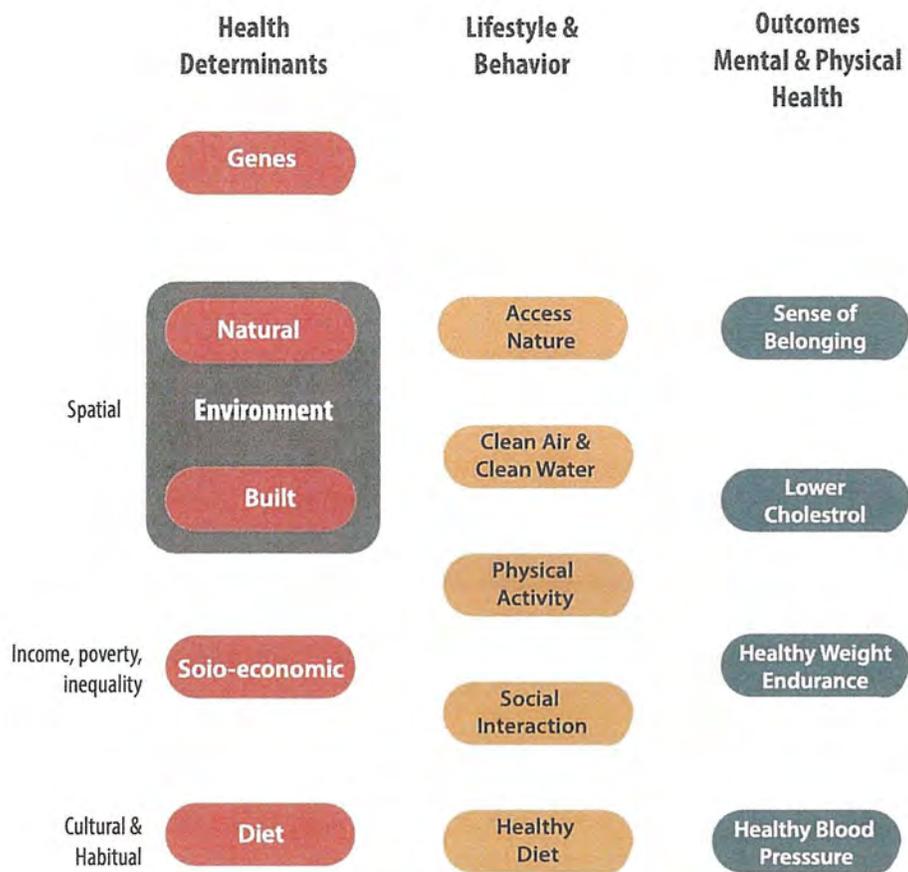
LA County: 23.6%

South Pasadena: 7.1%

Childhood Obesity

South Pasadena: 7.3%

Health indicators for South Pasadena are better than LA County and most cities in San Gabriel Valley.



FOCUS AREAS

1. Active Living

Active living is a way of life that integrates physical activity into daily routines. Active living can lengthen and improve the quality of life of its residents. Active lifestyle can reduce risks of being overweight, or suffering from cardiovascular diseases, Type 2 diabetes and a range of physical and mental ailments.

South Pasadena will make active living the easy choice. Physical activity occurs in many ways:

- Functional Activity (everyday home and work activity such as gardening, cleaning, or work to earn a living);
- Active Transportation (walking or biking to school, work, park, or to shop); and
- Active Recreation (playing sports, and walking for enjoyment or to get in shape).

The design of natural and built environment can facilitate active transportation and recreation while promoting a lifestyle wherein the healthy behavior also carries forth into daily private functional activity.

The South Pasadena Unified School District (SPUSD) recognizes that athletics play an integral role in the mental and physical development of young adults. During the 2016-17 school year over 400 different students participated in 46 different teams as part of South Pasadena's athletic program. Overall, SPHS varsity teams amassed 5 league team championships. The SPUSD provides a planned, sequential health education curriculum for students in grades K-12 that is research based and age appropriate. Each year, hundreds of elementary and middle school students attend After School Enrichment program classes ranging from visual and performing arts, sports, science and technology. These classes provide physical and mental enrichment opportunities for interested students.

The SPUSD actively promotes walk to school days and walking school bus. A walking school bus is a group of children walking to school with one or more adults. A variation on the walking school bus is the bicycle train, in which adults supervise children riding their bikes to school.

As life expectancy exceeds the age at which many residents typically stop or significantly limit driving, the need for increased and enhanced mobility options to enable residents to age in place will become more urgent. For many older residents, a lack of multi-modal mobility options poses a challenge to remaining independent.

A well-planned, multi-modal, and efficient transportation system supports social connections, delivers proper means to respond to daily needs, and minimizes social isolation for older people. Walking on sidewalks and pathways that are safe, well

designed, connected, and free from physical barriers represents a crucial way of moving around and across cities for older people.

Dial-A-Ride is a transportation service for South Pasadena residents who are over 55 years of age, and/or residents with a disability. The vehicles consist of two large CNG buses and three CNG vans. Wheelchair lifts are available in all vehicles. Registration is required and all rides are by appointment only. Transportation is provided to and from any location within the South Pasadena City limits, and some medical offices in adjacent cities.

The South Pasadena Senior Center currently offers a comprehensive range of health education and awareness programs such as periodic screening of blood pressure, glucose, hearing, vision, bone density; Stroke Awareness and Coping Support Groups; two to three lectures per month on healthy living; podiatry foot clinic; workshops on hospice and palliative care and Braille Institute lectures. The Spring Health Fair brings 45+ vendors offering information on maintaining independence in the home (*Aging in Place*); variety of health screenings and lectures by physicians. Over 350 seniors attend the Health Fair.

POLICIES AND ACTIONS

P6.X Promote higher density mix of uses that encourage physical activity.

A6.X Provide a mix of land uses within new infill projects in the downtown area and neighborhood centers.

A6.X Activate the ground floor with retail and service uses with attractive and engaging store frontages.

P6.X Lead with roadway design that prioritizes safety. Promote safe networks of complete streets that facilitate safe and comfortable walking and biking.

A6.X Create safe and well-connected street networks for walking and biking to improve access to destinations, school zones, and other community services. **SE**

A6.X Provide infrastructure to support biking.

A6.X Teach children safe walking and biking behaviors. Implement walk to school days, walking school buses, and similar other events.

A6.X Expand multi-modal mobility choices residents need to remain independent as they age. **AP, SE, VZ**

A6.X Partner with law enforcement and community groups to reduce the frequency of crime and traffic safety problems.

2. Mental Well-Being

Engaging in physical activity not only improves fitness but also makes us feel better. Health benefits from social interaction include reduced risks for health issues such as depression, high blood pressure, and cardiovascular problems. Through involvement in civic and neighborhood activities, people see the impact of their actions, recognize the difference they make, and can build supportive relationships with the people around them. This reinforces the understanding that personal well-being and connection to community are crucial to the development of a vibrant, growing community. South Pasadena can support relationship-building by encouraging the participation of all members of the community.

Social and personal factors such as fulfilling relationship with family and friends, job, personal outlook and interest in others, and good physical health play a significant role in mental wellness.

In addition, urban environmental conditions such as stress from commute, street danger, lack of physical activity, or contact with nature affect mood. Because people spend approximately 90 percent of their time indoors, buildings play a critical role in minimizing exposure to toxins and protecting the health of occupants. Noise pollution and poor lighting can take their toll on stress levels, whereas the restorative effects of natural environments, daylighting, and quiet spaces can positively affect physical and mental health.

Social Services Program: The South Pasadena Senior Center provide one-on-one counseling to assist with depression, coping the loss; adjusting to a retirement; getting involved with Senior Center programs.

In 2017, the City conducted a needs assessment survey with home bound adults and from the findings put together program guidelines for implementing a "Home Visitor Program" to meet the socio-emotional needs of the population. The program seeks to reduce some of symptoms of being home bound i.e.: loneliness, lack of socialization; loss of Nutrition; and depression.

Brief findings of the needs assessment survey:

- 70% surveyed wanted someone to speak/socialize with;
- 40 %surveyed wanted a visitor at least two times per month;
- 40% surveyed had difficulty moving around their home;
- 40% surveyed need help with daily tasks in their home.

Schools: Students presenting with social-emotional and/or behavioral needs in the educational setting are provided with appropriate school-based counseling support. Students experiencing social-emotional and/or behavioral needs at home or in the community, but not at school, are provided with mental health referrals to outside agencies.

Unique among most CA districts, SPUSD's three elementary school sites are staffed with School Counselors available to provide immediate, short-term supports. The middle school has three full-time Counselors, and high school has six full-time Counselors.

Initiated in 2014 at South Pasadena Middle and High Schools, *Train Your Brain* (TYB) is a coordinated social-emotional and behavioral care program designed to support the needs of our adolescent students. Based upon a number of research-based strategies, including Positive Behavior Interventions & Supports, Mindfulness & Self-Regulation, and Cognitive-Behavioral Therapy, TYB implementation has already contributed to a more positive atmosphere at both sites and a greater sense of acceptance, competence, belonging, and connectedness – all powerful “antidotes” to the many stressors experienced by young people today.

Elementary and secondary students requiring higher levels of counseling support may be referred for a special education evaluation and provided more-formalized services.

The West San Gabriel Valley Mental Health Evaluation Team (WSGV MET) is a joint effort between Arcadia, Irwindale, Monrovia, South Pasadena Police Departments and the LA County Department of Mental Health. The WSGV MET was created to assist patrol officers in their contacts with those suffering with mental illness and provide support, field intervention and if needed, placement into a mental health facility. Each police department provides an officer to partner with a mental health clinician on a rotating basis, and handles calls involving mental health crises or assist those in need of social services throughout the partnered cities

Noise

Sounds can be pleasant and relaxing such as sounds from birds, water, leaves rustling, or children playing at a distance. Natural sounds enhance the appreciation of a place and should be encouraged.

Sounds can also become unwanted noise. Chronic noise from traffic, trains, commercial and entertainment uses, noisy neighbors can adversely affect mental tranquility. Noises should be reduced at the source or mitigated with careful design and placement of uses and noise barriers.

The purpose of this section is to identify noise-sensitive land uses and the most predominant sources of noise in the community, and limit the exposure of the community to excessive noise levels.

Context

Insert Existing Noise Contours map

Federal, State, and City Criteria

Insert Examples of daytime outdoor noise levels. Source: Community Noise, EPA, 1971.

*Insert Environmental Protection Agency Noise Guidelines
Insert Federal Highway Administration Noise Criteria
Insert Typical Noise Levels. Source: Caltran's Technical Noise Supplement to the Traffic Noise Analysis Protocol*

Potential Impacts

Insert Future Noise Contours map

Recommended Mitigations

Insert South Pasadena Land Use/Noise Compatibility Matrix

POLICIES AND ACTIONS

P6.X Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events. **AP, SE**

A6.X Engage residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community.

P6.X Facilitate contact with nature through network of public and private green space.
AP, SE, VZ

A6.X Prioritize new parks in areas underserved by parks and open space.

A6.X Remove barriers and enhance access to existing parks.

A6.X Amend development regulations to require new development to provide a range of public and private open spaces.

PX.6 Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.

A6.X Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings.

P6.X Reduce the prevalence of unpleasant noise and smell.

A6.X Manage relationship between homes and major noise sources through zoning and environmental review and design measures.

A6.X Provide educational materials and programs that inform the public about noise and pollution risks of gas powered outdoor maintenance and encourage use of alternative environmentally sensitive solutions.

3. Access to Nutritious and Affordable Food

Our food system has become largely invisible to us and we have become complacent about food supply. What we eat and drink directly affects our health. Unhealthy foods and drinks tend to be cheaper and readily available and are contributing to obesity and cardiovascular disease trends. Thoughtful integration of strategies that promote access to healthy food can bolster health, sustainability, and the appeal of neighborhoods.

To bring food back into our lives, we will need to retool skills such as sourcing local food (both shopping and foraging wild edibles), cooking from scratch, home and community gardening, and canning and preserving.

The South Pasadena Community Garden brings together people of all generations and cultures to learn about and participate in growing their own organic fruits, vegetables and flowers. The garden has 36 plots available for lease.

All five schools in South Pasadena have edible gardens. School gardens paired with nutrition education reinforce classroom learning with hands-on learning and inculcates life-long healthy eating habits. The high school students occasionally prepare their meals using produce grown at schools. The school food service program offers affordable nutritious food within the age specific calorie requirements. South Pasadena Education Foundation has provided a grant for middle school students of culinary and engineering classes to work together to design, build, and maintain a FarmBot Greenhouse. FarmBot is an open source precision farming robot that is installed atop and around a small garden to plant, water, monitor growth, and remove weeds.

For almost two decades, the Award-Winning South Pasadena Farmers Market located next to the Gold Line Station brings local produce to the community. Every Thursday evening, the Farmers Market gives all people access to fresh fruits and vegetables through Nutritional Assistance Programs, WIC (Women, Infants, Children,) and the Senior Farmers' Market Nutritional Program as well as Cal Fresh (EBT).

The Senior Center has worked with many local food establishments that are interested in participating in a food bank. The key to continued success of the program depends on having sustained volunteer pick-up and deliver food to home-bound seniors.

Policies and Actions

P6.X Support efforts to expand access to affordable and nutritious food for all people in South Pasadena. **AP, SE**

A6.X Collaborate with local advocates to identify sites with urban agriculture potential. Support local agriculture on vacant land identified for urban agriculture development.

P6.X Encourage local food production, processing, and distribution to the greatest extent possible. **SE**

A6.X Continue to support farmers' market, fresh food stands, community gardens, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community.

A6.X Encourage restaurants to serve locally sourced foods. Support businesses that offer healthy foods.

P6.X Encourage healthy eating habits and healthy eating messages. **AP, SE**

A6.X Prepare and distribute information about healthy eating habits.

A6.X Encourage restaurants to provide nutritional information for menu items.

7 Our Safe Community

GOAL

Increase awareness and be prepared for emergency, minimize threat to life and damage to structures from natural and human-caused hazards, protect from exposure to excessive noise.

The Safety Element addresses natural and human-caused threats and hazards like violent and property crimes, pedestrian and bike safety, protection from fire, excessive noise, earthquakes, brush fires, and floods, and adequate levels of police, fire, and emergency medical services. The South Pasadena Police and Fire Departments provide public safety. The Public Safety Commission is a seven member body that serves in a primary support capacity to the City's public safety personnel in an endeavor to improve the City's existing emergency response capability. The Public Safety Commission is charged with making recommendations regarding matters affecting:

- Public perceptions of effectiveness;
- Crime incidences;
- Crime trends;
- Life-safety issues;
- Neighborhood watch;
- Fire prevention and awareness;
- Emergency preparedness; and
- Traffic calming measures.

POLICE

INTRODUCTION

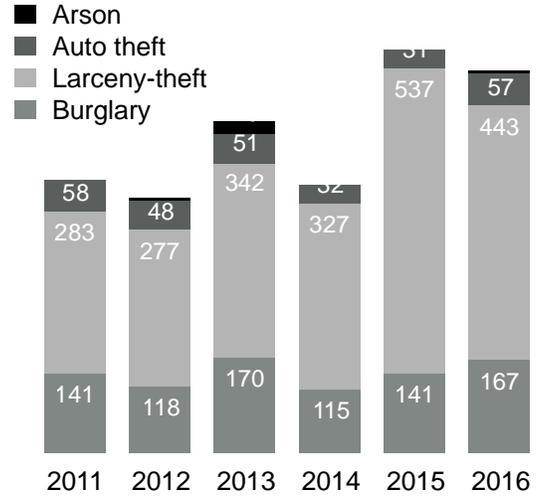
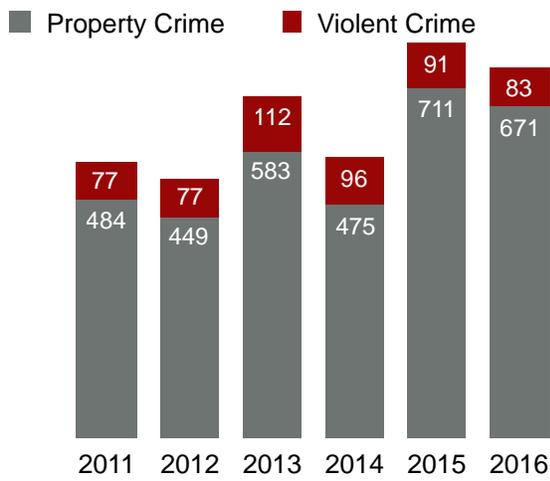
The South Pasadena Police Department (SPPD) is a full service police agency serving the community with 35 sworn officers, 12 non-sworn full-time employees, five part-time employees, and two volunteers. The department is also augmented with seven Reserve Officers. The department also contracts with a private company to enforce parking violations and crossing guards.

The department is divided into two divisions which include Support Services and Field Services.

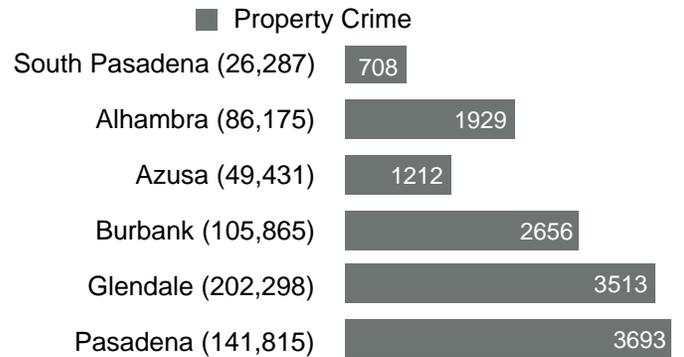
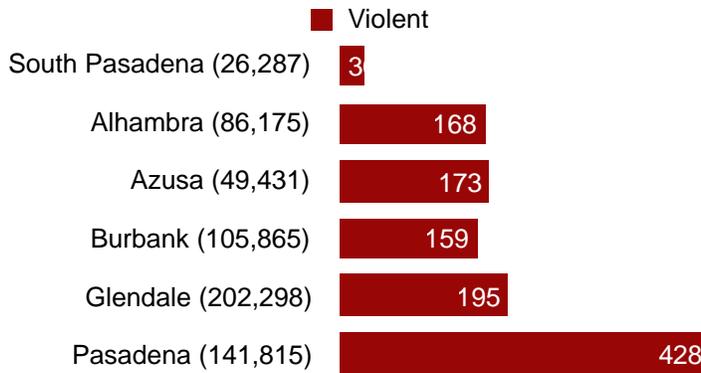
1. The Support Services Division provides support to officers in the field and administrative services to the public. This includes Communications, Crime Analysis, Crime Prevention, Detectives, Emergency Operations, Parking Enforcement, Records, Special Enforcement Team and Volunteers.
2. The Field Services Division includes Patrol Officers, Reserves, Traffic Unit, K9 Team, Bicycle Unit, Office of Professional Standards, Evidence/Property, Area "C" Mutual Aid and Emergency Management.

The Department is committed to a high quality of service with a strong emphasis on the traditionally very rapid response to demands for police service (within 3 minutes for in-progress calls, under 10 minutes for most requests for police service) coupled with high quality service once the officers arrive on the scene. There is regular cooperation and coordination with surrounding police agencies (Pasadena, San Marino, Alhambra, LAPD). This offers the best opportunities for apprehension of criminals and reduction of losses and crime in South Pasadena.

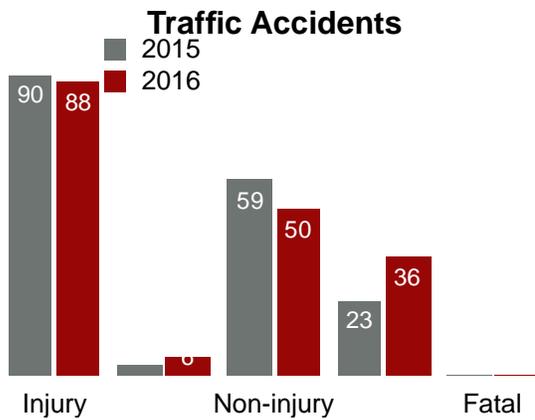
Police Department to provide location of traffic accidents. Insert collisions by mode of people killed.



South Pasadena property and violent crime trend. Source: South Pasadena Police Department



Comparative Violent and Property Crime Statistics. Source: South Pasadena Police Department



Traffic accident statistics. Source: South Pasadena Police Department

TRENDS

Property and violent crime is low compared to other cities. While crime went up in 2015, the numbers are declining. Shoplifting was the largest category of thefts followed by thefts from unlocked vehicles, auto burglaries, parcel package thefts from front porches and bicycles.

EXISTING PROGRAMS

Crime Prevention is the community outreach program designed to educate the community on ways to prevent crimes from occurring. This is accomplished through literature, public speaking and the Neighborhood Watch Program. To keep the community up-to-date on crime, a Weekly Crime Summary and a monthly newsletter are published and distributed to the community. Crime Prevention also participates in city events such as the Farmers' Market and the Senior Health Fair to distribute crime prevention literature.

"National Night Out" is an annual nationwide campaign that promotes police partnership with neighborhoods to make the community safe. It also creates awareness in the Neighborhood Watch program and encourages residents to participate in it.

Insert image of National Night Out at Orange Grove Park

Bicycle Patrol Unit patrol the commercial areas, schools, parks and nature preserves. Bicycle Officers have the great advantage of stealth, which enables them to be used for specialized patrol enforcement at night as well as for surveillances. They are also used at city events such as the Fourth of July Parade, Amgen Bike Tour, National Night Out, Summer Concerts in the Parks, Farmers' Market, Tournament of Roses Classic Car Show/Police and Fire Open House, Walk & Bike to School Week, Greenest Fastest Mile Run, and the South Pasadena Green Living Expo and Car Show. Bicycle Officers are environmentally friendly and a great public relations tool as they offer a more visible presence. The Bicycle Unit also promotes bicycle safety to children and adults.

Insert bike patrol image

Predictive Policing South Pasadena Police Department harnesses the power of information, geospatial technologies and evidence-based intervention models to reduce crime and improve public safety. Predictive Policing directs patrol officers to be in a certain area to help prevent a predicted crime from occurring. The police department contracts with Crime Reduction & Information Management Experts (CRIME) to help forecast crimes. The maps of predictive crimes are shared with Neighborhood Watch groups. The maps are interactive and can be viewed through any smart phone.

Insert C.R.I.M.E map for South Pasadena

Teen Academy The Teen Academy provides teens information about police department activities and expose them to a different type of discipline. It features a "CSI" type demonstration, canine demonstration, and many other hands-on activities. The

program was highly successful, and a great example of community policing.

Citizen's Academy The ten-week program provides instruction for a small group of citizens on subjects ranging from policing narcotics and identity theft to basic patrol procedures and handling dispatch calls. The goal of the program is to provide residents an understanding of how the police department operates and to create public safety ambassadors in the community.

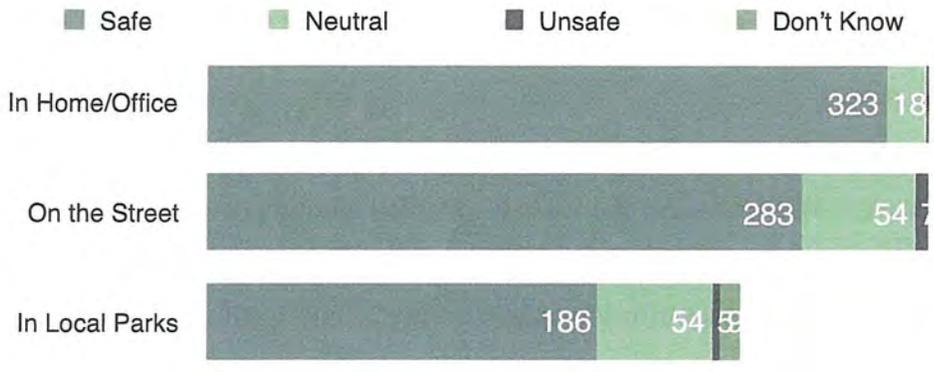
Self Defense Class for Women and Teen In this free class women and teens learn how to defend and escape from dangerous situation.

Bi-annual Prescription Drug Program The South Pasadena Police Department and the Drug Enforcement Administration offers this free and anonymous program to prevent pill abuse and theft by disposing potentially dangerous expired, unused, and unwanted prescription drugs.

School Resource Officer (SRO) The SRO's primary responsibility is the schools while also investigating juvenile crimes. The SRO is responsible for coordinating the "Every 15 Minutes" program with the high school. The program offers real life experience designed to show teenagers the dangerous consequences of drinking and driving. A student is removed from class every 15 minutes and an obituary is read to the classmates, explaining the circumstances of the student's demise and the contributions the student has made to the school and community. A simulated alcohol related traffic collision is displayed to further enhance the reality of the program as well as a death notification made to the parents. The program emphasizes that the decision to drink alcohol can affect many people, not just the one who drinks.

Safe Deal Zone The South Pasadena Police Department has created a Safe Deal Zone in <http://southpasadenareview.com/?p=5892> the lobby of the police station. Residents can come to the station to conduct e-commerce transactions in a safe environment. Many residents make purchases through a variety of websites (eBay, Facebook, Craigslist, etc.) and the police station makes a safe and convenient location to conduct these transactions. The police station lobby offers 24-hour video surveillance and an emergency phone that connects directly to the police dispatch center.

Certification: South Pasadena Police is certified by Peace Officer Standards and Training (POST) for tactical trauma care.



2017 Survey results: A large majority of people feel safe in South Pasadena.

ISSUES

Pedestrian and Bicycle Safety

Every year people are severely injured or killed while moving through South Pasadena. Loss of life because of preventable traffic accidents is tragic. We should protect our most vulnerable road users, including children, older adults, and people walking and bicycling. This requires a citywide effort brings together engineers, police officers, advocates, and policymakers to work together towards creating safer streets.

Homeless/drugs in parks

In 2017, South Pasadena has approximately 15 homeless people. South Pasadena Police Department officers:

- Provide extra patrols to areas such as parks, nature trails, and public and private property where homeless people tend to live;
- Work with local businesses to assist them with relocating homeless people that are sleeping on their property; and
- Work with local churches to assist the homeless and provide food, shelter, clothing, blankets, care/hygiene packages, and other local resources and services.

In an effort to address mental health issues, South Pasadena together with Arcadia, Irwindale, and Monrovia have teamed up with the Los Angeles County Department of Mental Health to create West San Gabriel Valley Mental Evaluation team to provide mental health interventions services 40 hours a week in the four cities it serves.

Parking/Traffic Enforcement

Residents have repeatedly expressed the need for additional patrols to address parking and traffic violations.

POLICIES AND ACTIONS

P7.X Provide a high level of police service in the community.

A7.X Maintain an average police response time of less than 3 minutes to emergency calls for service.

P7.X Promote crime prevention strategies.

A7.X Continue to support crime prevention and neighborhood watch programs throughout the city.

A7.X Emphasize and prioritize crime prevention strategies such as pedestrian-scale lighting in targeted areas.

A7.X Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.

A7.X Incorporate natural surveillance principles and best practices into development codes and review processes.

FIRE

INTRODUCTION

South Pasadena has a full service Fire Department that provides fire/rescue services, paramedics, safety education, inspections, plan reviews, and emergency management. The Fire Department provides for the protection of life, property, and the environment from the adverse effects of fires, medical emergencies, and hazardous conditions through progressive resource deployment. The Department offers Fire prevention programs and community education activities.

South Pasadena has one fire station that houses an engine company, a rescue ambulance and a light and air unit.

Emergency Response

South Pasadena Fire Department is a member of the Verdugo Fire Communications Center, a regional communications center that fields calls for service from 12 area member cities and their 43 fire stations. The communications center was established by the Cities of Burbank, Glendale, and Pasadena under a “no borders” agreement for the closest fire station to respond to a call, regardless of jurisdiction. The remaining nine jurisdictions subsequently joined the Communications Center. South Pasadena receives aid from, and provides aid to, the surrounding agencies. A typical structure fire response in the Verdugo system includes three engines, two truck companies, a rescue ambulance and a battalion chief. In this scenario South Pasadena would provide an engine and an ambulance with the balance of resources coming from adjoining agencies. When a second alarm is required South Pasadena’s Air Utility will respond.

Emergency Medical Services

When someone calls 911 for an emergency medical response in South Pasadena the engine company with four personnel and the Rescue Ambulance with two Firefighter/Paramedics respond to deal with a wide array of possible scenarios. The engine company is staffed with at least one Firefighter/Paramedic who is authorized to initiate Amyotrophic Lateral Sclerosis (ALS) care prior to the arrival of the rescue ambulance.

Fire Prevention

The Fire Prevention Bureau is dedicated to safety, preventing or reducing fire loses and ensuring compliance with applicable codes and ordinance. Some of the Fire Prevention Bureau responsibilities include:

- Plan check for fire and life safety;
- Issuing fire permits;
- Conducting fire and life safety inspections;

- Administration of the Annual Brush Clearance Program;
- Fire regulations; and
- Public education.

While the city is largely residential, with a mix of homes and apartments it has a wildland interface in the hill area. The Fire Department conducts annual brush inspections to ensure safety from brush fires. The high hazard area is defined as the section of the city located south of Monterey Road and west of Meridian Avenue. The property owners are required to clear dry or dangerous vegetation and hazardous brush 100 feet from any structures.

Insert Mountain Fire Zones and 13 pinch points for parking restrictions in the hill areas.

Disaster Preparedness

The City of South Pasadena's emergency management program works in coordination with all City Departments to strengthen the City's ability to prepare for, to mitigate, to respond to and recover from any disaster. The Police Department is the lead department to coordinate all emergency management activities for the City. The City has an Emergency Management Program which includes all elements necessary to respond quickly and effectively to major emergencies. These elements include:

- Emergency Operations Plan;
- Emergency Operations Center (EOC);
- Emergency Response Program, Public Education Program; and
- Community Emergency Response Team (CERT).

A variety of activities, programs and projects designed to enhance the City's preparedness are conducted regularly such as training, drills, and disaster exercises.

Emergency Operations Plan

The 2014 Emergency Operations Plan (EOP) addresses the City of planned response to emergency/disaster situations associated with natural disasters, human made emergencies, and national security emergencies. This plan is a preparedness document —designed to be read, understood and exercised prior to an emergency/disaster. The plan incorporates the concepts and principles of the California Standardized Emergency Management System (SEMS), National Incident Management System (NIMS) and the Incident Command System (ICS) into the emergency operations of the City of South Pasadena and the South Pasadena Unified School District. This plan is flexible enough to use in all emergencies and will facilitate response and short-term recovery activities.

Insert FEMA Flood Zone Areas Map, Earthquake Fault & Liquefaction Zones, Earthquake Induced Landslide Zone Map

Insert Disaster Evacuation Route Map

Emergency Operations Center (EOC)

The EOC is located in the Fire Department. It is central command for large scale events, emergencies or disasters in South Pasadena. Areas of command are divided into five sections based on the Standard Emergency Management Systems (SEMS) and National Incident Management System (NIMS); Management, Operations, Planning, Logistics and Finance. Sections are staffed by high level City of South Pasadena employees and partnering agencies.

Connect South Pasadena

Connect South Pasadena is the City's emergency notification system that allows city officials to stay connected to residents and efficiently provide them with direction in the event of an earthquake, fire or other public emergency. Using Connect South Pasadena, City officials can record and send personalized voice messages to home phones, businesses, local agencies and mobile phones in just minutes.

Community Emergency Response Team (CERT)

CERT is a community based group of volunteers that have completed a federally recognized training course taught by Public Safety personnel and First Responders. South Pasadena CERT has been registered with the Federal Emergency Management Agency (FEMA), and a 5-person administrative committee ensures its ongoing success. The South Pasadena Public Safety Commission's goal for CERT training is to ensure that in the event of a major disaster, if fire, police, utility, and medical personnel are outnumbered by emergencies, neighbors will be trained to help with immediate life-saving and life sustaining needs.

Issues & Trends

Financial uncertainty: Increasingly, veteran fire fighters are retiring, which make attraction and retention of quality personnel a top priority. The rising costs associated with increasing pension contributions, competitive salary packages, and fire apparatus/equipment make it difficult to maintain the current staffing level at the Fire Department.

Fire Department staff works closely with the City's management team to identify funding sources. The Utility User's Tax (UUT) is a primary example of a vital funding source for public safety.

Soft Story Retrofit: A *soft-story building* is a structure with a weaker first *floor* that is unable to carry the weight of the stories above during an earthquake. Typically, large openings in the first floor perimeter walls for garages, tuck under parking, or large windows reduce the structural stability during an earthquake.

Emergency Service Access: On-street parking along the narrow and twisty streets in Monterey Hills impedes ambulance and fire trucks ability to access the area.

POLICIES AND ACTIONS

P7.X Provide a high level of fire protection service in the community.

A7.X Maintain an average fire department response time of less than 3 minutes to emergency calls for service.

A7.X Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdiction and partner agencies to adequately respond to emergencies and incidents in all parts of the City.

P7.X Maintain a current Emergency Operations Plan.

A7.X Regularly review and update the City's safety plans every five years.

P7.X Minimize personal and property damage resulting from seismic hazards, including earthquakes and landslides.

A7.X Require all development in a geologic special studies zone to be setback 50 feet from each side of a mapped active fault trace.

A7.X Require structural reinforcement of all inventoried unreinforced masonry structures.

P7.X Minimize risk to life and property from brushfires.

A7.X Require fire-resistant building materials for all structures in hillside areas and encourage use of fire resistant landscaping, such as ice plant.

A7.X Require house sprinklers, where determined necessary by the Fire Department.

A7.X Require adequate fire flow and emergency access as a condition of approval for discretionary entitlements within Hillside areas.

P7.X Ensure the protection of all residents from geologic and groundwater hazards.

A7.X Require a full site-specific geologic study of any hillside site within the purview of the hillside ordinance. The study shall adequately address site-specific questions such as slope stability, erosion, subsidence, groundwater effects and earthquakes.

A7.X Adopt and maintain regulations controlling grading and geologic study prior to construction.

8 our Active Community

GOAL

Create environments that incorporates physical activity into daily activity that support health, wellness, and social connections and provide children and adults a range of high-quality recreation opportunities.

Physical activity is the closest thing we have to a wonder drug.

— Dr. Tom Frieden, Center for Disease Control, Director

INTRODUCTION

Physical activity simply means movement of the body that uses energy. Walking, gardening, biking, climbing stairs, or playing sports are all good examples of being active. People can achieve active lifestyle by engaging in:

Everyday activity at school, home, or work such as walking, climbing stairs, cleaning, or gardening.

Active travel — walking or cycling to get somewhere (for more discussion see Our Accessible Community)

Active recreation (playful) — physical activity through recreation brings pleasure, stress relief, and social and health benefits. A playful city provides for the diverse play needs for all age groups, while being a source of imagination and joy.

For children — running, sports, skateboard

For adults — running/walking for pleasure, swimming, sports, gym.

The focus of this chapter will be on how spatial design and programming can enhance South Pasadena's Active Recreation.

BENEFITS OF OPEN SPACE

1. Improve personal well-being and health

Improve Public Health: Parks can provide measurable health benefits, from providing direct contact with nature and a cleaner environment, to opportunities for physical activity and social interaction.

Help Children Learn: City parks and naturalized school grounds can motivate young people to learn through the natural environment (which includes learning about the natural environment), bringing environmental education into the mainstream of state-mandated instructional programs. The informal learning, non-formal programs, and formal instruction associated with parks can reinforce each other, enhancing academic achievement.

