

# Plan



## South Pasadena General Plan

Draft: November 4, 2019



# 01 07

## INTRODUCTION

History, community profile, and planning process.

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## VISION

A shared future for preservation and growth.

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## GOALS, POLICIES AND ACTIONS



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## OUR NATURAL COMMUNITY

Thrive in balance with the natural ecosystems.



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## OUR PROSPEROUS COMMUNITY

Attract and retain high-wage and high value enterprises, and diversify and increase the local tax base.



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## OUR WELL PLANNED COMMUNITY

Preserve stable neighborhoods and make great places.



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## OUR ACCESSIBLE COMMUNITY

Balance pedestrian, bike, and transit connections.



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## OUR HEALTHY COMMUNITY

Improve health and access to healthy food.





**107**

**OUR SAFE COMMUNITY**

Protect and improve the social well being and security.



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**OUR ACTIVE COMMUNITY**

Provide enriching recreational options for the entire community.



**131**

**OUR CREATIVE COMMUNITY**

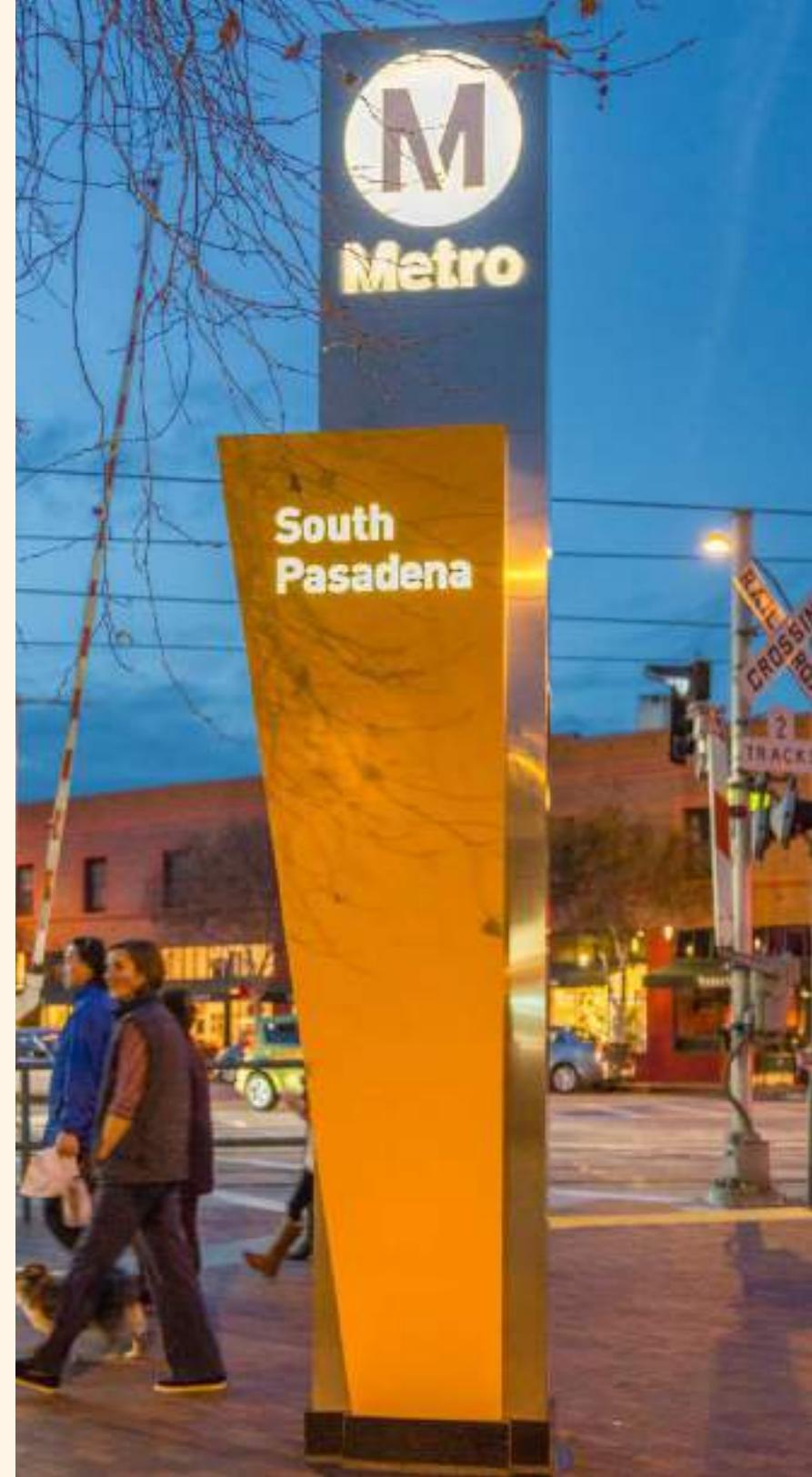
Weave arts, cultural events, community programs into everyday life.

**03**

**154**

**IMPLEMENTATION**

Partners, timeframes, funding sources.



**City Council**

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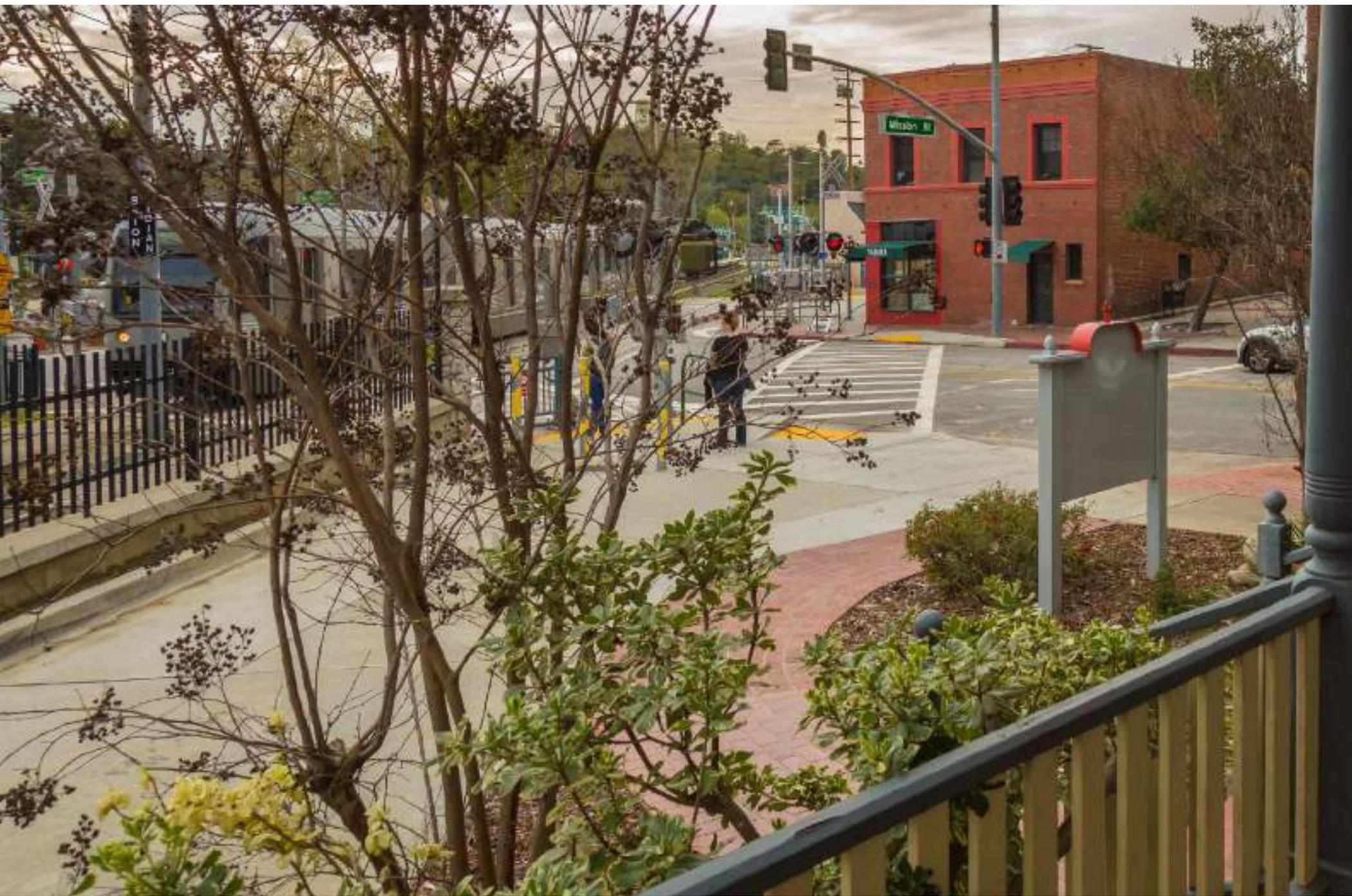
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... and thanks to numerous members of City Staff and thousands of South Pasadena residents

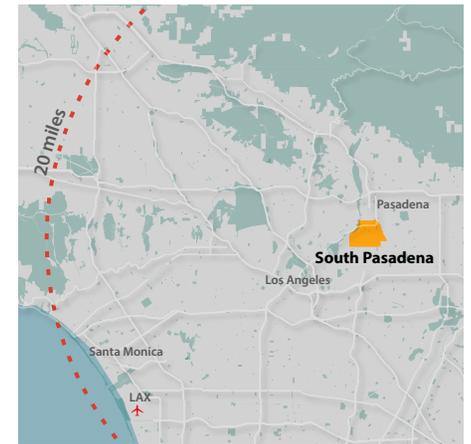






# Part 1

## 1. Introduction



## SETTING AND CONTEXT

South Pasadena is located on the westernmost edge of the San Gabriel Valley. The City boundaries are generally defined by natural landmarks including the Arroyo Seco watershed on the west, Raymond Hill on the north dividing the City of Pasadena, and Monterey Hills which straddles South Pasadena's southwest border with the City of Los Angeles. To the east and southeast are the cities of San Marino and Alhambra respectively.

South Pasadena is linked to Downtown Los Angeles, Pasadena and the northern San Gabriel Valley by the Metro Gold Line, and is accessible by the 110 freeway.

A city of nearly 26,000 people and 3.44 square miles, South Pasadena has an impressive collection of tree-lined historic neighborhoods with important examples of architectural styles and works by prominent local architects.

The City hosts one of the region's most popular weekly Certified Farmers' Markets and numerous arts and cultural events throughout the year.

# THE HISTORY OF SOUTH PASADENA

## EARLY EXPLORERS



### Hunting and Gathering

For centuries, Native Americans named Tongva lived here. After the colonial period the Mexicans and later the Americans called them Gabrieliño, after the San Gabriel mountains. Gabriolino men were hunters and warriors, responsible for feeding and defending their families. Gabriolino women did most of the child care and cooking and gathered herbs and food from the wilderness.

The temperate climate, fertile soil, and numerous streams made it possible to live off the land.



### Colonial Period

The Franciscan monks of Spain established the San Gabriel Mission in 1771 and claimed the entire San Gabriel Valley including South Pasadena as their estate. The mission recruited the local Native Americans to Christianity, and taught them agricultural and building skills.

### Early Settlers

After the secularization of Mission lands by the



Ferdinand Deppes's 1832 painting depicts the mission and Native American dwellings, surrounded by Native American dwellings.

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.

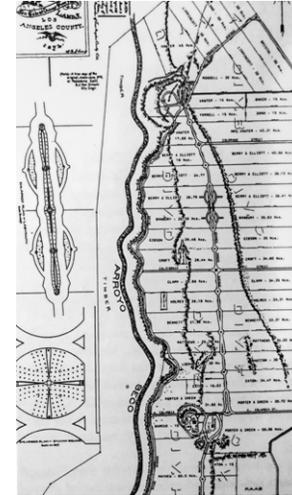
In 1873, Indiana native Daniel Berry moved to Los Angeles and came to prosper with the cultivation of citrus trees and grapevines. He created

the San Gabriel Orange Grove Association, which acquired a large tract of Rancho San Pasqual and subdivided it among its members.



The first commercial settlement of the area occurred in 1870. David M. Raab purchased sixty acres of land to establish his own agricultural operation, first growing fruit trees. In 1888, Raab

established the Oak Hill Dairy on the property. 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.



## Railroad Expansion



Several train lines opened South Pasadena to development, industry, and tourism. The commercial corridors of Fair Oaks Avenue 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. In 1895, the track between Highland Park and South Pasadena was re-routed to eliminate excess curves, and a larger new station was constructed

1200



1700

1771 Mission San Gabriel Arcangel is founded

1800

1822 California becomes Mexican territory

1853 Manuel E. Garfias is the first non-Indian child born in what is now South Pasadena



1874 Agricultural enclave of dairy farms and orange groves

1886 Original Raymond Hotel. The hotel was destroyed by fire in 1895.



by the Santa Fe Railway along the new tracks near the northwest corner of El Centro and Meridian Avenue.



In 1902, the Pacific Electric's Pasadena Short Line was established and ran from Pasadena all the way down Fair Oaks Avenue into South Pasadena to the junction at Huntington Drive, known as Oneonta Park. The station at this junction was built shortly after. The Fair Oaks Avenue line traveled directly north to Colorado Boulevard.

Two Pacific Electric Lines took different routes



from Los Angeles into South Pasadena; the Pasadena Short Line arrived via Huntington Street, while the Mission St. line arrived via Highland Park and the Ostrich Farm, similar to the route of the Santa Fe. The Atchison, Topeka and Santa Fe Railway (ATSF) steam train ran parallel a block to the east on Raymond Avenue.

As early as the 1920s, many of the Pacific Electric lines of Pasadena were converted to bus service, a process that continued

through 1940s. The Pacific Electric announced their intention in 1937 to run busses over the new



In addition to streetcars, automobiles also made an impact on South Pasadena's Fair Oaks Avenue corridor. Fair Oaks Avenue from Columbia Street south to Huntington Drive became a part of Route 66 in 1928.

#### 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 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.

The blocks east of Meridian Avenue 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



Meridian Iron Works Museum (circa 1887): The two-story, redwood building originally operated as a general store. Over time it has served as a hotel, ticket office, telegraph station, bicycle shop, chapel, and school. In 1943, this and adjacent utility structures, now demolished, became the site of a foundry known as Meridian Iron Works, which remained through the 1970s. Today, the building houses the South Pasadena Historical Museum.

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.



**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

<p>1888 South Pasadena becomes an incorporated city</p>	<p>1901 New Raymond Hotel opens</p> <p>1910 Pacific Electric lays two additional tracks on Huntington Drive</p>	<p>1925 Rialto Theatre opens</p>
<p>1896 Cawston Ostrich Farm opens on the Arroyo Seco</p>	<p><b>1900</b></p> <p>1906 Business expands east along Mission Street towards Fair Oaks Avenue</p>	<p><b>1920</b></p> <p>1927 "Ride with the Sun" becomes the official slogan of South Pasadena</p>



Fair Oaks Pharmacy, 1915. A popular destination serving ice cream and shakes for those cruising the original Route 66.



824 Fair Oaks Avenue. Security Trust and Savings, 1922.

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.

At 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.

### The City



Baranger Studios, completed in 1925.



Rialto theatre, 1925.



Day-Ray, 1131 Mission Street

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. After World War II, most manufacturing companies left South Pasadena.

South Pasadena appointed its first planning commission in 1947, which adopted the first updates to the City's zoning laws since 1926. As nearly all of the land in South Pasadena had been developed prior to World War II, the two

large parcels of land in Monterey Hills and on the former site of the Raymond Hotel were the only remaining resources which could be improved to accommodate the sudden post-war influx of new residents to the area.

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.

Many of the photographs in the history section are from South Pasadena Public Library and Huntington Library collections.



1930 Public Library rebuilds in the center of Library Park



1930

1935 Buses replace trolleys on Mission Street

1934 City endorses proposals for Arroyo Seco Parkway



Whistle bottling plant operated in the downtown area until around 1930

1945 Nineteen light-manufacturing plants in South Pasadena are engaged in war work

1940

1943 Meridian Iron Works opens at 913 Meridian Avenue



1950

1955 Eighteen-hole golf course opens in Arroyo Seco Park

1960

1965 City Council adopts a General Plan for future development of the City

## THE ARCHITECTURE OF SOUTH PASADENA



1527 Fremont Avenue, Holy Family Catholic Church

South Pasadena has a rich collection of historic neighborhoods and buildings representing examples of significant architectural styles, construction techniques, and stories of South Pasadena's people and influences. The architectural character of South Pasadena traces its stylistic evolution across periods that shaped its growth.

Early adobe; 19th century styles such as Shingle, Queen Anne, and Craftsman; period revival styles such as Spanish Colonial Revival, Monterey Colonial Revival, Mediterranean Revival, Renaissance Revival, Tudor Revival, French Revival, American Colonial Revival, and Neoclassical adorn South Pasadena neighborhoods.





South Pasadena's Mission West District is on the National Register of Historic Places. The District contains the vestiges of the city's earliest commercial area and several adjacent public buildings. The district is comprised of a number of commercial buildings (1887-1924), the city library, several modern buildings, and several sites of historically important buildings that retain its small-town, small-business atmosphere.

The buildings are designed in "commercial vernacular" style, common in American cities of the late 19th and early 20th centuries — typically brick in construction, with minimal decorative detailing.