2. Encourage a civil society

Social Equity: Parks are among the very few places where people of every class, race, and socioeconomic background come together.

Create Safer Neighborhoods: Time spent in natural surroundings relieves mental fatigue, which in turn relieves inattentiveness, irritability, and impulsivity, recognized by psychologists as precursors to violence. Green spaces also support frequent, casual contact among neighbors. This leads to the formation of neighborhood social ties, the building blocks of strong, secure neighborhoods where people tend to support, care about, and protect one another.

Community Engagement: Parks provide residents with a venue for participation in and attachment to their communities.

3. Sustain a livable environment

Green Infrastructure: By planning and managing urban parks as parts of an interconnected green space system, South Pasadena can reduce flood control and stormwater management costs. Parks can also protect biological diversity and preserve essential ecological functions while serving as a place for recreation and civic engagement. They can even help shape urban form and reduce opposition to development, especially when planned in concert with other open spaces.

Smart Growth: Parks address both the public's need for green-space and the role of green-space in mitigating higher development density. Making or re-making city parks strengthens the urban core and relieves development pressures from stable neighborhoods or environmentally sensitive areas.

Climate Change: Parks are the first and best line of defense against these changes. Urban parks cool and clean the air, improve and modify local wind circulations, and

better regulate precipitation patterns. Well-vegetated parks, in a variety of forms and sizes, mitigate the impact of the urban heat island and minimize local climate change. Reduced impact of the urban heat island may prolong or even prevent more widespread global climate change as cities continue to increase in both size and number.

Creative Expression: Parks can be a vital place for the cultural expression. Since parks are the democratic spaces of South Pasadena, where communities can come together to express their identities, the marriage of parks and the arts makes perfect sense.

4. Provide a framework for development

Community Revitalization: Parks can stem the downturn of a commercial area, stabilize neighborhoods, and provide a landmark element and a point of pride for residents.

Economic Development: Parks enhance property values, increase municipal revenue, bring in homebuyers and workers, and attract retirees.

Promote Tourism: Parks provide sites for special events, festivals, sports tournaments, cultural and heritage artifacts, and historical sites that can attract tourists.

TYPES OF OPEN SPACES

Active recreation relies on many different kinds of spatial provisions:

Table 1: Park Typology

	Scale	Open Space Typology	Character and Function
Public	Regional	Wilderness/ Nature	Natural environments rich in wildlife that are left in the natural state.
		Greenway	A network of spaces that includes pathways for walking and biking while also allowing wildlife to move through urban areas. Typically found along creek corridors.
	City	Community Park	A large area for active recreation that includes sports fields and community facilities such as swimming pool.
	Neighborhood	Neighborhood Park	A mid-sized informal public space, often the focal point of the neighborhood. The green is enclosed by buildings, used for unstructured recreation, and planted with grass and trees.
		Square	A formal public space, no larger than a block, located at the focal point of civic significance, enclosed by key buildings, typically paved and allows passive recreation.
		Plaza	A public space circumscribed by civic or commercial frontages, with formal landscaping.
		Community Garden	A semi-private grouping of garden plots available for small-scale cultivation by residents of apartments and other dwelling types without private gardens. Community gardens strengthen community bonds, provide food, create recreational and therapeutic opportunities and promote environmental awareness and education.
	On the Block	Quadrangle	A private/public open space enclosed by buildings accessible by a small opening to the street
		Pocket Park	A fenced area for child's play within walking distance to nearby homes, closely overlooked by residents. The play areas contain soft and hard surfaces, play equipment, and benches with ample shade provided by tree cover.
		Parklet	A parklet is an expansion of the sidewalk into one or more on-street parking spaces to provide new streetscape features such as seating, planting, bicycle parking, or elements of play.
Private	On the Lot	Courtyard	A public or private open space surrounded by walls or buildings. The court is paved or landscaped.
		Terrace	A private outdoor extension of a building above ground level that is used for gardening, entertaining, outdoor cooking, or relaxation.
		Yard	A private landscaped area of a lot. Typically, the area is free of buildings and structures. Exceptions include permitted encroachments such as porches, patios, and terraces. Portions of the private yard may be used as a kitchen-garden for small-scale cultivation of food.
	Within the Building	Patio	A private outdoor space that adjoins a residence and is typically paved.

Scale		Open Space Typology	Character and Function
		Roof garden	Roof gardens are useful in urban situations where yards may not be available. Roofs are also useful for small-scale cultivation.

PARKS AND OPEN SPACE PROFILE

Philanthropic gifts, partnerships, and visionary acquisitions have positioned South Pasadena’s parks and open space at the forefront of community identity. The level of investment has created a comprehensive system that provides many different recreation opportunities, including access to nature and habitat for wildlife.

Currently there is 82.5 acres of parks in South Pasadena for a population of 25,854 — i.e.: 3.1 park acres per 1,000 people. The LA County average is 3.3 park acres per 1,000 people. About 55% of the population live within 1/2 mile of a park.

A majority of this acreage (59.82 acres) is located in Arroyo Seco Park in the northwest portion of the City. The Arroyo Seco Bike Path runs about one mile between South Pasadena and northeast Los Angeles, offering views of the LA skyline and the distant mountains.

The four-acre Arroyo Woodland and Wildlife Park is located in along the southern bank of the Arroyo Seco. Habitat restoration incorporates three separate plant communities: the California Sycamore Association, an Oak Savannah grassland, and a Walnut Woodland. The boundary of each type is loosely aligned with the park's trails, creating opportunities to compare and contrast the habitat types and the wildlife they support.

Recreational Facilities

Play Areas: The most common, and expected, feature in a South Pasadena park is a play area. Typically play areas include standard playground equipment with swings, slides, or other features. Arroyo Seco Park, Eddie Park, Garfield Park, and Orange Grove Park include a playground structure.

Basketball and Tennis Courts: Garfield and Orange Grove Park have two tennis courts, and Orange Grove Park has a half basketball court.

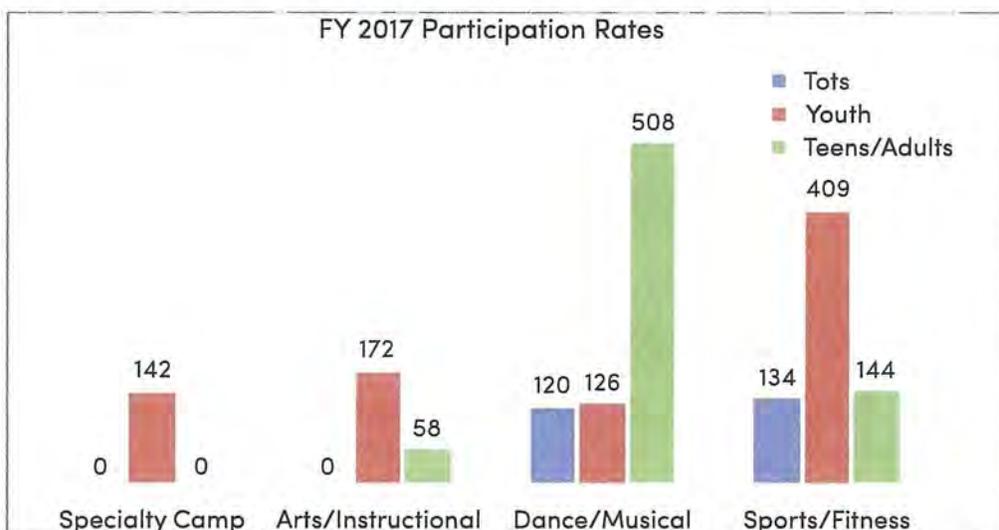
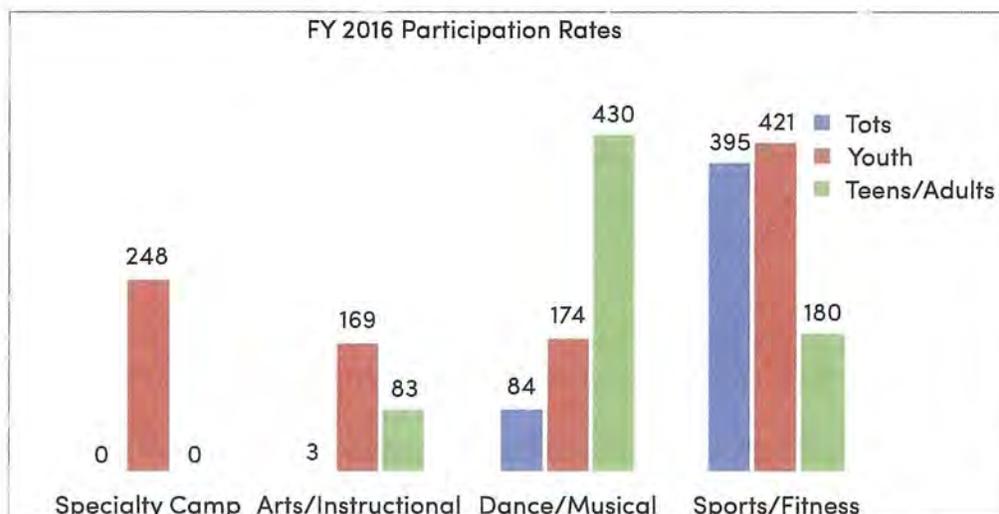
Baseball and Soccer Fields: The Arroyo Seco and Orange Grove Park have lighted baseball and soccer fields.

Senior Center: Built in 1982, the Senior Center offers the multi-purpose room for rental. Amenities include tables, chairs, kitchen, restroom, computer lab, and patios. The Conference Room is available as well and can accommodate 20 to 25 people.

Community Center: South Pasadena uses a combination of city owned facilities, contracting with privately owned facilities, and agreements with surrounding cities to provide programming space to meet the recreation and leisure services needs of South Pasadena residents.

Feasibility for a new Community Center is currently being explored at Orange Grove Park. The existing historic recreation center building would be restored and an addition would provide a variety of recreational programs at one location.

The City offers over 90 fitness, dance, educational, and arts and cultural types of recreational classes a quarter as well as after school and summer camps. These programs serve over 2000 participants in 2015-16.



FY 2016 & 2017 participation rates for tots, youth, and teens/adults programs. Source: South Pasadena Community Services Department.

Other Providers

School recreation facilities are owned and operated by the South Pasadena Unified School District. Fields, courts, and playgrounds are available for the use of students during school hours and available to the general public after school, on the weekends, and in the summer. There are 43 acres of school recreation facilities in South Pasadena that also help meet the recreation needs of residents.

In addition to parks and schoolyards, additional recreation resources in the city include private and institutional facilities. Private and institutional facilities include private schools, the YMCA, and many local churches that provide additional programs and gathering places. Pools within the City are located at South Pasadena High School, YMCA, and private pools at residences or apartments.

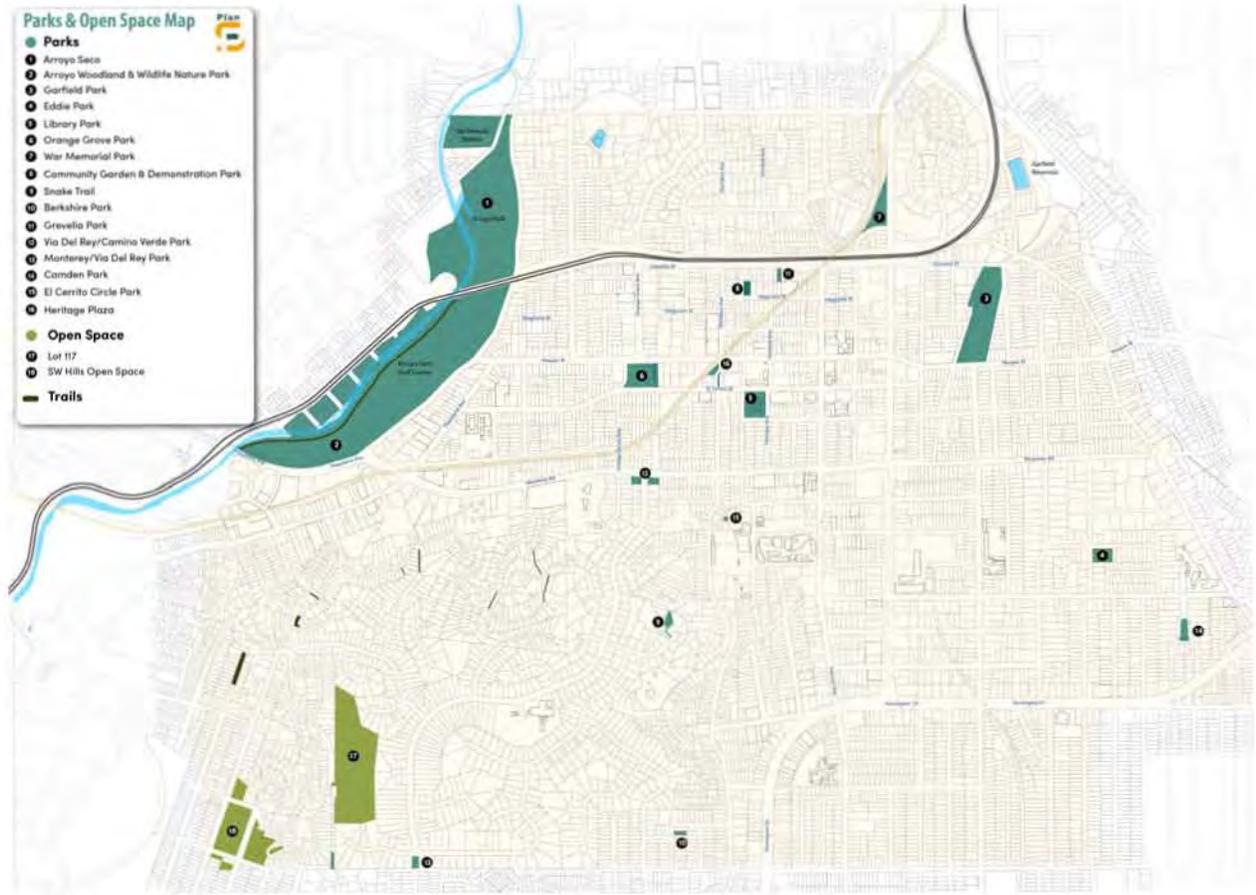
Table 2: South Pasadena Parks

		Size (acres)	Facilities	Description
A PARKS				
1	Arroyo Seco Park	59.82	Golf Course, Racquet Club, San Pascual Stables, All Star Batting Cages, Dog Park, Skate Park, multiple fields for baseball, softball, and soccer.	<p>The park is divided into three sections: The upper section includes three lighted sports fields with backstops, parking and a small concession/storage building, and it is utilized regularly by the local Little League, American Youth Soccer Organization and softball leagues.</p> <p>The center portion of the park includes: group picnic shelter, tables, barbecue, a playground, storage building and a small amphitheater.</p> <p>The southern portion of the park includes two lighted softball fields.</p> <p>Both the upper and lower parts of the park are utilized for soccer during the fall season.</p> <p>An equestrian/hiking trail is on the south and west perimeter of the park connecting to the Arroyo Park.</p>
2	Arroyo Woodland & Wildlife Nature Park	4	Educational material about native habitat and wildlife, natural sciences, the history of the site, and an overview of the Arroyo Seco Watershed is incorporated into trailside displays, a kiosk, and plant identification markers throughout the site.	The park features rarely seen native California Walnut trees. Two small bioswales are planted with native grasses and allow stormwater to infiltrate into the soil instead of flowing into the concrete-lined Arroyo Seco, adjacent to the park.
3	Garfield Park	7	Play equipment, 2 tennis courts, picnic areas, Youth House, Healing Garden, drinking fountains, a small fire ring, and parkland.	A popular place for birthdays and picnics. It is also the place where community activities such as the Summer Concerts in the Park and other community gatherings take place.
4	Eddie Park	1.5	Historic Eddie House, an open lawn area, and small play area	A neighborhood park includes the historic home, open lawn area and small play area. The park is framed by a three-foot high brick wall.

		Size (acres)	Facilities	Description
5	Library Park	2	Library and Senior Center	Home of the City Library and Senior Center. A walking path around the park with a beautiful gigantic Morton Bay Fig tree that is a hit with the children.
6	Orange Grove Park	2.5	Lighted softball and soccer field, 2 lighted tennis courts, and a small playground, Other amenities include: drinking fountains, picnic tables, bleachers, and a bicycle rack.	As one of the City's older parks, the site was formerly the Plunge pool and pool house. Today, Orange Grove Park is an active recreation park. The site has a two-story 9,500 square feet recreation building. The first floor of the building is used for recreation and day care programs. The second floor serves as a teen center and meeting room, while the third floor houses the staff offices.
7	War Memorial Park	2	The upper floor of the building includes a kitchen and a large multi-purpose room for dancing, meetings, banquets and other activities for groups up to 200 people. The lower consists of smaller rooms, storage and restroom facilities.	The 12,000 square feet War Memorial building was built in 1921 and is identified as a city cultural heritage landmark. The building was built on the former Oak Lawn Park.
8	South Pasadena Community Garden and Demonstration Park	0.3	Majority of the property is a community garden with a small pocket park in the front.	To the rear of the property is a thirty plot community garden run by a local non-profit. The frontage of the park is a demonstration garden displaying drought tolerant plants, dry creek bed, solar irrigation controller, picnic area, bench, drinking fountain, and bike racks.
9	Arroyo Seco Bicycle and Pedestrian Trail	1	Trail connecting Pasadena and Los Angeles through South Pasadena for walkers, joggers, and cyclists.	The trail head is at Stoney Drive and Lohman. The trail follows along the tennis center through the golf course parking lot next to the driving range to the Nature Park to south city limits. The trail will accommodate cyclists and walkers/ runners. There are bike racks, benches, and drinking fountain along the trail.
10	Snake Trail	0.4	Trail through neighborhood	A short concrete trail with stairs connecting neighborhoods surrounded by wooded area.
11	Berkshire Park	0.17		A neighborhood park with open space for free play, benches, and bike racks.

		Size (acres)	Facilities	Description
12	Grevelia Park	0.2		A neighborhood park with open space for free play, benches, and bike racks.
13	Via Del Rey/Camino Verde Park	0.25		A pocket park with landscape and walk path.
14	Monterey/Via Del Rey Park	0.76		A pocket park with landscape and walk path.
15	Camden Park	0.52		A neighborhood park with open grass space for free play.
16	El Cerrito Circle Park	0.08		A neighborhood park with open grass space for free play.
17	Heritage Plaza	0.04		Small pocket park that is home to the IronWorks Museum.
		82.5		
B Other Public Open Space				
18	Lot 117 in the Altos de Monterey residential tract	15.89	Unimproved	This unimproved site presents an opportunity for habitat protection and urban open space, free of development within the Southwest Hills.
19	SW Hills Open Space	8.31	Unimproved	This unimproved site presents an opportunity for habitat protection and urban open space, free of development within the Southwest Hills.
		24.2		
C South Pasadena School Recreational Facilities				
20	Marengo Elementary	4.23		Playground handball courts, basketball courts, and concrete open space.
21	Arroyo Vista Elementary	3.70		Playground handball courts, basketball courts, and open field space.
22	Monterey Elementary	8.60		Playground, basketball court, and concrete open space.
23	South Pasadena Middle School	8.46		Basketball courts, tennis courts, soccer, and baseball fields, gymnasium, and theater.
24	South Pasadena High School	18.47		Baseball, softball, and soccer fields, football field with track, gymnasiums, tennis courts, basketball courts, swimming pool, and theater.
		43.46		

Existing Park Service Area Map



Concept Green Infrastructure Framework (*need to update base map*). Besides public parks and streets, the framework identifies opportunities to partner with school for limited public use of their grounds, and the use of Edison easement as a green corridor. A longer term project could be to study the feasibility of a future capping 110 with public parks.



STANDARDS

The 1998 General Plan recommended 4 acres of park and recreational facilities per 1,000 people.

South Pasadena has no requirement for providing public open space. Typically, when parcels are subdivided, park fees are collected for open spaces. Since South Pasadena is built out there is seldom subdivision activity resulting in park fees.

Private open space is presently required in the form of minimum yards in front, side, and rear of the building and a limitation on the percent of lot that can be covered by a building.

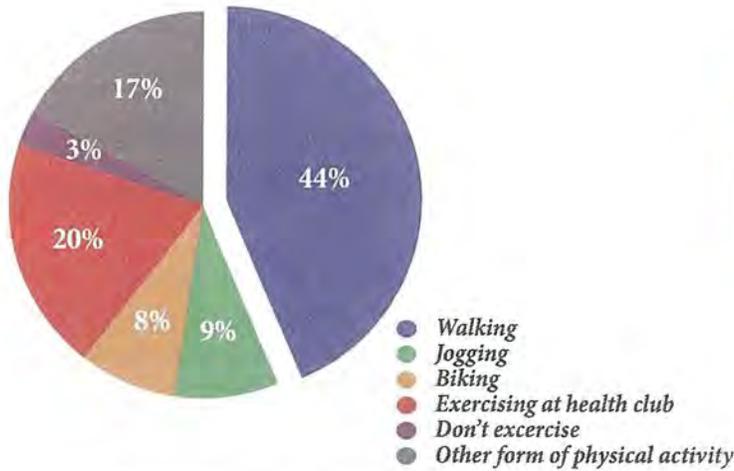
The 1996 Mission Street Specific Plan also requires 500 square feet of private open space per each unit and 15% of the site to be provided as a central courtyard. For lots smaller than 100 feet in width, central courtyard is not required provided each unit have at least 200 square feet of open space accessible from the first floor of the unit.

Limitations of existing standards: Public open spaces are required either as a percentage of land area or a prescribed ratio of acreage based on total population. The process is largely a numerical exercise that seldom address the spatial and artistic quality of open space. The open space often end being remnant parcels of leftover land after development that is difficult to access, use, and secure. The open spaces are banal and boiled down to minimum regulations that produce similar places with no regard to local character.

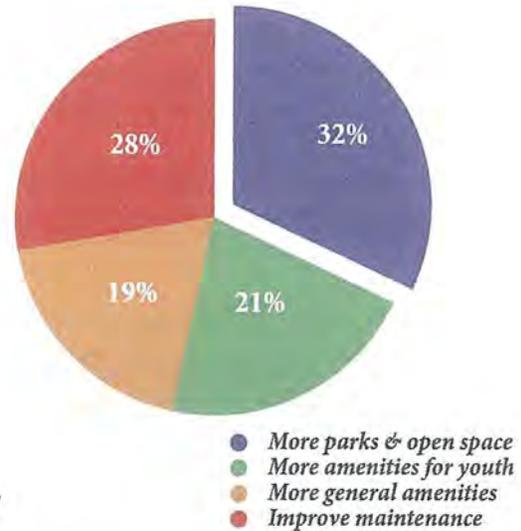
Future Opportunities: South Pasadena is built out and large open spaces are difficult to come by. Besides quantity, South Pasadena must also address access to open space in several neighborhoods and explore unconventional solutions. About 45% of the people lack access to a park within half mile.

The city should assess how existing public spaces are performing or under-performing and re-imagine some of the underperforming assets particularly the street space. A new plaza at the transit stop, carving out community gardens and parklets within excess street space are few examples of a repurposed public realm. Another option is to partner with the schools for more effective use of schoolyards. This public space agenda can be tied to a coordinated range of open spaces provided by private development projects. South Pasadena can take advantage of its robust real estate market by creating incentives for developers to preserve and enhance the public environments that are so greatly affected by their projects.

How do you get your daily exercise?



What do you think is needed?



COMMUNITY NEEDS

Following is a list of needs and desires gathered from focus group meetings, general plan survey, and Community Center survey:

Priority Order of Benefits desired from Recreation Programs

1. Cultural opportunities (art, music, dance, etc)
2. Improve fitness, health, and wellness
3. Opportunities to enjoy events with other people
4. Opportunities for life-long learning
5. Help seniors maintain active lifestyle
6. Promote youth/teen mental/physical growth
7. Bring people and families together
8. Enhance community image and sense of place
9. Opportunities for community groups to meet
10. Accommodate people with disabilities
11. Access to social services

Desired Amenities

1. Classroom and meeting rooms
2. Fitness and exercise rooms
3. Meeting rooms for clubs and organizations
4. Community gym with track
5. Large multi-purpose community room for banquets and events
6. Full service kitchen with teaching abilities
7. Studios for dance, music, arts, and crafts

8. Quiet place for relaxing, reading, and socializing
9. Card room and game room
10. Computer lab/technology center

ISSUES

Gaps in the coverage — expand the parks and open space system to allow each resident access to park and open space within a 5 minute (1/4 mile) walk.

Connect the system — paths and bikeways can improve access to local and regional parks, recreational facilities, and open spaces. Besides humans, the urban forest canopy planted with native species planting, and stormwater bioswales along these connective corridors can also create safe paths of travel for local wildlife.

Shrinking Public Resources — create the most benefit with shrinking capital and operating expenditure and bridge the gap by leveraging the robust development market, grants, and private funding to meet the community's needs.

Priority Projects

The 2016 LA County Comprehensive Park and Recreation Needs Assessment for South Pasadena identified 10 projects estimated cost of \$20 million. The projects include repair to existing amenities, add or replace amenities, a new Community Center (\$15m), construction of two pocket parks (\$600,000), improve infrastructure at War Memorial/ Oaklawn Park to include irrigation and gazebo (\$1 million), and improvements to Arroyo Park Sports Fields (\$1 million).

POLICIES AND ACTIONS

8P.X Expand parkland inventory to strive for the standard of 5 acres/1000 residents. Parks should be well distributed across South Pasadena and be of sufficient size to meet the varied needs of the neighborhoods.

8A.X Purchase vacant Caltrans properties.

8A.X Procure a linear park easement from Edison.

8A.X The individual islands at the intersection of Huntington Drive and Fair Oaks Avenue can be consolidated into a park without impacting orderly flow of traffic.

8A.X Collaborate with the school district to facilitate access and community use of school grounds when school is closed.

8A.X Study the feasibility of capping 101 Freeway with a linear park system.

8A.X Amend development code to require new development to provide its fair share of public and private open spaces.

8P.X Ensure the maximum distance between residents' homes and the nearest public park or preserve is 1/2 mile, 1/4 mile preferred.

8A.X Expand the overall parks and recreation system through repurposing public land like excess streetspace, partnering with other organizations like SPUSD, churches, YMCA, and similar institutional uses for access and joint use of open space and facilities, and use other creative means to help address service gaps in available open spaces

8P.X Promote, expand, and protect a green infrastructure that links the natural habitat.

8A.X Prepare a citywide Green Infrastructure Framework.

8A.X Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.

8P.X Encourage small parks and other temporary open spaces for short- and long-term uses.

8A.X Consider acquiring individual lots and areas in portions of the City that are underserved with park land to develop mini parks for the residents' use.

8A.X Reclaim residual spaces where mini-parks could be provided. These spaces could include roadway medians, spaces under bridges, traffic islands, roadway edges, freeway caps, and parking lots.

8P.X Develop and support a citywide parklet program.

8A.X Develop appropriate design guidelines for parklets and streamline the permitting process and maintenance requirements.

8A.X Support implementation of parklet demonstration projects in the Downtown area.

8A.X Identify locations for parklets citywide along streets with foot traffic, where automobile traffic is low-speed, and where there are surrounding establishments that can provide a level of natural surveillance.

8P.X Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.

8A.X Increase visibility and access to Orange Grove Park by removing fence barrier.

8A.X Improve sidewalk conditions leading to parks. Stoney Drive, the main access that leads down to the lower Arroyo, needs a sidewalk.

8A.X Provide bike lanes, and biking facilities such as racks and lockers.

8P.X Create and promote opportunities for youth and adults to participate/volunteer in the expansion/maintenance/operations of parks, recreation, open space events, projects and programs.

8A.X Use the City App for smart phones to promote special events and allow public to report any graffiti, or street, sidewalk, light, tree problem, or issues at parks.

8A.X Create a parks map with safe walking path to parks, with mileage information.

8P.X Provide creative expressions in parks and recreations facilities and programs.

8A.X Encourage public art installations in parks and streets.

8A.X Collaborate with South Pasadena Art Council (SPARC) to create programs for all ages to promote creative expressions.

8A.X Continue to work with teens to develop programs and activities, as well as positive and safe places to socialize with friends. Support and expand teen concerts.

8P.X Strive for financial resiliency to provide, maintain, and operate parks and recreational programs into an uncertain future.

8A.X Create venues such as a Community Center to provide a location to offer more classes, programs, rental space, and banquets, to increase revenues.

8 A.X Identify operational and maintenance costs for the Community Center facility to adequately plan for future budget considerations.

8A.X Reevaluate user fees for services to ensure it covers staffing, maintenance, and upkeep.

8 A.X Assure that the City's Park Impact Fee Ordinance is kept current and reflects the appropriate impact fee for residential development.

8A.X Consider expanding volunteer opportunities such as Adopt-a-Park, Teen Internships, Neighborhood Cleanups, Habitat Restoration, Youth Sports Coaches and Officials, etc. to enhance volunteer efforts in the City.

8P.X Explore creative or alternative funding opportunities for programs and capital projects.

8A.X Explore establishing a Community Foundation or "Friends of South Pasadena Parks" organization for the purpose of soliciting park land donations; applying for private grants the City cannot apply for on its own; and for fundraising to acquire park land and open space.

8A.X Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue to repay bonds used to build new recreation facilities or for maintenance and operations of existing facilities.

8P.X Explore opportunity to link existing open spaces into the regional open space system.

8A.X Community Services and Public Works should explore potential regional partnerships to link existing open spaces into a larger regional network of open spaces.

9 Our Creative Community

GOAL

To nurture and promote South Pasadena arts and cultural activities, organizations and events and to give them more visibility and prominence in the region.

"In creative placemaking, partners from public, private, nonprofit and community sectors strategically shape the physical and social character of a neighborhood, town, tribe, city or region around arts and cultural activities. Creative placemaking animates public and private spaces, rejuvenates structures and streetscapes, improves local business viability and public safety, and brings diverse people together to celebrate, inspire and be inspired."

— Ann Markusen and Anne Gadwa Nicodemus

A distinctive tree canopy, culture of conservation with a veritable collection of national, state, and local resources, diverse multicultural population, personal and active cultural activities throughout the year, creative industries and businesses that serve the region are all unique features of the South Pasadena arts and cultural milieu.

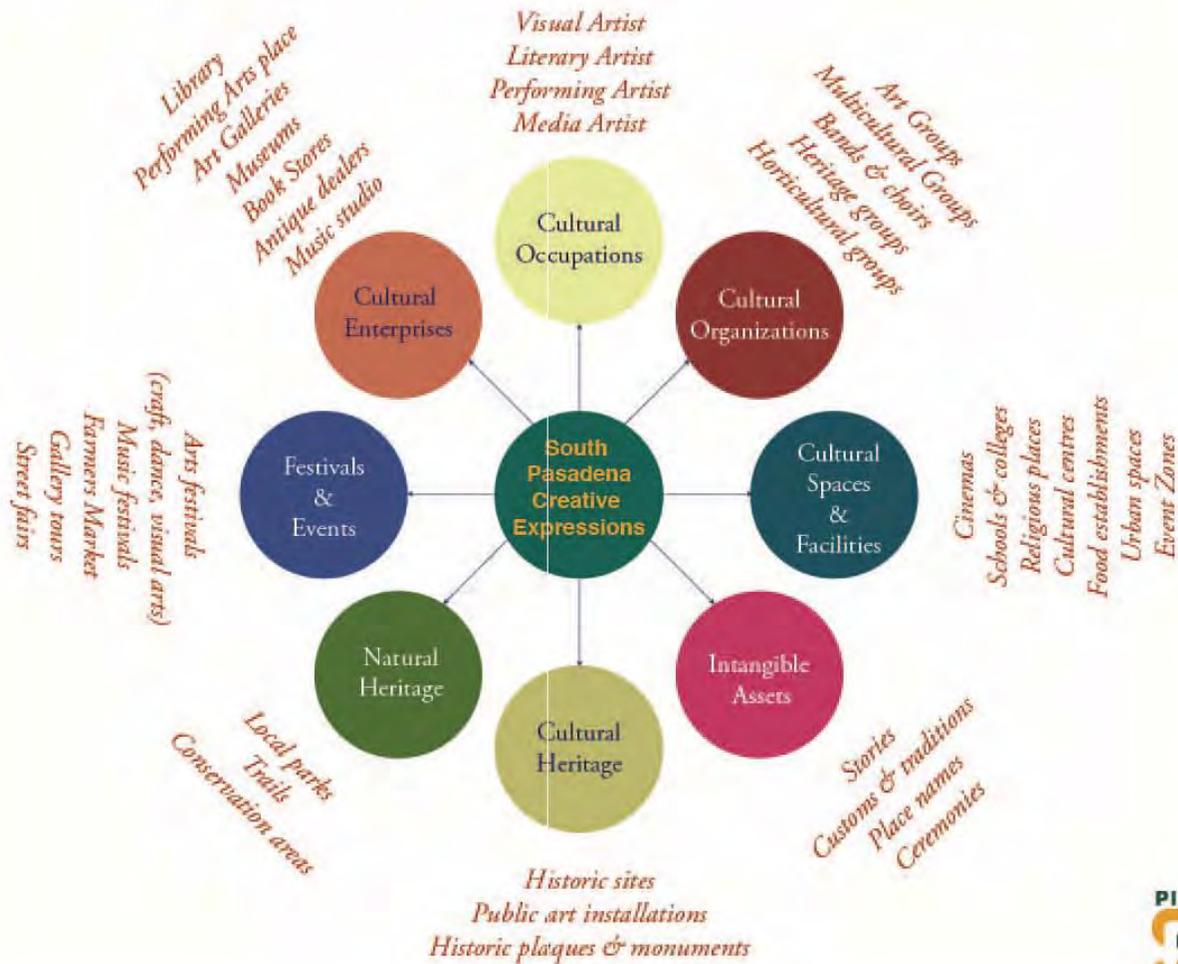
Decades of work by dedicated artists and diverse organizations have attracted other creative individuals and businesses to South Pasadena. This chapter lays out a roadmap to leverage the collective resources to elevate South Pasadena's profile as a creative, innovative community, and to strengthen and expand its cultural ecosystem.

Through parallel tracks of inquiry focused on public engagement and research, the discovery process identified seven key needs to be addressed and opportunities to be explored:

1. Creative Prosperity
2. Cultural Tourism
3. Education for Creativity
4. Cultural Equity
5. Public Art
6. Historic Preservation
7. Capacity and Leadership



Our Creative Community



Different Categories of South Pasadena Creative Expressions



ARTS & CULTURAL EVENTS & PROJECTS

Arts and Culture in South Pasadena connects people, provides rich opportunities for participation and fosters creativity. Following is a sample of some of the arts and cultural events hosted by top providers:

1. South Pasadena Arts Council (SPARC)

The South Pasadena Arts Council (SPARC) was founded in 2009 to promote variety of art projects, and visual and performing arts programs.

In 2016 SPARC, with initial funds and a great deal of cooperation and coordination with South Pasadena organizations, volunteers, and the support of the City of South Pasadena, several community projects were initiated. A few examples are listed here:

- **Art Gallery:** Directed the operation and management of the gallery at the Chamber of Commerce. As part of this program produced an annual High School Art Exhibition
- **Developed the Box Art Public Art Program:** Traffic signal boxes, have been enhanced and transformed into creative artworks in many cities around the country. The City awarded SPARC initial funding to support the creation of the first 10 boxes. SPARC raised funds with South Pasadena local businesses and individuals sponsoring individual artwork on the signal boxes, creating a Public/Private Partnership.
- **Fundraising:** Partnered with the South Pasadena Education Foundation on marketing replaced City street signs, which were donated by the City to raise funds for the arts and arts education and advance the arts within our community
- **Annual Music Festival:** Produced an annual SPARC Stage at the Eclectic Music Festival, featuring local and regional musicians.

2. South Pasadena Public Library

The South Pasadena Public Library and the Friends of the South Pasadena Public Library, along with a host of co-sponsors and partners present present live music, author nights, classic and Indie movies with actors and directors on hand for Q&A, and many similar successful free public events.

The Library has had a few public art projects that include sculptures, mural, and paintings.

3. Community Services Department

Summer events include Concerts in the Park, Teen Battle of the Band, Movies in the Park as well as Shakespeare in the Park.

4. Chamber Events

The Chamber of Commerce advocates for and assists businesses, produces events to bring people to the community to discover its unique shops, boutiques, eateries and events. South Pasadena hits a high note with the Eclectic Music Festival and Winter, Summer, and Fall Arts Crawls — an inspiring evening of live music, exhibitions in art galleries and open houses in the boutiques. Thousands come from South Pasadena and the San Gabriel Valley to hear dozens of musical groups in an eclectic cross-section of styles, from folk and jazz to rock and roll.

ARTS EDUCATION

A variety of community- and school-based arts programs offer kids and adults a unique means of expression, capturing their passions and emotions, and allowing them to explore new ideas, subject matter, and cultures.

SPARC The South Pasadena Arts Council is a strong advocate for arts education in the South Pasadena Unified School District, by serving on the District's Arts Committee and in the community, with local decision makers, artists and other organizations.

SPACE, a non-profit arts organization, in the past has been an important organization. Their gallery exhibitions, performances, school-based programs, studio classes and local partnerships, SPACE emerged as an incubator for ideas, showing how, through the arts, imagination can ignite the aspirations of a community. The SPACE AIR (Artist-in-Residence) Program provided a visual arts education to local schools. The program utilized teaching artists to provide a standards-based, hands-on arts curriculum. SPACE currently does not have a gallery and has now only periodically provides cultural programs, specifically organizing the quarterly Arts Crawls and projects as part of the Eclectic Music Festival.

Community Services Department The City offers arts, dance, music, filmmaking classes for all age groups throughout the year.

SPUSD The South Pasadena school's robust Visual and Performing Arts Program starts at the elementary level with a rotation of visual arts, performing arts, and music, and expands at the middle school and high school with more specialized courses. The program goal is to prepare students to be life-long, creative, and critical thinkers who know the value of arts and who positively impact change in the community through arts.

South Pasadena Public Library

South Pasadena Public Library offers arts and crafts and journalism classes and programs for children and teens and a wide range of concerts, celebrations, author and film events, and plays and dramatic performances for adults of all ages. The emerging role of the library as a gathering place, additional arts and cultural programming, and integration of information technology requires meeting rooms, computer lab, and gallery space.

Bullseye Glass Company Bullseye Glass is a manufacturer of colored glass for art and architecture with worldwide distribution and a strong commitment to research, education, and promoting glass art. The Research & Education studios are located adjacent to the factory. Staff instructors and noted guest artists offer short-term classes year-round for students at all levels. The courses encourage fine design and craftsmanship and teach new approaches to kiln-forming.

Green Broom Music Academy The Academy offers art classes and music lessons for all age groups.

South Pasadena Music Center & Conservatory Offers private lessons and classes to students of all levels and ages in the European classical tradition, combined with cutting edge instruction in jazz, rock and modern music.

Pascale Music Institute (PMI) The award-winning, nationally-acclaimed Pascale Music Institute (PMI) teaches aspiring musicians as young as 3 1/2 years old to play the violin, viola, cello, bass, guitar, and piano. Detailed directions, fun exercises, rapid progress, coupled with a delightful reward system motivate students to master skills quickly and correctly. Pascale Music Institute also offers a 'College for Kids' program, which takes children to a conservatory for a day to experience what it's like to be a student there. This program has inspired many students to follow their musical talent seriously.

Art Work Place Offers art education responding to the individual talents of each student and centered around a curriculum that teaches fundamentals while encouraging creativity.

*Include images (with captions) of the following arts organization/facilities/business in South Pasadena
DeMilo Design Studio & Letterpress*

Current art galleries and studios (Laurie Hendricks, SugarMynt, SOPA Studios, BurkeTriolo).

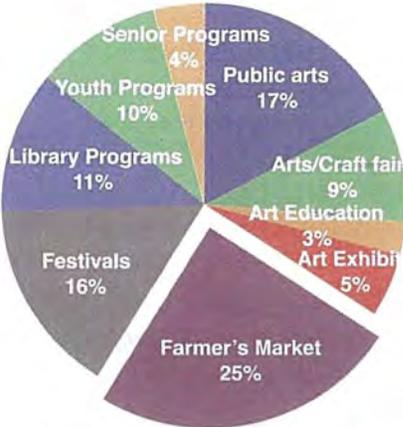
Creative companies – like Judson Studios

Theatre: Fremont Centre Theatre, Upstage for Young Actors, Young Stars, South Pasadena Theatre Workshop, The Rialto

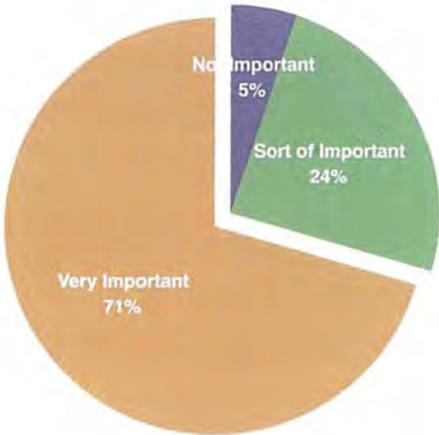
Current music, theatre and art education offered at the schools

Results from 2017 Survey

Which community event offerings are most important?



How important is it to have cultural offerings in South Pasadena?



ISSUES

- Lack of affordable housing and places to work for artist
- Lack of funding
- Establish a center for the arts
- Designate South Pasadena as a creative community
- Educating the community about the value of the arts
- Expanding cultural outreach to different communities(ethnic)

8. CREATIVE PROSPERITY

(also see Our Prosperous Community)

When recognized and nurtured as small business enterprises, individual artists and nonprofit cultural organizations provide significant employment in the community. South Pasadena's creative sector (the creative businesses, nonprofit cultural organizations, artists and other creative workers) can create even more economic opportunities and jobs.

Artists can often activate and enliven spaces in the urban landscape that would otherwise be vacant or underutilized. These vacant spaces, public and private, are both a missed opportunity and can contribute to blight.

SPARC Strategic Plan

As part of its Strategic Planning Initiative, SPARC conducted interviews and focus groups to understand community perception of the arts and to hear their thoughts, dreams and aspirations for the arts. There were many ideas presented and discussed and the overriding topic endorsed by a majority of participants was the need for a "place" to experience the arts in all their forms.

South Pasadena has a rich artistic and cultural history. Many well-known artists were students of the Chouinard Art Institute (2002-06). Artists have continued to live in the community since. South Pasadena needs a central place for the community to participate fully in creative experiences — a cultural infrastructure in place to support the vibrant cultural environment. Galleries and art organizations have come and gone due to financial constraints and lack of a "buying" public.

SPARC has been in conversations with elected officials about the need for developing South Pasadena into a "Creative Community". One aspect of this is to proclaim a "creative community" resolution by City Council to advance this idea. Another key aspect of this is to generate public and private funding and resources to make this a reality.

Developing an "Art Center" for South Pasadena would go a long way to create this "creative community". Depending on the vision of the community the center could be either a free-standing building or a space within a new development integrated into the Downtown Specific Plan area. Downtown would be an ideal location as it would contribute to the economic vibrancy of the area, along with creative businesses and restaurants to truly develop an arts district.

Preliminary ideas as to the scale of such a facility could be around 5,000 square feet, which would include a gallery for exhibitions and installations, a "black box" performance space for performing events (music, dance, theater, spoken word, film screenings, etc.), and space for educational programs.

In the event of a private development project, the City could legislate a percentage for art ordinance (2%) to the developers to assist in paying for the space or include it in the project. Creative public-private partnership and additional funds will be needed to support the construction, operation and ongoing maintenance of the Art Center.

Policies and Actions

P9.X Increase awareness of the importance of the creative community.

A9.X Communicate with a unified voice to decision makers about impact of creative businesses on the economy.

A9.X Brand and market South Pasadena's Creative Sector.

A9.X Ensure that there is a voice for arts and culture in tourism campaigns.

P9.X Creative businesses should have access to reasonably priced studios, office space, and housing that is also safe and inviting.

A9.X Work to ensure South Pasadena's creative sector has adequate and inviting spaces to create, sell their products, and network.

A9.X Develop and market spaces for artists including studios, affordable housing, and live/work studios.

A9.X Create central gathering spaces for mingling and events such as an Arts Center that offers a physical and virtual space for South Pasadena's creative sector to connect, create, and promote their art.

A9.X Establish an arts incubator/accelerator spaces to provide office space, management assistance, technology, and access to funding opportunities.

P9.X Facilitate the temporary and opportunistic use of vacant or underutilized spaces and venues for artistic purposes.

A9.X Facilitate artists' temporary and opportunistic use of such spaces and venues as vacant walls, storefronts, empty buildings, open spaces, etc.

A9.X Provide building owners with tax incentives, grants, loans, and streamlined permitting process to renovate buildings that can be used as live/work spaces by artists.

A9.X Explore collaboration with SPUSD to utilize their facilities for community arts events and programs (e.g. auditoriums, Middle School's new black box theatre, art studios/classrooms, etc.).

9. CULTURAL TOURISM

Cultural tourism is travel based on interaction with the natural- and human-built environment as a means to learn about and experience the arts, heritage, and interesting and culturally rich places such as South Pasadena. Cultural tourism is a proven way to bring outside resources into the community and tends to increase property values, attract investment, and bring new ideas to South Pasadena. Arts and culture help attract visitors and encourage them to return. The cultural sector serves tourists and local audiences.

Audiences depend upon awareness of opportunities and marketing. Audience behaviors are changing as people rely more on electronic media, have more demands on their time, and more options for entertainment. Even though there are now more sources of information (City event calendar, Chamber of Commerce event calendar, online South Pasadena Review, etc.), feedback from community noted lack of information as a barrier to cultural participation. A consolidated planning calendar and regular gathering of arts leaders may help reduce scheduling conflicts. Transportation is a barrier for some.

Effective marketing can also raise the visibility of the entire cultural sector. Many people value the arts, humanities, history, good design, and arts education for their intrinsic worth and for their capacity for improving the City's quality of life and economic development. Others do not yet understand these as priorities. While cultural attractions are critical to tourism, the City's arts and culture are not yet a key part of branding. While public art is important to South Pasadena, there is no systematic approach to raising funds, review of public art proposals, or maintenance.

Policies and Actions

P9.X Make South Pasadena's arts, cultural, and heritage attractions visible and accessible to tourists and local audiences.

A9.X Businesses, non-profits and government work together to develop an outreach and marketing strategy that utilizes and leverages social media and the internet to target specific groups, such as students, 20 and 30-somethings, nearby artistic communities (Highland Park, Eagle Rock).

A9.X Coordinate marketing so visitors and locals can readily find information about arts, heritage and cultural attractions/events. Create a master calendar of arts events.

A9.X Develop wayfinding/informational signage at Metro station and throughout the city that identifies and educates about cultural resources (architecture, public art, creative venues, etc.). Utilize existing surfaces for wayfinding signage, such as utility boxes.

A9.X Coordinate multi-modal access and parking for attractions/events. (Shuttles, bike rentals, Uber/Lyft, bus, taxi service, trolley, Metro)

A9.X Develop a cultural resource map and directory.

A9.X Develop a South Pasadena cultural resources walking tour app for mobile devices. Increase engagement with cultural resources by using QR code signs that lead to more information online or link to walking tour content.

A9.X Post events and attractions on local and regional travel websites, travel apps, and social media sites. Urge other publications to feature South Pasadena's events and attractions.

A9.X With a city resolution officially designate the City as a Creative Community.

A9.X Explore possibility of Airbnb in South Pasadena, as a means of giving tourists a place to stay when they visit South Pasadena, and also to and encourage people working on short term contracts in the creative industries to stay here for longer periods.

P9.X Leverage the Gold Line Metro Station and the potential Metro Bike Share Center at the Station to promote attractions/events.

A9.X Partner with Metro to advertise events and attractions to riders, and to sponsors community events (like 626 Golden Streets)

A9.X Seek support for a marketing brochure that is printed regularly with information on things to see and do in South Pasadena. Distribute the brochure at hotels located at nearby Metro stations.

10. EDUCATION FOR CREATIVITY

An arts education helps build academic skills and increase academic performance, while also providing alternative opportunities to reward the skills of children who learn differently.

— Gavin Newsom, Lieutenant Governor of California

Arts Education intersects with the community in several ways. First, SPUSD has an extensive arts program in most of the art disciplines beginning in elementary school and continuing into secondary school. Second, the numerous arts organizations provide specialized instruction in various art disciplines. They supplement the arts education that students receive in school. In addition there is an ongoing education process that is based in community organizations that provide visual, performing, literary, and media programs for both students and adults to experience. They also provide interactive participatory projects for the community. The community is engaged in life-long learning in the arts.

Students have the new opportunity to explore internships in the community and several have worked in non-profit or commercial arts organizations. They gain valuable “on-the-job” experiences in the real world.

The Library provides residents a wide-variety of resources and educational opportunities that inspire and support artistic endeavors, life-long learning, and cultural awareness. Library storytimes for toddlers and preschoolers include musical and artistic elements that build a foundation for primary school. Opportunities for active learning are provided during hands-on art and craft programs like DIY Craft Tuesdays, Family Storytime, the Art in the Park event, and special experiences like the winter family gift-making workshop. The Library also presents special events that celebrate diversity, including the annual Moon Festival in partnership with the South Pasadena Chinese American Club (SPCC), and programs tied to Black History Month, Cesar Chavez Day, and National Hispanic Heritage Month.

Despite strong public support and growing recognition of the positive influence of arts learning on adults and children, the resources available for arts education are shrinking. The School Board, City Council, SPEF, SPARC, and many individual parents and community members will need to continue raising and directing funds for arts education, both in schools and the community. The recent passage of school bond has allocated funds for the arts, specifically for new classroom facilities for visual and performing arts and a planned ‘Black Box Theater.’

P9.X Engage students and youth in the creative community beyond the classroom.

A9.X Establish a youth advisory council/group for the arts.

A9.X Ensure the SPUSD K-12 “Arts Pathway” curriculum track is engaged in community/public arts activities and initiatives.

A9.X Convene and engage educators around arts education and community arts issues.

A9.X Arts organizations, businesses, schools, and government should collaborate to create opportunities for high school students to gain real art-world work experience.

11. CULTURAL EQUITY

Cultural equity embodies the values and practices of all residents, specifically supporting artists that are historically underrepresented based on race, age, gender, disability, or socioeconomic status; providing them access to venues for expression; and the fair distribution of programmatic, financial, and informational resources.

The Library has hosted events related to Veterans Day, Cesar Chavez Day, Chinese New Year, Black History Month, National Library Day, and many other holidays and featuring many South Pasadena writers, filmmakers, musicians, and other performers. The Library has also created events based on Filipino and Japanese culture, and California, Los Angeles, and South Pasadena History.

Policies and Actions

P9.X Enhance public understanding, appreciation, and respect for all cultures, achieving diversity, equity, and inclusion.

A9.X Plan programs and events to celebrate multi-culturalism and South Pasadena's growing racial and ethnic diversity.

A9.X Translate information about arts and culture into other languages for publications, websites, signage, etc.

A9.X Establish diversity in leadership positions in government, organizations, and businesses.

A9.X Make creative opportunities (e.g. commissions for public art) known to diverse talents and the full spectrum of cultural/ethnic/socio-economic, etc. communities.

12. PUBLIC ART

Public art instills a greater sense of identity and understanding of the place, the ideas and values of its people and creates a memorable experience for all. Public art is a tool to engage residents and visitors in the South Pasadena's story. Public art comes in many forms, sizes, and media. Not just in the downtown area but on every street, every neighborhood. Art can be participatory and interactive or passive and contemplative. Public art can be permanent, or temporary or ephemeral installations that enliven public spaces for a limited period of time, often during events and festivals.

Guided tours of the permanent collection, and hands-on activities in which the public is invited to participate in the installation or creation of public artworks raise awareness, and encourage community participation.

Existing Conditions

Over time, individual public art pieces have been commissioned by the City, transit providers, school district, developers, and private citizens. However, South Pasadena does not have a structured public arts program. A public art program encourages dialogue, understanding, and enjoyment of public art, and curates a collection of art that relates to the community.

Many cities in Southern California have percent for art legislation and local ordinances that encourage or mandate that private development (above a certain monetary threshold) participate in percent for art laws. The requirements of participation vary, with some programs mandating the creation of new artworks, some offering incentives in return for participation (like greater floor-area-ratios or increased building height limits), and others accepting an alternative contribution to a general fund used and administered by the local public art program. South Pasadena does not require or offer incentives for providing public art.

Recently, the City awarded SPARC initial funding to support transforming traffic signal boxes into creative works of art. SPARC raised funds with South Pasadena local businesses and individuals sponsoring individual artwork on the signal boxes.

Public Art Program

South Pasadena should develop a public art program that enhances the quality of life through art, creates opportunities for local artists, and is a source of pride and identity for South Pasadena. A thoughtfully curated public art program is essential to represent South Pasadena's heritage and future vision —contributing in a symbolic and visually stimulating way to the evolution of South Pasadena's sense of identity. The City and SPARC can collaborate with artists and the community to develop a Public Art Program. A typical public art program would include a visioning piece that establishes creative direction and guiding principles, requirement for public art for public and private

projects, funding, administrative body, process for review and approval, and maintenance standards.

The public art program should:

- Be uniquely fitted to South Pasadena identity;
- Encourage and support South Pasadena's pluralistic culture;
- Invite public participation in and interaction with public spaces;
- Provide employment opportunities for local artists;
- Support artist participation on design teams for planning public projects; and
- Encourage a variety of art forms

Besides donations from private individuals and corporations, public art could be funded by: public/private sector collaborations; percent-for-art programs; incentives for developer participation; and local funding sources.

SPARC has a review process in place with specific site and artwork selection criteria. These criteria could be developed further and adopted as guidelines to facilitate an objective decision-making process on selecting future locations, artists, and artworks.

The City can leverage the unique creativity and problem-solving skills that artists possess and look for opportunities to “embed” them in specific planning projects throughout City Departments. For instance, if the City’s Design Review Board along with public art experts (SPARC) or others, reviews public art proposals from private developers or if the City is carrying out a infrastructure improvement project, artists should be involved in this process as a design team member.

If public art is owned by City, then City would provide ongoing maintenance, in partnership with public art experts. Public art on private land would be landowner’s responsibility to maintain.

Policies and Actions

P9.X Develop a Public Arts Program.

A9.X Prepare written and visual documentation of all permanent public art collection, including descriptions, photographs, and project details such as the location, installation date, donor, and artist. Create online directory of the inventory.

A9.X Develop thematic narratives and guiding principles that provide context for the existing and evolving public art collection.

A9.P Evaluate requiring 2% of eligible capital project costs to be directed for public art.

A9.X Evaluate requiring 2% of all private development construction cost to be directed for public art.

A9.X Evaluate contracting the public art program and processes to SPARC.

A9.X Create an administrative body and process to review and approve public art projects, and develop maintenance standards.

P9.X Integrate public art into the development review and capital improvement program.

A9.X Embed artists in planning projects and initiatives in City agencies, such as Planning, the Library, Public Works, and the Community Services Departments.

P9.X Promote education and interactive components to increase understanding of public art and their contribution to South Pasadena.

A9.X Implement uniform plaques for the permanent public art collection that inform viewers about the public art piece, and utilize mobile technologies (e.g. QR codes) to engage viewers and connect them to new information.

A9.X Create docent-led, self-guided, and mobile app tours of public art.

A9.X Utilize digital media such as podcasts, educational videos, blogs, listservs, and e-newsletters, to create public education materials.

13.HISTORIC PRESERVATION

Insert pull-out quotes from community leaders/community members.

A. Introduction

The Historic Preservation Element of the General Plan is designed to ensure the continued protection and appreciation of the City's historical and cultural resources. This rich legacy of historic buildings, residential neighborhoods, and commercial districts is well worth protecting as a key to the identity and the economic future of the City. The unique character of South Pasadena is inextricable from the quality of its historic built environment.

The historical resources of South Pasadena are among the oldest and most significant in the San Gabriel Valley. For many centuries, its adjacency to a natural fording place along the Arroyo Seco had served as a gateway to travel and commerce for aboriginal peoples here and along the coast. It was here that Hahamongna people greeted Portola and the missionaries who later established the San Gabriel Mission a few miles to the west. The initial buildings of the Rancho San Pasqual, which subsequently gave birth to the cities of Pasadena, South Pasadena and Altadena, were built here. In 1888, South Pasadena incorporated the southern portion of the Indiana Colony (predecessor of the City of Pasadena) and land south and eastward to the Los Angeles border, becoming the sixth municipality in Los Angeles County.

South Pasadena today maintains a high level of historic integrity, and with it a small-town quality and humanity in the scale of its buildings, residential streetscapes and historic commercial core. The character of the built environment has preserved and perpetuated a quality of life that has kept many long-time residents in the community and also continues to attract new residents. These qualities play no small role in giving South Pasadena an excellent reputation throughout Southern California and statewide as a place to live, to raise a family and come to shop or visit. The historic built environment is a tangible asset serving the city's culture, economy and identity.

South Pasadena's historic preservation planning program demonstrates a commitment to protect endangered resources, the special character of the City and the quality of its neighborhoods. The Historic Preservation Element is one part of a comprehensive historic preservation program that recognizes the value that a sense of history can contribute to the community by providing stability and continuity without sacrificing goals for new growth and development.

[Insert historic image of Adobe Flores] The area's first adobe structures became headquarters for General Flores and his staff in 1847 where they agreed to surrender to American forces, ending Mexican Colonial rule in California.

[Insert historic images of Raymond Hotel and Cawston Ostrich Farm] With establishment of the Raymond Hotel and the Cawston Ostrich Farm, the small community was able to attract tourists and

increasingly large waves of new residents to the Pasadena area in the late 19th and early 20th centuries.

[Insert historic image of Pacific Electric Short Line.] With completion of the Pacific Electric Short Line, putting the entire city within easy walking distance of the "red car" stations, South Pasadena also became an early suburb of Los Angeles.

B. Local Preservation Planning Context

The historic preservation movement in South Pasadena began in 1970 when South Pasadena Beautiful created a subcommittee to study ways and means to promote historic preservation in the community. Eventually, the subcommittee became the Jean Driskel Foundation, later renamed the South Pasadena Preservation Foundation, a private non-profit organization. The City's first Historic Preservation Ordinance followed soon after in 1971, putting the City on the regional forefront of preservation planning. Other planning efforts have been utilized by the City over the past 45 years, as described below.

[Insert image: Victorian era residence]

[Insert image: Craftsman streetscape (Stratford? El Centro? Diamond?)]

[Insert image: Period Revival houses/streetscape (La Dora, Floral Park)]

[Insert image: Mission St. historic commercial buildings]

C. Policies and Regulations Currently in Place

The current regulatory landscape for historic resources in South Pasadena has been recognized as among the most robust in the county by the Los Angeles Conservancy.

The City has a number of tools at its disposal for the interpretation, recognition, and regulation of historic resources in South Pasadena.

The **Historic Preservation Ordinance** is the guiding regulatory document that sets policy and procedures for historic preservation planning in the City. It establishes the Cultural Heritage Commission, criteria and procedures for designating historic properties and districts, and regulations for alterations to historic properties among other relevant policies. South Pasadena's ordinance originated in 1971 and has been updated and amended over time. A new Historic Preservation Ordinance (Ordinance No. 2315) was passed recently by the City Council and became effective in August 2017.

The **Cultural Heritage Commission** was first established in 1971 by the City's earliest preservation ordinance. The five member body is advisory to the City Council on all issues relating to the identification, retention, and preservation of landmarks and historic districts. The Commission includes members of the public, some of whom are required to have expertise in a related field such as architecture, historic preservation, real estate, etc.

These programs have been strengthened over the past several years by efforts to update the context statement, survey and inventory. A new Historic Preservation Ordinance (Ordinance No. 2315) became effective in August 2017.

(Insert Construction/Rehabilitation photos of Meridian Iron Works (1985 and 2016)) In 1985 the City restored the 1886 Meridian Iron Works building, which now serves as a historical museum and base for the South Pasadena Preservation Foundation (SPPF). The City rehabilitated and repaired the waterline of the building in 2016.

D. Inventory of Cultural Resources

Updated with the recent survey, the Inventory of Cultural Resources (formerly the Inventory of Addresses) contains 2,718 individually significant properties as well as contributors to historic districts, both designated and determined eligible through the survey process. The City uses this inventory when determining the appropriateness of building permit applications for exterior changes that would impact neighborhood character and historic continuity. It also aids in the development of appropriate preservation programs; guides the location of redevelopment away from areas of significance; determines which properties should be nominated for national, state or local designation; and generally raises the community’s awareness of its heritage.

E. Available Designation Programs

South Pasadena’s resources are recognized within a variety of programs administered at the national, state and local level.

National Register Designated	Historic Districts	3
	Landmarks	4
California Register Designated	Historic Districts	2
	Landmarks	13
Local Designated	Historic Districts	5
	Landmarks	53

- **National Register of Historic Places:** Properties, districts, sites, buildings, structures and objects of documented local, state or national significance in American history, architecture, archaeology, and culture that possess a high level of historic integrity. The criteria include association with a historically significant event or pattern of events; association with a historically significant person during their productive life; representation of a significant architect, style, building type, or method of construction; or potential to yield archaeological information.
- **California Register of Historical Resources:** This statewide program is similar in criteria and thresholds to the National Register. Properties listed in or determined eligible for the National Register are automatically listed in the California

Register, as are California Registered Historical Landmarks. It may also contain locally designated or surveyed properties and districts that have been found significant through state-defined standards. California Register eligibility is used as the basis for determining which properties are considered historical resources for purposes of the California Environmental Quality Act (CEQA).

- California Registered Historical Landmark: Sites and structures that contribute in a unique way to the history and heritage of the State.
- California Point of Historical Interest: Program recognizes sites, buildings or structures of local (city or county) importance.
- South Pasadena Historic Landmarks: These resources have been locally designated by the City for their significance in South Pasadena's history and heritage. The list currently contains about fifty properties including buildings, objects, and historic sites. The designation was initiated in the 1970s as a means of exercising local accountability and recognition for historic resources.
- Historic Districts – Falling under several designation programs, historic districts are geographically defined groups of buildings and related features that express a common historic theme and contribute to the sense of history of a place or are significant to an area's historic character.

F. Historic Context Statement and Historic Resources Survey

The City has undertaken a number of historic preservation initiatives in recent years to move the program forward, including survey and inventory updates and a new ordinance.

In 2013, the City began a multi-phase effort to bring the program up to date. In the first phase, a citywide Historic Context Statement served as the basis for the understanding the historical themes and trends in South Pasadena so that they may be applied to the evaluation of historic resources. The Historic Context Statement serves as a basis for future survey work, allowing potential resources to be evaluated within a recognized framework.

The next phase involved a Historic Resources Survey Update to identify potentially significant properties built after 1939 that represented later architectural and historical contexts, including Modernism. Close to 140 properties were identified in these expanded contexts. The Altos de Monterey neighborhood was evaluated as a historic district; while the houses generally were found not to be intact enough for consideration as a district, many individual resources were identified for their architectural interest and the neighborhood was recognized as a planning district for its distinct street pattern and other characteristic features.

G. Historic Preservation Incentive Programs

The preservation and recognition of historic resources has demonstrated economic benefits, but the City recognizes that maintaining a high standard of stewardship comes at a cost to property owners. The following programs are available to provide assistance with rehabilitation and maintenance.

- **The Mills Act:** The Mills Act Historical Property Contract program allows cities to offer property tax relief and reassessment in exchange for a contractual agreement to rehabilitate a property according to a Maintenance Plan that meets the Secretary of the Interior's Standards. A 10-Year Maintenance and Rehabilitation Plan is reviewed by staff and the Cultural Heritage Commission. The City has taken a limited approach to this incentive, reserving it for more significant properties with great need for rehabilitation in order to provide assistance while limiting the fiscal impact. Currently, twelve properties have been granted Mills Act contracts by the City.
- **Federal Rehabilitation Tax Credits:** This program is available to owners of National Register-eligible, income-producing properties (generally rental apartments or commercial buildings). Participation in the program requires a "substantial rehabilitation" of a property that meets the Secretary of the Interior's Standards at a high level, as reviewed by the State Office of Historic Preservation (SHPO) and the National Park Service (NPS). A completed and certified rehabilitation allows the owner to receive a one-time federal income tax credit valued at 20% of the cost of the rehabilitation. Significant properties within the National Register-listed South Pasadena Historic Business District are examples of eligible properties.

I. Community issues

The issues in the community that impact the preservation of historic resources evolve with each generation. While some are longstanding, like the planned route of the 710 Freeway through South Pasadena, others have risen more recently to public consciousness.

710 Freeway Extension: The proposed extension of the Long Beach Freeway (State Route 710) through the City of South Pasadena has been a galvanizing battle for over forty years, encompassing serious concerns about historic preservation impacts in addition to issues of neighborhood integrity, housing stock, quality of life and environmental health. The proposed route, which was intended to connect the northern end of the 710 freeway in Alhambra (completed in 1964) with Interstate 210 in Pasadena, has threatened many historic properties and neighborhoods within South Pasadena. Caltrans shifted its efforts away from the surface route proposal in the early 2000s and turned to studying the feasibility of a tunnel to carry the traffic, which was

similarly rejected by many in the community for reasons of health, safety and traffic congestion.

The disposal of surplus property by Caltrans has begun, and will eventually involve around 150 residences within South Pasadena. The prospect of the return of these properties to private hands is significant for South Pasadena and will impact the maintenance of residential properties and the stability and viability of a major corridor through the city, encompassing both those properties directly affected and those adjacent to the proposed route.

Housing Prices: The effects of rising property values have also impacted preservation in South Pasadena. The housing stock continues to age, bringing a need for increasing maintenance and upgrading of existing buildings. Neighborhood demographics have allowed for a high level of upkeep of much of the older housing stock, which has resulted in a generally high level of historic integrity. However, the level of affluence in many neighborhoods, as well as changing expectations, generates an active stream of requests for approval of additions and other alterations. While families of four or five people typically lived in the small bungalows of the town in earlier generations, expectations have changed and with them the demand for expansion of the houses. Historic properties are a community resource that need to be conserved like any other, and also needs to be used and enjoyed. Keeping the impacts of these inevitable changes in balance should be an important goal for the City.

Resiliency: The subject of climate change and the resiliency of our landscape environment is relevant to the discussion of the South Pasadena's historic character. With the interrelated threats of drought, disease, and pests to the tree canopy, the City will likely have to act on the challenge of how to maintain the aesthetic and environmental benefits gained from the tree cover.

Historic buildings represent embodied energy that is lost when demolition takes place or historic elements of a building are replaced. Historic preservation promotes a conservation ethos through its mandate to maintain structures and materials for an extended life of use. As an example, the replacement of historic wood windows with substitutes such as vinyl involves many times the energy and resources to produce, and has a drastically shorter product life cycle. The energy savings in this climate rarely justifies the replacement of older windows either in terms of cost that is recaptured through lower heating bills or through the energy expended in the manufacturing of vinyl windows. Homeowners should be encouraged to repair and not replace.

Eligibility: The recent survey update highlighted an issue that many communities are facing: as the building stock of the town ages, more and more properties pass the fifty-year threshold after which they may be considered historically significant. This is an opportunity to make decisions about what among the newer building stock holds meaning: as everything in town ages, how do we decide what is important? The blanket 45-year rule for review that some cities apply may become onerous. Further study of

properties that were identified in the post-1939 survey update can contribute to better focus on significant -- not just older -- properties and districts.

J. Policies and Actions

Goal: To preserve and maintain sites, structures, and neighborhoods that serve as significant reminders of the city's social, educational, religious and architectural history.

P9.X Promote designation of historic districts and local landmarks pursuant to the Cultural Heritage Ordinance.

A9.X Complete evaluations of Modern properties on the study list from the Historic Resources Survey Report (2017). Such an effort should narrow the number of identified resources so that significant districts and properties emerge.

A9.X Conduct theme studies for particular significant historical cultural groups to identify any associated properties (e.g. Japanese Americans).

A9.X Where determined appropriate, consolidate small historic districts and "clusters" identified in early surveys to form larger historic districts that reflect neighborhood identity and cohesion

P9.X Maintain an updated *Inventory of Cultural Resources* to promote clarity for City staff and the public as to which properties are considered resources.

A9.X Continue to add newly recognized properties to the *Inventory of Cultural Resources*.

A9.X Based on field verification and/or research for each property as needed, eliminate from the inventory any addresses that no longer contain a historic resource, following the recommendations of the 2017 Historic Resources Survey Report.

P9.X Develop strategies for the treatment of Planning Districts (identified in the Survey Update - e.g. Altos de Monterey).

A9.X Create treatment/design guidelines for Planning Districts, with thresholds for acceptable levels of alterations, and other guidance needed for their management.

Goal: To promote a community standard that reflects best practices in Historic Preservation.

P9.X Support community-wide understanding of how to apply the Secretary of the Interior's Standards for Rehabilitation among Cultural Heritage Commissioners and the public, including property owners, architects and contractors.

A9.X Update the Design Guidelines, which are the basis of design review for all properties in the City, whether historic or non-historic.

A9.X Prepare separate Design Guidelines or Standards for each identified type of historic district.

A9.X Maintain City-owned historic buildings and structures at a level that sets a standard for other owners of historic properties in the City.

A9.X Promote the ways in which historic buildings and their materials represent embodied energy and sustainability, and the longlasting nature of these resources when properly maintained.

Goal: To maintain elements of the natural landscape and historic infrastructure or street features that contribute to the historic character of districts, neighborhoods and landmarks.

P9.X Promote the conservation of older historic landscapes and natural features that contribute to the character of historic districts and landmarks.

A9.X Assess the sustainability and long-term health of the City's canopy of street trees and trees in parks.

A9.X Conduct a Cultural Landscape study of City parks and other significant landscapes and open spaces to identify their historic features and character.

A9.X Encourage incorporation of natural features, existing trees, and archaeological sites into new development projects with sensitivity to ensure their protection and public enjoyment.

Goal: To assure resilience of the city's historic character and scale through future changes.

P9.X Promote the importance of integrating new development with the historic character of neighboring historic buildings and districts.

A9.X Develop and maintain design guidelines that sustain architectural continuity for infill development within existing historic districts through size, massing, scale, materials, and other relevant factors.

A9.X Address issues of continuity and compatibility of typology, massing, design, etc. in Specific Plans that include historic districts.

Goal: To build public awareness of preservation issues and appreciation for the unique history of South Pasadena and its neighborhoods and commercial districts.

P9.X Utilize technology and Internet resources to create useful portals to preservation information and resources.

A9.X Maintain web pages with links to City resources and links to other State and National preservation web resources.

A9.X Provide further information on City landmarks through the existing Google Map of Landmarks.

A9.X Create a Google Map of the properties on the Inventory of Historical Resources.