South Pasadena's business district was originally in the Mission Street-El Centro Street area between 1888 and 1910. With the completion of the Pacific Electric Railway through South Pasadena in the first decade of the 20th century, the town's business activity shifted eastward to Fair Oaks Avenue. By 1925, the center of South Pasadena had moved away from the older business district. The arrival of

the Gold Line light rail station in 2003 has sparked renewed interest and attracted numerous investments in and around the historic business district.



## PEOPLE

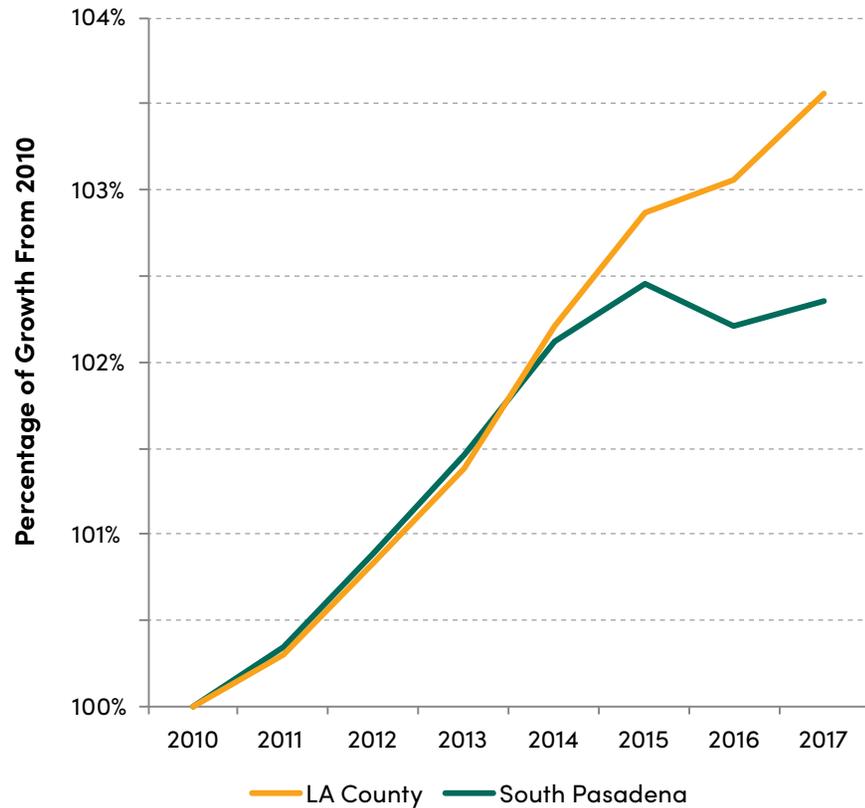
**Growth:** The City's population growth tracked with the County's between 2010 and 2014, since 2014 population growth levelled out to its 2017 total of approximately 25,950 people.

**Age:** South Pasadena's median population age is higher than Los Angeles County. The City has a notably lower percentage of 15 to 34-year-olds and a greater percentage of individuals aged 35 to 60 and 65 to 84. There is a greater percentage of children aged five to 14, but a lower percentage under the age of five.

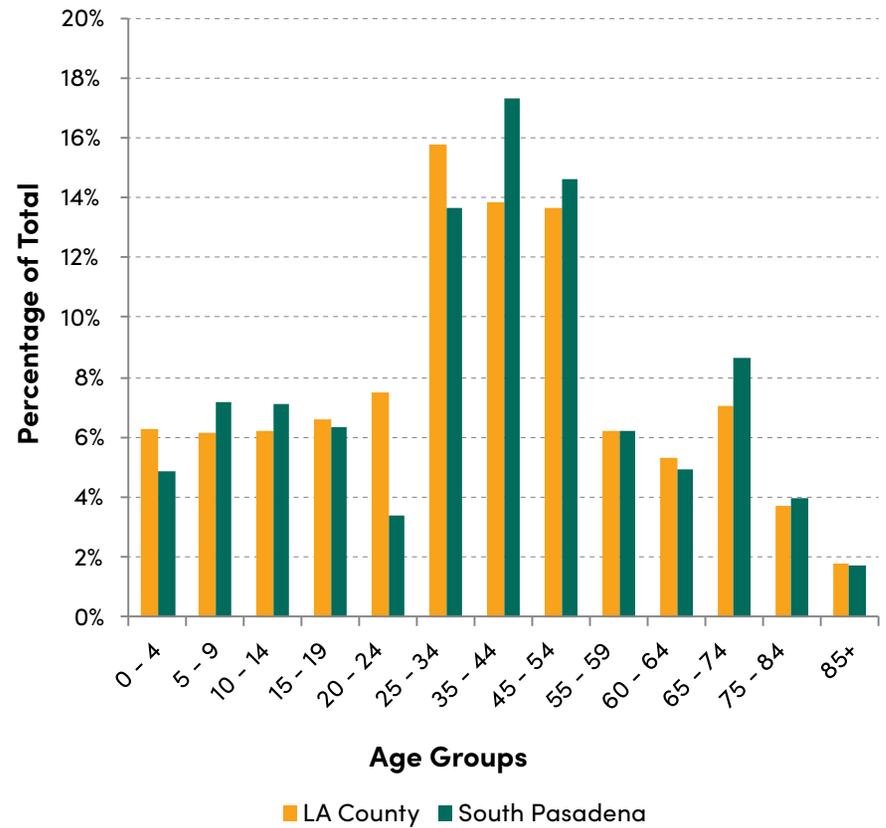
Median Age in South Pasadena: 40 years

Median Age in Los Angeles County: 36 years

### Population Growth Trend



### Population by Age

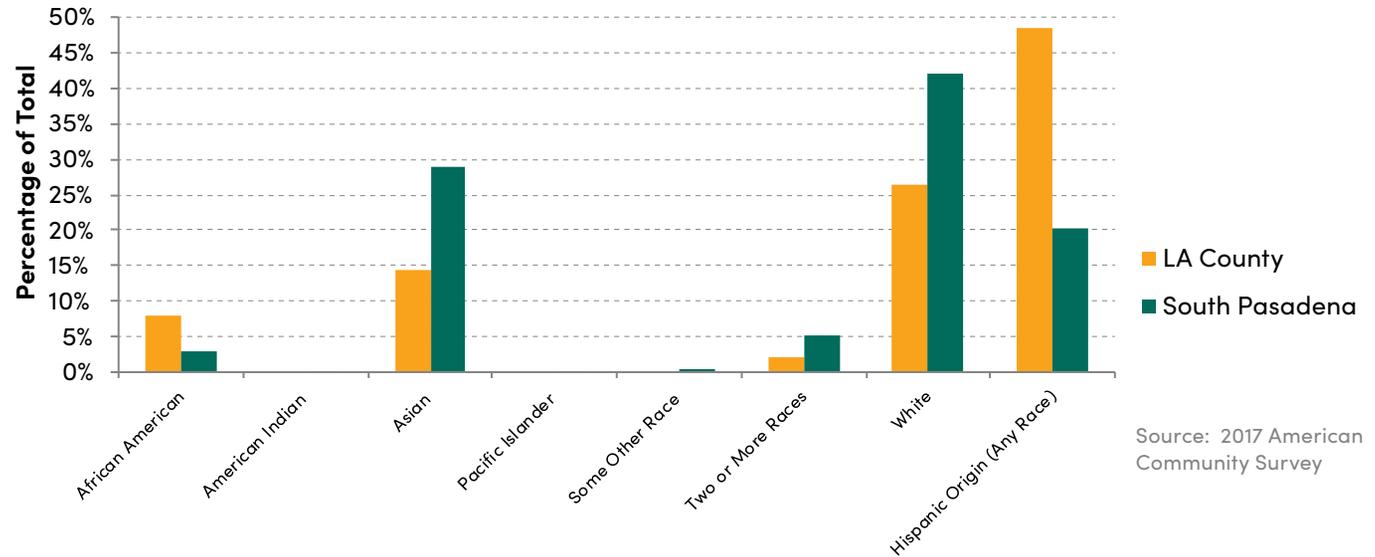


Source: 2017 American Community Survey

Source: 2017 American Community Survey

**Race:** Over 70% of South Pasadena's population is White or Asian. The City has a higher rate of individuals of two or more races than Los Angeles County.

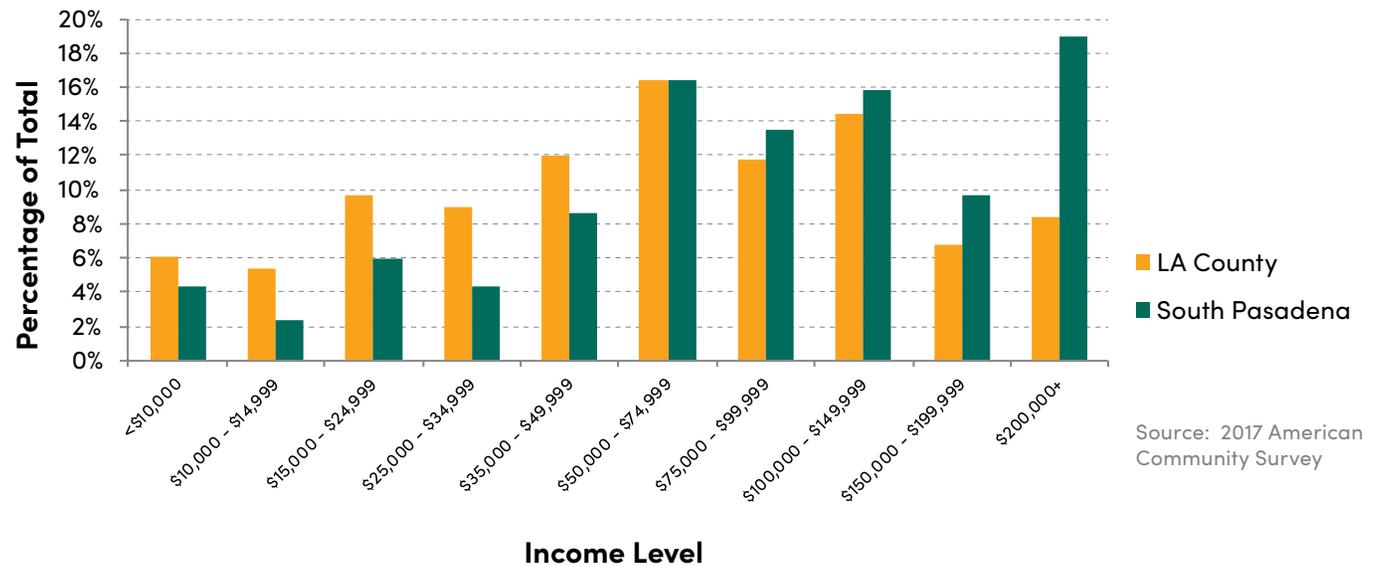
## Race and Ethnicity



**Income:** South Pasadena is wealthier than Los Angeles County as a whole, with nearly 60% of its households earning more than \$75,000 a year, and more than a quarter of its households earning more than \$150,000 a year.

South Pasadena Median Household Income: \$92,756

## Household Incomes



## HOUSING

**Housing:** The approximately 11,000 residential units that make up South Pasadena's housing stock are divided fairly evenly between multi-family and single-family units. More than 50% of the housing stock is occupied by renters. More owners than renters live in homes built prior to 1940 and since 2000, and renters generally live in older buildings built in the middle of the past century. The vast majority of South Pasadena's housing stock was built before 1980; only 13% of the City's units have been built since then.

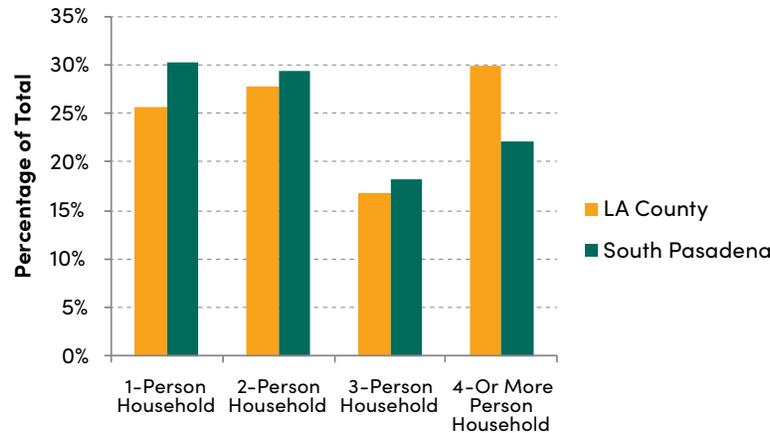
South Pasadena's multi-family residential rents and vacancies over the past decade have been similar to its surrounding competitive areas. Except for studios, units in South Pasadena generally have higher rents than in the surrounding area. Multi-family homes in South Pasadena sell for prices slightly higher than those in competitive areas, while single-family homes sell for prices well above those in competitive areas. Single-family home sale

volume and prices in South Pasadena have historically surpassed multi-family sales.

Among residences within South Pasadena, townhomes and condominiums turnover (i.e. are bought and sold) at a faster rate than single-family homes, which implies that property tax values are reassessed more frequently for these units. Residential units in South Pasadena turnover at a rate of approximately 4.6% in a given year, which is slightly below average among competitive areas.

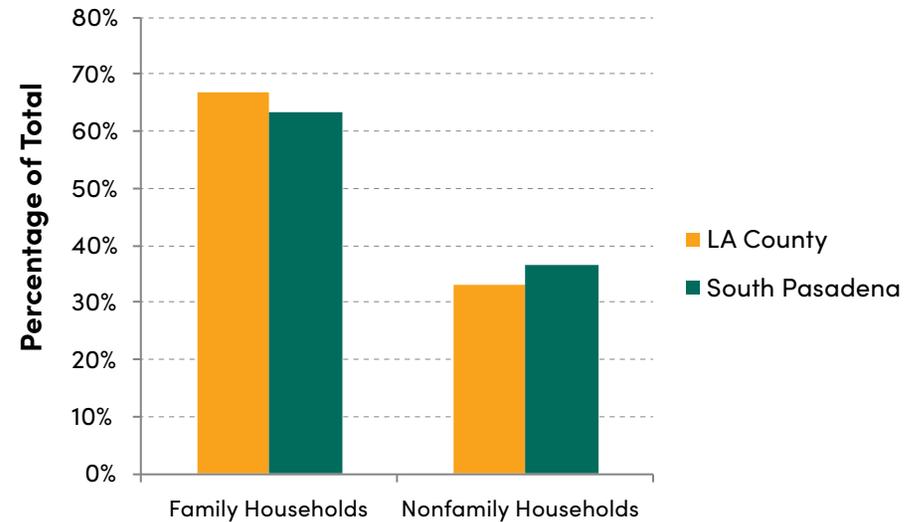
**Households:** South Pasadena residents reflect the larger household trends of LA County – with family households outnumbering nonfamily households and renter-occupied units outnumbering owner-occupied units. Households in the City tend to be smaller than those in LA County and there is a larger percentage of nonfamily households in the City, the majority of which are one-person households.

### Household Size



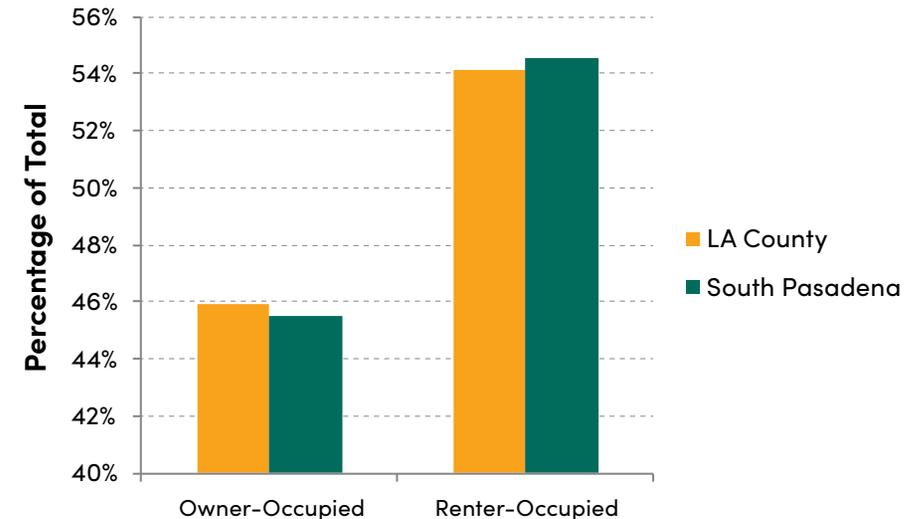
Source: 2017 American Community Survey

### Household Type



Source: 2017 American Community Survey

### Housing Tenure



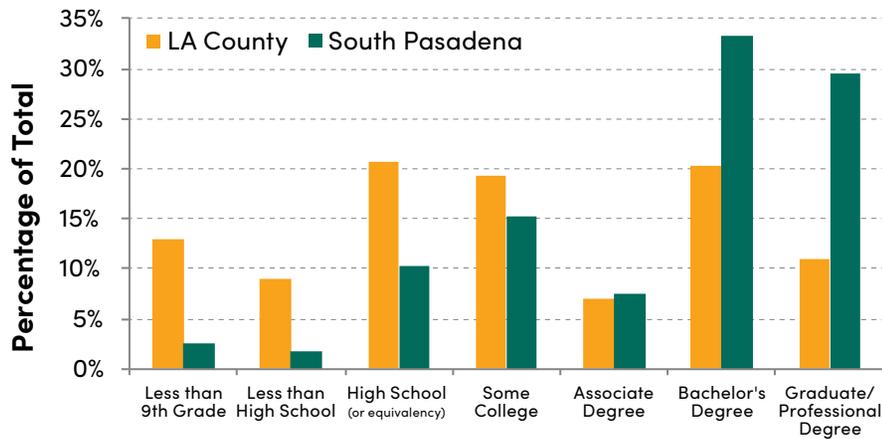
Source: 2017 American Community Survey

## ECONOMY

**Schools:** The quality of South Pasadena's public schools is a key driver of residential demand. Established in 1886, the South Pasadena Unified School District serves approximately 4,800 students within five schools. Students are con-

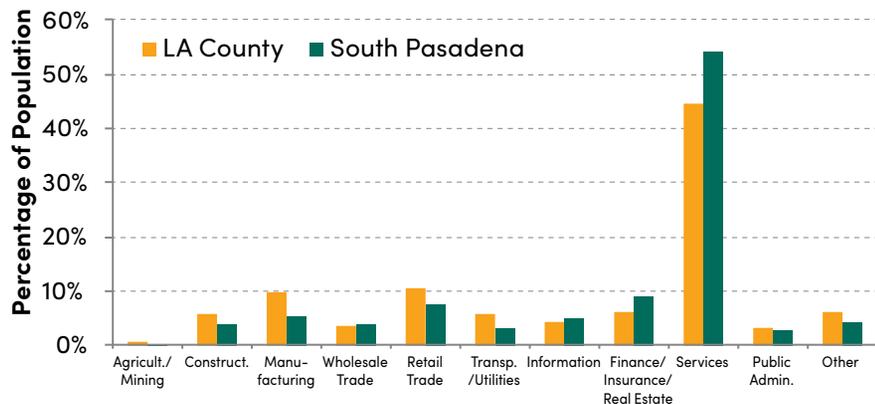
sistently recognized for superior performance, and earn honors at the local, state and national level. South Pasadena's population is highly educated. Over 70% of people over 25 have an Associate Degree or higher.