P9.X Make historical information related to the City's historic built environment available on multiple platforms and in varied formats.

A9.X Promote local knowledge and tourism with a mobile application for walking tours, perhaps starting with the National Register-listed commercial district.

A9.X Create a curriculum available to local public and private elementary schools based on local architecture and history.

To encourage public/private cooperation in preservation efforts that enhance property values, enrich the local economy and promote tourism.

14. CAPACITY/LEADERSHIP

Most of South Pasadena's arts and cultural events are produced or presented by nonprofit organizations. Sustained funding is a pressing need as government grants are shrinking.

The South Pasadena Arts Council (SPARC) advocates for and promotes arts and culture to build appreciation and understanding of its value and to recognize artists as a rich resource for the community. SPARC develops programs and events and collaborates with other organizations in the community to produce cultural events and projects around visual, performing, literary and media arts.

In conjunction with the General Plan process, SPARC has produced a Cultural Strategic Plan for South Pasadena.

In South Pasadena, there is no one agency with authority to ensure planned actions are fulfilled. The Plan's outcomes will require both individual initiative and collective action to strengthen the cultural sector and its capacity to improve the lives and well-being of the people of South Pasadena. Implementation will require support and cooperation from public and private sectors.

Artists bring an invaluable perspective to leadership and decision-making. The City can encourage and facilitate artists' participation on City advisory boards, commissions and other leadership bodies, particularly those that have impact on programming and place-making.

Policies and Actions

P9.X Ensure that South Pasadena cultural organizations, with the strong support of our community, have the necessary resources to succeed.

A9.X Coordinate arts and cultural leadership to implement the Cultural Strategic Plan.

A9.X Convene a quarterly meeting of all arts and cultural providers to coordinate the individual efforts to maximize the benefits to the community.

A9.X Consider how to more effectively partner to advocate for City funding for arts and culture; and collectively leverage City funding for private and public support including donors, sponsors and regional and national grants to support more creative endeavors by individuals and organizations.

A9.X Explore community foundation fundraising model, which coordinates fundraising efforts for the arts in the community.

A9.X Seek new grants based on demonstrated needs and priorities.

A9.X Institute “2% for Public Arts” for new construction.

P9.X Encourage and facilitate placement of artists on City Advisory Boards, Commissions and other leadership bodies.

A9. X Provide information, referrals and training to artists interested in one of its Advisory Board positions.

A9.X Offer periodic workshops or orientations for artists to learn about civic planning opportunities, and assistance in defining specific roles.

This page intentionally left blank.

ATTACHMENT 2
Draft Downtown Specific Plan
Goals, Policies, Actions

Downtown Specific Plan

City of South Pasadena

November 8, 2017; Version 2

DRAFT



Contents

Part 1 Introduction

Context
Purpose
History
Downtown Profile
Process

Part 2 Vision

Part 3 Policy

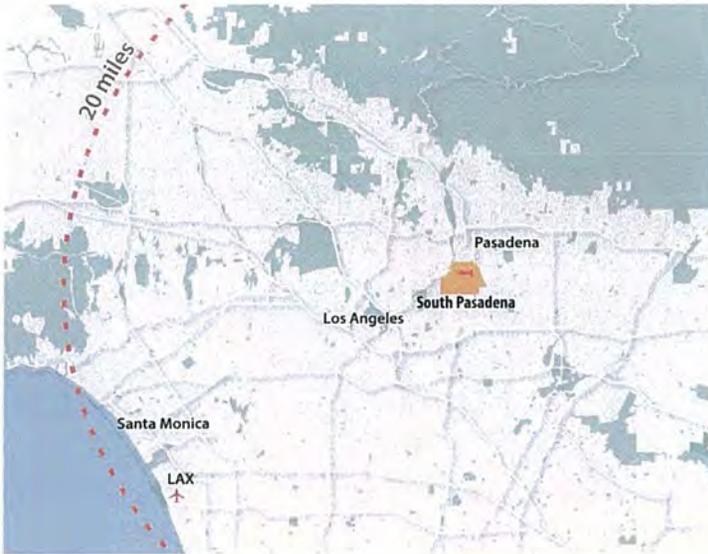
Part 4 Code

Part 5 Implementation

Introduction
Funding Sources
Partners and Timeframe
PhasingPart

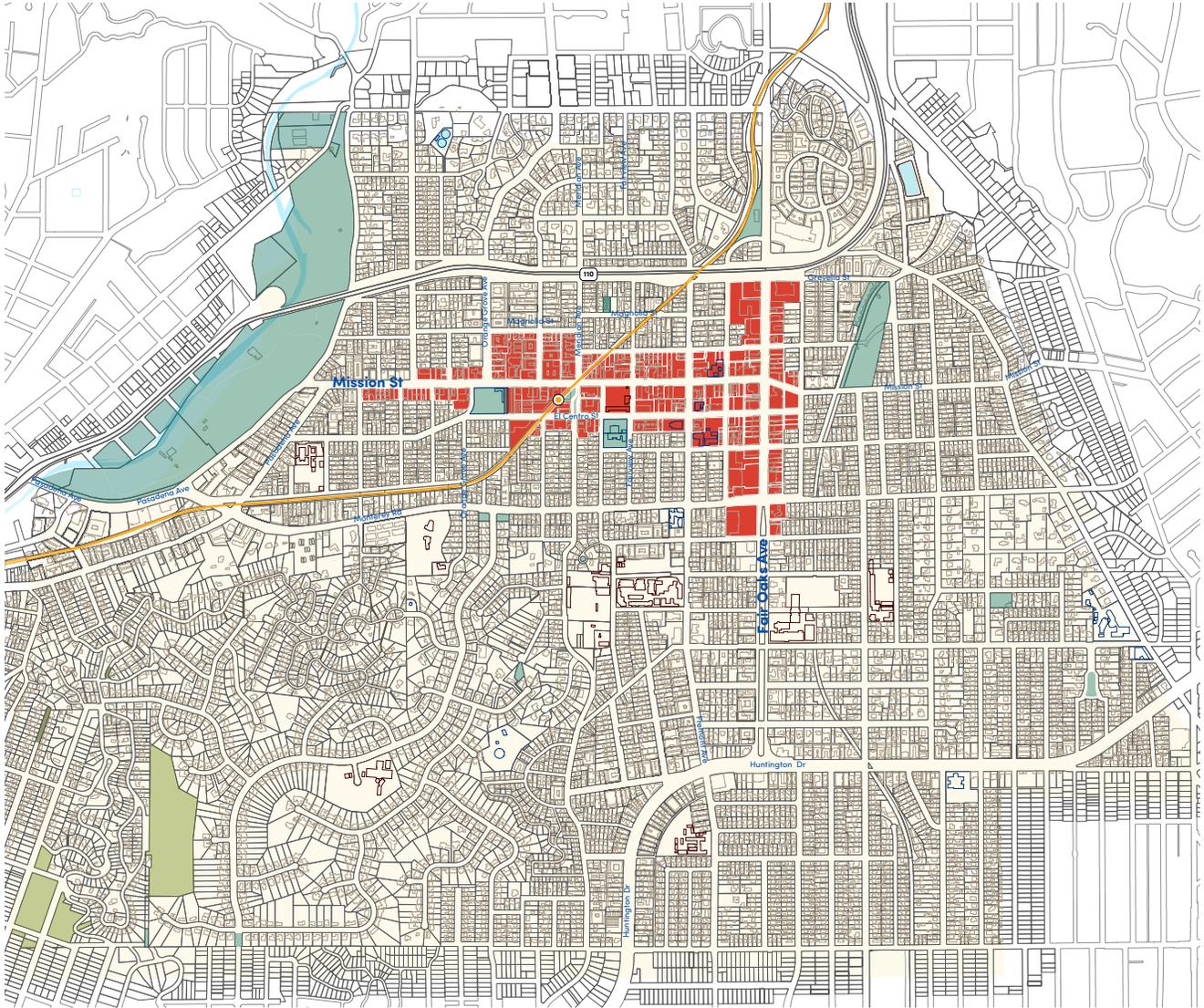
PART 1: INTRODUCTION

Context



South Pasadena is located in the San Gabriel Valley approximately eight miles from downtown Los Angeles via the 110 Freeway. South Pasadena has a rich and varied history, from settlements in the 18th and 19th centuries, through the post-World War II period. It has an impressive collection of neighborhoods representing significant periods of the City's growth, along with important individual examples of period architectural styles and works by prominent local architects.

The social and commercial hub of the City is the traditional Main Street downtown with its unique blend of housing, retail, and civic use. Every Thursday evening the downtown comes alive with one of the region's most popular weekly Certified Farmers' Markets. The downtown is served by Metro's Gold Line Station at Mission and Meridian streets.



To take advantage of the Metro station and to enhance the presence of Mission Street as a “pedestrian-oriented, historic shopping street,” the City Council adopted the Mission Street Specific Plan. The Mission Street Specific Plan has accomplished many of its original goals and has facilitated the orderly development and preservation of many downtown assets.

The central focus of the companion 2018 General Plan update is to protect the historic neighborhoods and direct majority of the growth to downtown area. This Downtown Specific Plan intends to build on the success of the earlier plan and expand the downtown area to include Fair Oaks Avenue. Fair Oaks Avenue is a highly visible corridor with historic assets and many opportunities.

Purpose

The Downtown Specific Plan will guide Downtown South Pasadena in a direction that improves the quality of life for residents, employees, and visitors. A specific plan includes policies and strategies to preserve historic assets, encourage contextual infill development of vacant and underutilized parcels, create jobs, and maintain and support existing compatible businesses and industry, as well as accommodate housing for a variety of income levels. The specific plan will provide a vision for the future as well as predictability for new residential, office, and retail development.

The Downtown Specific Plan offers:

- A community supported vision and guiding principles that encourages a vibrant and walkable Downtown;
- Goals and policies to guide decision-makers in achieving the community's vision for the Downtown area;
- Actions to be taken by the City to develop projects and partnerships that implement the goals and policies;
- Phased catalytic projects to spur economic investment and residential and commercial development in Downtown;
- New form-based standards to provide precise and clear direction for developers and staff, while producing predictable outcomes; and
- Streetscape improvements to activate the public realm, providing an inviting and engaging urban core.

The Downtown Specific Plan also fulfills the goals, policies and actions of South Pasadena General Plan by promoting orderly growth, and efficiently utilizing existing infrastructure and services.

History

EARLY SETTLEMENT

For centuries, Native Americans named Gabrielino after the San Gabriel Mountains lived here. The temperate climate, fertile soil, and numerous streams made it possible to live off the land.

South Pasadena occupies a small portion of the lands that were a part of Mission San Gabriel. After the secularization of Mission lands by the Mexican government, the land on which South Pasadena would later develop was given in an 1835 land grant by the government of Mexico to Juan Marine and Eulalia Pérez de Guillen and named Rancho San Pasqual. Portions of the rancho were sold.

In 1873, Indiana native Daniel Berry moved to Los Angeles with the intention of establishing the California Colony of Indiana, which came to prosper with the cultivation of citrus trees and grapevines. In November of 1873, Berry organized a group of fellow Indianans as well as new associates he had met in California to create the San Gabriel Orange Grove Association. The newly-formed association acquired a large tract of Rancho San Pasqual and subdivided it among its members. Known as the Indiana Colony up until that point, the investors selected the name Pasadena in 1875; residents located in the southern section of the settlement were known as South Pasadenans, but there was no political division at that time.

South Pasadenans petitioned for their own school and later, in 1882, a dedicated post office, both located on Columbia Street. Jane Apostol, in her definitive history book on South Pasadena, notes that Pasadena began working toward incorporation in 1884, but there was less interest in such political recognition in the southern regions, where a desire to avoid “outside interference” prevailed. Pasadena was incorporated in 1886, with Columbia Street as the southern boundary.

The first commercial settlement of the area that would later occupy South Pasadena’s modest, early commercial district occurred in 1870. David M. Raab purchased sixty acres of land to establish his own agricultural operation, first growing fruit trees. Raab’s land occupied the area now bounded by Buena Vista and Mission Streets on the north and south and Meridian and Fremont (then called Fair Oaks) Avenues on the west and east. In 1888, Raab established the Oak Hill Dairy on the property. The portion of the downtown extending to Fair Oaks Avenue was a part of the Marengo Ranch, which made up the eastern portion of the later South Pasadena.

The land that now encompasses South Pasadena’s business district west of Fremont is made up of the land owned by David M. Raab that was purchased out of Rancho San Pasqual. The District west of Fremont, including the Fair Oaks corridor, was a part of the Marengo Ranch along with the holdings of several Indiana Colony investors. Until the turn of the 20th century, the current route of Fair Oaks did not exist, but the street name

of Fair Oaks itself, descending south from Pasadena, jogged at Columbia Street and followed present-day Fremont Street south, until the Fair Oaks route was cut through the west side of Raymond Hill. The establishment of this route made way for the streetcar line that ran down Fair Oaks beginning in 1902.

1771 San Gabriel Mission Established

1822 California becomes Mexican Territory

1870 David M Raab establishes Oak Hill Dairy, first business in South Pasadena

Railroad Expansion

Several train lines opened South Pasadena to development, industry, and tourism. The commercial corridors of Fair Oaks and Mission Street were both born of the presence of rail routes.

The Los Angeles & San Gabriel Valley Railroad first began service to South Pasadena in 1885, served by a depot located on Meridian Avenue at Center (later El Centro) Street. The Santa Fe Railway acquired the Los Angeles & San Gabriel Valley Railroad in 1887, shortly after which the line through Pasadena and South Pasadena became a part of the transcontinental route operated by the Atchison, Topeka, and Santa Fe. In 1895, the track between Highland Park and South Pasadena was rerouted to eliminate excess curves; at this point, a larger, new station was constructed by the Santa Fe along the new tracks (near the northwest corner of El Centro and Meridian) and the old tracks and station were removed from Meridian Ave.

The Meridian Avenue median is a legacy of the earlier route and has persisted since that time. In 1906 the watering trough (a contributing feature of the National Register district) was constructed in the median.

The direct north-south route of Fair Oaks Ave. was not in place until after the turn of the 20th century; prior to that time, Fair Oaks terminated at Raymond Hill, and the southbound electric interurban lines were carried briefly west on Columbia St. and then south on what is now Fremont Ave (but was at the time called Fair Oaks, until the larger road was cut through). The interurban route from Highland Park to Columbia Street was a right of way cobbled together along a number of streets and private rights of way.

The establishment of the new Pacific Electric line along Fair Oaks, first proposed in 1900, appears to be what brought to light the need for a direct north-south rail connection along Fair Oaks. In 1902, the Pacific Electric's Pasadena Short Line was established and ran from Pasadena all the way down Fair Oaks into South Pasadena to the junction at Huntington Drive, known as Oneonta Park. The station at this junction was built shortly after. By this time, the Raymond Hotel (lost to fire in 1895) had been rebuilt, reopening in 1901.

Two Pacific Electric Lines took different routes from Los Angeles into South Pasadena; the Pasadena Short Line arrived via Huntington Drive, while the Mission St. line arrived via Highland Park and the Ostrich Farm, similar to the route of the Santa Fe. The Fair Oaks PE line traveled directly north to Colorado Boulevard while the ATSF steam train ran parallel a block to the east on Raymond Avenue.

As early as the 1920s, many of the PE lines of Pasadena were converted to bus service, a process that continued through the 1940s.⁹ The Pacific Electric announced their intention in 1937 to run busses over the new Arroyo Parkway (later Pasadena Freeway)¹⁰, and in 1941 sold their local lines to a bus company.

In addition to streetcars, automobiles also made an impact on South Pasadena's Fair Oaks corridor. Fair Oaks from Columbia Street south to Huntington Drive (from which it continued eastward toward Los Angeles) became a part of Route 66 in 1928.^{12,13} By 1930, the corridor reflected the presence of the automobile in other ways, with about ten auto-related businesses (garages, auto repair, auto sales, etc.) to be found on the 1930 Sanborn Map and a similar number in the Mission St. corridor. The 1910 Sanborn Map indicates no such businesses on Fair Oaks or on Mission St., possibly reflecting the modest nature of the community with few early adopters of the automobile at that date. From 1931-1934, Mission Street also served as a variant to Route 66 into Los Angeles. Both of these routes through South Pasadena echo the streetcar routes.

1885 South Pasadena begins passenger and freight service between Pasadena and Los Angeles

1886 Raymond Hotel opens in South Pasadena

1888 South Pasadena incorporated as a City

1895 Electric Interurban Line links South Pasadena to Pasadena and Los Angeles

1896 Cowston Ostrich Farm opens on the Arroyo Seco

Watch Us Grow!

The year 1887 marked a major leap in South Pasadena's commercial development, which likely occurred on the heels of the establishment of the Raymond Hotel. Real estate offices, a meat market, a barber shop and a blacksmith shop opened. By 1888, the Center Street schoolhouse, a Methodist church, and the Graham & Mohr Opera House building ("not completed," noted Reid, "until well on into 1888, when the boom's green leaves had begun to wilt and look very sick"¹⁵) had been erected along Center Street (now El Centro Street). The Meridian Iron Works building, originally occupied by a small hotel and grocery, was constructed at 913 Meridian Avenue at about this time as well, as it first appeared on the 1888 Sanborn Map (the earliest South Pasadena Sanborn Map available, and likely the first to record the town).

The blocks east of Meridian Ave. and south of Mission Street developed as an industrial zone prior to 1900, due to access and proximity to the Santa Fe depot. A citrus packing house, lumber yard and ice company were among those businesses, utilizing large parcels of land, in the area bisected by the Santa Fe tracks.

By 1910 Mission Street was filled by two-story commercial buildings from Meridian to Fairview, all built to the sidewalk. These buildings form the bulk of the National Register-listed South Pasadena Commercial Historic District today. The gap in development that is seen from the intersection of Fairview running east to the intersection of Fremont was present as early as 1910 and has persisted. This portion of Mission was very sparsely developed at that time, with about five houses, a two-story commercial building, and two smaller store buildings among several vacant lots.

1902 Big Red Cars make their first run through South Pasadena along Fair Oaks, between Columbia Street and Huntington Drive

1902 "Watch Us Grow!" was the City slogan

1906 Businesses expand along Mission Street towards Fair Oaks Avenue.

1909 Businessmen organize a Chamber of Commerce

1910 Pacific Electric lays two additional tracks on Huntington Drive

Ride with the Sun

By 1930, South Pasadena's commercial core had largely been developed. A furniture store, a hardware store, and several small-scale manufacturing businesses, including a stamp manufacturer, an automobile paint shop and a furniture finishing company, were located in South Pasadena's commercial center. However, commercial prosperity came to a halt in 1929 and the beginning of the Great Depression.

Businesses failed, and the city witnessed a sharp decline in tourism. In 1931, the Raymond Hotel closed its doors, and in 1934, the massive resort hotel was demolished. Cawston's Ostrich Farm went bankrupt and was forced to close in 1933. The city struggled with a sharp rise in unemployment and sought help from the federal government. Federal relief agencies put jobless South Pasadenans to work on the construction of the flood control channel built in the Arroyo Seco. Federal aid also helped fund new buildings at the high school, a new post office at El Centro Street and Fremont Avenue, and improved sidewalks, storm drains and sewers throughout the city. In 1936, the City Council approved the construction of the Arroyo Seco Parkway through the north end of the city. Ground was broken in 1938, and the Arroyo Seco Parkway officially opened in 1940.

1923 City adopts a Comprehensive Zoning Ordinance. Extends the business district on Fair Oaks Avenue south from El Centro Street to Monterey Road

1925 The Moorish-style Rialto Theater opens on Fair Oaks Avenue.

1923 "Ride with the Sun" becomes official slogan — South Pasadenans commuted home from work in Los Angeles with the sun at their backs and no glare in their eyes.

The City

With the commencement of World War II, many young men of South Pasadena left their hometown for military training. Nineteen light manufacturing plants opened in the city, including Day-Ray Products (an electrical equipment manufacturer for aircraft companies), Phillips Aviation (an airplane and tank parts manufacturer), and National Technical Laboratories and the Helipot Corporation (manufacturers of precision instruments for measurement and analysis). Perkins Oriental Books, a family-owned business that operated out of a house on Mission Street, produced thousands of Japanese dictionaries and pocket-sized textbooks used by the United States military in language training courses. Over 1,500 individuals, most of whom lived in South Pasadena, were employed by these companies.¹⁸ After World War II, most manufacturing companies left South Pasadena. Two exceptions were an electronics manufacturing company and a scientific instrument manufacturing company on Mission Street in the city's old commercial center. In 1946, Boller & Chivens, a manufacturer of high quality scientific instruments, began operating out of 1020-1026 Mission Street. By the early 1950s, the company had outgrown its space along Mission Street and moved to the former Helipot Corporation building at 916 Meridian Avenue. The manufacturing company continued to grow and expanded into the building at 915 Meridian Avenue. In 1965, Boller & Chivens was purchased by Perkin Elmer, and a fourth building was acquired. The company continued to operate out of buildings located at the four corners of Meridian Avenue and El Centro Street until the early 1980s when they moved to Costa Mesa.

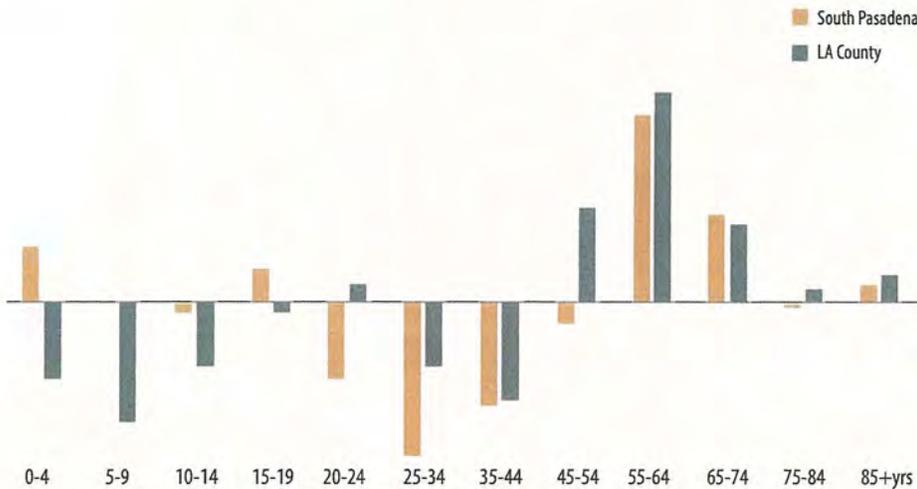
With the exception of Boller & Chivens, most of the large manufacturing companies -- including Beckman Instruments, Stanford Research Institute and Microdot -- had left South Pasadena by the mid-1960s. Most of these companies found it difficult to expand in a small city predominantly zoned for residential and small-scale commercial purposes. Retail business in the city's commercial center had declined significantly by the 1970s as well. Several ideas were proposed for the revitalization of the downtown commercial core, but all were abandoned. In 1989, the South Pasadena City Council created the Downtown Revitalization Task Force (later known as the General Plan Advisory Committee). In 1996, the Mission Street Specific Plan was adopted to aid in the revitalization of the city's old commercial core. The plan proved to be successful, and today, businesses are thriving along Mission Street with a number of new restaurants, retail stores and offices occupying some of the city's oldest commercial buildings.

Profile

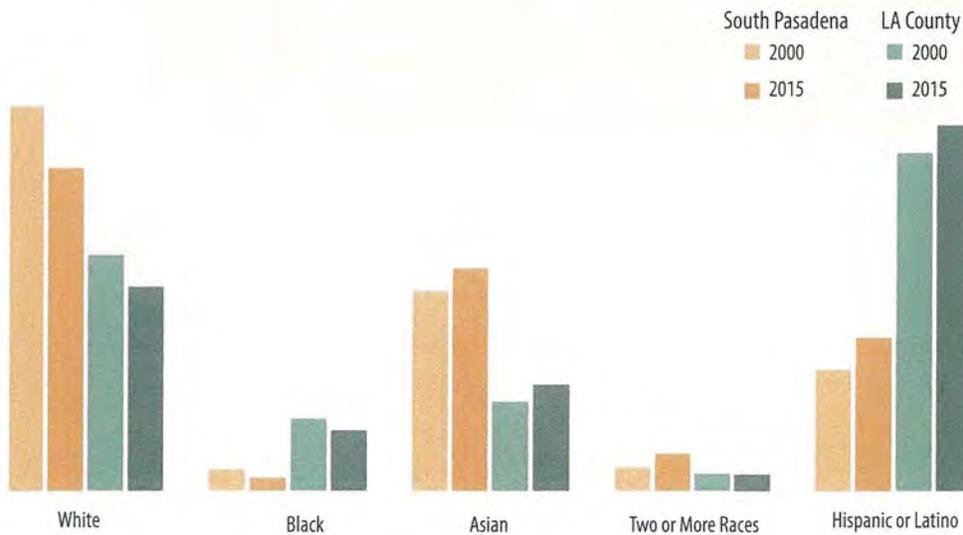
People

Like LA County, South Pasadena's 55 and older population has generally increased. People younger than 20 increased in the City, but declined in the County. Median age in South Pasadena is 40.1 years compared to 35.6 years median age in LA County.

Percent Change By Age Group, 2000-2015. Source: US Census, American Community Survey

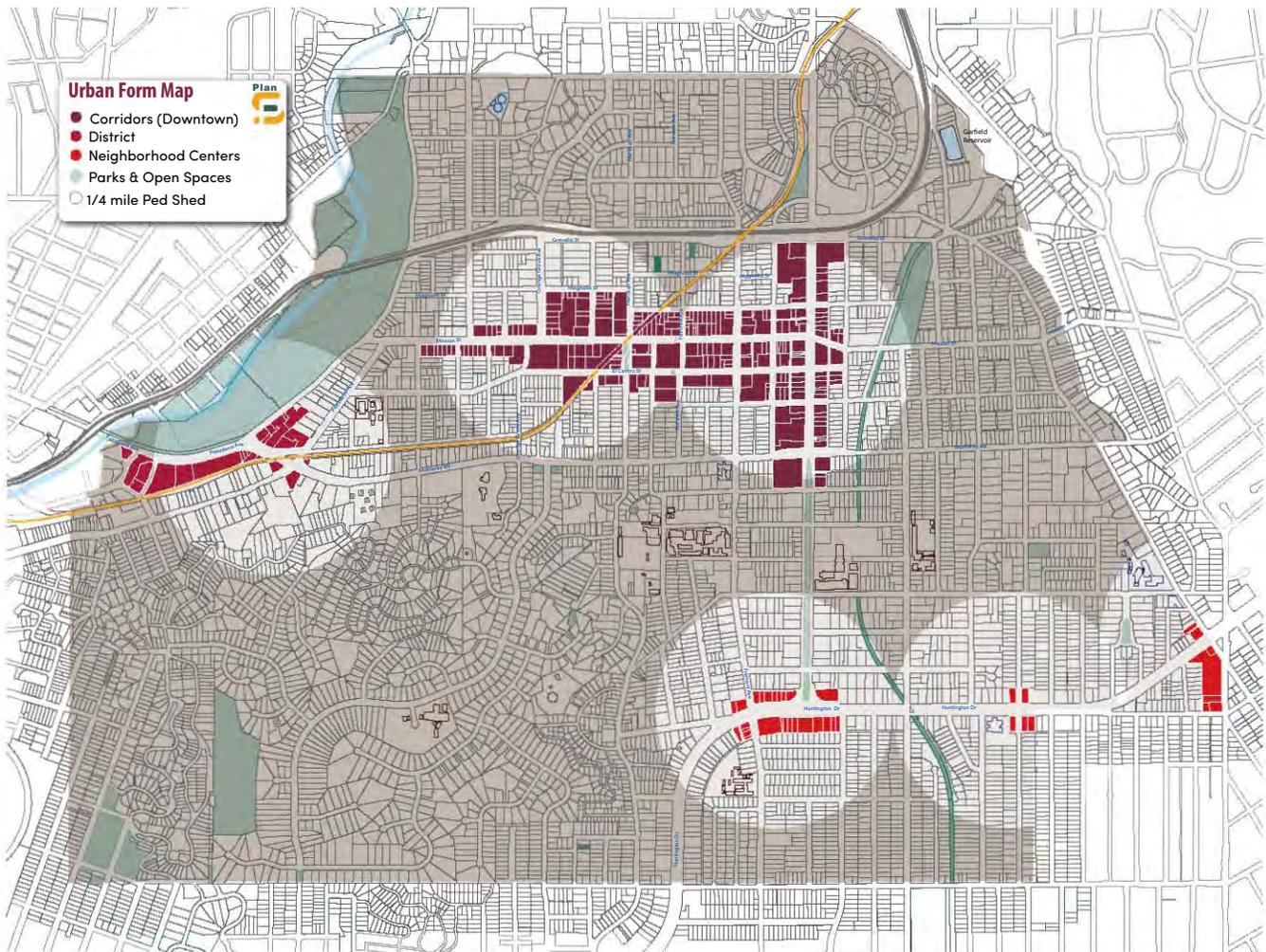


Since 2000, the City has seen a growth in Asian population, with a slight decrease in white and black population.



Place

Urban Form: South Pasadena is a residential community with the historic downtown core focused along two corridors Mission Street and Fair Oaks Avenue.



1910



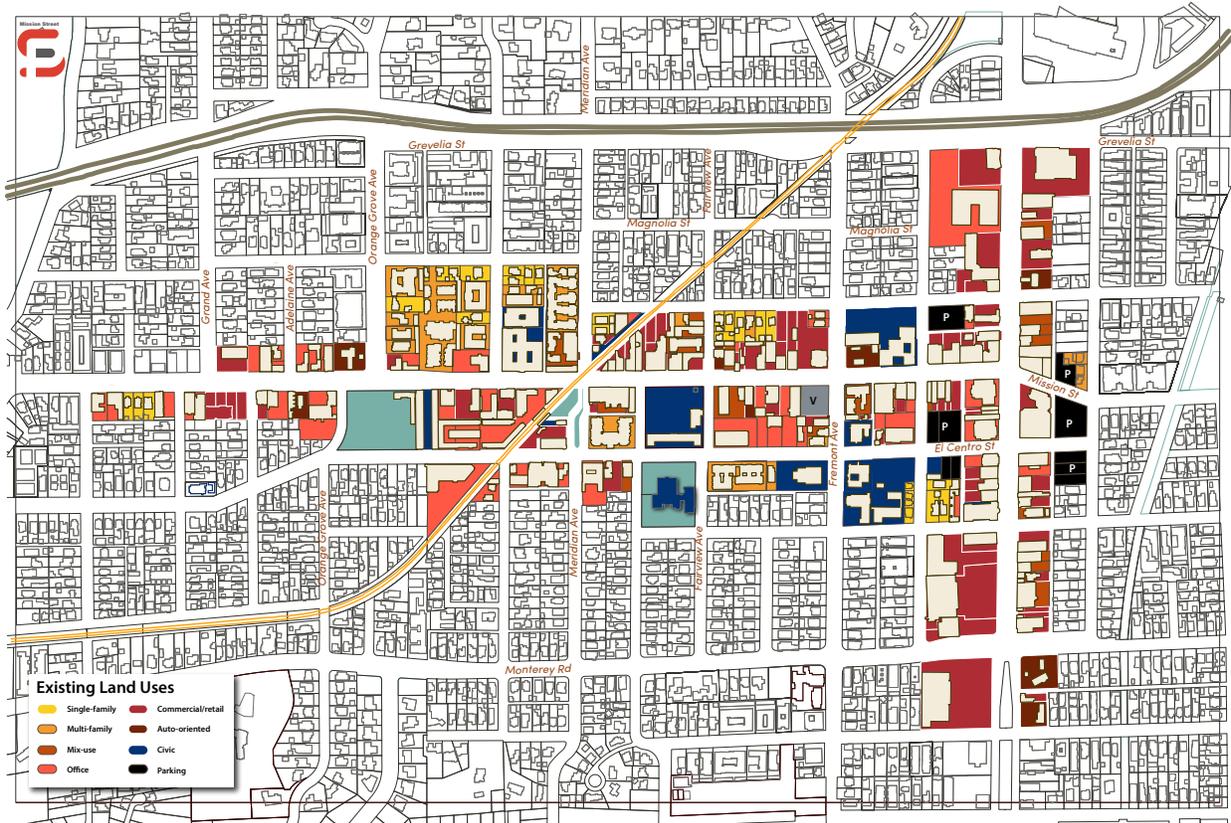
South Pasadena downtown grew around the numerous rail lines at Mission Street and Fair Oaks Avenue. Since 1930s, the automobile has gradually shifted the downtown focus towards the more visible Fair Oaks Avenue. The arrival of light rail station has sparked revival of the older Mission Street downtown core.

1930



2017





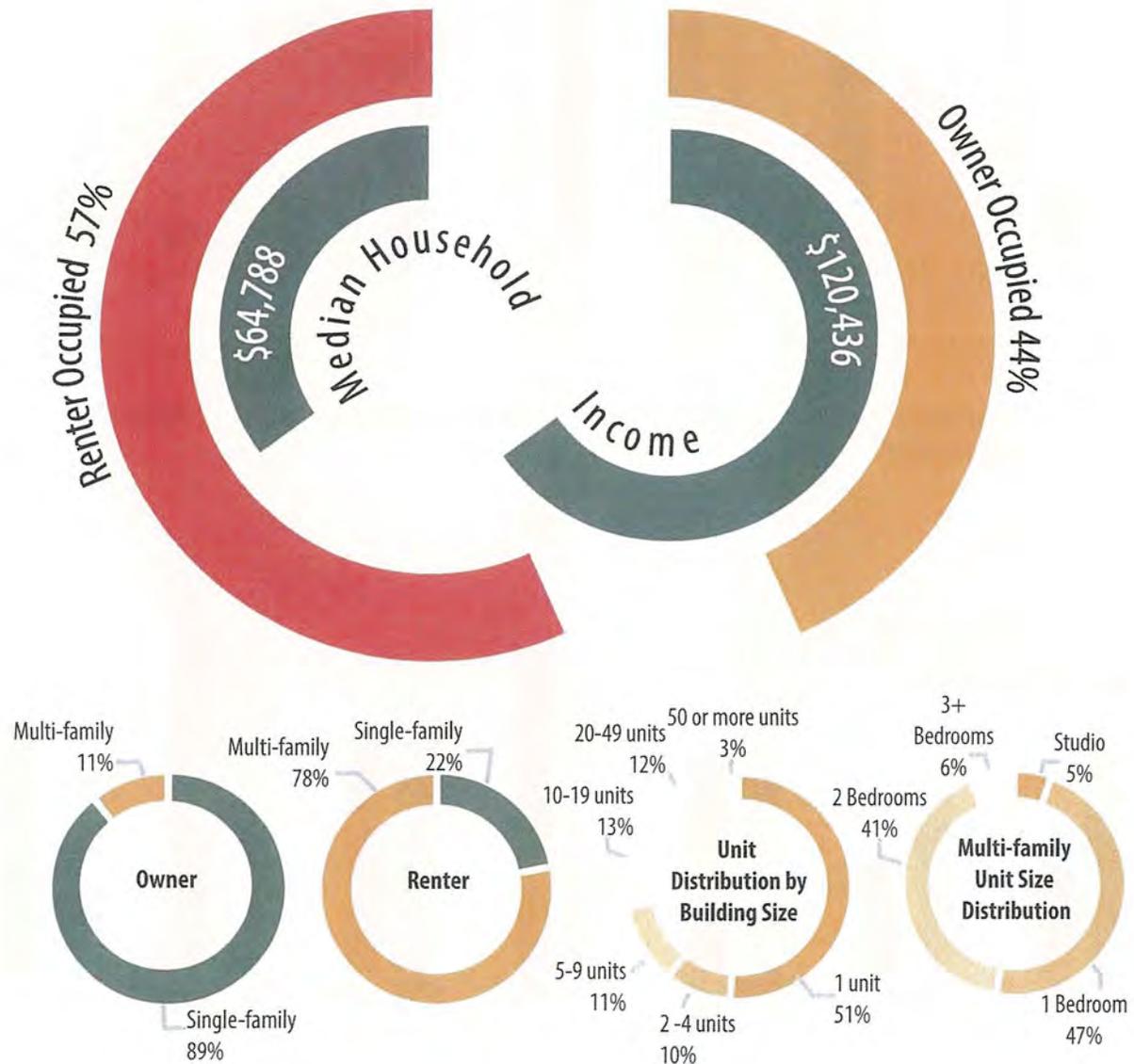
Existing Land Use Map

Downtown South Pasadena has a rich variety of residential, commercial, and civic uses. Mission Street is the historic Main Street with primarily 2 story buildings with pedestrian serving retail and civic uses on the street level and office or residential uses above. Fair Oaks Avenue is commercial corridor has larger format buildings, some with parking lots in the front oriented towards the car.