### Educational Attainment +25 Years Old



Source: 2017 American Community Survey

### Employment of Residents by Industry



Source: 2017 American Community Survey



Creative office suites in the Ostrich Farm area are typically occupied by tenants who require larger floor areas such as entertainment and design firms.



Independent retailers along Mission Street within a historic main street environment.

**Office:** Office inventory in South Pasadena constitutes only 4% of the total office inventory of its competitive submarket (most of which is Class B creative office space).

South Pasadena has 137,300 square feet in a creative office building, which makes up 20% of creative office space within its submarket.

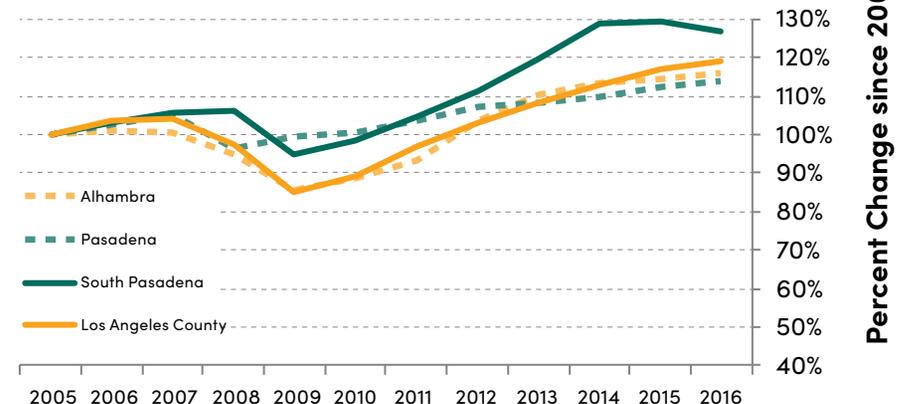
**Retail:** South Pasadena's 866,000 square feet of retail is primarily composed of small-scale neighborhood oriented

storefront space. Majority of City's retail space is clustered along Mission Street and Fair Oaks Avenue.

**Employment:** Of the 13,800 South Pasadena residents that are employed, more than 50% are working in the service industry - a higher rate than LA County.

**Sales Revenue:** Since 2011, sales revenue in the City exceeded the growth of similar local cities and the County at large.

### Sales Revenue Trend



Source: State Board of Equalization

## CREATIVE SOUTH PASADENA

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.







## Plan PURPOSE AND AUTHORITY



**Purpose:** The South Pasadena General Plan is an integrated plan which includes a community driven vision, direction, and policy guidance on the physical structure of the City: the places we preserve, the things we build, and how and where we build them. The General Plan lays out how the City should harness the tools at its disposal to achieve this vision.

The South Pasadena General Plan guides decisions to achieve a future that is:

- Responsive to community needs and desires;
- Reasonable and possible to achieve, with specific action steps;
- Pragmatic and far-sighted in grappling with trends;
- Resilient to respond to future shocks and stresses; and
- System-based and comprehensive, bridging the practice gaps within different fields, departments, or organizations.

The South Pasadena General Plan establishes the city's long-range vision and serves the following purposes:

- Updates the 1998 General Plan General Plan to fulfill the city's vision for 2040;
- Sets forth the principles, goals, policies, and actions to help achieve the community vision, establishing the basis for evaluating choices and making near- and long-term decisions;
- Defines integrated strategies for environmental stewardship, economic development, land use and community design, housing, transportation, resilience, health, safety, recreation, and culture to help achieve the community's vision; and
- Prioritizes actions to advance on-going implementation.

**Implementation:** The plan guides the City Council and Commission's decisions to shape South Pasadena's built environment through zoning and subdivision regulations, and other land development decisions; coordinated review of changes in public rights-of-way, facilities, or utilities; and capital improvements. Other plans,

including other Departments' operating and capital improvements budget, provide more detailed guidance on these decisions.

**Maintenance and Update of the General Plan:** It is not possible to forecast with certainty all possible situations that may arise over the 2040 planning horizon. Therefore, the City Council should periodically review the Implementation Program of this Plan. The Planning Department is responsible for maintaining the information in this Plan and its Implementation Program in between periodic updates.

**Legal Authority:** The City of South Pasadena General Plan incorporates and addresses the applicable requirements of State Law California Government Code (CGC §65300), including the required elements as summarized in Table 1, on page 26.

## RELATIONSHIP TO OTHER PLANS

**Downtown Specific Plan:** The Downtown Specific Plan and the accompanying form-based code seeks to form consensus around and establish a common image for Downtown South Pasadena as a cultural, livable, historically significant, healthy, and economically vibrant center for the city. The Downtown Specific Plan will guide public funding and seek to attract private investments. The central theme of the General Plan is to conserve and grow wisely. The Downtown Specific Plan and the General Plan were prepared and adopted simultaneously and therefore the two documents are consistent with each other.

**Sustainable Communities Strategy (SCS):** Senate Bill 375, requires each metropolitan planning organization to prepare a SCS that includes the most recent planning assumptions from local general plans. The Southern California Association of Government has developed a SCS that seeks to integrate land use and transportation strategies to meet emissions reduction targets. South Pasadena acknowledges the need to address issues within its control that contribute to greenhouse gas emissions. As such, South Pasadena General Plan includes policies to guide the City's actions and to comply with the requirements of AB 32, SB 375 and SCS.

## PROJECT TEAM ORGANIZATION



The General Plan project team consisted of a core executive team, an advisory committee, and six topical focus groups.

The executive team included project managers from the City staff and consulting team. The key responsibility was to review schedule and budget, logistical planning, and facilitate the process.

The Advisory Committee (AC) included members from City Council, Planning Commission, other boards/committee/commissions, and department heads that provided on-going and specific direction throughout the entire project. The AC discussed and finalized work program objectives, project team member roles, civic engagement strategy, and produced a list of resource team members. By including decision makers and department heads throughout the entire process, the importance and role of the General Plan throughout all aspects of city management, budgeting, and operations, and created stronger internal coordination has been prioritized.



## PROCESS

In developing the plan, the City engaged the community to develop and establish community aspirations for the future and goals for public policy and community development.

This General Plan was developed in conjunction with the Downtown Specific Plan. This provided a comprehensive approach towards linkages, the downtown's role within the City's framework and reinforced the General Plan's central theme of conserving and growing wisely. The planning process for South Pasadena, which began in January 2017, was designed around extensive, thoughtful input from the local community.

The process to develop the General Plan and Downtown Specific Plan consisted of six steps spanning a period of 22 months.

## CIVIC ENGAGEMENT

The community engagement approach was designed around five goals:

**Inform** — to provide the public with balanced and objective information to assist them in understanding the challenges, alternatives, opportunities, and/or solutions.

**Consult** — to obtain public feedback on analysis, alternatives and/or decisions.

**Involve** — to work directly with the public throughout the process to ensure

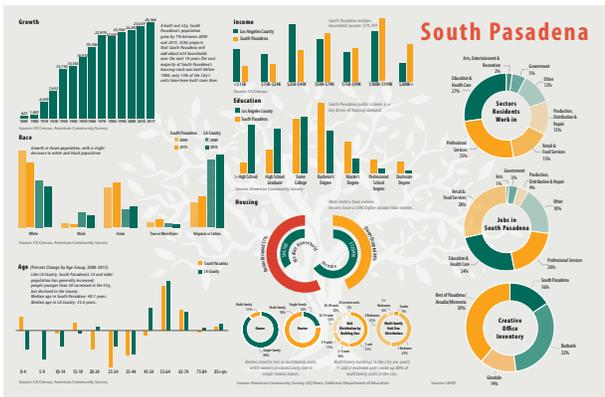


that public concerns and aspirations are consistently understood and considered. **Collaborate** — to partner with the public and private stakeholders in each aspect of the decision including the

development of alternatives and the identification of the preferred solution. **Empower** — to place final decision-making in the hands of the public.

Six Focus Groups supported the process for developing policy options for the public to consider and actions to implement the public's vision. The Focus Groups included members of the consulting team, city staff, civic leaders, and local volunteers with interest or expertise in each team's topic.

Each Focus Group contributed members and expertise to the Core group which were made of three focus groups working together on the integrated topics of Our Planned, Accessible, and Resilient Community. The Core group considered South Pasadena's approach to growth and preservation, incorporating perspectives from the other five teams. In addition to developing goals and policies for each element, the other five focus groups also reviewed and assessed alternate land use, circulation, and infrastructure scenarios developed by the Core team.



Above: Project tour to centers along Huntington Drive. Below: Demographic and economic profile infographic.



Above and Middle: Local talent entertained participants at Focus Group meetings. Below: Focus Group discusses safety.



Above and Middle: Core focus group discusses growth and mobility options. Below: Book-a-Planner session with the Youth Commission.

The extensive public engagement process combined new and trusted techniques to encourage a diverse group of citizens to contribute to the General Plan and Specific Plan. Opportunities to participate included large public meetings to small stakeholder roundtables. An estimated one-thousand individuals attended these meetings, contributing ideas and insight. Online participation captured an audience that doesn't typically attend public meetings. Over 35 individuals registered with the Neighborland web-based communication platform, contrib-

uting over 50 ideas on various topics. A project website, Facebook, and Twitter accounts encouraged the public to learn and convey their opinions on what was important for the City to consider over the next 20 years. Project Tour of the Downtown Specific Plan area and other opportunity sites throughout the City helped identify what policies and regulations are working and what needs adjustment. Infographic posters were created to visualize compelling and useful factual information about South Pasadena's

people and economy. Public Surveys gathered input from 353 residents -- many typically could not attend meetings, but had opinions about the community's future or other issues. Conducting a survey enabled the City to build awareness while collecting input on needs, priorities, general satisfaction, desired areas of improvement, and City messages. Interviews allowed an open and candid discussion to better understand existing visions, barriers to implementation, and opportunities. In February 2017,

26 property owners, tenants, business owners, and civic and community leaders were interviewed. Focus Group Meetings were used to gather qualitative information, review economic drivers and real estate trends, growth and mobility options and develop goals and policies to achieve the community's visions. Pop-up Workshop was conducted during the 626 Golden Street event. The event organizers estimated 100,000 people biked or walked during the event from South Pasadena to Azusa. The workshop



Pop-up Workshop brought planning to the community event and engaged new voices into public conversation.

introduced the planning effort to the public and sparked a dialogue through a series of interactive planning exercises intended to share and gather information. The event hosted fun activities for kids as an incentive for participation.

**Book-a-Planner** took planning to members of the public that typically do not participate in the planning process. The Book-a-Planner session was conducted with the South Pasadena Youth Commission.

The **Speaker Series** brought three national experts to provide

perspective, present alternatives, and stimulate community dialogue on key trends, issues, and opportunities. The following speakers assisted the project team in educating and engaging the community:

- Sustainable Transportation Planning, Paul Moore, Nelson Nyggard
- Planning Healthy Community, Dr Richard Jackson, UCLA Fielding School of Public Health
- Parking, Dr Richard Wilson



Speaker Series



The Charrette was a collaborative and rigorous planning event that harnessed the talents and energies of individuals to create and support an overall vision for the City and Downtown Specific Plan area. The five-day compressed timeframe facilitated creative problem-solving by accelerating decision-making and reducing non-constructive negotiation tactics, and encouraged people to abandon their usual working patterns and “think outside of the box.”

The Joint City Council and Planning Commission Meetings allowed advisory- and decision-making bodies to review interim progress and provide direction. A total of three joint meetings were conducted.

Validating Feedback involved proactively notifying stakeholders if and when their suggestions were implemented.



## GENERAL PLAN FORMAT

The document is organized into three parts.

Part I: Introduction

Part 2: Eight Plan Elements

Part 3: Implementation

Part 1 provides a description of the history and context in which the City was developed.

Part 2 includes eight chapters. Each chapter is introduced with an overarching goal that describes the issues needing resolution and methods for remedying them. The goals summarize how conservation and future growth should occur by identifying the physical, economic, and social ends that the City wants to achieve. For each issue, measurable policies and actions are recommended. Policies establish basic courses of action for the Planning Commission and City Council to follow in working to achieve the goals, by directly guiding the response of elected and appointed officials to development proposals and related community actions. Actions are specific steps the City must undertake to implement the policies.

Part 3 of the General Plan identifies necessary actions, and includes detail on their timing, responsibility, approximate cost, potential funding source(s) and status. The South Pasadena General Plan is designed to be implemented over the next 20 years by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials.

The South Pasadena General Plan chapters are conceived with a more readily understood vision-based title for each General Plan element. This organization also allows an integration of related aspects from each element. The State requires every General Plan to include seven elements: land use, circulation, conservation, housing, noise, open space, and safety. The South Pasadena General Plan format satisfies the State requirement and addresses many of the optional elements as well. The South Pasadena General Plan elements (and corresponding State Law required chapters) are outlined in Table 1.

The General Plan recognizes the importance of preparing for adversity by weaving policies and actions intended to enhance South Pasadena's resiliency into each chapter. 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. 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.

Table 1: Plan Elements

	General Plan Chapter	Required/Optional Element	Topics Covered
1	 Our Natural Community	Conservation, Open Space	Air and water, greenhouse gases, open space, hillsides, watersheds, riparian areas, plants and animals
2	 Our Prosperous Community	Economic Development	Fiscal health, economic diversification, job growth, tourism
3	 Our Well Planned Community	Land Use/Design, Housing, Parks and Recreation	Place types, visual character, nature of intended change, and housing
4	 Our Accessible Community	Circulation	Street networks, street types, transit services, bicycle and pedestrian systems, parking, transportation demand management, and performance metrics
5	 Our Healthy Community	Public Health, Noise, and Land Use	Physical health, mental health, social capital, and access to healthy food
6	 Our Safe Community	Safety	Police, fire, and natural hazards
7	 Our Active Community	Land Use, Open Space, Parks and Recreation	Open Spaces, parks and recreation facilities, youth and senior programs
8	 Our Creative Community	Culture	Arts, culture, schools, libraries, historic resources

## 2. Vision



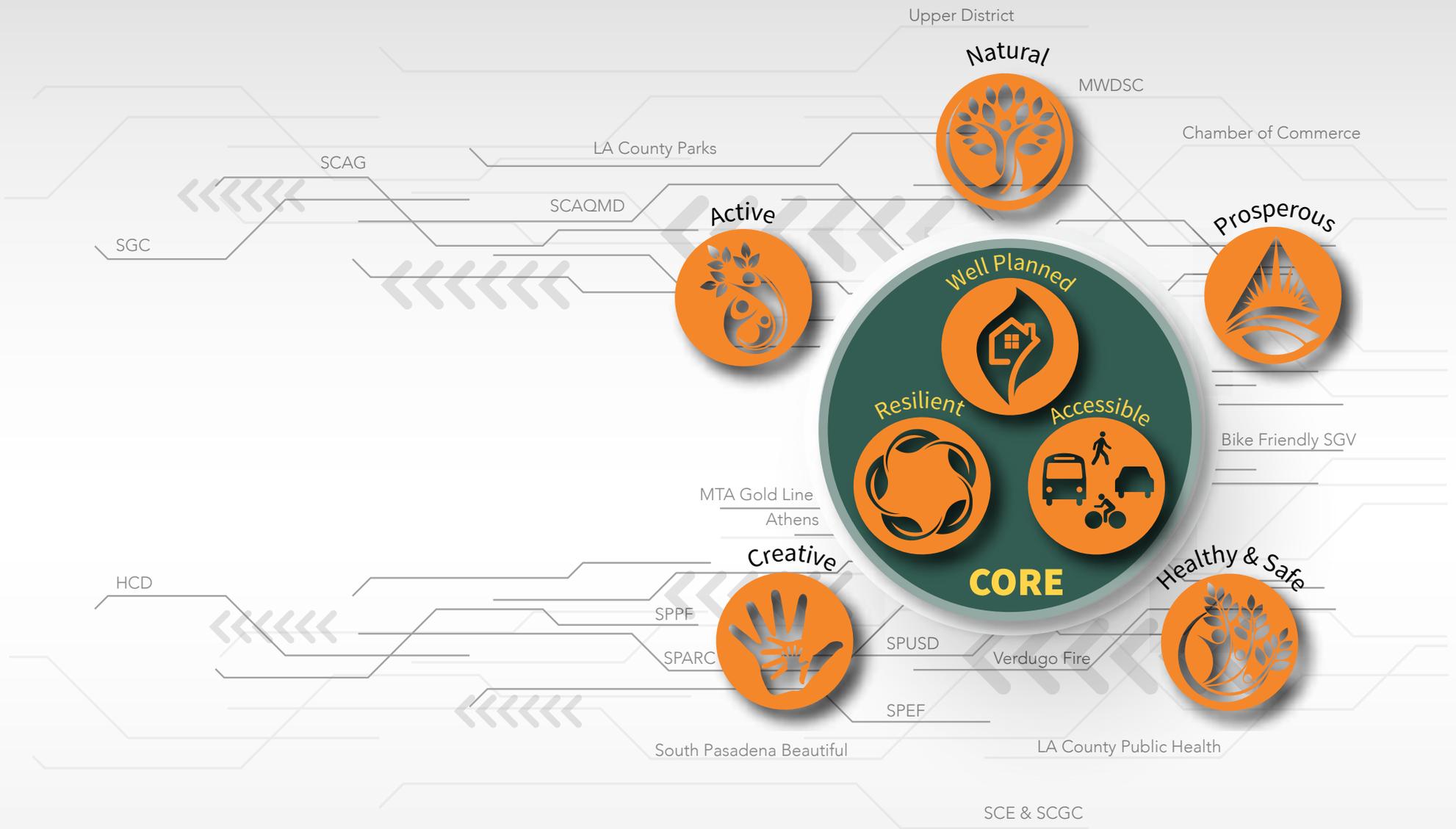
The General Plan provides a bold, grand, and celebratory vision and a system-based framework for decision-making.

The community visioning process, allowed residents, business owners, local institutions, and other stakeholders express ideas about the future of South Pasadena, to guide decision-making and influence development choices for the General Plan. At the focus group meetings and during the 5-day community visioning charrette the community reviewed and discussed existing conditions, trends, and growth opportunities. Consensus on areas of preservation,

amount and location to direct new growth, guiding principle for developing goals, policies, and actions, and a physical master plan and form-based code for the Downtown area was developed through an iterative process. As a result of the visioning process, the General Plan, Downtown Specific Plan and zoning and subdivision regulations were be tailored to match the community vision.

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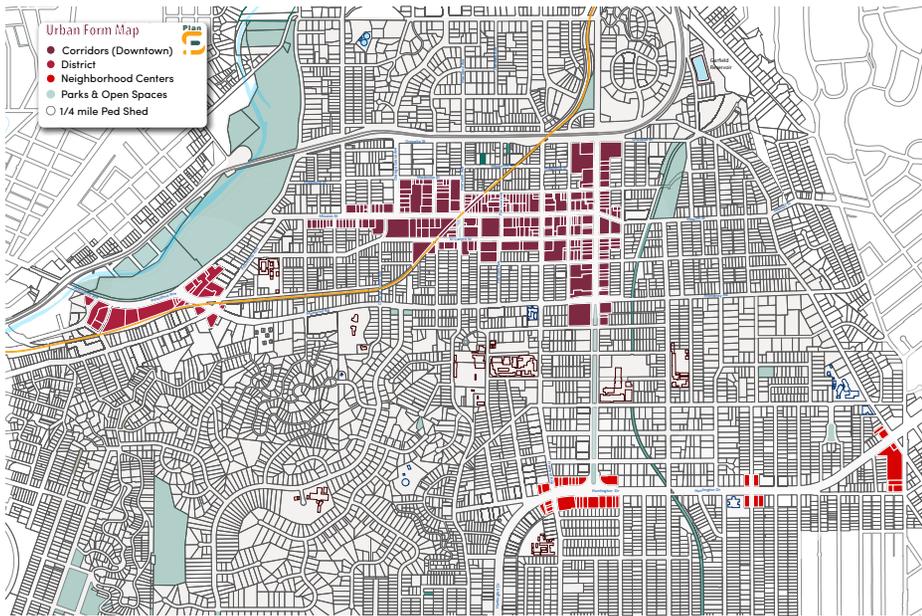
The central theme of the General Plan is to conserve the stable areas and reinvest wisely in the Downtown area, Ostrich Farm, and centers along Huntington Drive.



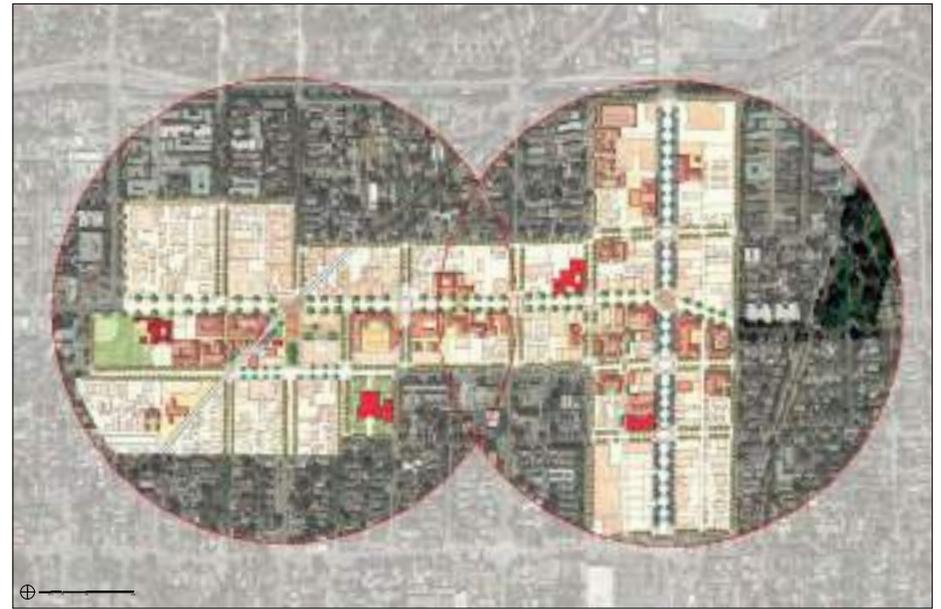
A system-based framework identifies the interactions between different foci of the General Plan and ensures its Plan delivers more than the sum of the parts. To shift the different parts of the Plan onto a resilient path re-

quires a robust systems-approach that aligns city goals with other well funded public and private efforts; and looking at the inter-relationships between all the goals that produce multiple benefits. This systems perspective to

planning allows us to better manage the complex cause and effect relationships between social and ecological issues.



New growth will be directed to the Downtown area, Ostrich Farm, and centers along Huntington Drive.



Downtown vision is physically organized around enhancement of Mission and Fair Oaks as two great streets. Existing open spaces are stitched with new open spaces creating a rich tapestry of parks, plazas, enhanced alleys, parklets and street crossings.



The intersection of Fair Oaks Avenue & Mission Street is conceived as a pedestrian-friendly crossing and a visually attractive place with new infill buildings with a quality and character appropriate to enhancing this place.



To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, the plan proposes a series of parklets that occupy the space of one parallel parking stall, and are designed as intimate places for outdoor seating and dining.





## GUIDING PRINCIPLES

### Our Natural Community

Strive to 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 enhanced existing public spaces and gathering places.

### Our Accessible Community

Provide 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 Healthy Community

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

### Our Safe Community

Provide a safe environment for people of all ages, minimize threat to life, damage to structures, and increase awareness and be prepared for any emergency.

### 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.

Left Image: Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined street, restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides.





# Part 2

## Goals, Policies and Actions

The South Pasadena General Plan features the following eight elements:

### **Our Natural Community**

Addresses how South Pasadena can thrive in balance with the community's natural ecosystems.

### **Our Prosperous Community**

Addresses 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 features the preferred land use plan that directs new growth by reinvesting in key opportunity areas like the Downtown 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**

Enhances transportation choices by strengthening and balancing pedestrian, bike, and transit connections through out the City and neighboring communities.

### **Our Healthy Community**

Seeks to build effective partnerships that improve physical and mental health and social well being.

### **Our Safe Community**

Increases awareness for emergency, minimize threat to life and damage to structures from hazards.

### **Our Active Community**

Addresses parks and open spaces to provide enriching recreational options for the entire community.

### **Our Creative Community**

Weaves arts, cultural events, and community programs into everyday life.



## GOALS, POLICIES, ACTIONS

The eight plan elements will feature goals, and supporting 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, water, and habitats for native species; prevent urban heat islands; reduce storm-water runoff; promote a greener downtown; and a healthier lifestyle with nature based-recreation.

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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

Maintaining the City’s superior quality of life is dependent on the ability to continue to provide clean air, potable and recycled water, and careful management of risks posed by climate extremes that may result in droughts.

The existing infrastructure was design with 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 systems-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 most 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

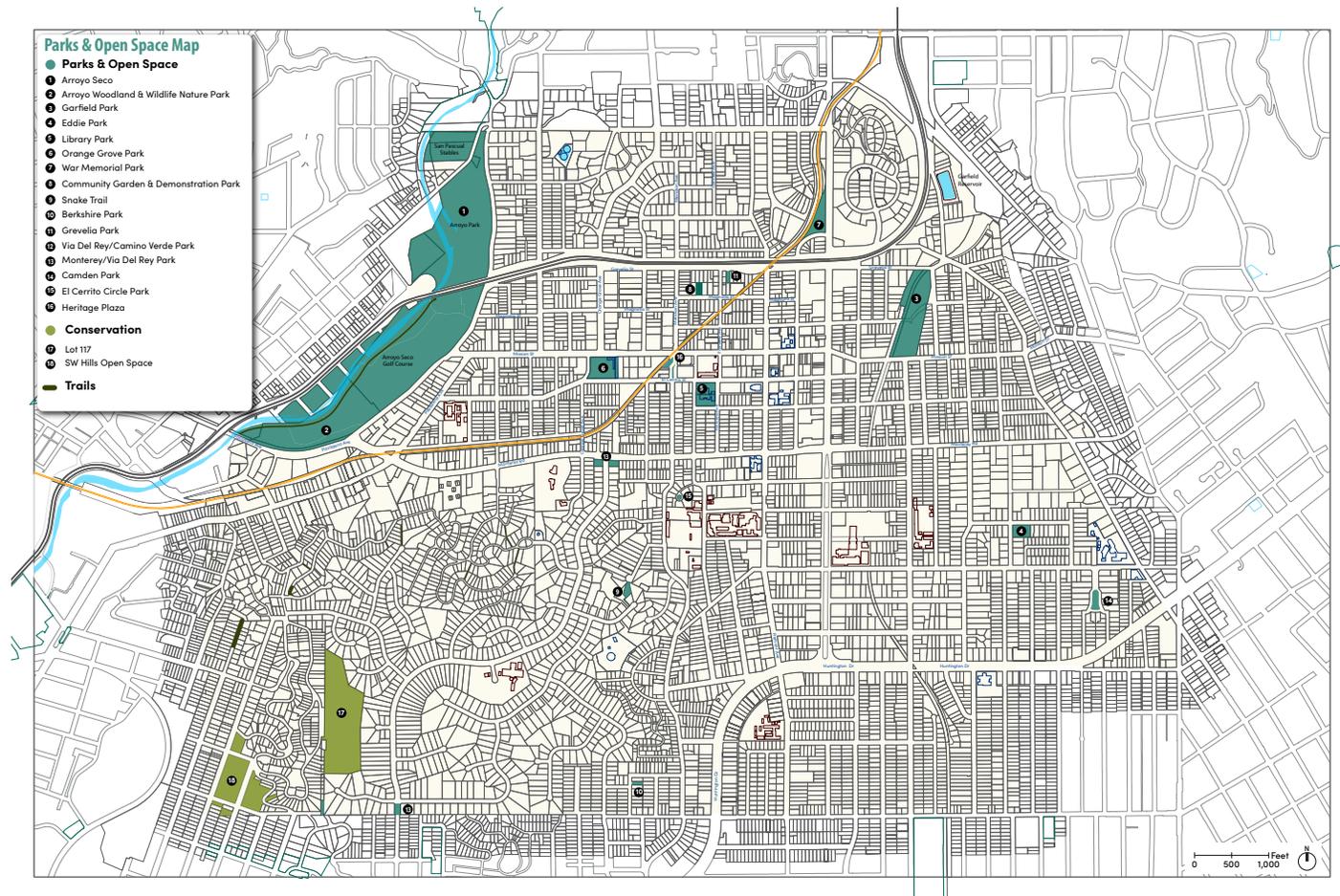


Figure 2.1.1 Inventory map of existing Green Infrastructure Assets

and connected Green Infrastructure system in South Pasadena. In the short term, the City should lead an effort to prepare a Green Infrastructure Framework.

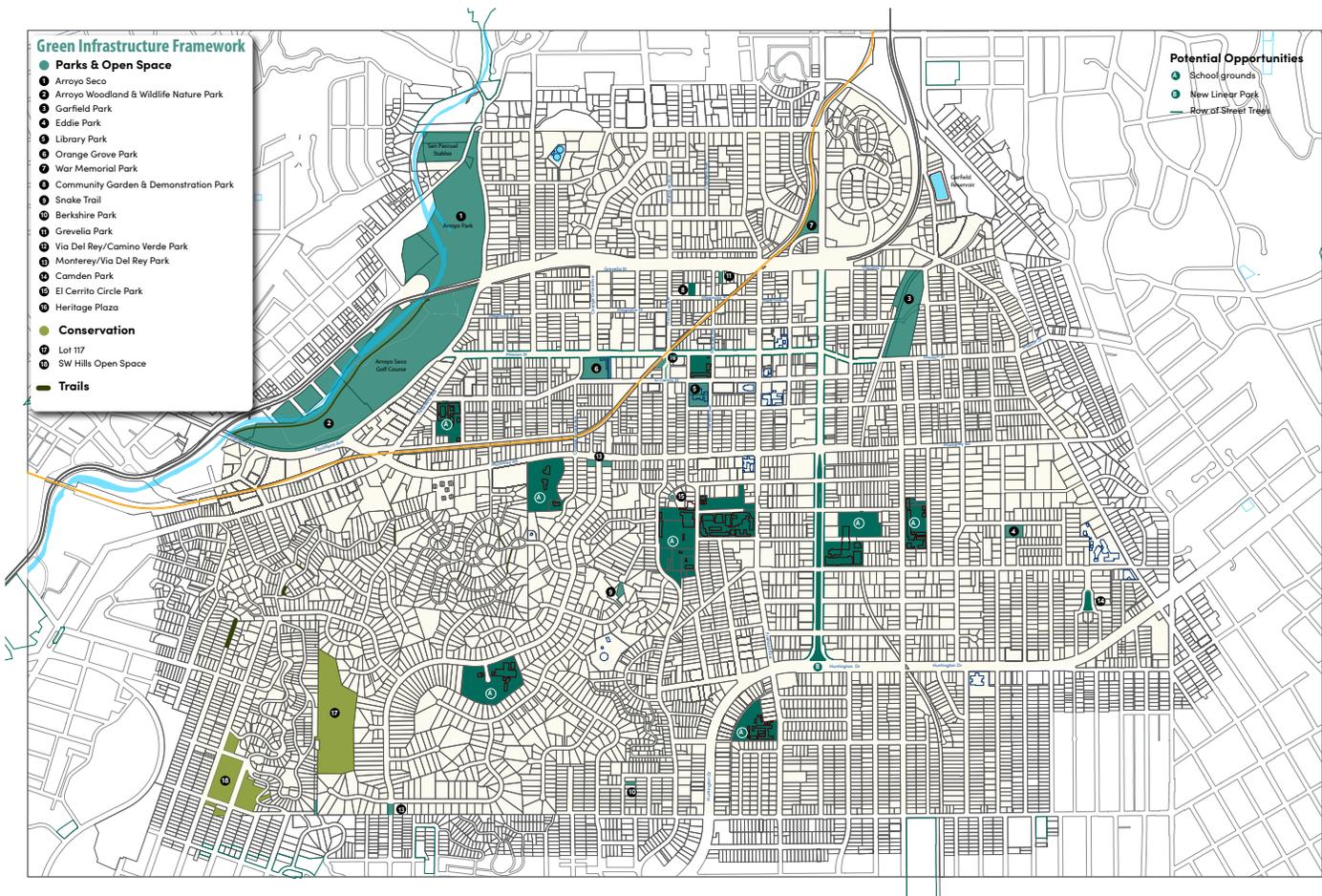
Following are recommended steps to preparing a Green Infrastructure Framework:

### 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 disci-



plines, 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 potentially bring predatory wildlife into the City. Safety should be a 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.