Housing

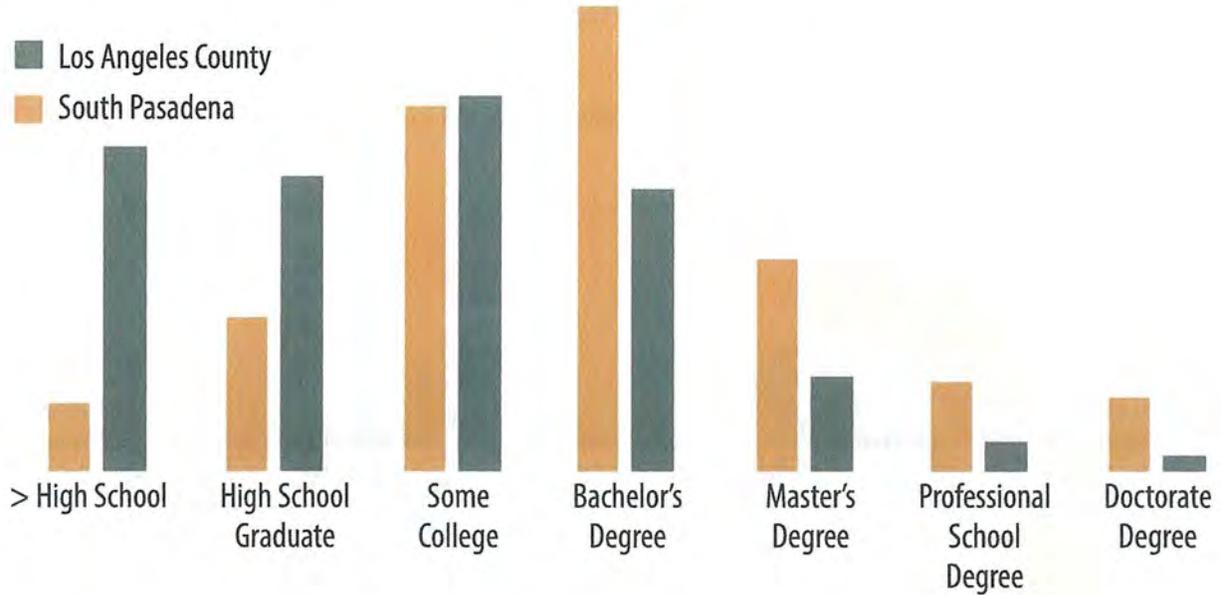
The approximately 11,000 total residential units that make up South Pasadena's housing stock are divided fairly evenly between multi-family and single-family units. Majority of residents are renters who tend to live in multi-family units. Multi-family buildings in the City are small; one to two bedroom units make up 88% of multi-family units in the City.

Source: American Community Survey, DQ News, California Department of Education

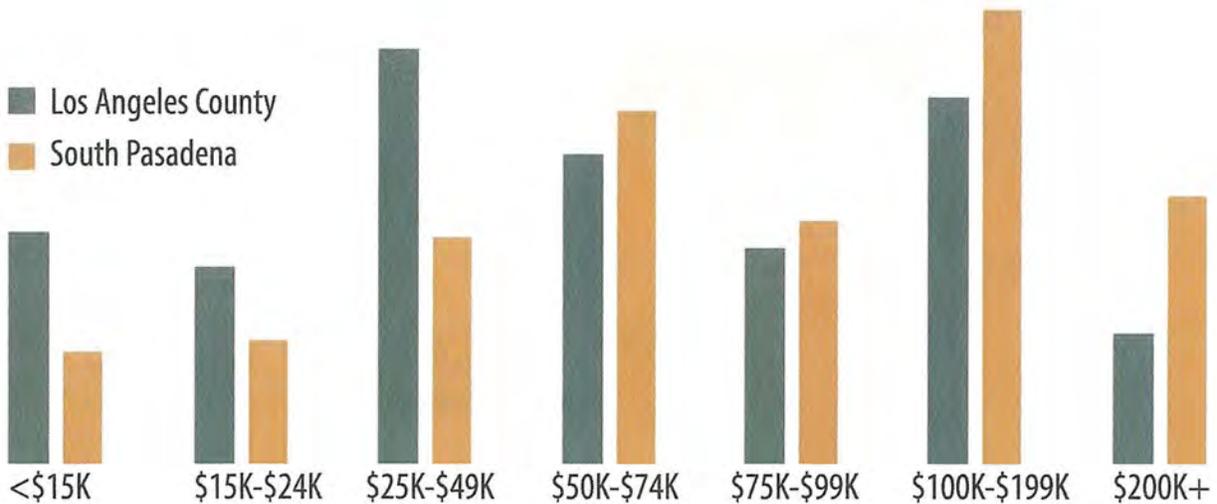


Market

South Pasadena residents earn high incomes, have high levels of educational attainment, and work primarily in health care, education, and professional services.

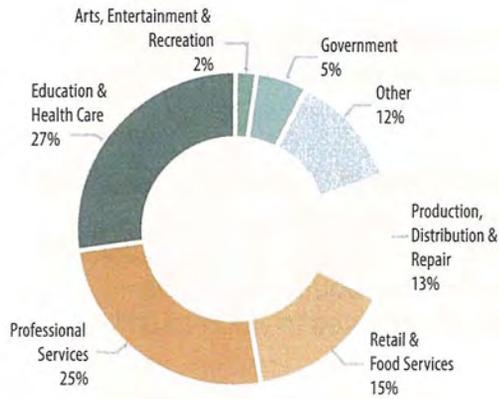


South Pasadena public schools is a key driver of housing driver. Source: American Community Survey.

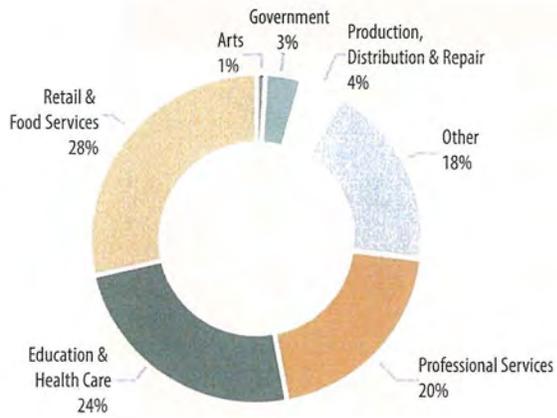


South Pasadena median household income: \$79,299. Source: US Census.

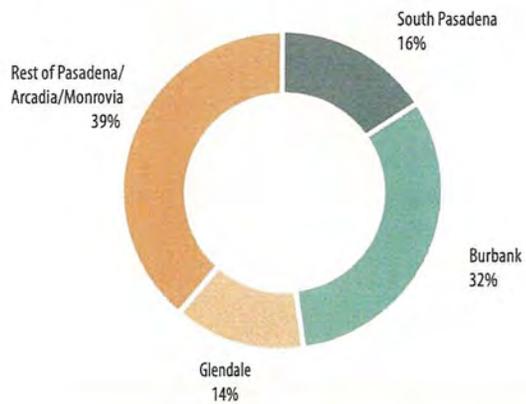
Sectors residents work in:



Jobs in South Pasadena



Creative Office Inventory



Mobility

Travel Patterns

95% of South Pasadena’s residents commute out of the City for work, primarily to Downtown Los Angeles, Pasadena, Burbank, and Glendale. About 6% of commuters use public transportation.

As in most other Southern California communities, most travel in South Pasadena is a) by private vehicle, and b) over relatively long distances, especially for commute trips. Census and Nielsen Company data compiled by the Southern California Association of Governments (SCAG) indicate that average commute time for South Pasadena residents has been growing along with the region, from 29 minutes in 2000 to 31 minutes in 2014.

As shown in Table 1, rates of driving alone declined slightly over that same period, largely due to an increase in transit use¹. However, single-occupant vehicle (SOV) trips remain the dominant mode of commuting.

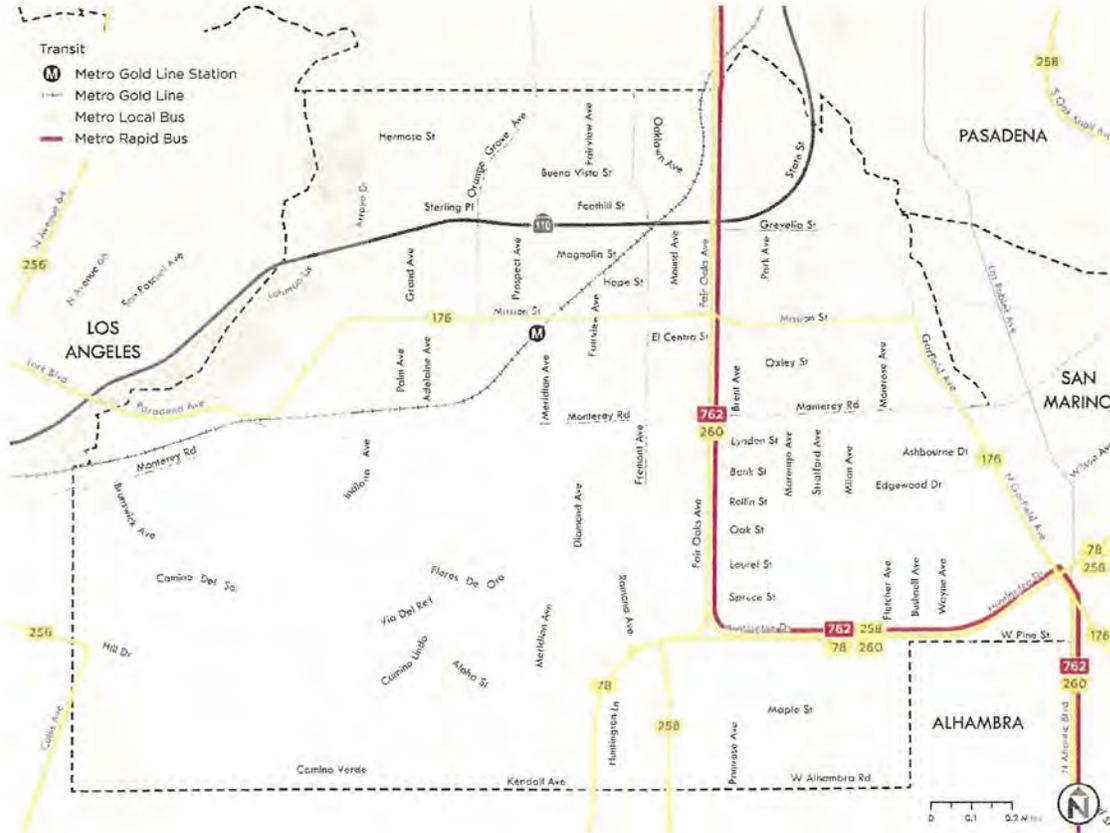
Mode	Year		
	2000	2010	2014
Drive Alone	84%	86%	83%
Carpool	11%	8%	8%
Transit	1%	1%	5%
Other	4%	4%	3%

¹ The most likely explanation for this is the introduction of Metro Rail Gold Line service to Downtown Los Angeles and Pasadena, although this occurred in 2003, well before the major increase seen between 2010 and 2014. Gold Line ridership has grown substantially over time.

Transit

South Pasadena is served by Metro rail and fixed-route bus lines, as well as Los Angeles County Access Americans with Disabilities Act (ADA) paratransit service for persons with disabilities and City of South Pasadena Dial-a-Ride service for older adults. Fixed-route services are shown in Figure X.

Figure 11 Transit Map



Metro Rail Delays

The Metro Rail Gold Line intersects a number of South Pasadena streets at-grade. The California Public Utilities Commission (CPUC) requires that gates be lowered 20 seconds in advance of train crossings. Because there are up to 20 trains per hour passing through South Pasadena during peak periods, this can result in substantial “gates-down” time and added delay for motorists.

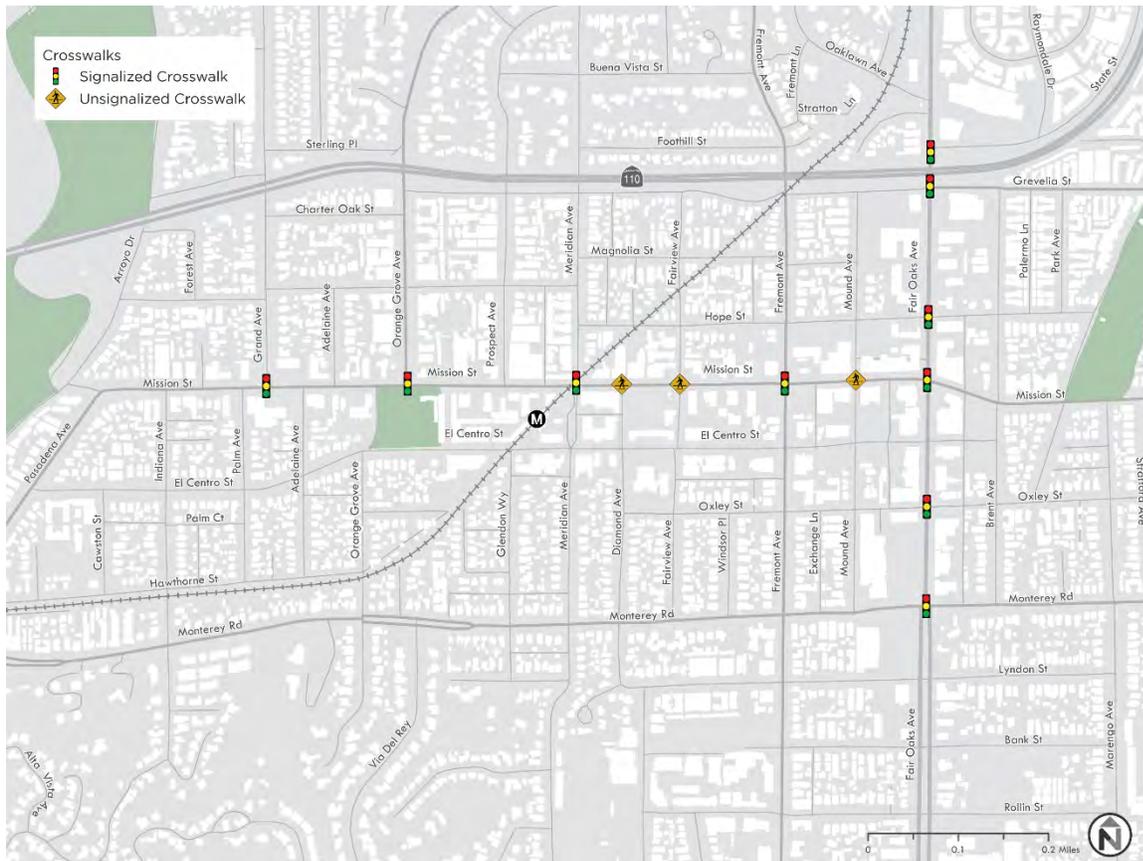
Because the station is immediately southeast of the Mission and Meridian intersection, gates must remain down while northbound trains “dwell” or remain stopped at the platform. This can add 20 or more seconds, resulting in total gates-down time of 45 or more seconds per crossing, including time for the train to pass through the intersection. This problem is compounded for motorists on Meridian, as the signal cycle reverts to a green phase on Mission after every train crossing. If another train approaches from the opposite direction before the cycle is completed, the green phase on Meridian may be delayed until the next cycle, resulting in waits of several minutes.

Pedestrian

Most Downtown streets feature sidewalks, although they are of varying width and condition. There is also no sidewalk on a key downtown blockface, on El Centro between Mound Avenue and Edison Lane. Additionally, residents have indicated through this study process that lighting in residential areas is often inadequate, and that some sidewalks are in substandard condition due to factors including tree root damage.

Figure X below shows locations of marked crosswalks in the Downtown area. These crosswalks are generally of a high-visibility “ladder,” “zebra” or “continental” design, with wide parallel stripes. Most are located at signalized intersections, although a small number on Mission are at uncontrolled intersections. At these locations, additional signage is provided to alert motorists to the presence of pedestrians. Many crosswalks on Mission and Fair Oaks have been shortened using bulbouts. At signalized crossings within the Downtown area, there are crosswalks on all four sides of the intersection and walk phases are pedestrian-actuated (signal cycles and resulting pedestrian wait times vary). Distances between crosswalks in the downtown area vary from a few hundred up to nearly a thousand feet, between Meridian and Orange Grove. In general, crosswalks in areas with high pedestrian volumes should be no more than about 600 feet apart, in order to reduce out-of-direction travel.

Figure X Mission Street Specific Plan Area Crosswalks

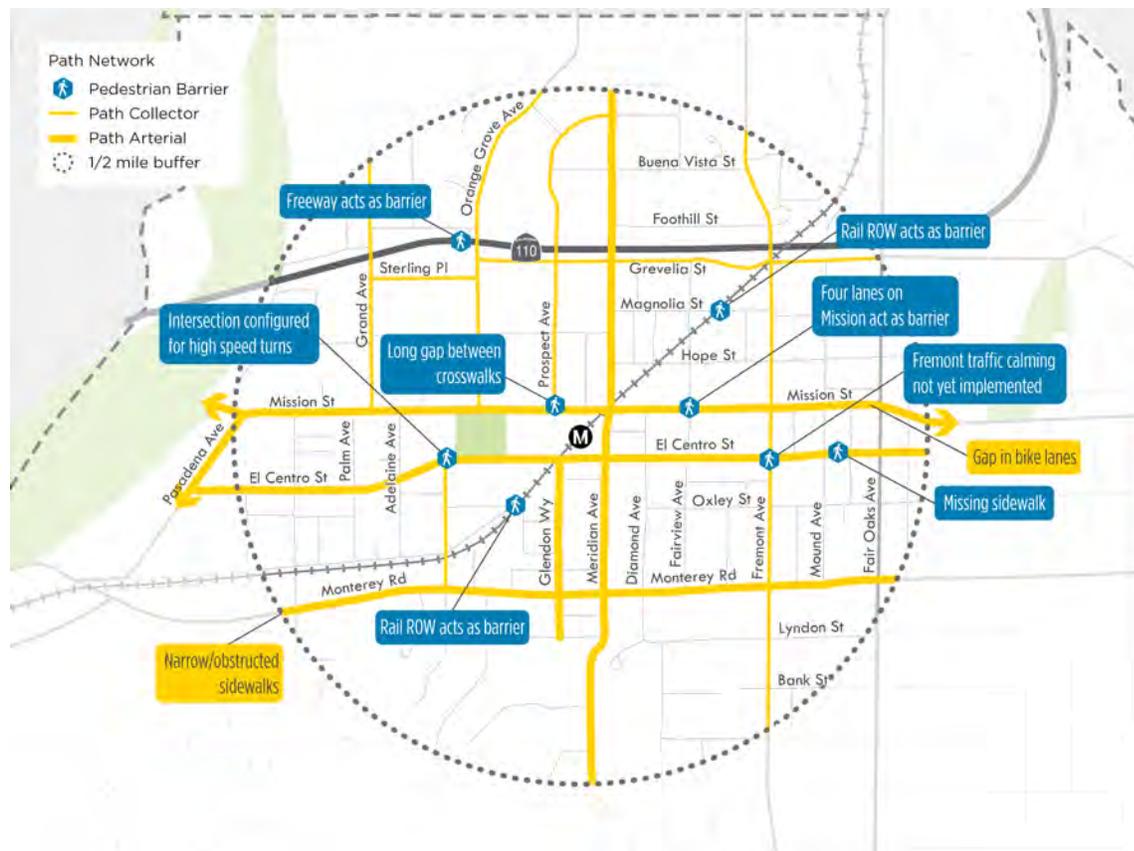


Access to Station

As the figure below notes, there are streets leading directly to the station from the north, south, east and west (Meridian, Mission, El Centro and Glendon). These have been identified as path arterials. There are also a number of streets connecting to these streets that extend some distance and provide important connections. These have been identified as path collectors, and include Grand, Orange Grove, Prospect, Fremont, Grevelia, Charter Oak and Monterey. Some of these streets are existing or planned bicycle routes providing important connections beyond the half-mile radius to the larger bikeshed; for example, Mission and El Centro connect to the Pasadena Avenue bike lanes at their western ends.

As the figure shows, the walkshed around the station generally connects of a well-connected network of streets with relatively small blocks, enabling direct pedestrian and bicycle paths. However, a few obstacles are noted. These include physical barriers – SR-110, the rail line itself – as well as widely spaced or missing crosswalks, substandard or missing sidewalks, gaps between bike lanes and wide streets.

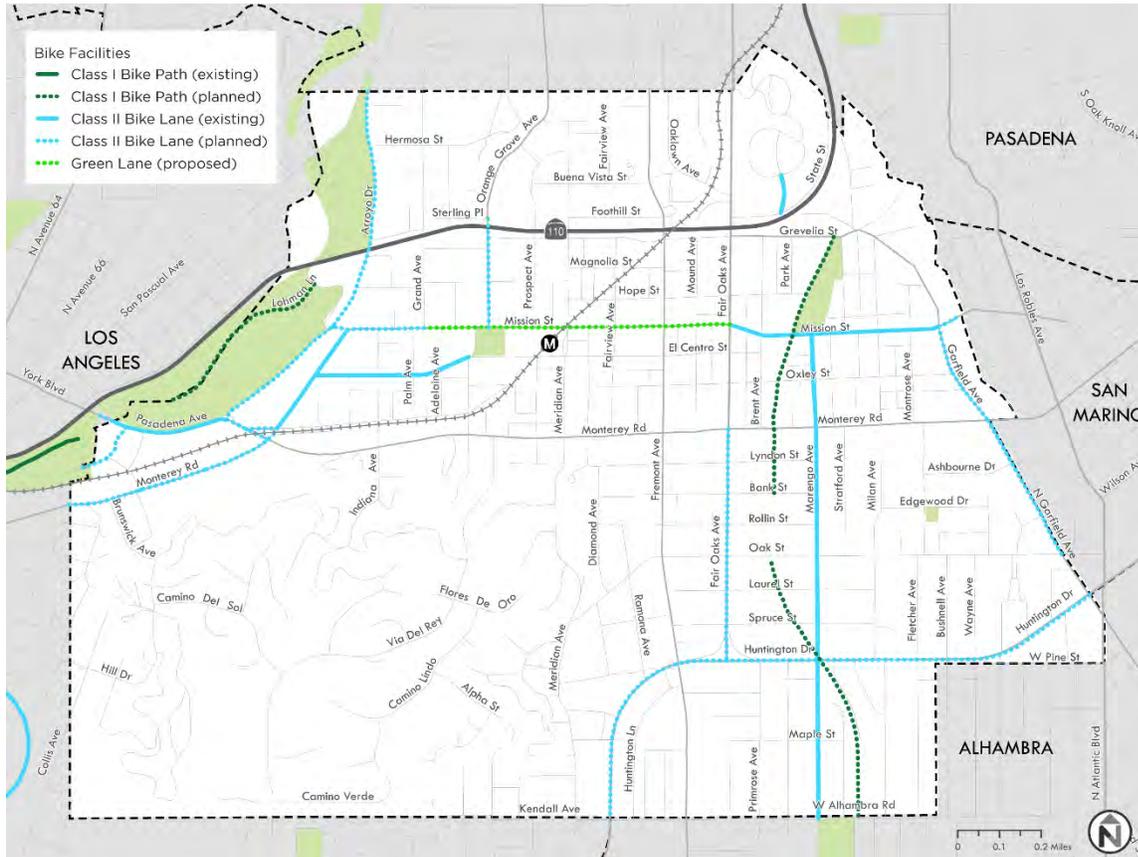
Figure X South Pasadena Station Path and Barriers



Bicycle

Existing and planned off-street Class I bike paths and on-street Class II lanes are shown in Figure X.

Figure 17 Bicycle Facilities (Existing and Planned)



As the figure indicates:

- There are existing Class II on-street bicycle lanes on several street segments, including all of Mission to the east and west of downtown, El Centro to the west of downtown, Pasadena Avenue to the west of downtown.

Together, the existing and planned paths and lanes form a disconnected network of dedicated bicycle facilities. Completion of bike facilities on Mission, Fair Oaks and Huntington, however, would result in a continuous network along major north-south and east-west routes.

There are also bicycle racks located on sidewalks throughout the City, primarily on Mission and at the Metro Rail station downtown.

Parking

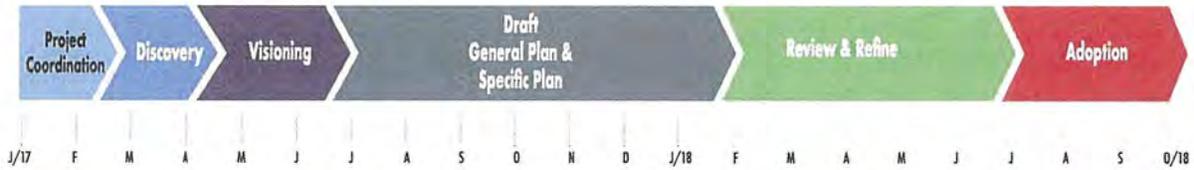
Downtown Parking Availability

In April 2017, Nelson\Nygaard conducted a survey of availability of public parking in the Downtown area. The survey was conducted on a weekday afternoon and evening, Wednesday, April 19 from 2-4 p.m. and 6-8 p.m., and on a weekend afternoon and evening, Saturday, April 15 between 2-4 p.m. and 6-8 p.m. (Note that on Saturday evening, the Taste of South Pasadena event was occurring, resulting in somewhat higher than typical occupancy.) The survey area included most blockfaces within the Downtown area as well as the Mission/Meridian garage and Hope/Mound lot.

The survey found the following:

- On the blockfaces surveyed, including most of those in the Downtown area (and consequently, in downtown and on Mission just to the west), there are a total of 643 general (non-disabled or loading) parking spaces. There are an additional 164 spaces in the off-street lots, for a total of 807 in the survey area.
- Occupancy exceeded 85 percent at some locations during all time periods. (Eighty-five percent is a widely used figure representing "optimal" occupancy; parking is generally considered to be oversubscribed whenever availability falls below 15 percent.)
- In general, the locations with the lowest availability were in the Mission corridor rather than along Fair Oaks, where there is greater availability of private parking. They included blockfaces around the Trader Joe's supermarket on Mission, Orange Grove Park, and the Metro Rail station, as well as on Mission between Meridian and Fair Oaks, including adjoining blocks and the Hope/Mound lot.
- During all time periods, there was availability of more than 15 percent on most blockfaces within the survey area, as well as at the Mission/Meridian garage. In general, there is not currently a shortage of on-street parking in the downtown area, although parking may not be available immediately adjacent to destinations and may require some walking.

Planning Process



The Downtown Specific Plan was developed in conjunction with the General Plan Update. This allowed a wider dialogue about linkages and the role of downtown within the larger city framework.

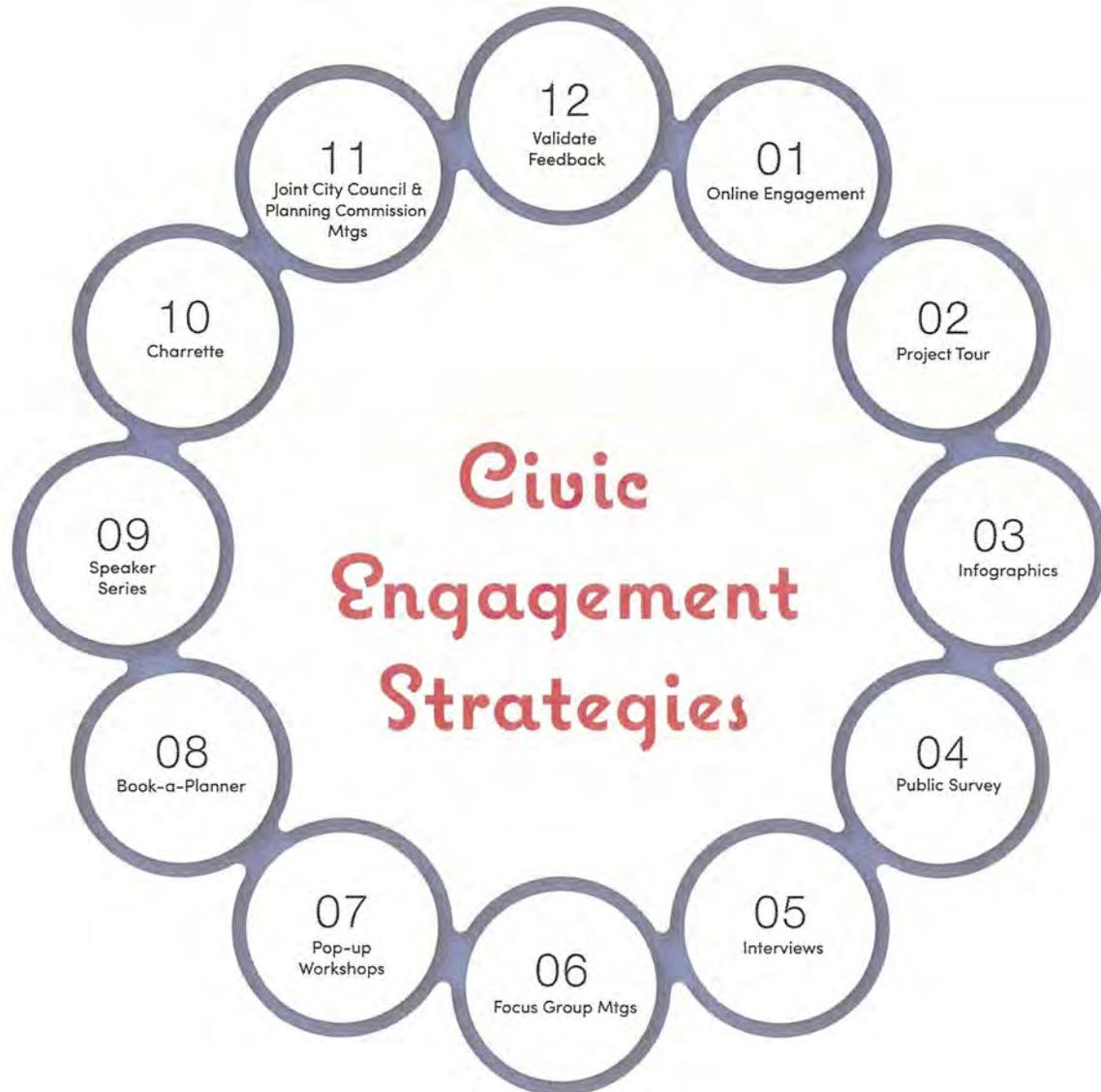
The planning process for Downtown Specific Plan, which began in January 2017, was designed around extensive and thoughtful public input.



The project team consisted of a core executive team, an advisory committee, and six focus groups. Focus Groups supported the public process of developing policy options and actions to implement the public's vision. Each Focus Group contributed members and expertise to the combined CORE Group which concurrently addressed the Well Planned, Accessible and Resilient Community. This Core Focus Group considered Downtown's approach to growth and preservation, incorporating perspectives from the other five groups.

The Executive Team included key City staff members with responsibility to keep the project on schedule and within budget. The Advisory Committee included members from City Council, Planning Commission, and department heads that provided on-going direction throughout the project.

Civic Engagement



The community engagement approach was designed around five goals:

1. Inform — to provide the public with balanced and objective information to assist them in understanding the challenges, alternatives, opportunities, and/or solutions.

2. Consult — to obtain public feedback on analysis, alternatives and/or decisions.
3. Involve — to work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
4. Collaborate — to partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
5. Empower — to place final decision-making in the hands of the public.

In conjunction with the General Plan Update, the extensive public engagement process combined new and trusted techniques to encourage a diverse group of citizens to contribute to the Downtown plan, including five-day visioning charrette, over 10 Focus Group meetings, a robust online presence to help guide the process. The Speaker Series brought three national experts to provide perspective, present alternatives, and stimulate community dialogue.

Opportunities to participate included large public meetings to small stakeholder roundtables, surveys, project web page updates, Neighborland social media engagement, email notifications, Facebook and Twitter posts. Each method encouraged the public to learn and convey their opinions on what was important for the city to consider over the next 20 years.

An estimated thousand-plus individuals attended these meetings, contributing ideas and insight. Online participation was equally extensive and captured an audience that doesn't typically attend public meetings. Over 340 individuals registered with the Neighborland site, contributing 41 ideas on various topics.

PART 2: VISION

Introduction

This report outlines a vision for the transformation of an approximately 20-block area of Downtown South Pasadena, located just south of the 110 Freeway and focused on Fair Oaks Avenue and Mission Street. Fair Oaks Avenue is a major north-south arterial that goes through the city. Mission Street is the city's historic main street and contains some of its most important buildings including City Hall. Over the past decades, even though Fair Oaks Avenue has remained economically alive, it has seen significant decline in its quality of place due to sprawl buildings and poor landscape. Mission Street by contrast has retained its historic character particularly around the Gold Line Station, and new infill along with successful retail businesses have made it one of the most important destinations in the city. This vision identifies a series of distinct planning strategies – public and private – to guide the social and economic future of Fair Oaks and Mission Street.

Key Ideas of the Vision:

Two Distinct Districts – The vision sees the study area as two distinct districts that are adjacent and complimentary to one another. Both districts have a clear historic center with commercial and retail uses surrounded by single and multi-family neighborhood fabric. The Mission District is centered on the light rail station. The Fair Oaks District is centered on the Fair Oaks – Mission street intersection. Both are enhanced in this vision.

Two Great Streets – The vision is physically organized on the enhancement of Mission and Fair Oaks as two great streets. Mission is seen as a more intimate Main Street with historic commercial buildings and parklets. Fair Oaks is re-designed as grand double-tree lined arterial going from north to south.

Leveraging Public Transit and Multimodality – The presence of the Gold Line Station is enhanced and celebrated. The space around the station is enhanced as a plaza that announces a consciously designed sense of place to commuters getting on or off at this station. Additionally, both Fair Oaks Avenue and Mission Street are re-designed with bicycle lanes to encourage multi-modality.

An Intricate Network of Open Spaces – This vision identifies existing open spaces within the study area and stitches them to new open spaces creating a rich tapestry of parks, plazas, enhanced alleys, parklets and street crossings. This network is designed to enhance walkability, sociability and spontaneous interaction throughout the two districts.