Figure 2.1.2 Concept Green Infrastructure Framework. Besides public parks and streets, the framework identifies opportunities to partner with schools 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.

## GREEN INFRASTRUCTURE BENEFITS

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 can be used by a range of natural and recreational users, allowing physical activity.

**Education:** Green infrastructure provides opportunities for youth and adults 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. Water moves slower through vegetative surfaces, reducing flooding risk.

**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, can create a continuous habitat to provide movement, protection, and nutrients needed for various wildlife.



Scale	Examples	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"> <li>Enhances community character and identity;</li> </ul>	<ul style="list-style-type: none"> <li>Enhances community character and identity; and</li> </ul>
City	Numerous city parks, street trees		<ul style="list-style-type: none"> <li>South Pasadena to adjacent cities, and</li> </ul>	<ul style="list-style-type: none"> <li>Reinforces identity by incorporating distinctive natural and cultural resources; and</li> </ul>	<ul style="list-style-type: none"> <li>Reinforces identity by incorporating distinctive natural and cultural resources</li> </ul>
Local	Community gardens, pocket parks and other open spaces		<ul style="list-style-type: none"> <li>Neighborhoods within South Pasadena</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities to integrate public art</li> </ul>	
Parcel	Courtyards and yards				

## AIR



South Pasadena is located in the South Coast Air Basin. 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, ground level ozone pollution, pro-

duced 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 (NO<sub>x</sub>) 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<sub>x</sub> 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 or vehicle-free 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 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 the Southern California Association of Governments (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 California Environmental Quality Act (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

- P1.1 Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.**
  - A1.1 Continue to channel Federal, State and Local transportation funds to program and infrastructure improvements that reduce air pollution through the promotion of walking, biking, ride-sharing, public transit use, use of alternative fuel vehicles, and other clean engine technologies.
- P1.2 Promote the use of energy-efficient vehicles.**
  - A1.2a 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.
  - A1.2b Establish policies that promote, encourage and facilitate the installation of alternative fueling stations and electrical charging stations at businesses and residences.
- P1.3 Minimize the adverse impacts of growth and development on air quality and climate.**
  - A1.3 Implement policies and actions of the Climate Action Plan (scheduled for adoption in Summer 2020).

## WATER



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

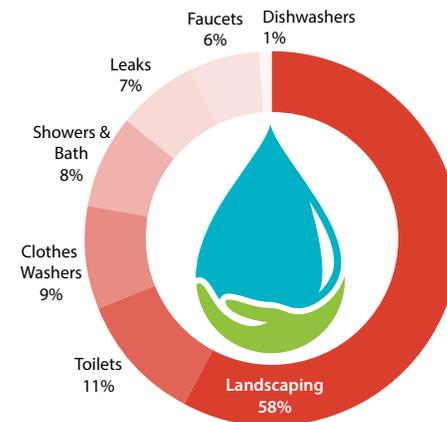
To counter pressure on increasing stormwater management requirements and overburdened infrastructure systems, Green Infrastructure approach to water management uses natural systems, or engineered systems that mimic natural processes to reduce water pollution and flooding. The existing gray infrastructure 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 mitiga-

tion 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 for consideration as a Green Street. 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.



Outdoor watering of lawns and gardens makes up approximately 58% of home water use. By reducing outdoor water use either by cutting back on irrigation or planting drought tolerant landscaping, overall water use can be reduced dramatically. Source: South Pasadena Public Works.

## Policies and Actions

- P1.4 Promote integration of Green Infrastructure into stormwater management systems.**
- A1.4a Prepare a citywide Green Infrastructure Framework.
  - A1.4b Make stormwater regulation more supportive of green infrastructure.
  - A1.4c Promote the use of captured rainwater, gray water, or recycled water.
  - A1.4d Support transition of conventional gray infrastructure to multi-functional natural system Green Infrastructure.
  - A1.4e Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.
  - A1.4f 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.
  - A1.4g Incorporate Green Street elements into repaving projects on a city-wide basis.
  - A1.4h Promote the use of green roofs, bio-swales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.
  - A1.4i Establish design standards for the City Rights-of-Way including street tree planting and design that incorporates filtration and water retention.
  - A1.4j Conduct demonstration and pilot projects, focusing on testing and developing green partnerships.
  - A1.4k 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. Its 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.

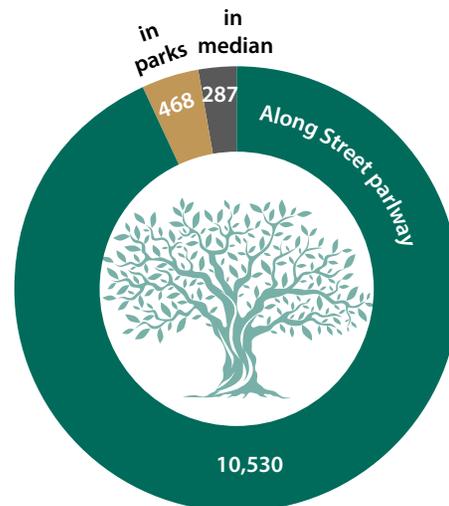
South Pasadena maintains over 11,000 trees in the public realm. Of the mature trees, over 40% are over 20-inches in diameter; and over 55% are over 30-feet tall.

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



City of South Pasadena	Planning and 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				

Table 2.1.1 City agencies involved in various aspects related to street trees.

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 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 the Public Works Department maintains the trees. The City contracts with an Urban Forestry Services Contractor to provide regular tree maintenance, trimming and removal of dead or diseased trees. **Landscape Lighting and Maintenance District (LLMD)** Fees are collected through the LLMD to maintain street lights, street trees, and common areas.

### 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 approves the 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, special

event, memory of a loved one, 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, 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 the 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**

1. **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.
2. **Lack of Information or Interest:** Public education and marketing campaigns are needed to raise awareness (workshops, best management practice publications, educational programs, etc.).
3. **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 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

- P1.5**      **Preserve, manage, and grow the urban forest.**
- A1.5**      Adopt an Urban Forest Management Plan that guides economically sustainable and environmentally friendly strategies for planting, maintaining, and funding trees on public and private property. The Urban Forest Management Plan should include best practices, design standards, tree palettes, implementation locations, integration into the Capital Improvement Program and Stormwater Program, incentives for property owners and requirements for developers, funding opportunities and ballot measures, and water conservation strategies.

## 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.

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
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.

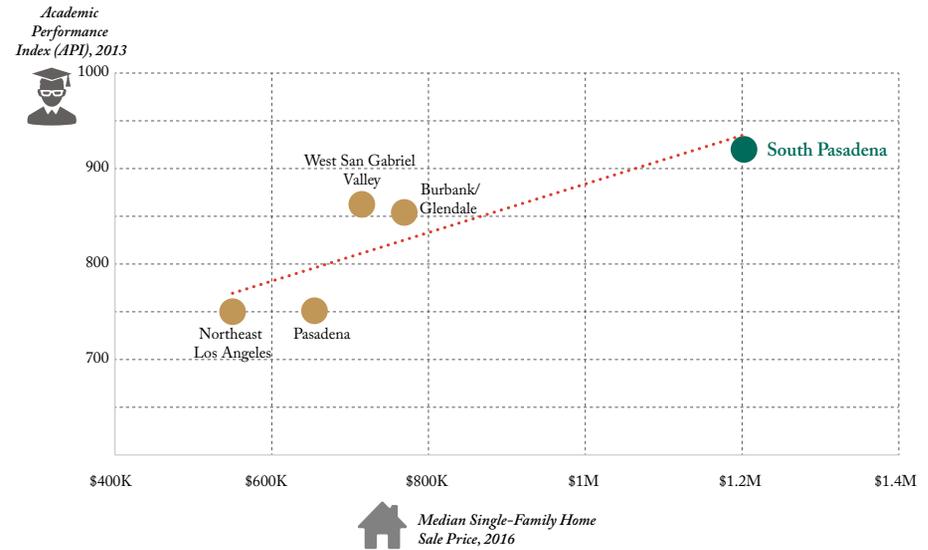


Image 2.2.1 South Pasadena's public schools is a key driver of residential demand. Source: DQ News; California Department of Education Academic Performance Index (API).

### 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 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

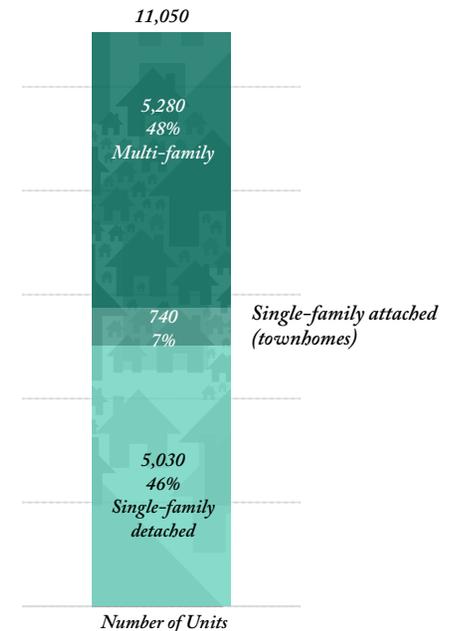


Image 2.2.2 Number of units by residential building types. Source: 2011-2015 American Community Survey; Zillow; Mission Meridian Village.



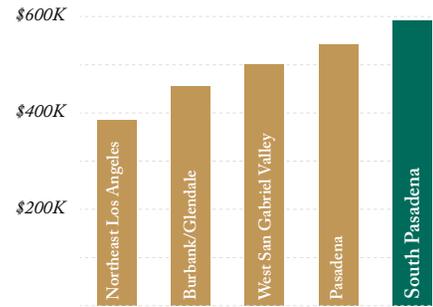
Mission Meridian Village. Courtyard housing, single-family houses, duplexes and mixed-use lofts.



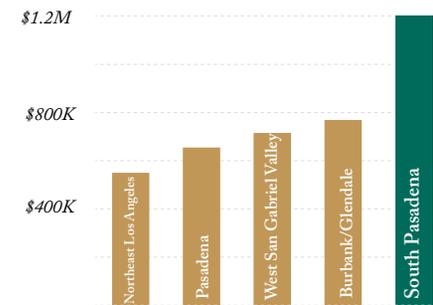
820 Mission Street. 38 condos and townhomes, built in 2017.

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.

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



Median Multi-Family Sale Prices, 2016



Median Single-Family Sale Prices, 2016

Image 2.2.3 Multi- and single-family homes sell for higher prices than those in competitive areas. Source: DQ News.

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 free-



Creative office building (Class B, 102,660 s.f.) in Ostrich Farm area, built in 2006

way access, such as Burbank, Glendale, and Pasadena. However, 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 lower freeway access and lack of very large developable parcels, it is not likely to compete with the established office clusters, or become a significant traditional employment center. However, it could capture residents that work in smaller professional service firms that currently commute outside of the City, as well as homegrown 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

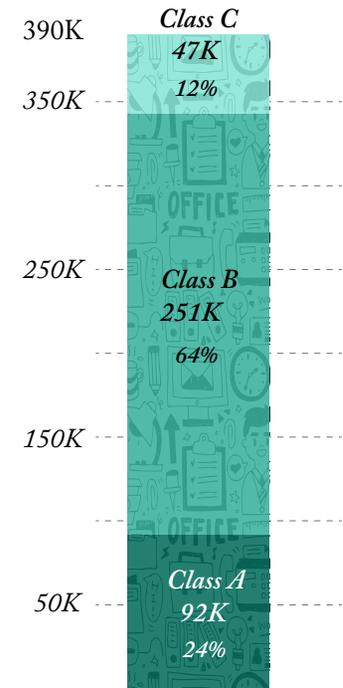


Image 2.2.4 South Pasadena Office Inventory by Class. Source: CoStar.

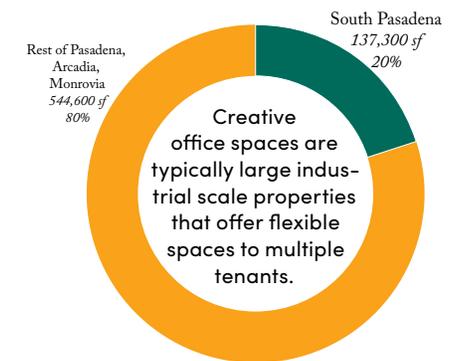


Image 2.2.5 South Pasadena's share of creative office space. Creative office space constitutes 35% of the office inventory within South Pasadena. Source: CoStar.

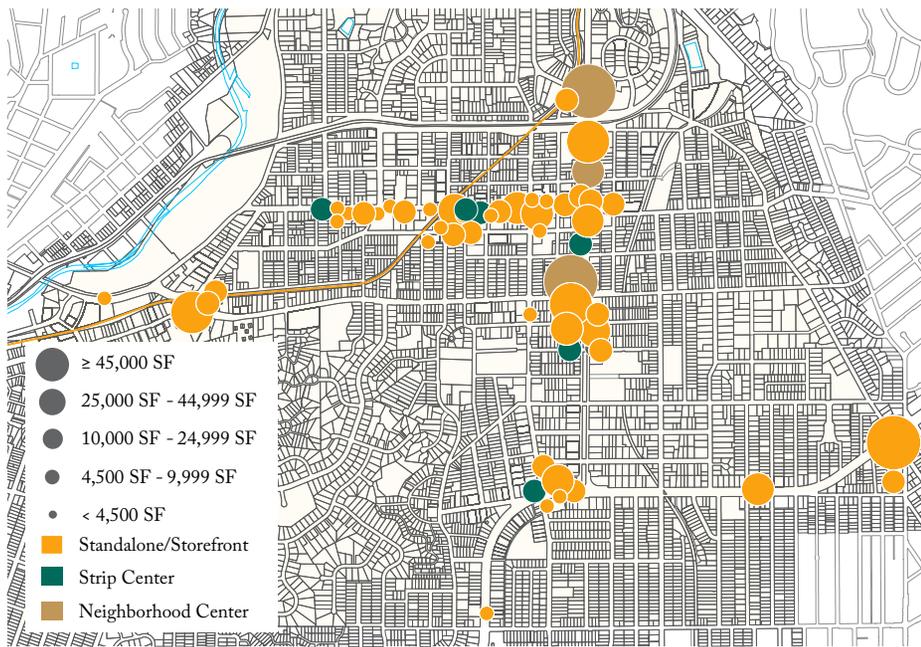


Image 2.2.6 Majority of the City's retail space is clustered along Mission Street and Fair Oaks Avenue. Source: CoStar, ESRI.

access, such as Glendale, Pasadena, and Arcadia, as well as clusters of big box and autorelated 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



South Pasadena's 866,000 square feet of retail is primarily composed of storefront space, and accounts for 1% of retail inventory in the competitive market area

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. More-

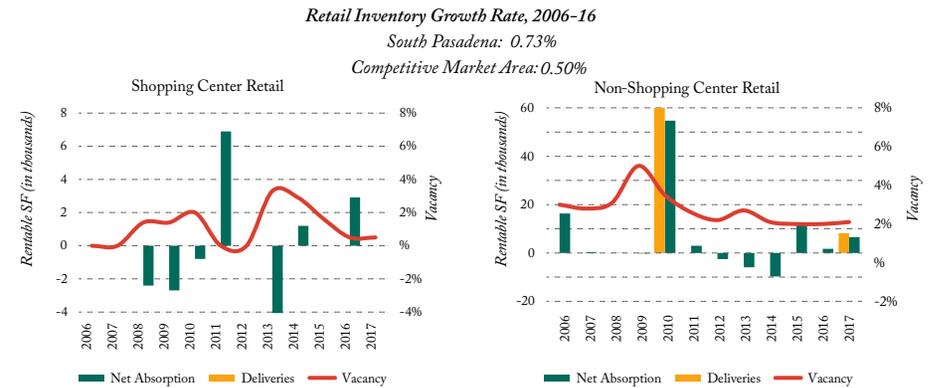


Image 2.2.7 From 2006 to 2017 no new shopping centers have been built in the City, but approximately 68,000 square feet of non-shopping center retail has been built, which the City has added at a faster rate than its competitive market area. Source: CoStar.

over, 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 emerging 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. The farmers' market is located on Meridian Avenue, south of Mission Street

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

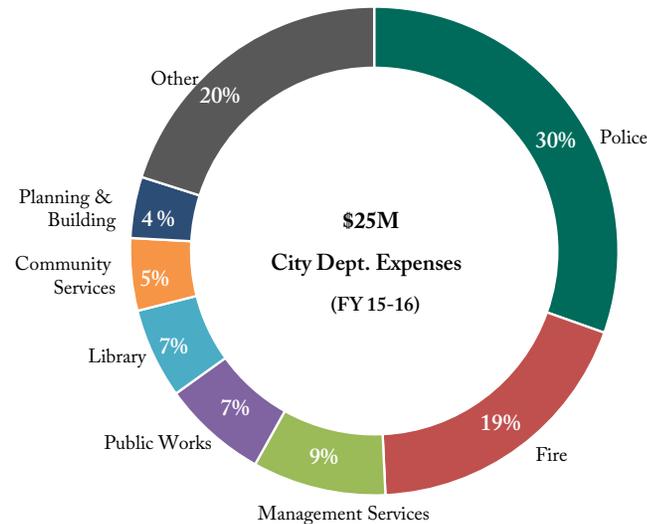
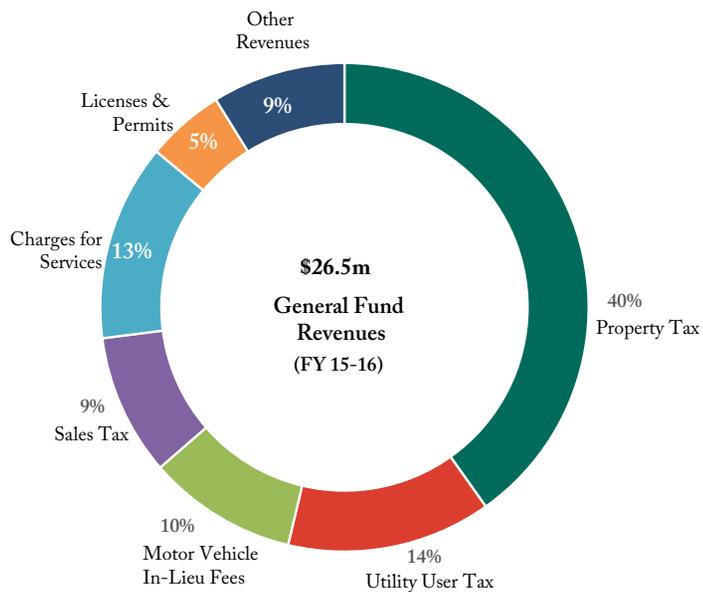


Image 2.2.8 South Pasadena Revenues and Expenses for Fiscal Year 2015-2016. Source: City of South Pasadena FY 15-16 Financial Report (Snapshot).

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 (MVLf) are

the third largest revenue source, totaling \$2.5 million and representing 13 percent of the City's tax revenues. MVLf 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.



**‘Creative businesses’ range from technology companies to film and music production to artists. Co-locating certain users can form synergies that help to make an overall well-functioning business ecosystem. This policy should be linked with the City’s retail strategy to attract art and design oriented businesses. For example: an architecture or interior design firm, and furniture retailer serve different functions, but have a symbiotic relationship and are more productive when located near each other, and leverage shared resources and social networks.**

- P2.1 Promote the establishment of a creative industry cluster in the City.**
  - A2.1a 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.
  - A2.1b Brand and market South Pasadena as a hub of creative businesses.
  - A2.1c 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.
  - A2.1d 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.
- P2.2 Focus employment-generating development primarily within the Ostrich Farm District, and as part of infill development in Downtown.**

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.

  - A2.2a 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.
  - A2.2b 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.
  - A2.2c 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 homogeneous 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.

The city recently reorganized the Planning and Community Development Department and established a designed Long Range Planning and Economic Development position to function as a single point of contact to support the City's long-term fiscal and economic health goals. 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. The new position will lead discussion and negotiations with private developers, assist projects through the development approval process, lead disposition of City-owned land and other resources and implement an business attraction program.

**P2.3 Maintain capacity within City government to support economic development activity.**

A2.3 Continue to administer economic development programs by leading discussions and negotiations with private developers, assisting projects through the development approval process, leading disposition of City-owned land and other resources, and implementing business attraction programs.

**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.**



As small businesses compete with e-commerce and other big-box stores, it becomes imperative to create a unique shopping and dining experience for residents and visitors alike in the downtown area. Indie boutiques, galleries and eateries encourage residents and visitors to “shop local”, stroll the picturesque streets and enjoy a one-of-a-kind shopping experience. — Laurie Wheeler, President/CEO South Pasadena Chamber of Commerce



- P2.4 **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 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.
- A2.4a Support a retail landlord and broker market awareness program and establish a shared vision for the types of businesses desired.
- A2.4b Encourage partnerships between property owners or managers, and small business tenants, who often seek low rents until their business operations are established and stable.
- P2.5 **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 program-mable 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.
- A2.5 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.

**P2.6 Foster new commercial growth within the Ostrich Farm district, Huntington corridor, Mission Street, and Fair Oaks Avenue to create more vibrant and attractive commercial districts and support the City's tax base.**

In order to maintain strong economic vitality, the City will need to address retail leakage and attract new uses. Promoting economic 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.

A2.6a Leverage City assets and plans to attract economic developments that will provide additional public benefits.

A2.6b Encourage economic development in accordance with the City's Economic Vitality Plan (anticipated adoption in Spring 2020) to promote a diversity of uses and development that is consistent with the historic community character of the City.

A2.6c 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.

A2.6d 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.

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**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.**



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.

**P2.7 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.

- A2.7a Create a retail and restaurant destination by attracting specialty stores and unique food and beverage places through targeted branding and engagement with desired businesses.
- A2.7b 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.
- A2.7c Build on the City's cultural organizations to generate foot traffic on main corridors through regular programming, events, and branding.
- A2.7d Attract a diversity of uses that reinforce Downtown South Pasadena as a destination for local and nearby residents that may include such uses as dining, entertainment, and overnight accommodations.

**P2.8 Achieve community benefits in tandem with new development.**

A2.8a Encourage development projects in the Downtown Specific Plan area to provide uses and improvements in excess of minimums specified by Municipal Code that contribute to South Pasadena’s character and are responsive to community needs that may include, but not be limited to:

- Sustainable building and site development that achieves United States Green Building Code (USGBC) level silver or higher standards.
- Improves the street frontages along Mission or Fair Oaks by removing surface parking or vacant lots along the street.
- Provides public amenities greater than Code requirements such as landscaped plazas, bicycle and active transportation support facilities, or public parking spaces.
- Provides community-desired goods and service not available elsewhere in the Downtown area such as a hotel.
- Provides affordable housing units in excess of minimums specified by the Housing Element.
- The project has a demonstrated net fiscal impact.

A2.8b For projects contributing one or more significant public benefits described in A2.8a, permit buildings to a height of 45’.

A2.8c Explore mechanisms to fund public improvements with each new development (ex. incentive zoning, development impact and public art fees, grants from state or regional agencies, development agreements, etc.)

**P2.9 Adopt creative parking strategies Downtown and utilize public parking as a revenue source.**

A2.9a Allow public paid access to City-owned surface parking lots during nights and weekends (or other times when not in use by City facilities).

A2.9b Explore metered on-street parking on shopping streets.

A2.9c 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.



Infill mixed-use development opportunities on vacant and underutilized parcels near the Gold Line Station.

**P2.10 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.

A2.10a Support higher-intensity and high-quality multifamily development near the Gold Line Station, close to retail activity.

A2.10b 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.



#### 4. Resiliency

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. Each organization should proactively plan for uncertainty and disruption, but South Pasadena 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. 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

**P2.11 Proactively plan for rapid post-disaster recovery of local businesses.**

- A2.11a Update the City's Hazard Mitigation Plan to address rapid post-disaster within the local business community.
- A2.11b Explore the creation of a Business Disaster Assistance Center that would become operational when needed.

**P2.12 Diversify fiscal base and enhance existing fiscal resources.**

- A2.12a Diversify fiscal revenue streams to avoid a critical budget shortfall should any one revenue source significantly diminish.
- A2.12b Recalibrate existing taxes, fees, and resources to meet present needs.

**P2.13 Support flexible land use policies.**

- A2.13 Adopt zoning policies that are anticipatory of emerging changes in user needs to better capture demand from emerging industries, providing opportunities to enhance its tax base.

**P2.14 Maintain a "living" economic development framework.**

- A2.14 Periodically re-evaluate the economic development framework to respond to changing market, disruptive technologies, changes in mobility, and other unforeseen event.

**P2.15 Provide reliable Wi-Fi to provide connectivity during emergency.**

- A2.15a 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.
- A2.15b Utilize the City's street lights to provide Wi-Fi in key areas of the city, especially during emergencies.

### 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.

## 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, improve 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.



## 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 studies 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.



Land Use Category	1963 Adopted General Plan		1998 Adopted General Plan	
	Acres	Percent	Acres	Percent
<b>Residential</b>				
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%
<b>Commercial</b>				
Neighborhood	19	0.9%		
General	28	1.3%	83.4	3.7%
Subtotal	47	2.1%	83.4	3.7%
<b>Office</b>				
Professional	16	0.7%	17%	0.7%
Other	16	0.7%		
Subtotal	32	1.4%	17%	0.7%
<b>Mixed-use</b>				
Light Industrial	49	2.2%	13	0.5%
Community Facilities	128	5.8%	80.4	3.6%
Other Uses	657	29.6%	653.5	29.4%
Total All Uses	2,221	100%	2,221	100%

Table 2.3.1 Historic comparative land use category.

Table 2.3.2 Existing Development and General Plan Capacity.

Planning Designation	Density (units/acre)	Intensity (FAR)	Existing Development**						General Plan Capacity			
			Parcels					Acres	Vacant		Additional Potential	
			Single-family	Multi-family	Commercial / Industrial	Parking lots	Total		Parcels	Acres	Units	Square Feet
Neighborhood Very Low	0 to 3.9	n/a	1,142	8	1	0	1,169	448.32	5 (18*)	2.20 (8.29*)	5	0
Neighborhood Low	4 to 5.9	n/a	2,950	280	5	0	3,406	630.95	47 (171*)	9.74 (24.8*)	60	0
Neighborhood Medium	6 to 13.9	n/a	320	356	9	7	707	173.73	1 (10*)	0.20 (0.5*)	5	0
Neighborhood High	14 to 24	n/a	83	269	10	3	379	118.9	3 (9*)	0.38(0.84*)	19	0
	Subtotal		4,495	913	25	10	5,661	1,371.9	56 (208*)	12.52 (34.43*)	89	0
Civic	n/a	2.5	n/a	n/a	n/a	7	58	94.36	1	2.73	n/a	n/a
Parks and Open Space	n/a	n/a	n/a	n/a	n/a	n/a	42	128.08	n/a	n/a	n/a	n/a
Mixed-Use	24 to 30	2.5 to 3.0	87	55	228	47	430	130.26	8(9*)	(2.35*)	500	430,000
• Downtown Specific Plan	24 to 30	2.5	46	21	150	35	254	133.07	1	(0.45*)	300	225,000
• Ostrich Farm District	24 to 30	3.0	1	1	21	6	35	13.93	6	(1.4*)	75	105,000
• Huntington Drive Centers	24 to 30	2.5	1	4	25	6	37	13.57	1	(0.2*)	50	100,000
<b>Total</b>							Designated	6,191	1,724.60		589	430,000
							Total Parcels	6,224	2,187.14			

\*These are the total number of vacant lots given a Land Use Designation regardless if they are utility lots, sliver parcels, occupied private property that has been subdivided like tennis courts, basketball courts, equestrian space etc.

\*\* As of 2015.

## 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 and 14 to 24 units per acre outside the Downtown Specific Plan area. An intensity of 2.5 FAR is permitted throughout the City and an FAR of up to 3.0 is allowed at the Ostrich Farm.

### Civic

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

### Parks & Open Space

Includes active and passive public parks of all sizes to maintain open space areas for public recreation and leisure resources. These zones can range from small pocket parks to larger community parks and may include playgrounds or other recreation facilities.

### Conservation

Intended to preserve the natural characteristics of properties that have been acquired by the City, while providing the public opportunities for recreation and passive enjoyment. Maintain as Open Space.

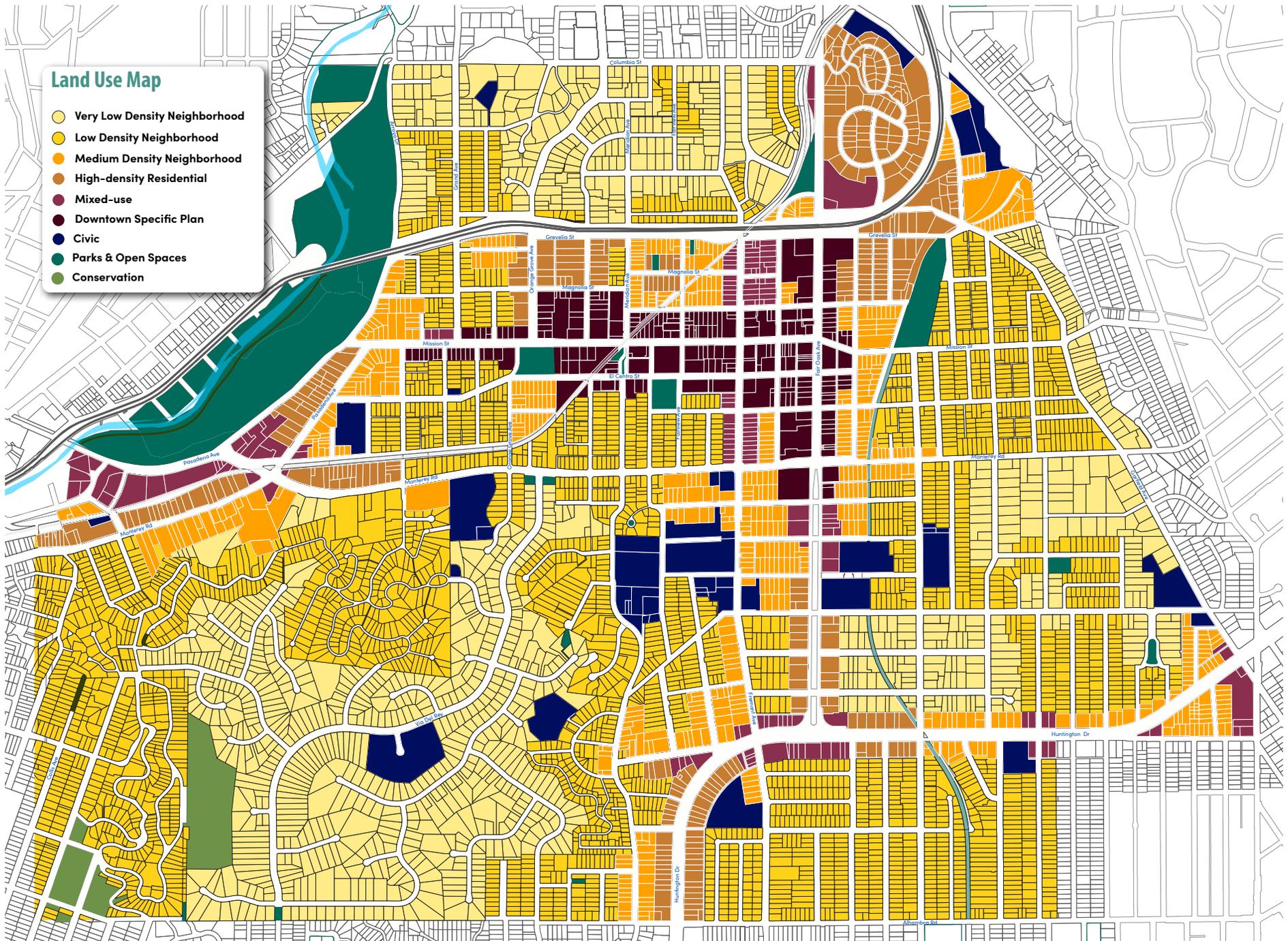


Figure 2.3.1 Land Use Map

## URBAN FORM

The culmination of separate land use designations evolves into a geography of places that address the “form and character” of that place. The General Plan guides the type of intended changes in different areas. The established areas are preserved and maintained, and areas with redevelopment opportunities are programmed for investment. The General Plan redirects growth to corridors in the Downtown area, Ostrich Farm District, and neighborhood centers along Huntington Drive in varying designs based on the existing infrastructure. This approach focuses policies, regulations, and the strategies to implement the community vision for specific areas.