Park Once, Pedestrian First – The two districts are designed to be Park Once walkable places. Carefully located public parking places ensure parking distribution

throughout the two districts, and encourages people to walk to various destinations throughout. All parking is designed to be subservient to the pedestrian and invisible from the public realm.

Responsible Infill Development – This vision promotes selective and responsible infill development along both Mission and Fair Oaks in forms that are specific to their respective streets. The policies and regulations that accompany this vision build on this idea.

Preserving Historic Buildings – This vision identifies and preserves all historic buildings on both Mission and Fair Oaks. New development on Mission Street, particularly east of the station is regulated to build on the character and quality of existing historic commercial and mixed-use buildings to preserve the historic character and quality of the historic character of street.

Catalytic Projects

Public Improvement Projects

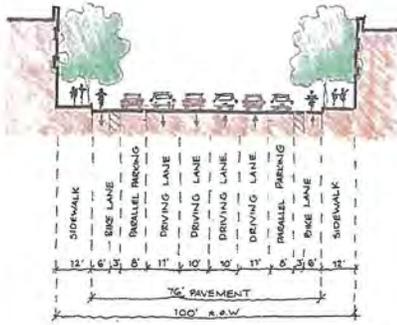
1. Fair Oaks & Mission Intersection enhancement – This project enhances the intersection of Mission & Fair Oaks into a pedestrian-friendly crossing and a visually attractive place. It repaves the entire intersection to define the crossing as a definitive center. The parcel to the south -east and south-west of this intersection are envisioned a new infill buildings with a quality and character appropriate to enhancing this place.
2. Parklets on Mission Street – To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, the plan proposes a series of parklets distributed throughout the street. These parklets occupy the space of one parallel parking stall, and are designed as intimate places for outdoor seating and dining. The introduction of parklets along Mission is also a way of distinguishing it from the proposed tree lined formality of Fair Oaks Avenue.
3. Mid-block crossings on Mission Street – These crossings help break the large block lengths and encourage pedestrian activity along and across the street.
4. Mission Street Mobility Enhancement – Mission Street is envisioned to be re-striped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.
5. Fair Oaks Boulevard Mobility Enhancement – Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides. The bicycle lanes are located closest to the street curb and separated from the parallel

parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb outs at each intersection help slow traffic speeds. The bicycle lanes remain continuous across the blub outs.

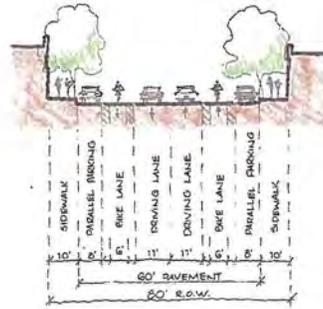
6. Metro Area Enhancement – The area around the Gold Line light rail station is significantly enhanced. The existing triangular park to the east of the station is retained. The asphalted road to the east of the station is redesigned a paved plaza. The existing historic monuments and Oak trees in this space are retained. The intersection of Mission and Meridian is also paved to enhance pedestrian connectivity on both sides of Mission. The station platform is directly connected to open spaces on both west and east by stair directly from the platform.
7. Pico Alley enhancement - The existing alley east of the station is paved and enhanced with string lights. It becomes a quite gathering space as well as an important pedestrian connection from the station to the eastern blocks, without getting onto Mission Street.
8. Edison Lane enhancement – The existing alley behind the Rialto is paved and enhanced with trees and string lights. It becomes a distinct north south pedestrian connection from south to north, connecting the Rialto to Mission.



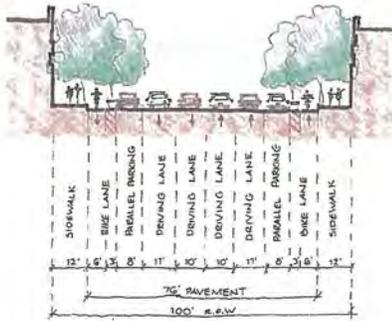
OPEN SPACE & AMENITY NETWORK



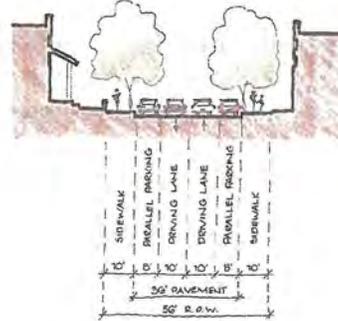
Fair Oaks Avenue Option 1: Existing condition with painted bike lanes



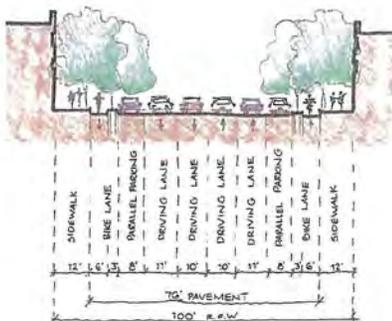
Mission Street



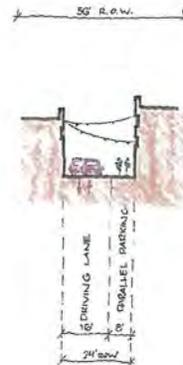
Fair Oaks Avenue Option 2: Painted bike lanes with potted plants in separator



New Streets



Fair Oaks Avenue Option 3: Raised separator with landscape and tree wells



Alley

STREET SECTIONS

Public Improvement Projects with Private Collaboration

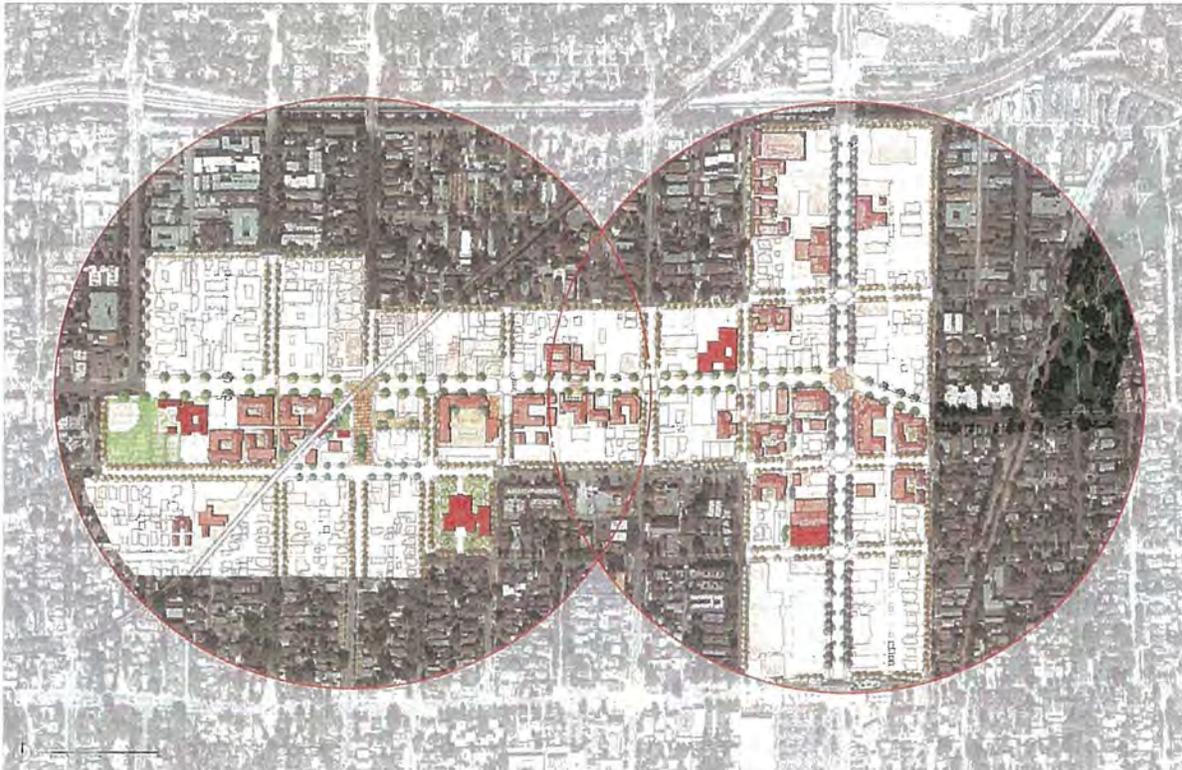
9. Parking Structure adjacent to freeway next to Shakers – The plan envisions a possible above grade public parking garage adjacent to the freeway along Mound Avenue. This garage will be up to 3 stories high and will be lined along Mound to conceal it from the dwellings across the street. Since this garage is located on what is currently private land, it will require public-private collaboration.
10. Various subterranean parking garages as part of infill projects – The plan proposes an economic development incentive wherein private infill development may be entitled to additional density if it provides subterranean public parking. This achieves a number of things: first, it saves municipal money. Second, it helps distribute public parking throughout the district in concentrated locations. Third, it empowers private development to create aid in public good.

Private Projects with Municipal Collaboration

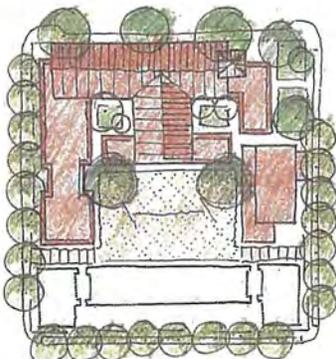
11. Various Infills along Fair Oaks Avenue– The plan envisions various mixed-use infill developments along Fair Oaks Avenue. These infills will be up to 4 stories tall, with active ground floors lining the sidewalks. In order to ensure that the form and character of these new buildings is not monolithic, a number of standards and guidelines are provided as part of this vision to enable contextually sensitive development.
12. Various Infills along Mission Street – New infill along Mission Street will be up to 3 stories tall, keeping the existing scale of Mission Street. To enable buildings to create a fabric that is contrasting to the one on Fair Oaks, building frontage along Mission will allow the creation of courts and yards directly facing the sidewalk, enabling a more porous fabric – and building off of the Mike and Anne’s restaurant on Mission.
13. SPUSD site development with central parking plaza – This is a mixed-use development with retail at the street level facing Mission Street, and commercial and office uses at the upper floors. The historic buildings are preserved. It is possible for this project to retain the existing central parking lot in part or whole. This space is currently used as flex space both for public parking as well as an event space on various occasions. The lot could be paved and converted into an attractive plaza like space used flexible for parking and other uses.
14. Plaza at corner of Fair Oaks Avenue & Mission Street – This triangular plaza could be done as part of the private infill development on the parcel at the southeast and southwest corner of Fair Oaks Avenue and Mission Street.

Illustrative Plan

The adjoining drawing is the summation of all the catalytic projects outlined above. It illustrates a hypothetical built out rendition for Downtown South Pasadena. It specifically shows how public and private improvements could over time, transform the downtown into a unique, destination. It shows the various open spaces existing and proposed integrated into a single cohesive network. It shows the possible formal disposition of various infill projects that will transform the downtown.

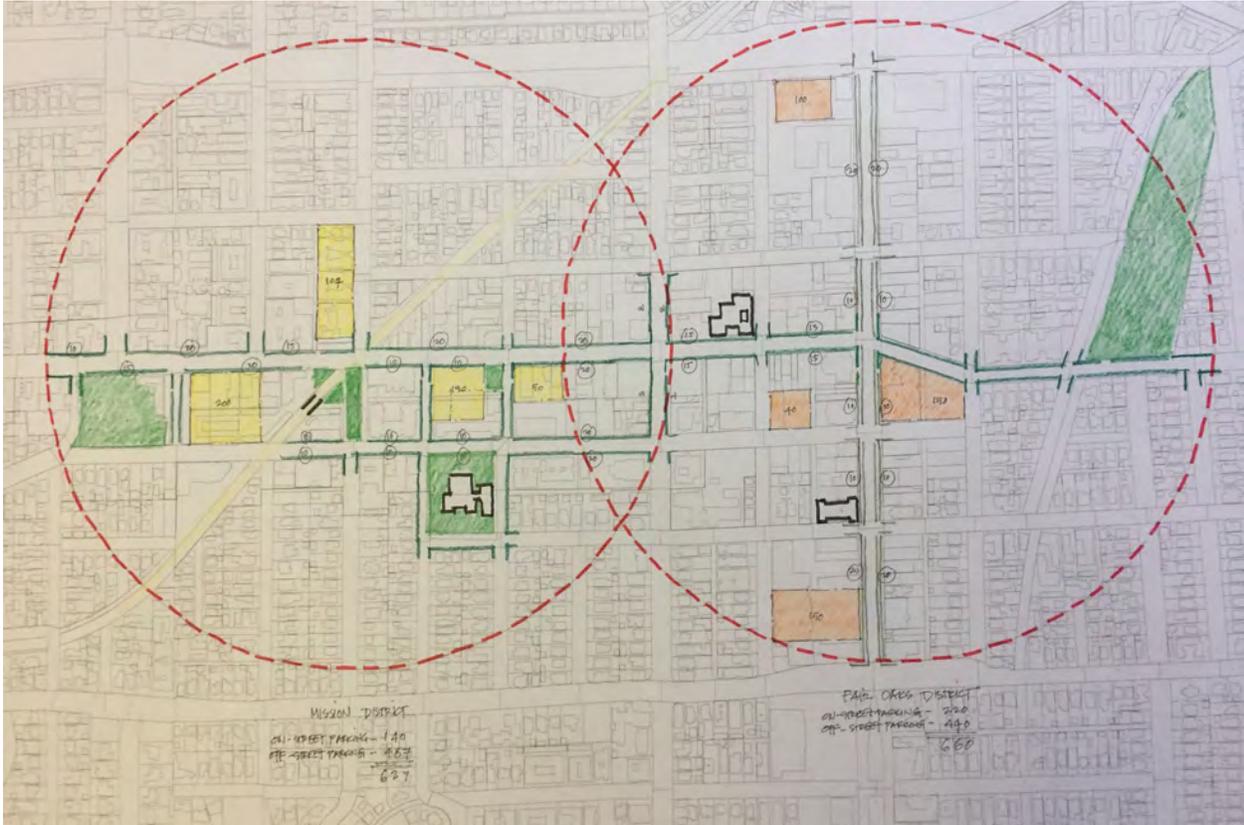


ILLUSTRATIVE PLAN



Alternate layout for SPUSD property that allows a larger building footprint (*more leaseable area*) within a three-story framework.

Parking

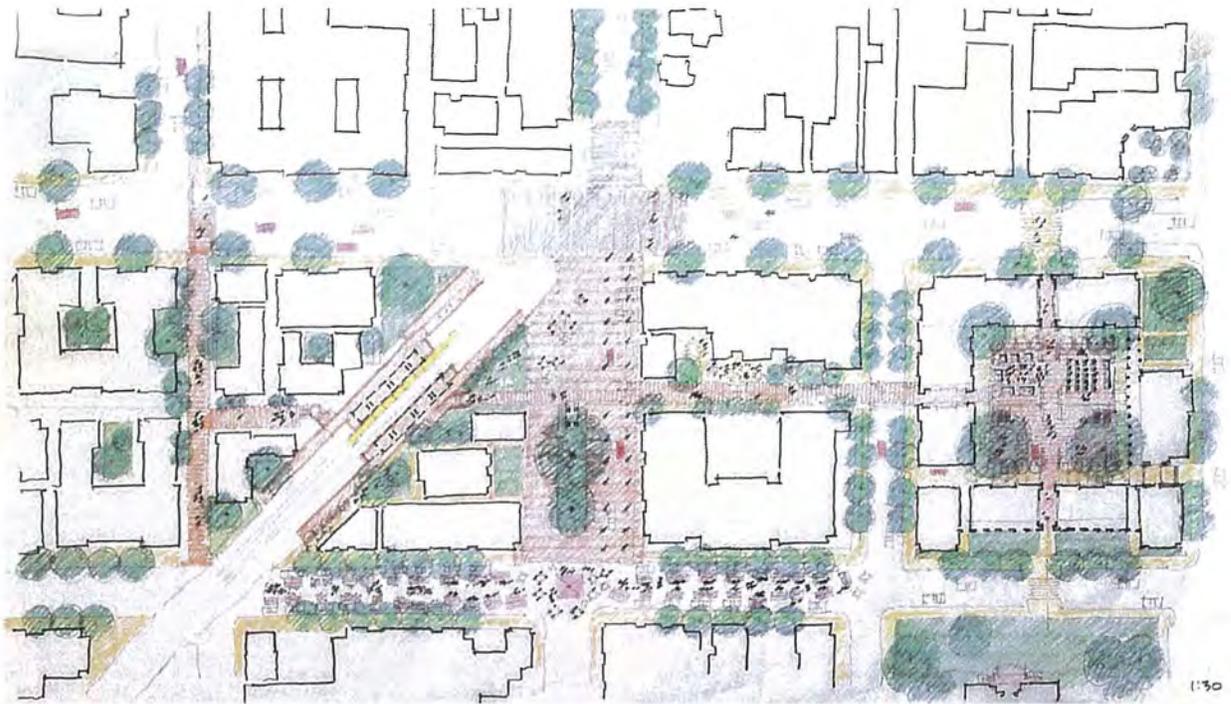


The adjoining diagram shows the envisioned distribution of parking within the two districts. Note how the subterranean parking – as part of individual private developments – can over time create a balanced and evenly distributed series of concentrated public parking locations all within a ¼ mile, 5 minute walk pedestrian shed from the center of each of the districts.



Intersection of Fair Oaks Avenue and Mission Street.

Illustrative Plan for Station Area.



Rendering of a parklet on Mission Street.



Rendering of Fair Oaks Avenue.

PART 3: POLICY

1 Our Natural Community

Green Infrastructure

The General Plan calls for a network of green spaces that protects and enhances the natural ecosystems (i.e.: wildlife) and provides associated benefits for people and the economy. Green Infrastructure harnesses the power of nature to provide critical services such as protection against floods or excessive heat, help improve air and water quality, which underpin human and environmental health.

In the Downtown area the Green Infrastructure includes:

Core Areas: Public Open Space that are destinations, such as the Station Area Plaza, other plazas, parks, and parklets. The desire to retain and build on an authentic sense can be reinforced by public art, contextual architectural features or materials, commemorative features and signage which express and convey the distinctive personality of Downtown area and the regional/local character of the landscape and heritage.

Connecting Corridors: These are the corridors that link the public open spaces. They are streets such as the enhanced Mission and Fair Oaks, with network of bikeways, and enhanced network of alleys. The goals for connectivity include strengthening pedestrian and multi-modal access, and wayfinding and greenway linkages in a networked system throughout the Downtown landscape. These corridors also incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff. Street trees and other plantings provide cooling, shade, wind protection, attractive streetscapes, and other environmental benefits.

Air

The two main pollutants of concern in South Pasadena are: ozone and suspended particulate matter. In South Pasadena, reducing air pollution is contingent on reducing the number of vehicles miles traveled (VMT) in the city.

Promoting walkable and mixed-use development served by high transit systems; and promoting complete street policies that encourage walking and use of public transit, reduces traffic congestion and improving air quality.

Mission Street is envisioned to be re-stripped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.

Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides. The bicycle lanes are located closest to the street curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb outs at each intersection help slow traffic speeds. The bicycle lanes remain continuous across the bulb outs.

Insert rendering of intersection design developed at the Charrette.

Green Infrastructure in the form of trees and plants absorb certain pollutants from the air through leaf uptake and contact removal. South Pasadena's widely planted trees and plants also cool the air and slow the temperature-dependent reaction that forms ground-level ozone pollution. *(see Trees Section for related policies and actions)*

Policies and Actions

P1.X Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.

A1.X Redesign Mission Street and Fair Oaks Avenue to promote walking, biking, ride-sharing, public transit use, the use of alternative fuel vehicles or other clean engine technologies.

Water

By weaving natural processes into the built environment, green infrastructure provides both stormwater treatment and flood mitigation benefits.

Green Streets: Green Streets incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as a design element that creates attractive streetscapes. The Public Works Department requires new and reconstructed streets and roadway projects and CIP projects conducted within public streets which add or disturb at least 10,000 square feet of impervious surface to require Green Streets.

Low Impact Development (LID): The City requires LID for projects that are required to incorporate stormwater mitigation measures. LID is a strategy for improving the quality runoff by requiring that development projects direct runoff to treatment systems consisting of vegetation and soil.

Policies and Actions

P.1X Promote and require the integration of Green Infrastructure into storm water management systems.

A1.X Review and revise development regulations to encourage a green approach in new developments. Minimize impervious areas. Develop new projects and retrofit existing surfaces to reduce runoff through infiltration.

A1.X Incorporate Green Street elements into the redesign of Mission Street and Fair Oaks Avenue.

A1.X Promote the use of green roofs, bio-swales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.

A1.X Promote the use of captured rainwater, grey water, or recycled water.

A1.X Require landscaping for all new development to use drought tolerant plants.

Trees

Trees produce oxygen, provide shade and cooling, encourage walking, filter out air pollution, slow traffic, absorb rainwater and noise, improve property value and reduce people's stress levels. A healthy urban forest is a remarkably valuable asset for Downtown.

Mission Street redesign includes a tree-lined intimate Main Street with historic commercial buildings and parklets. Fair Oaks is re-designed as grand double-tree lined arterial going from north to south.

Improving the urban forest and significantly increasing tree canopy in Downtown will require years of investment in infrastructure improvements and many new trees. Once adequate soil volumes are in place, and coordinated with private development and smart stormwater management strategies, the Downtown urban forest will be a sustainable amenity that delivers numerous social, environmental and economic benefits for generations to come.

Recently planted trees, including drought tolerant species, are dependent upon supplemental irrigation until established, typically for two to three years. The method and amount that is applied may vary depending upon soil composition, heat, wind, planted in turf or ground cover, periods of abnormal rainfall or in poorly drained soils. A water audit should be performed to set watering patterns and timing to minimize waste.

The "Our Prosperous Community" recommends establishing a Business Improvement District (BID) for a variety of public realm enhancements and maintenance. The BID could provides funds for planting and maintaining street trees in the Downtown area.

Policies and Actions

P1.X Preserve, manage, and grow the downtown tree canopy.

A.1.X Preserve the existing Downtown canopy with continued maintenance and protection against tree removal.

A1.X Replace the dead, diseased, declining, or poorly structured, street trees.

A1.X Plant at a minimum 50 new trees annually on Downtown streets and parks.

A1.X Require smart irrigation controls for newly planted trees that adequately water the trees without wasting water.

A1.X Increase species diversity – encouraging the use of native, non-invasive, and water efficient species for a more resilient urban forest.

A.I.X Craft appropriate incentives that encourage property owners to add green infrastructure on private property, including trees, living walls and green roofs.

A1.X Require new development to plant street trees along the property frontages.

A1.X Support BID as a funding source for maintaining trees in the Downtown area.

A1.X Explore alternate sources such as fundraising and private sector donations for planting and maintaining street trees.

2. Our Prosperous Community

The goal of this section is to foster a cohesive mixed-use district that leverages the strengths of both Mission Street and Fair Oaks Avenue in order to transform Downtown South Pasadena into a vibrant mixed use destination; improve the built environment of downtown with catalytic, mixed-use development and other strategic investments; and ensure that Downtown South Pasadena is a significant positive contributor to the City's long term fiscal health..

EXISTING CONDITIONS

Fair Oaks Avenue is an existing high-traffic, north-south arterial that is well-positioned to capture latent retail demand of the surrounding market. Larger parcels along Fair Oaks are better able to accommodate mixed-use program as well as the required parking. Larger parcels also offer enough flexibility to accommodate physical requirements of national retailers as well as creative and tech office users, who generally prefer larger floor plates. The proposed 4-story height limit also allows for higher intensity residential/commercial mixed use development, enhancing likelihood of development feasibility.

Mission Street is notable for its pedestrian-friendly "Main Street" character, with existing collection of small, locally-owned businesses. The existing Metro Gold Line light rail station provides critical link to countywide transit system as well as a convenient link to Downtown Los Angeles, enhancing the area's desirability for multi-family residential development. It also opens up the area to a wider retail audience, as Downtown South Pasadena is only a station or two away from residents of Pasadena as well as the a number of Downtown Los Angeles neighborhoods, such as Chinatown, Little Tokyo, and the Arts District.

Key limiting factors to achieving a vibrant mixed-use downtown include the lack of a daytime population as well as the citywide 45-foot height limit. The lack of a significant daytime population in the downtown area poses a significant challenge to sustaining a critical mass of retail and dining establishments, as most businesses find it difficult to survive on just weekend and night-time patrons alone. The 45-foot height limit, on the other hand, effectively limits mixed-use development capacity to a maximum of three stories. This is due to the fact that most national retailers expect ceiling heights of 16 to 24 feet, leaving, at most, 29 feet for residential or office uses above, which generally require 10 to 15 feet of height per story (including thickness of floors). As such, most new developments with ground floor retail would only be able to reasonably accommodate three full stories. This limited development capacity hampers financial feasibility of new projects and limits the level of public benefits that the City can extract from new development.

Therefore, if the City is to support the transformation of Downtown South Pasadena into a vibrant urban district, there must be a concerted effort to introduce higher density

nodes within Downtown South Pasadena that includes residences, office space, as well non-retail destinations. This will ensure that the City can effectively leverage the value capture potential of new development while providing a greater chance that new retailers can flourish.

This strategy provides a framework for the City to take advantage of the aforementioned strengths to address the key limitations described above, improving the vibrancy of Downtown South Pasadena while enhancing the city's overall fiscal health and quality of life.

COMMUNITY FEEDBACK

Community members expressed a strong interest in a greater variety of retail offerings, especially "experience-based" retail, outdoor/sidewalk dining, and retail with a wider appeal across a wider range of age groups. With regard to non-retail uses, community members expressed interest in live/work spaces, shared office or co-working spaces (e.g., WeWork), and more office space geared toward 'creative' professions. These professions include small- and medium-scale production/post-production studios (i.e. sound, film, and TV), architecture, graphic design, industrial design and multi-media firms, the likes of which some residents currently commute out of the City for. In terms of residential development, a number of residents expressed a desire for a greater variety, including granny flats and housing that is affordable to a range of incomes.

SPECIFIC PLAN AREA MARKET OVERVIEW

Mission Street and Fair Oaks Avenue has seen the bulk of new development activity that has occurred in South Pasadena since 2000. Mission Street in particular has seen the delivery of a number of sizable condominium and townhome projects, including Mission Meridian Village, 820 Mission Street and 1401 Mission Street. Recent unit sales in these developments are reflective of the strength of Downtown South Pasadena's residential market, with most selling for well over \$600,000, which is the citywide median multifamily sale price in 2016. South Pasadena, as a whole, maintained a higher median multifamily sale price than neighboring submarkets, like Pasadena, Burbank/Glendale, and Northeast Los Angeles.

Mission Street and Fair Oaks Avenue also contain the majority of the City's retail space. Mission Street is composed of mostly small, storefront businesses, whereas Fair Oaks Avenue generally contains larger format retail. Within the last decade, no new shopping centers have been built in the City, but approximately 68,000 square feet of non-shopping center retail has been built, which the City has added at a faster rate than its Competitive Market Area. Approximately half of this new retail development has been in ground floor space in mixed-use buildings on Mission Street. Retail vacancy on Mission Street and Fair Oaks Avenue has remained below 5 percent over the past 10 years, as it has throughout the City. The market and demand analysis found that of the 175,000 to 260,000 square feet of support retail space that the City could support over the next 20 years, approximately 55,000 to 80,000 square feet of that could be supported on

Mission Street, and another 125,000 to 180,000 square feet could be supported on Fair Oaks Avenue.

The majority of office space in the Specific Plan Area is located north of Mission Street on Fair Oaks Avenue, including South Pasadena's only Class A office building at 625 Fair Oaks Avenue. Other office spaces in the Specific Plan Area are primarily smaller Class B, catering to small businesses and professional service providers. Rents are more affordable and vacancy is usually lower in South Pasadena in comparison with the surrounding competitive office submarkets, indicating that higher rents could potentially be achievable. Downtown South Pasadena is currently lacking in creative office space, which has been in high demand in nearby submarkets. Creative office spaces are typically larger commercial properties that offer flexible spaces to multiple tenants. Most creative offices are housed within refurbished older buildings to maximize value via adaptive reuse. Such office products are targeted towards boutique professional service firms, design firms and small entertainment and media companies, which matches with the employment of a substantial portion South Pasadena workers. The performance of creative office properties elsewhere in South Pasadena, such as 1010 Sycamore Avenue, has been strong, suggesting that an opportunity exists to provide such a product in the Specific Plan Area.

POLICIES AND ACTIONS

Foster a cohesive mixed-use district that leverages the strengths of both Mission Street and Fair Oaks Avenue.

- **P1.1. Enhance internal and external economic development delivery capacity**

- **A1.1.1. Designate a senior planner or other City staff member to oversee downtown economic development initiatives and partnerships**

The City can ensure that its desired policies are implemented effectively by allocating some staff resources toward creating partnerships that can leverage the capacity of other organizations and non-profit groups that are active in South Pasadena, such as the South Pasadena Chamber of Commerce, South Pasadena Arts Council (SPARC), and South Pasadena Arts Center. Over the long-term, as mentioned in the Citywide Economic Development Element, the City should consider ways to budget for the creation of a full-time economic development position that is empowered to negotiate with private developers, assist projects through the development approval process, and lead acquisition and disposition of City-owned land and other resources, and proactively implement a business attraction program.

- **A1.1.2. Engage with property owners and the South Pasadena Chamber of Commerce to gauge appetite for a Business Improvement District (BID)**

- Business Improvement Districts (BIDs), which have been implemented through Los Angeles County and the US, collect a special levy from property owners

within a geographically defined area to support agreed-upon special services and programs that enhance the desirability and performance of the district. BID activities include district-wide marketing support, public realm maintenance, organizing special events, and providing private security patrols. BIDs have been shown to have a large, positive impact on the value of commercial property while improving the quality of life for community members. In the South Pasadena context, a BID could provide much needed organizational capacity and a more steady, long-term commitment of financial resources. In addition, it could be instrumental in managing many of the initiatives proposed in this plan, including the district branding and marketing, retail tenancing strategy, and shared parking agreements. Formation of a BID will require an individual or group of individuals to form a proponent group to gather community support.

○ **P1.2. Attract a greater variety of desirable retail and office tenants by building upon existing strengths and market opportunities**

- **A1.2.1. Implement district-wide retail branding and tenancing strategy that builds upon nascent cluster of home furnishings and design stores, while adding other retail desired by the community, such as experience-based retail and retail for a wider demographic.**
- The City should implement a district-wide branding strategy that emphasizes building upon the City's existing market opportunities and strengths, including nascent home furnishings and design stores, food and beverage clusters as well as other retail and office uses that the community has expressed interest in, like experience-based retail and tech/creative offices. Such a strategy would best be organized by a Business Improvement District, or similar entity, with the capacity to engage property owners, the broker community, and other relevant stakeholders. A cohesive branding and tenancing strategy will provide a platform for local businesses to reach a wider audience as well as attracting new retail and office tenants to the area,. It will also enhance the image of the area as a cohesive regional destination offering a unique retail, dining, and entertainment experiences. This will help to attract more visitors from surrounding communities, bolstering retail sales and strengthening Specific Plan Area's retail tax base. The strategy should leverage the unique qualities of Mission Street and Fair Oaks Avenue and ensure a tenant mix that minimizes major competition amongst retailers, creates synergies and enhances the performance of retailers on both corridors.
- **A1.2.2. Host broker, education events to promote South Pasadena and to align office and retail tenant mix with what is desired by the community.**

Community members note that there is an overabundance of retail establishment that do not meet the needs of the South Pasadena residents, and that a wider diversity of retail is needed to meet the needs of different demographic groups. The City should engage brokers through luncheons and other similar events to

encourage brokers to engage potential tenants that will build alignment with the branding strategy mentioned above. Brokers can help the City to accomplish this by attracting tenants that would augment previously identified target clusters, such as home furnishings stores, high-quality food and beverage establishments, design-related stores and offices, and tech offices. As mentioned in the Existing Context section, above, the lack of daytime population in Downtown South Pasadena is a key limiting factor to the long-term vibrancy of the district, and is a market gap that should be filled simultaneously with the other business attraction initiatives outlined in this plan.

- **A1.2.3. Host property owner events to promote landlord practices that attract new small businesses, including flexible lease structures, shorter lease terms etc.**

A selection of retail tenants that complement and drive traffic to one another results in a more active and vibrant district for all to enjoy, while strengthening the City's retail tax base. In order to draw more unique, independently-owned businesses and restaurants, however, landlords may need to offer non-traditional (i.e., shorter) lease terms or alternative lease structures. For example, landlords with underutilized storefronts could offer short-term "pop-up" retail leases, which offer a low-cost way for fledgling business owners to gain exposure to the marketplace. Pop-up shops can generate interest in the area, draw in a wider audience, and maintain a healthy level of activation.

- **A1.2.4. Actively market South Pasadena to notable chefs and restaurateurs to attract high-quality food and beverage establishments**

The City can spur the creation of a destination dining cluster by actively marketing to notable regional chefs and restaurateurs. Mission Street, in particular, is well-positioned to attract potential restaurants that would fit well

- **P1.3. Continue to nurture small, independently-owned businesses**

- **A1.3.1. Engage with the Chamber of Commerce or future Downtown BID (if implemented) to better connect local entrepreneurs with US Small Business Administration loans and other Federal or State assistance programs.**

The South Pasadena Chamber of Commerce already offers a number of services for potential small business owners. Facilitating access to other funding assistance programs can help to build the City's retail tax base while ensuring that home-grown entrepreneurship may be nurtured within City limits.

- **A1.3.2. Engage with successful Farmers' Markets tenants in locating them in retail space in Downtown South Pasadena**

South Pasadena's Farmers' Market is one of the most successful farmers' markets in the San Gabriel Valley. The City can further leverage this valuable

asset by engaging the broker community to help the most popular vendors to find permanent storefronts within Downtown South Pasadena. This will enhance the retail mix of Specific Plan Area while strengthening the retail tax base of the City.

- **A1.3.3. Seek medium-size retailers for Fair Oaks Avenue that can both meet needs of a wide range of residents, satisfy latent demand of surrounding market, and complement smaller independent businesses.**

Larger retailers on Fair Oaks Avenue should complement the small, locally-owned businesses along Mission Street, augmenting the selection of retail offerings in South Pasadena without directly competing with smaller businesses.

- **P1.4. Promote higher levels of pedestrian foot traffic with temporary activities and events**

- **A1.4.1. Encourage Specific Plan Area property owners to collaborate on new “pop-up” events to both make use of vacant storefronts or parcels along Mission Street or Fair Oaks and to generate greater interest in Mission Street and Fair Oaks Avenue as a unique retail destination**

Pop-up events will bring more activity in the area while demonstrating the viability of the area for additional retail and businesses. The strategy should include food trucks and seasonal festivals or other temporary uses in vacant spaces such as temporary art exhibitions or eating and drinking experiences. The City should also consider engaging with notable events and organizations in neighboring communities, such as CicLAvia, the 626 Night Market, and Make Music Pasadena to establish partnerships that will draw event-goers into South Pasadena.

- **A1.4.2. Created a coordinated calendar of events for different organizations in order to allow for combined marketing of events**

Greater coordination in marketing of existing events will allow for more consistent messaging, while strengthening the brand of Downtown South Pasadena. Greater coordination could also foster more collaboration between event organizers and local businesses. For example, to complement already scheduled movie or concert nights at Garfield Park, businesses could offer extended hours or pre-event specials, which could potentially boost attendance and attract a wider audience, setting the area apart as a singularly compelling destination in the region.