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

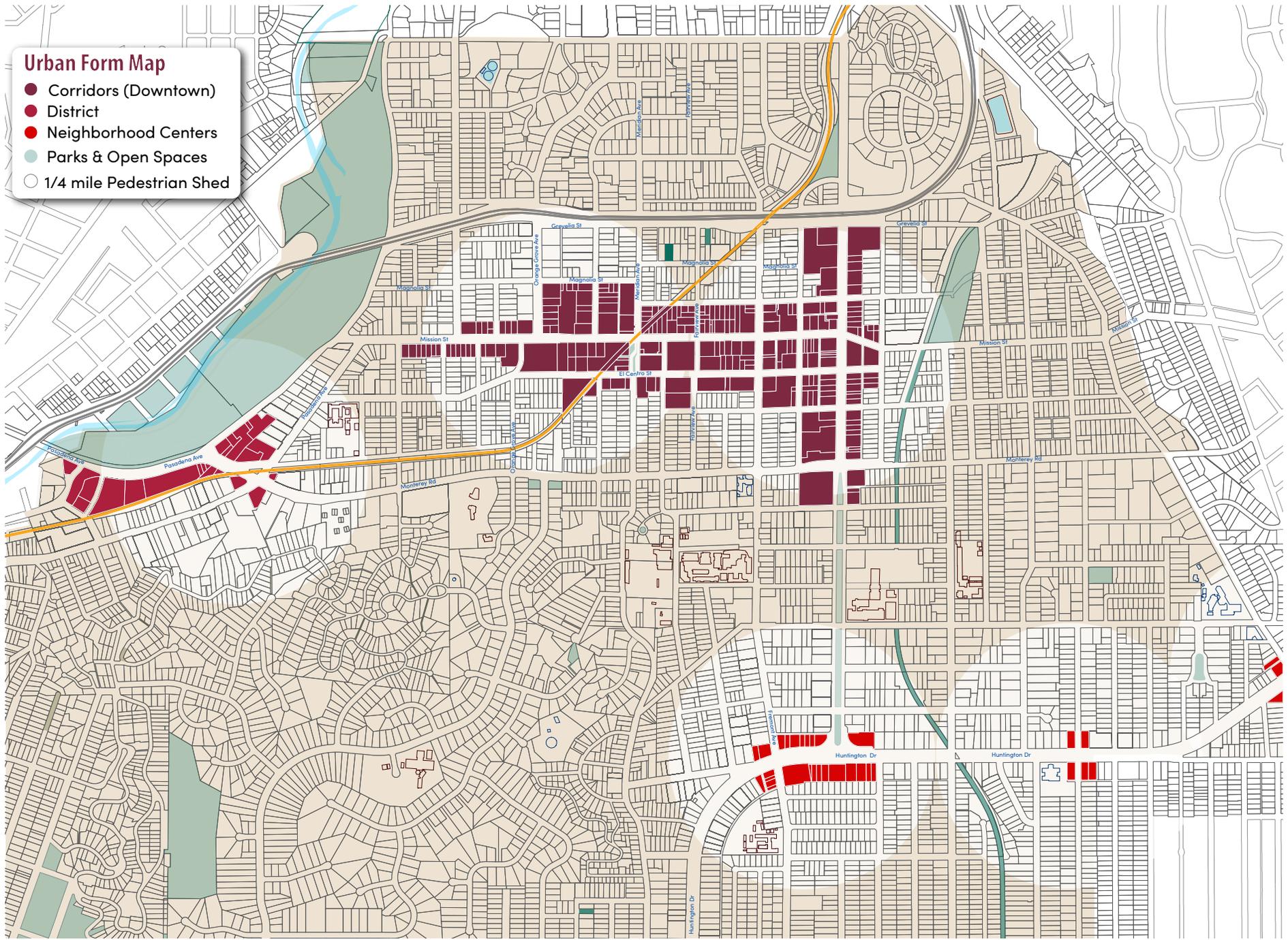


Figure 2.3.2 Urban Form Map

## 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 districts throughout the City, with multi-family districts located along the City's main corridors. This Plan calls for preservation of the built and natural assets within the residential districts. No growth other than Accessory Dwelling Units (ADUs) are 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 suite 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; and 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 adjacent 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 public or private circulator shuttle service as part of a transportation demand management could link Ostrich Farm to downtown assets and the Metro Gold Line Station.

Adding sidewalks along the northside of Pasadena Avenue would encourage use of the Arroyo Seco Park and a consistent street tree canopy would create a sense of enclosure, reduce heat island effects, 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

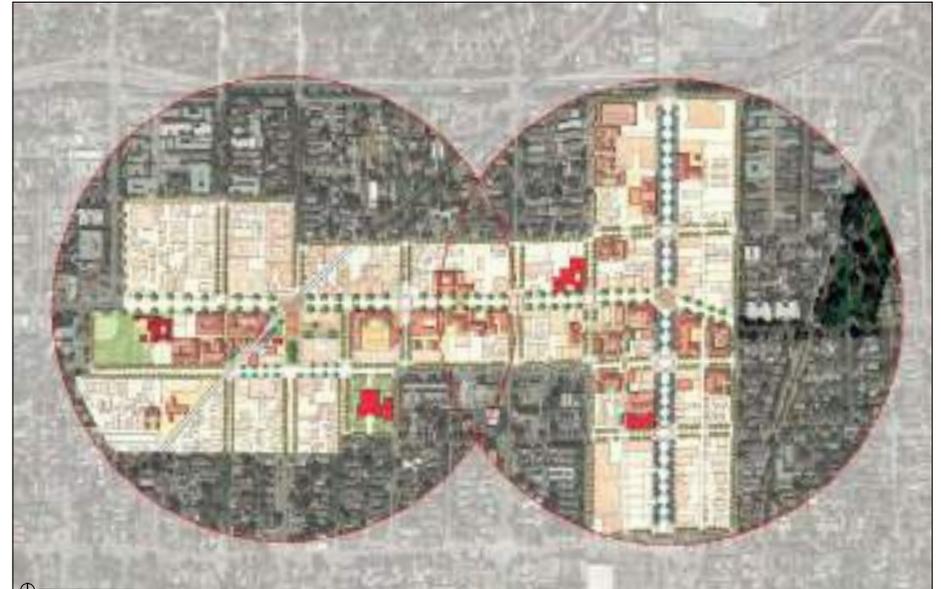
Corridors, which can be natural or urban, often form boundaries, as well as connections, between neighborhoods and/or districts. Natural corridors can be those such as drainage channels or green parkways. Urban corridors can be transportation thoroughfares that frequently encompass major access routes,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

### 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. Fair Oaks Avenue is a major north-south arterial through the city. Over the past few decades, even though Fair Oaks Avenue has remained economically alive, it has seen significant decline in its quality of place due to the sprawled out buildings and lack of landscaping. 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 offer 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 (DTSP) 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 envisioned as grand double-tree lined arterial going from north to south.
2. Leveraging Public Transit and Multimodality – The presence of the Metro Gold Line Station has enhanced Mission Street and is consciously designed as a plaza for commuters. Additionally, both Fair Oaks Avenue and Mission Street are proposed to be redesigned with bicycle lanes to encourage active transportation.
3. An Intricate Network of Open Spaces – The DTSP vision connects existing open spaces within the study area with 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 proposed to be 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 Character – 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 three 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-



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 multifamily 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.

use infill developments along Fair Oaks Avenue. These infills will be up to four 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.

### A. Huntington Drive and Garfield Avenue



This 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 a 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 onsite parking area in front of the building. Future redevelopment could explore new building types and mixed uses that subdivide the large track into walkable blocks. The street and open space networks, that create a landmark and a sense of arrival, can slow traffic and distribute car flows.

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 Fletcher Avenue



This is the smallest of the three centers on Huntington Drive. Three of the four corners have historic building. The highly walkable center has 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 shelters that would further enhance the pedestrian experience.

With a modest amount of neighborhood serving retail, limited new growth is anticipated at this location.

### C. Huntington Drive and Fremont 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 pedestrians, with the one exception of a discount department store. The parking lot for the department store interrupts the walking experience along Huntington Drive. The commercial store and parking area provides redevelopment opportunity for a two to three-story mixed use project with active neighborhood serving retail or cafes at the street level. Parking should be located away from the streets edge.

Streetscape and lighting improvements would enhance the comfort and safety, of the walking experience. Portions of the 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 Avenue confusing. Fair Oaks avenue could be examined for consolidating and repurposing as one large public open space, which could simplify the traffic flow and pedestrian crossing experience.

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

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

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



## HOUSING

South Pasadena remains a highly desirable place to live. The demand and housing market is only tempered by the 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 transit services, jobs, and other amenities. 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 present 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.

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

### 2014-2021 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.

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; and
5. Promote Equal Housing Opportunity.

## Policies and Actions

### 1. Conserve and Enhance Stable Areas

#### **P3.1 Conserve the stable residential neighborhoods.**

A3.1a Update the development code to ensure new infill development maintains and enhances the established character of the neighborhood.

A3.1b Through code enforcement and other activities, provide early intervention to promote timely upkeep of the existing housing stock.

A3.1c Assist property owners in maintaining and improving their properties through assistance programs such as the Mills Act.

#### **P3.2 Direct new growth to the Downtown, Ostrich Farm, and the three neighborhood centers along Huntington Drive.**

A3.2a Implement the Downtown Specific Plan.

A3.2b Update the development code to encourage mixed-use, walkable, and contextual development.

### 2. Contextual Infill

#### **P3.3 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.**

A3.3a Introduce new infill buildings and renovate existing buildings in a manner that preserves and enhances South Pasadena's walkable interconnected streets lined by buildings that engage, frame, and activate the street.

A3.3b Ensure that new buildings and the related design fit into their existing context in a way that enhances South Pasadena's architectural and cultural traditions.

A3.3c Incorporate green design strategies, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.

#### **P3.4 Remove regulatory and procedural barriers to good design.**

A3.4 Implement 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 but also allows for creativity and variety in design.

### 3. 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.



#### **P3.5 Increase the number of affordable housing units to stabilize rents and prices.**

- A3.5a 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, fee deferrals, inclusionary housing ordinance, and EIFD within Downtown Specific Plan.
- A3.5b Facilitate the addition of accessory dwelling units on properties with single-family homes consistent with the requirements of State legislation.
- A3.5c Encourage adaptive reuse of existing structures for residential purposes.

#### **P3.6 Provide high quality housing for current and future residents with a diverse range of income levels.**

- A3.6a Encourage the inclusion of a range of incomes in housing developments through both regulatory requirements and incentives.
- A3.6b Provide flexibility in development standards to encourage and facilitate nontraditional housing types and options, including but not limited to co-housing, assisted living facilities, livework spaces, and artist lofts.

#### **P3.7 Support housing programs that increase the ability of senior households to remain in their homes or neighborhoods.**

- A3.7a Develop incentives for a range of senior housing types including but not limited to accessory dwelling units to help seniors age in their homes or to provide on-site housing for caregivers.

- A3.7b Continue to support the acquisition of funding for a range of senior housing and service types.

#### **P3.8 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.**

- A3.8a 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.

- A3.8b Create new resources for housing by adopting development impact fees.

#### **P3.9 Preserve, rehab, and maintain below market rate rental housing.**

- A3.9 Protect multifamily rentals and reduce conversion to condominiums, which are less affordable to the average household.

#### **P3.10 Reduce the vulnerability of residents to environmental risks and stresses resulting from substandard units.**

- A3.10a Use the City's code enforcement program to identify and bring substandard units into compliance with City codes.
- A3.10b Assist low- and moderate-income households in the community through identifying grants to fund necessary energy saving home repairs and improvements.

#### **P3.11 Enhance the personal security of residents from threat of displacement.**

- A3.11a Explore options to stabilize rent that could protect lower income families in the community and assist in settling disputes between tenants and landlords.
- A3.11b Assist property owners and landlords in maintaining and improving their properties through local and state housing rehabilitation programs.

### Accessory Dwelling Unit

Land in South Pasadena is a significant portion of the total cost of a house. Allowing an accessory dwelling unit (ADU) spreads the land costs, lowering the total cost of development.

An ADU is an additional, self-contained dwelling on a single-family lot. It can be attached in the lower level of the main dwelling, or detached at the rear of the property. An ADU is smaller in size than the main unit, but is maintained under the same ownership of the property and cannot be a fee simple condo.

ADUs unlock large areas of South Pasadena for modest increase in the amount of housing in residential areas without altering the overall character of the established neighborhood. Residents of ADUs contribute to the vitality of the community, and the additional income from ADUs makes it possible for more families to own and maintain a home in South Pasadena.

ADUs promote aging in place. For instance, an older couple building an ADU may choose to retire into the ADU while renting out the main house for income. An ADU could also be a rental unit that provides extra income so the retiree can afford to remain in their home. The ADU could also serve as a residence for a homeowner's elderly parents. ADUs allow older adults to stay in their neighborhoods and maintain their social connections, have access to their support system, be in a familiar environment and live in a home that both meets their needs as they age and is in proximity to the primary home.

Recent legislation has reduced the City's ability to restrict ADUs.

ADUs demonstrate the values of inclusivity, diversity, and affordability within South Pasadena. They serve to fill a gap in South Pasadena's housing market by providing neighborhood scale rental housing options for those looking for affordable living arrangements in a more traditional single-family-home setting.

## 4. Resiliency

- P3.12 **Promote resilient low carbon built environments that are compact in form, comprised of pedestrian scaled blocks, and includes a diversity of necessary and desirable functions.**
- A3.12 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.



## Water

Water is essential to the social, economic, and ecological well being of South Pasadena. Water can also harm life and property from drought, flooding, and toxic water pollution. The General Plan is structured to cope with the dual nature of 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 and 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 water sources:

1. The Metropolitan Water District (MWD) connection located on Kollé Avenue near Monterey Road to the central zone; and
2. 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 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 Kollé 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.

### Periodic Review

Low rainfall, high temperature, population growth and density, San Gabriel Valley Aquifer level, water prices affect reliable and affordable supply of water.

Most of the projected growth within this General Plan will be directed to the Downtown and neighborhood centers in an urban pattern that uses less water per person than do most of the single-family neighborhoods since high density dwellings tend to have shared outdoor spaces and there is less landscaped area per person that needs to be irrigated.

Increasing water supply tends to have substantial economic, social, or environmental costs. South Pasadena will need to monitor water use and conservation, and if needed, make periodic adjustments to population growth and density to ensure the amount of water desired or needed for many purposes does not exceed available supplies.

## Integrated Water Management System

As the universal solvent, water is part of every human and natural system.

The collection, treatment, distribution, and regulation of water for human purpose is accomplished through a mix of built and natural systems.

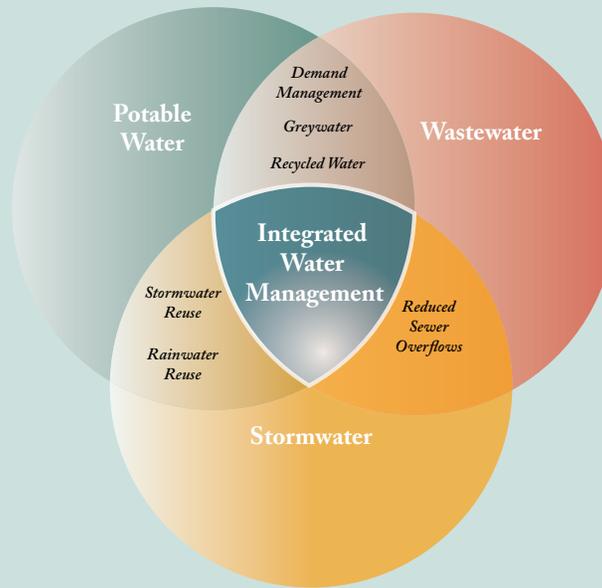
Built infrastructure tends to be large-scale, expensive to construct and maintain, inflexible in challenging conditions, and most often engineered for single-purpose rather than providing multiple benefits.

Natural water infrastructure includes the Arroyo Seco watershed, which includes the stream, riparian areas, floodplains, and wetlands and the San Gabriel Valley Aquifer. This infrastructure is mostly small-scale, distributed, provides free services, and is flexible and adaptable to changing conditions. Natural systems also provide other benefits such as natural beauty, recreational opportunities, and wildlife habitat.

Climate change is affecting precipitation patterns leading to more frequent and longer duration of droughts. To become more resilient, South Pasadena will need to increase the water system's adaptive capacity to function under a wider range of hydrological conditions by changing how we manage the built and natural water infrastructure.

South Pasadena can increase adaptive capacity by reducing demand which frees up the system's capacity to deal with extreme conditions like climate-induced drought.

1. **Conservation** — Use less, waste less, and reuse water where feasible are relatively quick and easy items to achieve through incentives, regulations, and repairs.
2. **Design with Nature** — When rain falls within a natural setting, it soaks into the ground, percolates into the aquifer, while some of it flows off into streams and some is returned to the air



through evaporation. The built system can incorporate nature-mimicking elements such as permeable pavers, rain gardens, and constructed wetlands that reduce run-off.

3. **Restore and Protect Natural Assets** — Sole reliance fixing aging infrastructure is expensive and ineffective. Natural systems are the first line of defense against extreme weather events. Protecting healthy natural systems from harm, restoring damaged components, and repairing ecological functions are strategies that can more South Pasadena towards greater resilience.

An integrated water management strategy recognizes that water is precious and interconnected, whether in nature or in built systems and should be managed in conjunction land use, energy, and other key resources. Benefits of this approach go beyond providing reliable and affordable water services to enhancing property values, recreation opportunities, physical and mental health, and wildlife habitat.

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Our forefathers had the vision to secure for us a reliable water source, miles from our borders, where we have an allocation of water at no cost, except the cost of transporting it into the city. We need to have the same vision of securing that water and our water system for future generations. – Kim Hughes

## 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 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. Over 60% of the City's sanitary sewer lines

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 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.

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.



Green street

### Stormwater System Improvement Recommendations

There are a number of rainwater interventions that could be integrated into the 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.

1. Tree Pockets can be installed between parking spaces in the parking lanes on streets. 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.
2. 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.

3. Tree pockets and zippers 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.
3. A 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



Tree pocket



Sawcutting curb

landscaping and a permeable surface to allow the rainwater to re-enter the aquifer.

4. 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.
5. In-Street Detention Storage can be used to detain rainwater runoff and release it slowly after the peak flows 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.
6. Design 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

### **P3.13** Ensure continuity of critical services.

- A3.13a 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 water 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.
- A3.13b Implement provisions of the Water Management Plan for monitoring and adjusting rates of population growth to ensure amount of water needed or desired does not exceed available supplies.
- A3.13c Create incentives and promote the installation of residential greywater systems that meet appropriate regulatory standards.
- A3.13d Provide educational resources to encourage rainwater harvest.
- A3.13e Implement provisions of the Water Management Plan requiring developers to pay for water, wastewater, and stormwater system upgrades beyond what is currently in place.
- A3.13f Adopt zero net water building codes.