- **A 1.4.3 Link businesses to active transportation by considering the long-term implementation of the Bicycle Friendly Business Pilot Program**

The City should consider transitioning the Bicycle Friendly Business Pilot Program into a permanent program, as it could be useful for attracting patrons from outside of the immediate community with minimal impact to parking demand as well as traffic.

Improve the built environment of downtown with catalytic, mixed-use development and other strategic investments

○ P2.1 Explore new and existing capital funding sources for key public realm improvements

▪ A.2.1.1. Pursue the appropriation of Metro funding resulting from the recently disbanded 710 freeway tunnel initiative for public realm objectives

The Board of the Los Angeles County Metropolitan Transportation Authority recently voted to drop their support of the 710 freeway tunnel and instead devote \$700 million to a range of transportation infrastructure improvements. The City should actively pursue this funding to mitigate the impact of the heavy north-south through traffic that runs through South Pasadena.

○ P2.2. Promote new development that supports existing market opportunities and strengths

▪ A2.2.1. Engage the development community and property owners to promote the redevelopment of single-use and single-story retail centers on Fair Oaks Avenue into mixed-use projects with shared parking

Larger opportunity sites along Fair Oaks Avenue, primarily larger, surface-parked neighborhood retail centers, offer a unique opportunity to develop larger scale mixed use project that can accommodate a significant amount of parking. This could allow for these projects to accommodate higher intensity use mix, while also potentially providing additional parking to support area businesses. The City should actively engage with the development community and property owners to explore the viability of redeveloping opportunity sites along Fair Oaks Avenue.

▪ A2.2.2. Establish an inventory of vacant retail storefronts and vacant commercial parcels with all relevant parcel information, development and use potential, and make publicly available ensure it is regularly updated.

Creating such an inventory will make it easier to the City and brokers to actively engage with property owners as well as to promote the redevelopment of underutilized parcels or properties for more productive uses.

▪ A2.2.3. Engage the development community and property owners to promote infill development on underutilized sits along Mission Street.

Vacant and small underutilized sites contribute little to the City's tax base, and also diminish the character and feel of the City. These are prime opportunities for redevelopment and new growth that conforms with the City's urban design standards and context, and bolsters the City's tax base. The City can encourage development on these sites by engaging with property owners and developers to facilitate transactions and development activity. Such actions can include:

- **A2.2.3.a Engage with private owner(s) of larger retail centers on Fair Oaks Avenue**

It is critical to engage with private owners of larger opportunity sites, particularly those who have expressed an interest in redevelopment. Such sites offer an excellent opportunity to begin transforming Fair Oaks Avenue into a veritable mixed-use corridor. Early “proof of concept” projects will demonstrate feasibility, and will likely convince others to follow suit.

- **A2.2.3.b Work with the South Pasadena Unified School District (SPUSD) to create refined development guidelines for the School District site on Mission Street.**

The City’s Planning and Building Department should proactively engage with the SPUSD to formulate clear development guidelines that are aligned with both community desires noted in the General Plan and Downtown Specific Plan update, School District needs, as well as market opportunities. Providing a more resolved illustrative development program that reflects what the community will accept will minimize risk for potential private developer, while helping to ensure that the end product will be agreeable to the community. The City should test development guidelines for market feasibility to ensure sufficient development response, after which the City should initiate a competitive RFP process to solicit a private developer with experience with a proven track record with delivering high-quality urban infill projects that are respectful of neighborhood context. As the SPUSD seeks a development partner, they should work with the City and the community to define an optimum development capacity and use mix that meets financial feasibility requirements as well as Mission Street public benefit goals. Other key considerations include the treatment of historic structures currently occupying the site as well as the potential impact to filming permit fees currently generated by the site.

- **A2.2.4. Establish a set menu of parking and building envelope flexibilities on Mission Street and Fair Oaks Avenue that developers may apply for in return for desired public benefits.**

Allowable building envelopes are currently very limited, which limits the City’s ability to extract public benefits from new development. Therefore, the City should establish a set menu of parking and building envelope flexibilities that allows developers to achieve a financially feasible project in exchange for other public benefits, such as affordable housing, open space, and public art. Such a system would set clear guidelines for zoning relaxations, allowing for built outcomes that are better aligned with the desires of the City and its residents. This also allows the City to set clear expectations regarding the specific type and scale of public benefit contributions that will be required.

- **A2.2.5. Evaluate the the citywide building height limit on Fair Oaks Avenue in order to support a tiered density bonus system.**

The City should re-evaluate the current 45-foot height limit for particular areas of the City, to ensure that infill development with active ground floor uses are financially feasible, while maintaining a consistent character with the rest of the City. The Fair Oaks Avenue corridor, in particular, is well-suited for greater building heights, as opportunity sites are large enough such that taller buildings can be sufficiently buffered from nearby, single-family neighborhoods.

- **A2.2.6. Develop comprehensive Urban Design Guidelines and Standards for Mission Street and Fair Oaks Avenue that will support the brand and identity of the Downtown district.**

1. Maintaining a consistent and desirable “look and feel” for Downtown South Pasadena will be critical component of the district’s brand. Therefore, it is important that the City establish clear Urban Design Guidelines and Standards that align with the brand and image that the City wishes to pursue. Design Standards are generally prescriptive criteria that property owners must abide by when completing any significant renovations or new construction. Guidelines provide suggestions on desirable design elements, but they are not mandatory. Standards and Guidelines should include guidance on the following:

- Street furnishings (benches, utility boxes, transit stops, magazine/newspaper racks)
- Public Art (murals, etc.)
- Urban Greenery (specified trees and underplantings)
- Alternative transit (bike lanes)
- Sidewalk/ hardscape design
- Crosswalk and street corner design
- Awning designs
- Street Lighting design (pedestrian lights, traffic signals, street lights, bollards, etc.)
- Public plaza design (particularly as they relate to surrounding uses, like retail)

- **A2.2.7. Enable businesses to share amenities, like plazas and outdoor dining space, and facilities, such as shared-kitchens or buildings in market-style formats**

The City must ensure that zoning and land use regulations allow for more creative uses of both private and public space. This will make South Pasadena a

more welcoming environment for more effective, creative, or non-traditional uses that are aligned with the desires of South Pasadena residents. Allowing for the use of shared kitchens or the creation of multi-tenant market-style retail spaces would create the opportunity for a “food hall” or similar food and beverage experience, which residents have expressed an interest in seeing.

○ **P2.3. Explore creative parking strategies to efficiently use available parking and generate potential revenues.**

▪ **A.2.3.1. Leverage publicly-owned parking lots by allowing public paid access during nights and weekends (or other times when not in use by public facilities)**

There are existing publicly-owned surface parking lots, which are further specified in the Downtown Specific Plan, that are opportunities for the City to earn revenue by allowing public paid access when they are not in use by public facilities. They can be maintained as opportunity sites for development, while generating revenue and helping to provide shared parking for local retail in the near-term.

▪ **A.2.3.2. Explore metered on-street parking on shopping streets**

The City should consider applying paid parking meters to the currently free on-street parking spaces on retail corridors. This will likely be most successful once South Pasadena becomes a more established shopping destination. However, the City should be careful that charging for parking on retail streets does not encourage drivers to park on residential side streets.

▪ **A2.3.3. Consider reducing on-site parking requirements on shopping streets to leverage transit access and to incentivize potential office and multi-family residential mixed-use development**

Office and residential users that are located within close proximity to rail transit are much more likely to use it and, as a result, would require less parking. The City should consider offering lower parking minimums for mixed-use office, multi-family, and retail projects of a certain intensity. The provision of parking is a major cost for developers, and any reduction in requirements would enhance development feasibility, potentially generating more development interest in Downtown South Pasadena. Incentives like this will be critical in ensuring that new residential, office, and retail space is delivered to support both existing businesses and the growth of target clusters. Potential impacts to surrounding neighborhoods can be addressed through the revision of existing, or the creation of new, Preferential Parking Districts.

- **A 2.3.4 Conduct a district-wide parking needs assessment in order to reevaluate need for the Mission Street Specific Plan Parking Density Bonus.**

The previous Mission Street Specific Plan incentivized the provision of parking by private developers through the Parking Density Bonus, but the creation of new parking may no longer be a priority, given the likely decline of parking demand in the future. More Downtown South Pasadena residents and visitors are increasingly using other modes of transportation, including public transit and cycling, and new technologies, such as ride-hailing services and autonomous vehicles, will continue to weaken the long-term growth of parking demand in built-out cities like South Pasadena. To make a clear determination, however, current parking demand must be carefully studied to ensure that such demand will be adequately met in the near-term. If the City determines that a significant amount of new parking is not needed, it should consider eliminating the Mission Street Specific Plan Parking Density Bonus in order to divert value capture revenues to other, higher priority, public benefits.

Maintain and monitor the fiscal health of Downtown Area

- **P3.1. Strengthen the Downtown South Pasadena's tax base**

- **A.3.1.1 Support the renovation and adaptive reuse of existing buildings**

The adaptive reuse of older buildings in the City can provide affordable options for creative office tenants. The City can help bring about these spaces by educating developers and property owners on mechanisms to finance the rehabilitation of their buildings through the use of historic preservation tax credits and the City's already established Property Assessed Clean Energy (PACE) program.

- **A.3.1.2. Locate residential and employment growth in mixed-use buildings or close to retail**

The City should promote a mix of uses within both individual buildings and targeted districts. This will help to create an economically symbiotic relationship between residents, employees and businesses by creating a balance of daytime and night-time population fostering urban vitality and supporting retail activity.

- **A.3.1.3 Ensure that new development is not a fiscal burden to the City**

The City should adopt a clear set of policies to ensure that new development does not impose any fiscal burdens to the City and does not take away resources from providing the current level of services. This is typically achieved by requiring proponents of new developments provide a detailed fiscal impact analysis of proposed projects, and have it peer reviewed by the City's independent

consultants (compensated by the project proponents), prior to approving final entitlements. While it is not suggested that all projects be fiscally positive as a requirement for approval, as there may be projects considered by the City for their strategic importance or catalytic potential, it is important that the fiscal impacts of new projects are publicly circulated and reviewed as part of the City's decision-making process.

- **P3.2. Explore un-tapped opportunities for value capture and revenue generation**

- **A3.2.1. Use developer agreements to support the City's public realm improvement goals.**

New development projects in the Downtown Specific Plan Area should be leveraged to further public realm improvement goals through the use of developer agreements. Such agreements provide certainty to the developer that development standard will remain fixed for a particular site, while contracting the developer to provide benefits to the City, such as infrastructure improvements, public open space, or other public realm improvements.

- **A3.2.2. Fortify the City's existing Development Impact Fee regime**

South Pasadena's current development impact fees are well below what are found in neighboring municipalities. To most effectively leverage the positive impact of new development, the City must develop a rational nexus between desired public realm improvements and the scale of development that City will allow. Given the relatively high performance of real estate in the City, the City should consider significantly increasing the fees levied on new development.

- **A3.2.3. Explore parking fees to enhance fiscal revenue.**

Parking fees are one of the few untapped sources of fiscal revenue in the City of South Pasadena. The City should consider charging for parking on publicly-owned property, including the SPUSD site, City Hall, and on-street spaces. The City should also consider charging a nominal fee for Preferential Parking District permits. This revenue could provide much needed fiscal revenue, while also serving as a security for General Obligation Bonds to fund major capital projects. The City should also explore the creation of a Downtown special assessment district to levy a fee from property owners within a defined geography to help fund major public improvements.

3 OUR WELL PLANNED COMMUNITY

Downtown South Pasadena features a wonderful collection of new and historic buildings, arts and cultural venues, Metro Gold line station, and quality street-oriented building fabric. Buildings are generally placed close to front property lines to continue the existing form and scale of the neighborhood. A mix of uses activate the sidewalks.

A few vacant and underutilized sites offer a great opportunity to fill the current gaps in the urban street facade that disrupt the pedestrian experience. As new development opportunities occur, open spaces can be incorporated in the form of pocket parks, community gardens, parklets, and outdoor civic spaces.

High land value, low vacancy rates, excellent school district, and the appeal of the Downtown South Pasadena lifestyle has resulted in high rent levels, making downtown out of reach for its workforce. Preserving and expanding the supply of affordable housing is an important goal for the Downtown Specific Plan. Appropriately-scaled new infill buildings with diverse housing unit types will increase the supply of workforce housing.

The General Plan directs majority of new growth to the Downtown area. The community vision identified the desired character, intensity, and scale of contextual infill development desired for vacant and underutilized tracts on Fair Oaks Avenue and Mission Street in the downtown area.

GUIDING PRINCIPLES FOR DOWNTOWN

Create an Economically Healthy Downtown.

Expand the role of downtown as the economic engine of the City. Embrace an authentic urban environment that's attractive to workers and businesses in the creative economy. Create opportunities for new business clusters that take advantage of synergies between existing businesses and emerging technologies. Proactively retain and attract retail uses on Mission Street and Fair Oaks Avenue that complement each other and take advantage of their unique location.

Expand Housing Opportunities

Increase and diversify housing opportunities that are attractive to all lifestyles, demographics and economic realities.

Safe, Comfortable, and Walkable Streets

Provide active storefronts, repurpose Mission Street and Fair Oaks Avenue to promote safe walking and biking, and activate existing alleys and pathways.

Leverage Transit

Promote pedestrian- and transit-friendly development, provide additional travel options at the station, and improve pedestrian, bike, and transit routes to Gold Line Station.

Get the Parking Right

Efficiently manage supply and demand for Downtown parking to accommodate visitor, commuter and resident parking needs.

Establish an Interconnected Open Space System

Develop a rich and integrated public realm that includes public open spaces, paths, and private courtyards that both the public and private sectors can jointly implement.

Animate the Public Realm

Provide, maintain, and enhance public features such as parks, streetscapes, and civic spaces. Develop clear and predictable standards to achieve a higher quality of development and streetscape enhancements. Develop buildings that engage the street and shape the civic realm.

Contextual Buildings

Design infill buildings that respect the existing small and fine-grain context and enrich the public realm.

Invest in Arts and Culture

Ensure downtown's place as the cultural and creative hub.

Goals and Policies

Contextual Infill

P3.X Conserve the small town character and scale of the downtown area, including its traditional urban design form, while creating places of enduring quality that are uniquely fit to their time and place.

A3.X Develop and adopt a form-based development code that requires the highest standards of context sensitive architecture, urban design, and landscaping.

A3.X Introduce new infill buildings and renovate existing buildings in a manner that preserves and enhances downtown's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate the street.

P3.X Remove regulatory and procedural barriers to good design.

A3.X Develop and adopt a Form-Based Code for the Downtown area that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.

A3.X Consider seeking voter approval to raise the height limit along Fair Oaks Avenue frontage properties within the Downtown Specific Plan from 45' to 50' to facilitate well designed and proportioned four-story buildings on Fair Oaks Avenue.

P3.X Expand the inventory of publicly accessible community gathering spaces so that residents are within a short walking distance of a park or recreational area.

A3.X New buildings should incorporate public realm improvements described in the Downtown Vision and integrate such improvements into their existing context in a way that enhances Downtown's public space network.

A3.X Allow parklets on Mission Street to provide visual interest and expand the useable area of the sidewalk.

P3.X Encourage green projects and practices.

A3.X Require new and/or renovated buildings to meet USGBC LEEDSilver rating or equivalent and advance the City's sustainability goals.

A3.X Incentivize sustainable living and business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.

Affordability

P3.X Provide high quality housing for current and future residents with a diverse range of income levels.

A3.X Provide for quality housing at a range of income levels and price points, emphasizing housing product that captures the underserved multi-family market. **AP, SE**

A3.X Support workforce and market rate units that will expand and diversify Downtown's housing stock, and support growth in Downtown employment. **SE**

A3.X Provide flexibility in development standards to encourage and facilitate non-traditional housing types and options, including co-housing, assisted living facilities, live-work spaces, and artist lofts. **AP, SE**



Rialto Theater

The Moorish Style theater was designed by Lewis A. Smith in 1925. The Rialto has 1,300 seats and a 30-foot stage for live performances. The distinctive neon marquee was added in the 1930s. About 10 years ago, the theater ceased continuous operation and was only rented occasionally. Over the years the theater has fallen into disrepair.

Vision: The community has long expressed the desire for preservation and revitalization of the building to its original glory as a theater. The reuse of the building is constrained by the cost of renovation, uncertain market, and the lack of parking. The community vision is to make the theater the cultural and

social center of the community which in turn could encourage redevelopment of underused parcels on Fair Oaks Avenue. The Downtown Plan recommends a park once strategy wherein strategically located public parking, close to the Rialto Theater, can serve multiple uses. The owners of Rialto Theater should participate in the dialog to provide shared public parking.

Policies and Actions

P.3X Support and ensure restoration and reuse of the historic Rialto Theater for entertainment and other special events.

A.3X Renovate and protect of the historic elements of the theater.

A.3X Interim uses should be mindful of the historical assets and do no harm.

A.3X While under lease for different uses, agreement should be pursued to allow ongoing access to host community events.

4 OUR ACCESSIBLE COMMUNITY

The transportation networks in the Downtown Specific Plan area should be designed and managed to support not just mobility and access but broader community goals of safety, health, economic development and environmental sustainability.

INTRODUCTION

As required under the City's adopted Complete Streets Policy, streets should safely accommodate all users. To the extent practically feasible, streets should be designed to encourage active transportation uses including walking and biking while discouraging unsafe vehicle speeds. Existing and potential transit and truck routes should be designed to safely accommodate large vehicles.

Mobility should be optimized by making intersections and interchanges more efficient and by providing alternatives to driving such as enhanced public transportation. The City should also ensure that its methodologies for measuring mobility are consistent with other City policies.

The City should pursue opportunities to improve multimodal access to the Gold Line station, focusing on improvements to access pathways within the station's walkshed, bikeshed and transit shed.

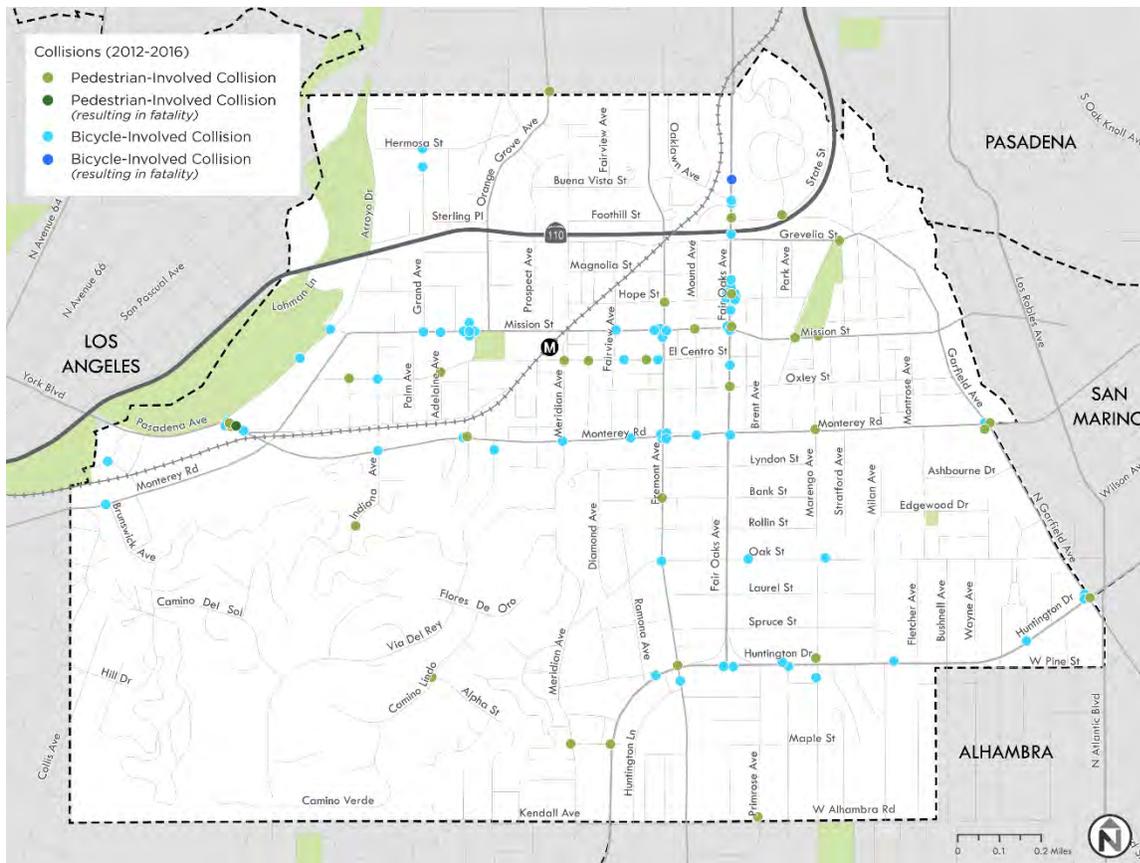
To support mobility and economic development, the City should seek to ensure availability of public parking for residents and visitors within the context of safety and other needs. Before providing additional parking supply, the City should first seek to more efficiently manage demand for its existing supply, then to partner with private entities to provide additional supply that is accessible to members of the general public (this strategy may be of particular utility in the Mission Street Specific Plan area). Considering the future of parking demand is less certain now than in previous years due to the potential emergence of connected and autonomous vehicles and related mobility innovations, the importance of using existing supply, rather than building new garages, is of heightened importance.

1. Complete Streets

Opportunities exist to apply South Pasadena’s recently enacted Complete Streets Policy to major local streets, reconfiguring them to more safely accommodate all users without significantly impacting traffic – and in doing so, to make South Pasadena more of a “complete city.”

While on some major streets, traffic volumes are at or approaching the capacity of the roadway (Fremont Avenue, for example), on others including Mission Street there is excess capacity. On streets including Fair Oaks Avenue, meanwhile, traffic lanes are wider than they need to be, or should be for safety reasons.

These streets also have among the City’s highest rates of traffic collisions involving the most exposed users of the street, pedestrians and cyclists.



On these streets, space that is not needed for traffic purposes may be put to other uses such as bike lanes, transit-only lanes, wider sidewalks, additional parking or landscaped medians.

Policies and Actions

P.4X Support street designs that emphasize safety and that accommodate all users, including pedestrians and cyclists.

P.4X Ensure that streets are pedestrian-oriented, with complete sidewalks, regular crosswalks, and other measures to improve pedestrian safety and comfort such as compact corner radii, “bulb-out” sidewalk extensions at crosswalks, leading pedestrian intervals at signals, additional safety measures potentially including pedestrian-actuated signals at unsignalized crosswalks, other traffic calming measures, and increased investments in sidewalk maintenance and lighting.

P.4X Limit the widths of vehicular lanes in order to discourage speeding (on truck routes or streets on which public transit operates, ensure that lanes are wide enough to safely accommodate large vehicles passing one another in opposite directions, and that intersections can accommodate turns by large vehicles).

A.4X Conduct a study of potential speed management improvements to Fremont, with the objectives of a) establishing the need for safety improvements, and b) identifying improvements that would enhance safety while maintaining traffic throughput.

A.4X Proceed with modifications to the “bulb-out” curb extensions on Fair Oaks. If some bulb-outs are removed as part of this process, implement alternative measures to protect pedestrians including leading pedestrian intervals and enhanced crosswalks.

P.4X On streets identified as priorities for one mode of travel, such as bicycle routes, prioritize improvements for that mode.

P.4X Ensure that bicycle lanes provide a high level of separation from traffic, using buffers, vertical elements or parked cars wherever possible.

A.4X Proceed with implementation of Bicycle Master Plan projects (except where modifications are recommended below, on Mission and Fair Oaks).

A.4X Reconfigure Mission between Fair Oaks and Diamond Avenue (westbound) and Meridian (eastbound) to replace the existing second east- and westbound general-purpose traffic lanes with buffered bicycle lanes. Two general-purpose lanes should be retained on the approaches to the Gold Line crossing at Meridian, in order to maintain existing queuing capacity.

A.4X Provide Class II bicycle lanes on Fair Oaks by narrowing existing vehicular lanes.

A.4X Over the longer term, provide parking-/curb-protected bike lanes on Fair Oaks between Monterey and Grevelia by removing existing raised medians, two-way left-turn lanes and parking as needed (left-turn lanes should be retained at intersections). The “buffer” between the bike lane and parking may initially be configured using striping and planters. Over time, this should be converted to a raised median. Protected intersections should be provided as part of this project.

2. Mobility

Many of the projects described above, under “Complete Streets,” would provide mobility benefits for different users of the street. A number of additional projects, however, might improve mobility for vehicles without unduly impacting other users, or might improve mobility citywide, not just in specific corridors or at specific locations.

Policies and Actions

P.4X Reduce traffic congestion by reconfiguring outmoded interchanges and traffic signals rather than adding lanes to streets.

A.4X Synchronize traffic signals wherever possible to optimize traffic flow at safe speeds.

A.4X Work with Metro and the California Public Utilities Commission to reduce signal delay at the Gold Line crossing of Mission and Meridian while maintaining safety.

P.4X Explore options to improve transit service within South Pasadena, including City programs, public/private partnerships and/or partnerships with Metro.

A.4X Improve transit service within South Pasadena using one of three options: 1) Expand the City’s existing dial-a-ride program to serve all residents (and not just older residents); 2) Implement a circulator shuttle, funded through a public-private partnership, providing connections every 30 minutes or more often during the day to the Gold Line station and other major destinations (one possible routing is shown below; alternately, buses might operate on Fremont to directly serve schools); 3) initiate a partnership with Metro to pilot “microtransit” on-demand service using smartphone apps.

P.4X Adopt performance metrics that are reflective of City policy objectives, including policies in areas other than mobility.

A.4X Consistent with State guidance, discontinue the use of vehicular level of service as a metric for determining transportation mitigations required of new development. Instead, follow State guidance regarding the use of vehicle miles traveled (VMT) as an alternative.

A.4X In order to improve the safety of highly constrained street segments, convert Fairview and Diamond from Mission and El Centro to one-way streets (southbound and northbound, respectively).

3. Gold Line Access

The Metro Rail Gold Line South Pasadena Station at Mission and Meridian Avenue is an existing mobility asset that could be better leveraged. There are a number of locations within a half-mile of the station – within its “walkshed,” which includes much of Downtown South Pasadena – where “first/last mile” access to the station and transportation conditions more generally could be improved. This would serve to improve the utility of the station and increase transit ridership; it would also improve safety and mobility for non-users of the station who are traveling through the area.



Some possible improvements, such as grade-separation of the Gold Line at locations where it acts as a barrier, would be relatively expensive (Gold Line grade separations would also almost certainly require property takings). Other relatively low-cost improvements potentially could be implemented, however, using regional funding that Metro has made available for projects to improve mobility in the proposed 710 freeway extension corridor.

Policies and Actions

P.4X Identify important pathways for pedestrian and bicycle travel between the Gold Line station and major destinations, and make improvements to safety and comfort along these paths.

A.4X Add an unsignalized crosswalk, with accompanying safety measures, on Mission at Prospect Avenue.

A.4X Add a sidewalk on the north side of El Centro between Mound and Edison Avenues.

A.4X Reconfigure the intersection of Orange Grove and El Centro to require slower right turns by vehicles from southbound Orange Grove onto westbound El Centro.

A.4X Over the longer term, work with Metro to explore options for grade-separation of existing Gold Line at-grade crossings including Monterey/Pasadena.

P.4X Encourage and facilitate shared-ride options include e-hailing services, carshare and bikeshare.

A.4X In the near term, work with Metro and private partners (carshare companies) to identify “mobility hub” improvements that could be implemented at or near the station, such as additional, secure parking (lockers) for bicycles, a future bikeshare station and carshare vehicles stationed in the Mission/Meridian garage.

P.4X Increase awareness of multimodal alternatives to driving to the Gold Line station.

4. Parking

ensure vehicular access to businesses, homes and other destinations, when developing parking policy cities should focus on *availability* of parking rather than supply. The supply of public and private parking in an area should also, to the extent feasible, be proactively managed as a shared resource, rather than individual allotments that may remain underutilized while parking on adjacent properties is oversubscribed. Finally, cities should remain aware of potential impacts including “spillover” demand from non-residential uses in residential areas as well as the additional traffic congestion, vehicle miles traveled (VMT) and rates of collisions associated with additional parking and the real and opportunity costs associated with underutilized parking.

Policies and Actions

P.4X Proactively manage public and private parking supply within a common area as a shared resource, and focus on measures to ensure availability and access rather than simply increasing supply.

P.4.X Take a flexible and creative approach to parking requirements in new development, providing alternatives to mandated parking minimums and looking for opportunities to increase availability of public parking through private development.

P.4X Seek to balance the need for vehicular access to properties with other imperatives, such as the need to reduce traffic for purposes of safety and environmental impact.

A.4X In the Downtown Specific Plan area, reduce the minimum parking requirement for multifamily residential requirement, two-bedroom or larger units, from 2 spaces per unit to 1.5 spaces per unit, and require “unbundling,” under which parking spaces must be sold or leased separately from units.

A.4X In the Downtown Specific Plan area, reduce the minimum parking requirements for research and development, offices and laboratories and for offices, administrative, corporate from 3 spaces per 1,000 square feet of gross floor area to 2.5 spaces per 1,000 square feet.

A.4X In the Downtown Specific Plan area, reduce the minimum parking requirement for multi-tenant retail site or building (two or more uses) from 4 spaces per 1,000 square feet of gross floor area to 3 spaces per 1,000 square feet.

A.4X In the Downtown Specific Plan area, amend the code for restaurant—not part of multi-tenant retail site or building so that for new uses occupying an existing space of any size (rather than 1,200 square feet or less), no new parking is required.

A.4X In the Downtown Specific Plan area, establish an in-lieu program under which developments may have their minimum parking requirement reduced by 50 percent in exchange for a fee to be paid up-front. Revenues may be used to broker lease agreements under which private spaces would be shared with the public at some or all times (this should be accompanied by the wayfinding program described in A4.7). They may also be used for alternate improvements to access within the Downtown Specific Plan area, including pedestrian, bicycle and transit improvements.

A.4X Review the time limits and other regulations for on-street parking supply in Downtown and streamline regulations to improve the ease of interpreting parking rules.

A.4X Develop an enhanced wayfinding system of signage directing motorists to public parking lots in Downtown.

A.4X Periodically monitor parking availability in Downtown. If parking availability becomes a significant access challenge, consider demand management measures combined with an associated benefit district.

A.4X Expand the Mission-Meridian Preferential Parking Permit District to cover all blockfaces west of Fair Oaks, south of SR-110, east of Orange Grove (including Orange Grove itself) and north of Monterey Road (including Monterey itself).

5 OUR RESILIENT COMMUNITY

Over the years, South Pasadena downtown has endured suburbanization, economic recessions, and more recently competition from online shopping. Downtowns that failed to successfully respond to the changing trends continue to decline. Resilient downtowns have been able to successfully adapt to these changes and to even develop the capacity to overcome future hardships.

Resilience in Downtown South Pasadena means tackling systemic, interdependent challenges, such as allowing contextual infill development that preserves the small town character, with thriving retail, access to affordable housing and transit, and vibrant infrastructure to better prepare us for shocks like earthquakes and stresses like climate change.

By leveraging our collective resources and fostering a culture of responsive government centered around residents' needs and robust, green infrastructure development we can address any weakness today and become strong and well prepared for any future adversity. This section considers the resiliency challenges in the eight General Plan focus areas.

1. Our Natural Community

Majority of new growth will be directed to the Downtown Area. New development provides an opportunity to enhance the natural environment. Walkable mixed-use development could reduce the need for driving thereby improving air quality. Green roofs, planters, swales, rain gardens, and sub surface drains can constrain, disperse, and reduce the quantity and increase the quality of stormwater on and off-site, and replenish groundwater. Downtown streets can reconnect rainfall to the environmental life of the city.

The threats of drought, disease, and pests will pose a challenge on maintaining the aesthetic and environmental benefits gained from the tree cover. New insect and disease resilient trees planted by the public and private sector would keep South Pasadena "The Tree City" well into the foreseeable future.

Policies and Actions

P.5X Incorporate natural systems into the Downtown built environment to promote healthy and resilient ecosystem.

A.5X Integrate green infrastructure into Mission Street and Fair Oaks Avenue alongside transit infrastructure and providing safe places for people walking and biking.

A.5X Adopt an Urban Forest Management Plan that prescribes resilient and drought tolerant trees to plant and maintain on Downtown public and private property.

2. Our Prosperous Community

A focus on the unique features of Downtown, building on existing assets, and using them to attract new investment and strengthen existing businesses offers benefits that extend far beyond enticing visitors, entrepreneurs, small businesses, and corporations. Downtown South Pasadena can harness the power of place-making to give local amenities a dual purpose: enhancing quality of life for all residents and attracting investment. Place-making is a method for capitalizing on existing strengths for the purpose of developing a resilient economy.

Policies and Actions

P.5X Preserve, enhance, and build on existing downtown assets to harness the power of place-making.

A.5X Evaluate the potential for incentives together with a developer-supported fund to assist with preservation activities in the Downtown area.

A.5X Support restoration and adaptive reuse of the historic Rialto Theater.

A.5X Enhance creative and cultural uses, including affordable live-work space for artists, and consider development of an “Art Center” in the Downtown area.

3. Our Well Planned Community

The economy changes quickly. To better respond to changing market conditions flexible land use and zoning policies and regulations in the Downtown area will allow the City to better capture demand from emerging industries, providing opportunities to enhance its tax base.

Affordability

In South Pasadena, 72% of low income renters and approximately 91% of extremely low income homeowner households pay more than 30% of their household income in rent. The Downtown area presents the greatest opportunity to provide transit-supportive affordable housing.

Infrastructure

The Water distribution system serving the Downtown Specific Plan Area lies entirely within the "Central" water system. Water is provided to this system by the Wilson Reservoir in San Gabriel, the Graves Reservoir in San Marino, the Garfield Reservoir on Garfield Avenue north of Hardison Street, the Grand Reservoir at the north end of Floral Park Terrace, and a connection to the Metropolitan Water District (MWD) line at Kalle Avenue south of Monterey Road. A comprehensive analysis of the overall system conducted previously identified a series of system-wide modifications required to improve the operation of the distribution system.

The analysis indicated that during peak use hours, water pressure within the Specific Plan Area averages about 45psi, with the lower pressures occurring on the easterly side. Water pressure of 50 to 70 psi is desirable. Along El Centro Street, the pressure averages about 38 psi with the lower pressures also occurring on the easterly side. These pressures are low but unavoidable given the current system equipment and configuration. Future development may encounter problems associated with the low water pressure which can only be remedied on a system-wide basis.

According to the City's Public Works Department, the sewer system is adequate to handle the current needs of the Downtown Specific Plan Area and should be capable of handling the projected future development. A previous analysis of the overall system concluded that the existing system could sustain a population of 30,000, along with intensification of commercial land uses, including development in the Downtown Specific Plan Area.

Stormwater System

The watershed contributory to the Downtown Specific Plan Area is approximately 113 acres and is roughly defined by Arroyo Drive to the west, Grevelia Street to the north, and Fair Oaks Avenue to the east. Storm water runoff generally flows in a southerly direction through the Specific Plan Area where some is intercepted by storm drains located in Orange Grove Boulevard, Mission Street, Fremont Avenue and Fair Oaks Avenue. The remainder flows to the south. Storm drains on Orange Grove to Mission Street and westerly along Mission Street to the Arroyo Seco channel and on Fremont Avenue from Hope Street south to Mission Street, east along Mission and south along Marengo Avenue, are designed to handle flows generated by a 10-year storm event. On Mission Street, between Orange Grove Boulevard and Fremont Avenue, no storm drains exist. Water flows from a high point at Meridian Avenue to the east or west to the storm drain lines.

The Downtown Specific Plan Area is substantially developed at this time. Proposed development would not include construction over large unpaved areas. As a result,

there should not be any large increases in runoff quantities. According to the City's Public Works Department, there are no major flooding problems in the Downtown Specific Plan Area. The existing storm drain system appears to be adequate to handle most storm water runoff with only minor modifications.

Stormwater System Improvement Recommendations

There are a number of rainwater interventions that could be integrated into the infill/redevelopment plans to help to alleviate pressures on the storm drain system, enhance the livability, and replenish the aquifer. These procedures are often called LID (Low Impact Development) or Green Infrastructure. Below are some recommended rainwater treatment practices for the corridors.

- Tree Pockets can be installed between parking spaces in the parking lanes on streets. Simply sawcut the tree pocket, scoop out a hole, and fill it with soil and a tree. Leave the existing curb and gutter in place, and leave openings so the gutter rainwater can flow into and fill up the tree pocket, and then flow out at the lower end.
- Tree Zippers can be installed in parking lanes by sawcutting the entire strip of parking, scooping it out and replacing with soils, trees, and pervious pavers. Rainwater enters the pervious pavers from the street surface and gutter flow and is absorbed by the trees and soils.
- Tree pockets and zippers help to define the outdoor room of the street, help to shade and cool the paving and parked cars and sidewalks, and absorb rainwater for tree evapo-transpiration while allowing for infiltration that will help replenish the aquifer.
- The Simple Green Street is a slight modification of an existing street curb and adjacent planting area. A portion of curb can either be replaced with a depressed top-of-curb section, or the curb face can be simply core-drilled. Both modifications allow rainwater to pass to the adjacent planting area; which has been slightly excavated and re-landscaped to accept the rainwater run-off. This landscaped area can be planted with indigenous, drought-tolerant landscaping and a permeable surface to allow the rainwater to re-enter the aquifer.
- Pervious pavers and other permeable materials can be used on parking lots and streets as an enhanced surface that provides filtering, infiltration, and storage of rainwater runoff from the site.
- In-Street Detention Storage can be used to detain rainwater runoff and release it slowly after the peak flows in order to reduce flooding downstream. Some infiltration can also be accomplished. Depending on utility locations, some streets may have room in the center of the street and may be conveniently located for this rainwater treatment.
- Car and people parks can be created by designing parking lots as plazas by replacing the usual sea of asphalt with trees and pervious pavers - providing a place for cars and people

while reducing pressure on the storm drain system and helping to recharge the groundwater aquifer.

Policies and Actions

P.5X Support the production of new affordable housing projects through standards and process incentives.

A.5X Adopt flexible regulations that can respond to market changes in emerging industries, and attract contextual development.

A.5X Leverage Gold Line Station for walkable mixed-use development opportunities on nearby catalytic sites to provide variety of affordable housing types, local employment, community benefits, and application of extensive TDM measures.

A.5X Provide contextual reductions in building mass for properties that abut existing residential districts.

P.5X Ensure continuity of critical services.

A.5X Require developers to pay their fair share for water, wastewater, and stormwater system upgrades beyond what is currently in place.

P.5X Support the inclusion of energy efficient design and renewable technologies in all new downtown public and private projects.

A.5X Require solar panels on all new buildings.

A.5X Explore opportunity to develop a clean energy “micro-grids”.

A.5X Install Electric Vehicle (EV) chargers at public facilities in Downtown area. Encourage property owners to install EV chargers at Downtown business and multi-family locations.

4. Our Accessible Community

Resilience at a community level requires a transportation system that can withstand changes in technology, new options for people to get around, unexpected conditions, or extreme demands from equipment failure or disasters. At an individual level, resiliency could mean being able to get around when the car breaks down, or if their income decreases, or if they are disabled.

Transportation systems evacuate people from danger and emergency services to reach the areas in need. Diverse, redundant, and efficient transportation system can continue functioning if one of its link is broken, and accommodates a wide range of user needs and conditions.

Policies and Actions

P.5X Seek resiliency in transportation investments.

A.5X Evaluate, design, and maintain critical components of the transportation system to be fail-safe, self-correcting, repairable, redundant, and autonomous.

A.5X Develop a well connected multi-modal transportation network that provides multiple options to access Downtown destinations.

A.5X Support development of diverse and competing transportation services, such as ride-sharing, delivery services, use of telecommunications to substitute for physical travel, etc.

5. Our Healthy Community

The actions identified to build a connected and prepared community are designed to result in multiple benefits, including improved physical safety, which will result in reduced loss of life and injury in the event of a disaster; increased social cohesion; increased access to services; improved environmental performance of critical City facilities; and improved ability to minimize economic disruption.

Small local food systems like the farmers market and community garden are better able to withstand shocks than their massive counterparts. Because food travels shorter distances, locally grown produce is able to conserve nutrients better, making it more nutritious and tastier, which encourages people to eat more of it. Better nutrition means better public health—a cornerstone of disaster resilience. By reducing the miles between farm and fork, local food systems also limit greenhouse gas emissions.

Policies and Actions

P.5X Promote mix of uses within a walking and biking environment that encourage physical activity.

A.5X Require active and engaging ground floor frontages to increase visual interest and promote walkability.

A5.X Repurpose Mission Street and Fair Oaks Avenue to include safe and well-connected street networks for walking and biking.

A5.X To increase pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, provide a series of parklets distributed throughout the street.

P5.X Encourage local food production, processing, and distribution to the greatest extent possible. SE

A5.X Continue to support farmers' market, fresh food stands, community gardens, community kitchens, and other local initiatives to provide healthy foods, promote food security, and build resilience.

6. Our Safe Community

Over the years, number of unreinforced masonry buildings have been seismically retrofitted. A total of four buildings remain to be retrofitted. The City provides a transfer tax rebate to lower the cost of seismic retrofits and access to Property Assessed Clean Energy (PACE) financing, which lets owners borrow money with no upfront cost and pay the money back at fixed rates on their property tax bill. The City is developing an inventory of vulnerable apartment buildings with "soft stories," and will draft an ordinance mandating the retrofitting of these structures.

Policies and Actions

P.5X Minimize personal and property damage resulting from seismic hazards.

A.5X Require structural reinforcement of all inventoried unreinforced masonry structures.

7. Our Active Community

The new infill development Downtown presents the strongest opportunity for integrating natural and built systems. Public and private open spaces can be conceived as multi-functional green infrastructure that makes the downtown area more resilient.

Policies and Actions

P.5X Maximize the efficiency and productivity of parks and open spaces to provide multiple benefits.

A.5X Expand the function of parks and open spaces beyond recreation, to store and clean water, filter air, help improve public health, and provide habitat and connectivity to increase biodiversity.

8. Our Creative Community

Downtown is the creative hub of the City. A strong and vibrant arts scene Downtown can be a reliable and durable driver of South Pasadena's economic growth and resilience. Creative providers should collaborate and effectively partner with business and school district to advocate for City funding for arts and culture; and collectively leverage City funding for private and public support including donors, sponsors and regional and national grants to support more creative endeavors by individuals and organizations.

Policies and Actions

P.5X Link climate and cultural resilience through creative place-making.

A.5X Integrate arts, culture, and creative activities within community development efforts.

P.5X Support funding for arts and cultural groups.

A.5X Document compelling stories supported with facts on economic, social, and environmental benefits of arts and culture in South Pasadena.

A.5X Leverage city funds for private and public sector support including donors, sponsors, and grants.

6 OUR HEALTHY COMMUNITY

The focus group discussions identified three health related topics for the General Plan and the Downtown Specific Plan: active living, mental well-being and access to nutritious and affordable food.

1. Active Living

Design of downtown streets, alleys, open spaces, and buildings can make a significant impact by increasing opportunities for physical activity in daily life. Good pedestrian and bicycle infrastructure; access to parks and open spaces; and building designs that encourage regular stair use can increase physical activity and lower body weight and risk of cardiovascular diseases.

POLICIES AND ACTIONS

P6.X Promote higher density mix of uses that encourage physical activity.

A6.X Provide a mix of land uses within new infill projects in the downtown area.

A6.X Activate the ground floor uses along Mission Street and Fair Oaks Avenue with attractive and engaging store frontages, and maximize transparency of facades at ground level to increase visual interest and promote walkability.

P6.X Lead with roadway design that prioritizes safety. Promote safe networks of complete streets that facilitate safe and comfortable walking and biking. **AP, SE, VZ**

A6.X Repurpose Mission Street and Fair Oaks Avenue to include safe and well-connected street networks for walking and biking, and to improve access to destinations and other community services.

A6.X Partner with law enforcement and community groups to reduce the frequency of crime and traffic safety problems.

A6.X To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, provide a series of parklets distributed throughout the street.

A6.X For blocks over 400 feet long on Mission Street, provide mid-block crossings that encourage pedestrian activity along and across the street.

A6.X Pave and enhanced with string lights Pico Alley, east of the Gold Line station, so it becomes a quiet gathering space as well as an important pedestrian connection from the station to the eastern blocks, without getting onto Mission Street.

A6.X Pave and enhance with trees and string lights Edison Alley, behind the Rialto, so it becomes a distinct north-south pedestrian connection, connecting the Rialto to Mission Street.

P6 X Increase infrastructure that supports biking. **SE, VZ**

A6.X Encourage existing and new development to provide secure indoor bicycle parking in the form of indoor racks or storage rooms to ensure security and weather protection, and provide outdoor bike racks.

A6.X Set up a bike-share program in the downtown area to provide access to bikes for residents or tenants on an as-needed basis.

P6 X Repurpose vacant and underutilized spaces that detract from the vitality in the Downtown area for active living.

A6.X Collaborate with downtown residents and merchants to leverage and repurpose vacant and underutilized lots with temporary or permanent active living and mental well-being activities such as community gardens, open spaces, or pop-up events and festivals.

P6.X Promote a healthy community by providing for Aging in Place in residential development designs. **AP**

A6.X Encourage a mix of housing types and housing units that increase the proportion of areas usable by a wide spectrum of people, regardless of age or ability.

P6.X Design buildings to encourage physical activity.

A6.X Require new development to provide open stairs near the entrance; use aesthetic treatments such as vivid colors, artwork, and music; and treat stairs with the same finishing standards as other public corridors in the building.

Mental Well-Being

Social interaction builds self-esteem, self-confidence, and increases sense of belongingness in a community, which helps us cope with life's challenges, and mitigates feelings of loneliness, anxiety and isolation. A walkable Downtown provide opportunities for natural, daily social interaction. Mixed-land use with welcoming shopfronts and nearby amenities, allow people to browse and interact with other people. Parklets and

benches along street and multi-use public open spaces where people can get together for cooperative community events, increase opportunities for participation and volunteering.

Nature, when provided as parks and tree-lined walkways and incorporated into building design, provides calming and inspiring environments and encourages learning, inquisitiveness, and alertness.

Urban environmental conditions such as stress from commute, street danger, lack of physical activity, or contact with nature affect mood. Because people spend approximately 90 percent of their time indoors, buildings play a critical role in minimizing exposure to toxins and protecting the health of occupants. Noise pollution and poor lighting can take their toll on stress levels, whereas the restorative effects of natural environments, daylighting, and quiet spaces can positively affect physical and mental health. Landscape maintenance machines (mowers, leaf blowers) operate at levels up to 110 decibels — clearly worker health is a concern, as is that of the residents that are subjected to this excessive noise, often for long periods.

POLICIES AND ACTIONS

P6.X Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities and events. **AP, SE**

A6.X Engage older residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community.

P6.X Expand the opportunities in the Downtown area to interact with nature within the streets, open spaces, and buildings. **AP, SE**

A6.X Incorporate street trees, street side planters, parklets into street and alley design.

A6.X Encourage contact with nature through network of public and private green space.

A6.X Amend development regulations to require new development to provide a range of public and private open spaces.

PX.6 Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.

A6.X Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings.

P6.X Reduce the prevalence of unpleasant noise and smell. **AP, SE**

A6.X Manage relationship between homes and major noise sources through zoning and environmental review and design measures.

A6.X Provide educational materials and programs that inform the public about noise and pollution risks of gas powered outdoor maintenance and encourage use of alternative environmentally sensitive solutions.

3. Access to Nutritious and Affordable Food

Food is as essential to health and well-being as air and water. People choose among foods that are readily available. Information about nutrition helps residents make healthier food choices. The downtown area has access to several grocery stores located on Fair Oaks Avenue and Mission Street.

For almost two decades, the Award-Winning South Pasadena Farmers Market located next to the Gold Line Station brings local produce to the community. Every Thursday evening, the Farmers Market gives all people access to fresh fruits and vegetables through Nutritional Assistance Programs, WIC (Women, Infants, Children,) and the Senior Farmers' Market Nutritional Program as well as Cal Fresh (EBT).

Community gardens help increase the availability and appreciation for fresh fruits and vegetable, in addition to providing an opportunity for exercise, green space, and a place for community gatherings.

Policies and Actions

P6.X Support efforts to expand access to affordable and nutritious food for all people in South Pasadena. **AP, SE**

A6.X Encourage the use of vacant lots for community gardens.

A6.X Identify and inventory potential community garden/urban farm sites on existing parks, public easements and right-of-ways, and schoolyards, and prioritize site use as communities gardens in appropriate locations.

A6.X Encourage new building construction to incorporate green roofs, and encourage conversions of existing roof space to green roofs, to maximize opportunities for gardening.

P6.X Encourage local food production, processing, and distribution to the greatest extent possible. **SE**

A6.X Continue to support farmers' market, fresh food stands, community gardens, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community.

A6.X Encourage Downtown restaurants to serve locally sourced foods and provide nutritional information. Support businesses that offer healthy foods.

P6.X Avoid a concentration of unhealthy food providers within the Downtown area. **SE**

A6.X Ban drive-through food outlets within Downtown area.

A6.X Restrict approvals of new liquor stores or retailers that sell alcohol for off-site consumption.

7. OUR SAFE COMMUNITY

"In general, life and people themselves, make the city more inviting and safe in terms of both experienced and perceived security."

Jan Gehl, Cities for People

Public safety is a critical component of city services — it constitutes 49% of the City's \$25 budget. As of 2017, the police department included 35 sworn officers, 12 non-sworn full-time employees, five part-time employees, and two volunteers; and the fire department included 19 full time career firefighters and three part time employees. Because the Downtown area is built-out with limited projected growth, the Specific Plan does not anticipate that additional facilities and/or public safety employees will be required to serve the Downtown area.

South Pasadena is a safe community with low property and violent crime rate. However, personal and community safety and security in Downtown area is a complex issue. The perception of safety or danger does not always relate directly to the actual incidence of crime. We feel comfortable and confident using areas where there is good visibility and effective lighting, where we can be seen and heard by other people.

Thoughtful design, good management, and involvement from downtown merchants and residents is an important instrument in enhancing sense of well being and making places more user-friendly, easy to understand, and secure. The key design principles that promote personal safety and property security are:

1. Natural Surveillance

The objective is to provide surveillance opportunities from buildings and public streets to discourage anti-social activity. For example: shopfront windows, balconies, entries, allow building occupants and passersby to observe on-site and street activities for the purpose of informal surveillance. Mix uses, particularly at street level, add vitality at different times of the day and night.

2. Pedestrian and Bicycle Safety

Loss of life because of preventable traffic is tragic. We should protect our most vulnerable road users, including children, older adults, and people walking and bicycling. This requires a citywide effort that brings together engineers, police officers, advocates, and policymakers to work together towards creating safer streets. Wide multi-lane streets with larger block lengths in the Downtown area result in streets that are both difficult to cross and easier to speed on.

The community supported vision calls for following pedestrian and bicycle safety enhancements for Downtown streets:

- Mission Street to be re-stripped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a pedestrian- and bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.
- Fair Oaks Avenue to be configured as a grand double-tree lined street that maintains the four travel lanes, with bicycle lanes located closest to the street curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb outs at each intersection help slow traffic speeds. The bicycle lanes remain continuous across the bulb outs.
- Mid-block crossings on Mission Street help break the longer block lengths and encourage pedestrian activity along and across the street.
- A clear and safe alley system could encourage exploration of the Downtown area, and more enjoyable routes, while allowing a finer grain network that is more comfortable for pedestrians. The Pico Alley east of the station and Edison Lane behind Rialto are recommended to be paved and enhanced with string lights. The alley would become a safe and quiet gathering space as well as a safe pedestrian connection, without getting onto Mission Street or Fair Oaks Avenue.

3. Lighting

To overcome issues such as safety, navigation and visibility – light installations can effectively be used to welcome people in dark public spaces. Improving street lighting can reduce the prevalence and incidence of crime. Downtown South Pasadena will attract pedestrians with flattering full-spectrum, low-watt lamps on short poles.

Besides street lamps, lighting can be mounted on buildings and where appropriate light the facade, or can be integrated into bollards, feature lights, and streetscape elements.

Lighting levels should be achieved by increasing the number of lights, not their height or wattage. Rather than be everywhere, lighting levels respond to the context. In downtown area, street lights should be frequent and support nighttime activity. In residential areas, lighting can be limited with well-lit intersections.

Light streaming from storefront windows along downtown streets can make a significant contribution to the feeling of security at night. Mixed-uses along downtown streets, particularly upper level housing as a crime prevention strategy, increases the feeling of safety. Along Mission Street and Fair Oaks Avenue, upper-floor housing provides “eyes on the street” that follow what is going on in the street and deter crime.

POLICIES AND ACTIONS

P7.X Make Downtown streets safe for pedestrians and bicyclist.

A7.X Carry out the safety enhancements recommend by the Downtown Vision for Mission Street and Fair Oaks Avenue.

A7.X Add mid-block crossings and parkletts on Mission Street.

A7.X Amend the development codes to allow a variety of context sensitive street types.

P7.X Employ a range of contextual lighting options to promote safety and security on downtown streets.

A7.X Identify downtown public streets and open spaces that are poorly lit and install context sensitive street lights.

A7.X Install string lights in alleys that provide pedestrian connections to destinations.

A7.X Require new infill development to demonstrate on a lighting plan appropriate level of direct and indirect lighting in the public and private realm.

P7.X Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.

A7.X For new infill development and major rehabilitation, incorporate natural surveillance principles and best practices into development codes and review processes.

A7.X Amend the development codes to require building designs that promote safety by providing active street frontages.

8. OUR ACTIVE COMMUNITY

INTRODUCTION

Open spaces and recreational facilities provide an opportunity to exercise, access sunshine, nature and fresh air, and encourage people to walk or bike. They can have a significant impact on people's stress levels and overall mental health, particularly in urbanized areas like Downtown South Pasadena. Physical recreation reduces obesity and risk of cardiovascular disease, diabetes and other health ailments. Public open spaces, whether playgrounds, picnic fields or even just engaging streets, can help build community by giving neighbors a realm in which to get to know each other, and giving children a safe place to play.

The public space network in Downtown South Pasadena needs interesting, inviting, and varied public spaces. The existing two parks do not adequately serve the needs of downtown residents. The Library Park is an open lawn area around the library and the Orange Grove Park is largely dedicated to league baseball and soccer activities. The places for quiet reflection or the places for physical activities and play are missing. The weak public spaces and the lack of substantial daytime focused activities in downtown cause fragile user patterns. An active public life culture in the downtown warrants more invitations throughout the day, week and the year.

In general, downtown has wide and easy accessible sidewalks of good quality with marked crossing and pedestrian signals. Together this provides a fine base for walking. There are a great deal of important destinations in downtown, but they are poorly connected. Downtown has two pulse points of activity: the Metro Station area, and the central node at the intersection of Mission Street and Fair Oaks Avenue. In between these two pulse points, the walking experience on Mission Avenue is challenged by inactive frontages, vacant parcels, and poor lighting. With the exception of a few blocks, the pattern of development on Fair Oaks Avenue is largely designed for vehicular traffic. To invite more people to walk, active and attractive ground floor facades, invitations to sit and rest along the streets, pedestrian scale street lighting, and clear organization of the sidewalk space to enable unobstructed walking are needed.

In downtown, the car tends to dominate. Vehicular traffic flows are prioritized, at times compromising pedestrian and bicycle flow. Downtown is built out with very limited infill opportunities to provide new parks and open space. The greatest opportunity for public space in Downtown South Pasadena exists in reimagining the streets and alleys as linear public space corridors that continue to facilitate vehicular traffic while also providing safe, comfortable, and inviting walking and biking experiences.

Insert images of "Astride-Aside" The figure accentuates the pedestrian nature of the Mission Street area and encourages commuters to disembark and visit the diverse shops and restaurants within walking distance of the stop

ISSUES & OPPORTUNITIES

The feedback from the focus group meetings, charrette, interviews, and survey point towards opportunities to improve the quality of public space in Downtown South Pasadena and a series of issues to be overcome. Overall, the main findings and recommendations focus on several key areas for action to improve the current situation:

- providing a continuum range of integrated public and private open spaces;
- promoting a shift in mind-sets towards a more people-orientated city culture creating a better balance between vehicular traffic, pedestrians and cyclists;
- upgrading the visual quality of the streets and open spaces;
- improving conditions for walking and cycling;
- improving conditions for resting and simply passing time;
- providing a range of recreational events and programming; and
- a sustainable source of funding to operate and maintain public open spaces and recreational facilities.

VISION

An active way of life for all. The downtown serves as the retail, restaurant, and entertainment center of South Pasadena and is where the greatest numbers of pedestrians are encouraged and expected. This area will need the best gathering places, widest sidewalks, the widest crosswalks, safest bike lanes, the brightest street lighting, the most furnishings, and other features that will enhance the walking and biking environment.

Network of Open Spaces

Open space provides the 'breathing room' within the urban downtown context and promotes opportunities to engage in outdoor activities. The vision identifies existing open spaces within the study area and stitches them to new open spaces creating a rich tapestry of parks, plazas, enhanced alleys, parklets and mid-block crossings that will increase the overall amount of open spaces in downtown, and provide visitors, workers, and residents with an appealing, thermally comfortable outdoor environment.

Recreation

Recreation includes activities that happen both at outdoor open spaces and indoor facilities. Activity is beneficial by way of being fun, stimulating, refreshing, or relaxing. Active recreation involves physical activity while passive recreation usually involves sitting, lying down, or a leisurely stroll.

Active recreation refers to a mix of uses in Orange Grove Park that includes: sports fields, buildings or structures for recreational activities, concessions, courses or sport courts, children's play areas, and recreational pathways.

A passive recreation area refers to a mix of uses at Library Park, which include the landscaped areas, lawn spaces, seating and picnic areas.

The proposed Community Center and redesigned Orange Grove Park will increase opportunities for both active and passive recreation activities.

Redesign Orange Grove Park

The current opaque edge fence intended to keep the baseball and soccer ball inside the field present a dull and inactive frontage that also block visual enjoyment of the park space. During construction of the new Community Center, the softball and soccer field will be used as a construction staging area. The reconstruction of the sports fields presents a wonderful opportunity to improve the edge treatment, improve sight lines to make the park and adjacent areas safe and more inviting, and provide a wide linear path along the edge with amenities including public art.

Redesign Station Area Plaza

The open space around the light rail station is proposed to be significantly enhanced. The existing triangular park to the east of the station will be retained. The asphalted road to the east of the station is proposed to be redesigned a paved plaza. The existing historic monuments and Oak trees in this space would be retained. The intersection of Mission and Meridian would also be paved to enhance pedestrian connectivity on both sides of Mission Street. The station platform is directly connected to open spaces on both west and east by stair directly from the platform.

Parklets

Parklets transform on-street parking spaces into small spaces for people to use and enjoy. They provide pedestrian amenities such as seating, landscaping, and bike parking. To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, a series of parklets are proposed to be distributed throughout the street. The introduction of parklets along Mission is also a way of distinguishing it from the proposed tree lined formality of Fair Oaks Avenue.

Two Great Streets

Mission Street is envisioned to be re-striped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.

Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides. The bicycle lanes will be located closest to the street curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb out designs at each intersection will create safer pedestrian crossings, while allowing continuous bicycle lanes to run through.

Park Once

The Downtown area will become a Park Once walkable places. Carefully located public parking places ensure parking distribution throughout the two districts and encourages people to walk to various destinations throughout. All parking is designed to be subservient to the pedestrian and invisible from the public realm.

Mid-block Crossings

Mid-block crossings on Mission Street help break the large block lengths and encourage pedestrian activity along and across the street.

Untapped Potential of Alleys

Downtown alleys have the potential for strengthening the public realm and increased pedestrian invitations. Pico Alley east of the Station and Edison Lane behind Rialto are human scaled and have much potential for more active pedestrian use. The challenge will be to retain the utilitarian functions of the alleys while providing improvements to accommodate pedestrian activity, retail, and other uses.

Green Network

The street trees and other vegetation in downtown function as a localized green infrastructure which is part of the larger "green infrastructure" framework of the city. Street trees and other vegetation substantially enhance pedestrian activity. South Pasadena is known for its extensive and mature street tree canopy, with the exception of its two signature corridors. Both Mission Street and Fair Oaks Avenue have significant gaps in the tree canopy. The vision calls for thriving and distinctive street trees on these two streets.

Reimagining Streets for Active and Healthy Living

626 Golden Streets

Open Street events such as "Ciclovía" or the 626 Golden Streets event temporarily open stretches of Mission Street in Downtown South Pasadena and beyond for people to walk, jog, skate, bike and more. This event, allows people to take over the street space and enjoy this valuable open space asset for a day and creates an appetite to help make pedestrian and bike infrastructure adjustments that can serve the community other 364 days of the year.

Insert images of 626 Golden Streets

Farmers Market

Every Thursday evening, Meridian Avenue and El Centro Street are closed off (between Diamond Avenue and Glendon Way) for over 70 vendors, picnics, and live music on the lawn adjacent to the Metro Gold Line Station.

Insert images of Farmers Market

Park(ing) Day to Parklet

PARK(ing) Day is an annual event where on-street parking spaces are converted into park-like public spaces. The event shows that car space is also public space that can be used for people activities instead. PARK(ing) Day encourages collaboration amongst local citizens to create thoughtful, but temporary additions to the public realm. The temporary repurposing of parking space for a day allows the concept to be tested and refined while building support for a more permanent parklet space.

Insert images of Parklet

Insert images of passive (movable chairs, movies in the park, etc) at the and active recreation (playground, rollerskating, etc)

POLICIES AND ACTIONS

Network of Open Space

P8.X Encourage the dynamic and flexible use of existing open spaces and promote a variety of new recreation and open space uses, where appropriate.

A8.X Re-design the open space around the Metro Gold Line Station to create a large, cohesive, and central civic amenity, improve pedestrian and vehicular flow, and improve the paved surface aesthetics.

A8.X Redesign Orange Grove Park with enhanced sight lines and an active, accessible, and visually engaging perimeter design. Possible use of Orange Grove for other uses besides AYSO & Little League.

A8.X Continue to partner with the South Pasadena School District for the use of their central courtyard to host variety of public events and festivals.

A8.X Amend the development standards to require private development to provide a range of public and private open spaces on the block, lot, and building.

A8.X Pursue and develop innovative long-term funding mechanisms for maintenance, operation, renovation and acquisition of open space and recreation.

Recreation

P8.X Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all residents. AP, SE

A8.X Provide a range of active and passive recreational activities and programs that are responsive to community needs and changing demographics. AP, SE

A8.X Support the design and construction of new Community Center and identify a sustainable way to fund its operation and maintenance.

Improve conditions for walking and biking

P8.X Promote a new balanced traffic culture including walking and cycling for all age groups. AP, SE, VZ

A8.X Support and develop existing publicly-owned right-of-ways and streets into temporary and permanent open spaces like parklet, curb extension, mid-block crossing, sidewalk extension, shared street, and temporary open street or street park. AP, SE, VZ

A8.X Transform Mission Street and Fair Oaks Avenue into complete streets that promote safe walking and cycling. AP, SE, VZ

A8.X Transform downtown alleys into safe, comfortable, and enjoyable walking paths. AP, SE, VZ

9 OUR CREATIVE COMMUNITY

Art and cultural experiences cultivate a rich quality of life in Downtown South Pasadena. Majority of the cultural assets, events, and activities take place in Downtown area, which spotlights art, culture, and entertainment for South Pasadena. It is an area where residents and tourists can experience the unique character of South Pasadena.

EXISTING CONDITIONS

The downtown area contains museums, art galleries, public art, performance venues and restaurants. There are numerous stores selling locally designed and manufactured art, crafts, hand-crafted ceramics, hand made paper, and home furnishings. Cultural attractions include a thriving farmer's market, diverse festivals, live music, exhibitions, and year-round events for the whole family.

The downtown area has one national and two state historic districts, and (insert #) designated and (insert #) potential historic resources..

Insert Downtown Asset Map

ArtsCrawl In Summer and Winter, the South Pasadena Chamber of Commerce hosts the ArtsCrawl event to showcase artists and musicians, and highlight downtown businesses. Businesses along Mission Street, Fremont Avenue, Fair Oaks Avenue and Hope Street participate in the event, with many boutiques offering deals on merchandise and extending their hours. This free event allows people to hop between gallery openings, hear live music, hands-on art activities for children, and typically features many group shows and exhibitions.

Eclectic Music Festival and Art Walk The musical affair features over 40 artists that perform at venues throughout the downtown. All stages and galleries are within walking distance on Mission Street, Fair Oaks Avenue and some side streets near the Gold Line Mission Station.

ISSUES

- Need a central location for arts center
- Designate downtown as a Cultural District
- Sustained sources of funding

VISION

Weave art and culture into the fabric of everyday life in Downtown through the growth and expansion of cultural institutions and by nurturing creative and artistic expression in the public realm. The Vision focuses on authenticity and a desire to nurture South Pasadena's unique identity. Part of this emphasis on authenticity includes a comprehensive approach to culture, one that weaves together the broad fabric of the community – artists, architecture, culture, history, and the environment. Through implementation of policies that support the preservation of South Pasadena's local heritage while encouraging artistic development, the City is actively pursuing the integration of art, architecture, culture and history to restore and enhance the unique identity of Downtown.

Downtown is a signature cultural space for people to gather and reflects the best of what South Pasadena has to offer. The high quality urban design is achieved through vibrant civic open spaces, streets that support people activity, and architecturally significant buildings.

Arts Center: Developing an "Art Center" in Downtown area would establish a central place for the community to participate fully in creative experiences and to support the vibrant cultural environment. Downtown would be an ideal location as it would contribute to the economic vibrancy of the area, along with creative businesses and restaurants to truly develop an arts and cultural district. Preliminary ideas as to the scale of such a facility could be around 5,000 square feet, which would include a gallery for exhibitions and installations, a "black box" performance space for performing events (music, dance, theater, spoken word, film screenings, etc.), and space for educational programs.

Arts and Cultural District: Downtown South Pasadena has a high concentration of cultural resources and activities. South Pasadena should evaluate designating the Downtown area as a local cultural district. The designation would increase public awareness of cultural activities, attract more cultural tourists, imbue a sense of pride in Downtown residents and businesses, increase opportunities for artists, craftsmen, and other small businesses. Other benefits could include access to grants, tax credits, financial incentives, expedited permit review, and special marketing initiatives.

Home to Artists: Resident artists are the lifeblood of a vibrant cultural district. Downtown will provide opportunities to make art, perform, or contribute to commercial products that fuel the creative economy in South Pasadena. The streets of downtown feature galleries, multimedia studios, supply store, and other establishments that allow artists to produce artworks and experiences close to home.

Preservation: Downtown possesses a rich architectural heritage with eclectic mix of homes, and institutional and commercial vernacular buildings. Downtown's sense of authentic historic uniqueness contributes to place-making that retains and attract residents, business and visitors. By preserving and enhancing that unique quality

through a commitment to architecture and urban design, this plan lays the groundwork for sustaining Downtown as the city center.

Streets as Canvas: Art is incorporated into the fabric of the street by using wider sections of a sidewalk as performance space. Temporary art element could be installed along a blank wall of a building or vacant lot fence. The Metro Station and sidewalks along Mission Street are all sites for continuous art interventions, whether temporary, permanent, or rotating.

Public Art Projects

The Community Visioning Charrette identified many opportunities for public art in the Downtown area. The design of these projects would benefit greatly from early involvement of artists.

Redesign Station Area Plaza — The open space around the light rail station is proposed to be significantly enhanced. The existing triangular park to the east of the station, historic monuments, public art, and Oak trees in this space would be retained. The asphalted road to the east of the station is proposed to be redesigned a paved plaza. The extended plaza provides a fertile canvas for public art.

Parklets — A series of parklets are proposed to be distributed throughout Mission Street. The Parklet could be a venue for public art and could complement the art in Mission Street Galleries and Studios. Rotating public art installations could be designed by artists whose works are featured in the galleries on Mission Street.

Orange Grove Park Public Art Walk — The reconstruction of the sports fields at Orange Grove Park following the construction of the new Community Center presents a wonderful opportunity to improve sight lines into the park, to make the park and adjacent areas safe and more inviting, and provide a wide linear public art walk along the park edge.

Gateway Public Art — Mission Street and Fair Oaks Avenue are proposed to be redesigned to facilitate safe and comfortable experience for pedestrian and bicycles. The corner of Mission Street and Fair Oaks Avenue is gateway into Mission Street and the core areas of the Downtown. A public art feature at the intersection would identify entrance into downtown and inspire people to collectively reimagine and reinvent the public space at this core downtown intersection. Public art would enhance both public spaces and private businesses surrounding the sites. Installations should be scaled for both pedestrians and drivers, and incorporate maintenance considerations and be resistant to vandalism.

POLICIES AND ACTIONS

Creative Prosperity

P9.X Creative businesses have places to work, live, gather, and promote their art in Downtown.

A9.X Work to ensure South Pasadena's creative sector has adequate and inviting spaces to create, sell their products, and network.

A9.X Develop and market spaces for artists including studios, affordable housing, and live/work studios.

A9.X Explore building an Arts Center that offers physical and virtual space for South Pasadena's creative sector to connect, create, and promote their art.

A9.X Establish an arts incubator/accelerator spaces to provide office space, management assistance, technology, and access to funding opportunities.

P9.X Facilitate use of vacant retail space by arts and cultural groups.

A9.X Facilitate artists' temporary and opportunistic use of such spaces and venues as vacant walls, storefronts, empty buildings, open spaces, etc.

A9.X Provide building owners with tax incentives, grants, loans, and streamlined permitting process to renovate buildings that can be used as live/work spaces by artists.

A9.X Work with the owners and the developers to put a variety of pop-up art events, exhibits, performances, and temporary retail in their empty spaces will enliven the street.

Cultural Tourism

P9.X Develop effective tools to promote arts, cultural, and heritage attractions in Downtown.

A9.X Coordinate marketing so visitors and local can readily find information about downtown arts, heritage and cultural attractions/events. Create a master calendar and post events and attractions on local and regional travel websites, travel apps, and social media sites.

A9.X In the short-term, locally designate downtown as a Cultural District. In the long-term, pursue, state-level Cultural District designation.

A9.X Partner with local businesses to showcase the art of talented, emerging artists in downtown cafes, restaurants, and boutique stores.

P9.X Leverage the Gold Line Metro Station and the potential Metro Bike Share Center at the Station to promote creative attractions/events.

A9.X Partner with Metro to advertise Downtown events and attractions to riders.

Public Art

P9.X Integrate public art into the development review and capital improvement program.

A9.X Embed artists in planning projects and initiatives in City agencies, such as Planning, Public Works, and the Community Services Departments.