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**We started with one seven acre park that we changed over to all-electric. We found that it was an incredible reduction in noise and pollutants, so we moved on to the entire city. — South Pasadena Community Services Director Sheila Pautsch**



South Pasadena is the first city in the country to be certified by American Green Zone Alliance (AGZA), as a “green zone” to have converted outdoor maintenance of parks, medians and other city-owned property from gas- and diesel-power to emission-free equipment.

## Energy

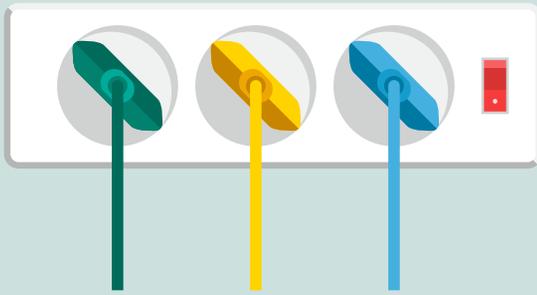
The endless supply of relatively cheap energy primarily from fossil fuels, is not a reliable option. Disruptions to the nation’s energy supply can ripple through many aspects of modern life, including water supply, transportation systems, communications, economic development, health, and general comfort. 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.

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

### **P3.14** Implement energy efficient retrofit improvements in existing buildings consistent with the requirements of the City’s Climate Action Plan.

- A3.14 Support programs to provide loans to property owners for the installation of energy efficiency improvements or renewable energy devices.
- P3.15** Support the inclusion of energy efficient design and renewable technologies in all new public and private projects.
- A3.15a Require solar panels on all new buildings. Encourage battery back-up systems or generators in key locations throughout the city.
- A3.15b Explore opportunity to develop a clean energy “micro-grids”.
- A3.15c Adopt zero net energy building codes.
- A3.15d 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.
- A3.15e Develop a Solar Action Plan to meet 50% of South Pasadena’s power demand through solar by 2040.
- A3.15f Electrify South Pasadena’s Vehicles. Develop a city fleet alternative fuel conversion policy, and use it to promote residents to convert as well.
- A3.15g Install Electric Vehicle (EV) chargers at public facilities. Encourage property owners to install EV chargers at business and multi-family locations.
- P3.16** Reduce Vehicle Miles Travelled (VMT).
- A3.16 Adopt land use patterns that channel all new growth into compact, walkable, bikeable, and transit friendly areas.



In 2015, the City Council established the Natural Renewable Energy Council (NREC). The nine members of the REC worked for nine months researching, debating and 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 systems. 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 the 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.

### Solid Waste

At this time the majority of residents have their waste picked up from their property by the City’s waste hauler. This means that the waste hauler’s vehicles drives on their property to the trash receptacles, 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.



### Policies and Actions

- P3.17 Support reuse of discarded materials through waste prevention, recycling, and composting.**
- A3.17a Develop a Zero Waste Plan and supporting ordinances that incrementally lead the city to be a zero waste city.
- A3.17b Require multi-family and commercial properties to have on site recycling containers as well an organics recycling program.
- A3.17c Require construction sites to separate waste for proper diversion, and reuse or recycling.
- A3.17d 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



### 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 Metro 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 emergence of rideshare and potential autonomous vehicles and related mobility innovations, the importance of using existing supply, rather than building new garages, is of heightened importance especially regarding the potential identification of funding, private and public.

## 1. COMPLETE STREETS AND ACTIVE TRANSPORTATION

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.

While on some major streets, traffic volumes are at or approaching the capacity of the roadway (Fremont Avenue, for example), others including Mission Street and Huntington Drive include 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.

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

**Pedestrians, bicyclists, motorists and transit riders of all ages and abilities can safely move along and across a Complete Street.**

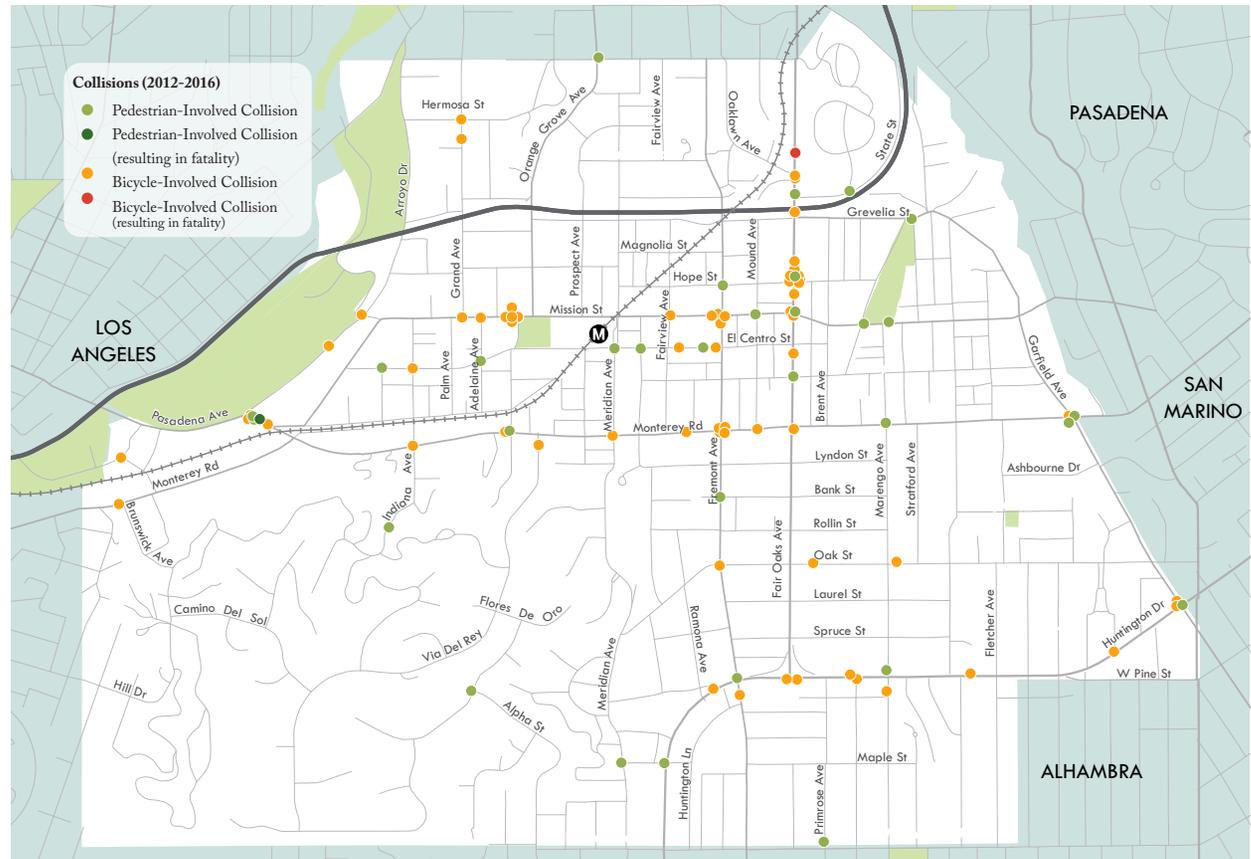


Figure 2.4.1 Pedestrian- and Bicycle-Involved Collisions, 2012-2016.



**Policies and Actions**

- P4.1** Provide safe, comfortable and convenient access to local destinations for people walking and bicycling in South Pasadena and integrate the local walking and bicycling network into the regional network to connect to adjacent jurisdictions and points beyond.
- A4.1a Upgrade and enhance existing walking and bicycling facilities to support safety, comfort and convenience, especially in Pedestrian Priority Areas and along Bicycle Priority Corridors.
- A4.1b Enhance active transportation connections to and from the Metro Gold Line station.
- A4.1c Ensure that walking facilities – including sidewalks, curb ramps, crossings, and trails – are accessible for people with physical impairments.
- A4.1d Develop a signage master plan consistent with state regulations that specifies guidelines and requirements for the design of high-quality, user-friendly and attractive human-scaled signage directing people driving, walking, and bicycling to destinations and guiding them through the bicycle/pedestrian network.
- A4.1e Encourage and/or require the provision of secure bicycle parking facilities at employment centers, commercial centers, recreational amenities, and civic amenities.
- P4.2** Engage and educate the community to encourage people to walk and bike in South Pasadena for recreation, transportation, and health/fitness. Promote walking and biking as safe, enjoyable, convenient, and environmentally sustainable alternatives to automobile travel.
- A4.2a Support bicycle and pedestrian safety education classes and programs in order to improve safety for all road users.
- A4.2b Support programs that encourage South Pasadena residents, workers, and visitors to choose walking, bicycling, and other active modes of travel.
- P4.3** Promote safety for all road users through compliance with – and enforcement of – traffic codes for drivers, bicyclists and pedestrians.
- A4.3 Work with the South Pasadena Police Department to evaluate and enhance staff training on traffic laws and enforcement methods related to people walking and bicycling.
- P4.4** Ensure successful implementation of the active transportation policies and actions by developing programs and strategies for successfully implementing and funding pedestrian and bicycle projects and programs, and for maintaining pedestrian and bicycle facilities.
- A4.4a Provide routine inspection and maintenance of pedestrian and bicycle facilities, including pavement repairs, restriping, maintenance of traffic control devices, landscape maintenance, and sweeping bike lanes and paths.
- A4.4b Minimize disruption to people walking and when repairing and constructing transportation facilities, providing alternate routes when necessary.
- A4.4c Evaluate the progress and effectiveness of the Active Transportation policies and actions to achieve project and program goals.
- A4.4d Regularly seek funding for the design and development of active transportation projects, and ensure awareness of current regional, state, and federal funding programs.

A4.4e Coordinate with federal, state, regional, county and local agencies to fund and implement bicycle and pedestrian projects in cooperation with other nearby jurisdictions.

**P4.5 Support street designs that emphasize safety and accommodate all users, including pedestrians and cyclists.**

- 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.
- 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).

A4.5a Conduct a study of potential speed management improvements to Fremont Avenue, with the objectives of a) establishing the need for safety improvements, and b) identifying improvements that would enhance safety while maintaining traffic throughput.

A4.5b Evaluate the adequacy and appropriateness of existing designated truck routes and modify where appropriate based on its findings (such as Fremont Ave south of Huntington), and modify where appropriate.

A4.5c 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.

A4.5d Identify and improve the safety and efficiency of crosswalks throughout the City, consistent with the requirements of State legislation including the Americans with Disabilities Act (such as Monterey Road and Pasadena Avenue).

A4.5e Adopt, fund, and implement a Neighborhood Traffic Management Program identify physical and operational changes to reduce traffic impacts throughout the City.

**P4.6 Provide high-quality pedestrian and bicycle facilities to enhance the safety, comfort and convenience of people walking and bicycling in South Pasadena.**

A4.6a Design roadways to safely accommodate all users, balancing the needs of people walking, bicycling, riding transit, and driving personal and commercial vehicles.

A4.6b Utilize roadway design/engineering best practices to ensure safe and effective pedestrian and bicycle infrastructure.

A4.6c Utilize best practices for the design of bicycle parking facilities in the public realm and at locations such as employment centers and schools.

**P4.7 On streets identified as priorities for one specific mode of travel, such as bicycle routes, prioritize improvements for that mode.**

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

A4.7a Proceed with implementation of Bicycle Master Plan projects.

A4.7b Update the Bicycle Master Plan to identify the appropriate locations and improvements for a citywide network of bicycle paths and facilities.

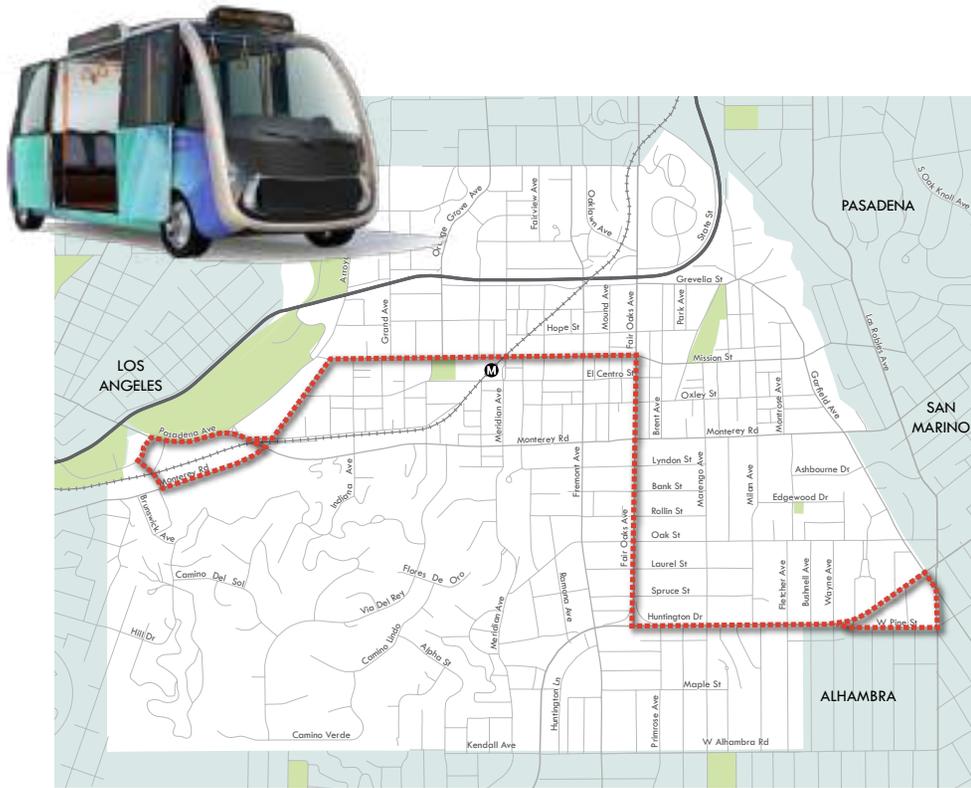


Figure 2.4.2 Potential Circulator Shuttle Alignment.

## 2. MOBILITY

Many of the actions described earlier under “Complete Streets,” would provide mobility benefits for different users of the street. A number of additional actions, 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

- P4.8** Maintain a roadway system that provides for the efficient movement of goods and people in South Pasadena, while maintaining the community’s character and quality of life.
- A4.8a** Maintain the roadway network according to the street classifications depicted on Figure 2.4.4 Existing Roadway Designations.
- A4.8b** Plan the roadway system to accommodate projected traffic at a level of LOS E or better on arterials and LOS of D or better on other roads.
- A4.8c** Require that development projects achieve no net increase in Vehicle Miles Traveled (VMT) above current levels for comparable uses in the City of South Pasadena
- P4.9** Reduce traffic congestion by modification of traffic signals, turning movements, and other operational changes that do not require increasing the width of rights-of-way or adding lanes to streets.
- A4.9a** Study the feasibility for reconfiguring the SR 110-Fair Oaks interchange to improve freeway access and egress and traffic flows.
- A4.9b** Identify traffic signal improvements where appropriate to optimize traffic flow at safe speeds by implementing adaptive traffic control system technology and synchronization.
- A4.9c** Encourage Metro and the California Public Utilities Commission to reduce signal delay at the Gold Line crossing of Mission and Meridian while maintaining safety.



**P4.10** Explore options to improve transit service within South Pasadena, including City programs and/or partnerships with Metro.

**A4.10** Improve transit service within South Pasadena using at least 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 in Figure 2.4.2; 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.

### 3. METRO GOLD LINE ACCESS

The Metro Gold Line South Pasadena Station at Mission Street and Meridian Avenue is an existing mobility asset that could be better leveraged within the “walkshed” which includes a half-mile radius from the station. 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.

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.



### Policies and Actions

- P4.11 Facilitate safe and improved pedestrian and bicycle travel between the Gold Line station and major destinations.**
  - A4.11a Study and develop a plan for sidewalk, signalization, crosswalk, bike ways, and other improvements on streets connecting the Gold Line station with the downtown and surrounding neighborhoods (for example Mission Street at Prospect Avenue, El Centro Street between Mound and Edison Avenues, and Orange Grove Avenue at El Centro Street).
  - A4.11b Encourage Metro to explore options for grade-separation of existing Gold Line at-grade crossings including Monterey Road/Pasadena Avenue.
- P4.12 Encourage and facilitate shared-ride options include e-hailing services, carshare, and bikeshare.**
  - Increase awareness of multimodal alternatives to driving to the Gold Line station.
- A4.12 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 Village Parking Garage.

Figure 2.4.3 Analysis of Gold Line Walkshed Access.



## 4. PARKING

To ensure vehicular access to businesses, homes and other destinations, when developing parking policy, the City should focus on parking demand 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.

### Policies and Actions

- A4.13 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.**
- Provide alternatives to mandated parking minimums and explore opportunities to increase availability of public parking through private development.
  - Seek to balance the need for vehicular access to properties with other imperatives, such as the need to reduce traffic for safety and environmental purposes.
- A4.13a 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.
- A4.13b 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.

## 5. STREET CLASSIFICATION

The city of South Pasadena classifies its streets into three major categories 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 Street:** 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.

Roadway designations are shown in Figure 2.4.4. 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 Avenue north of State Route 110 has recently been reduced to one general-purpose lane southbound (it remains two lanes northbound).

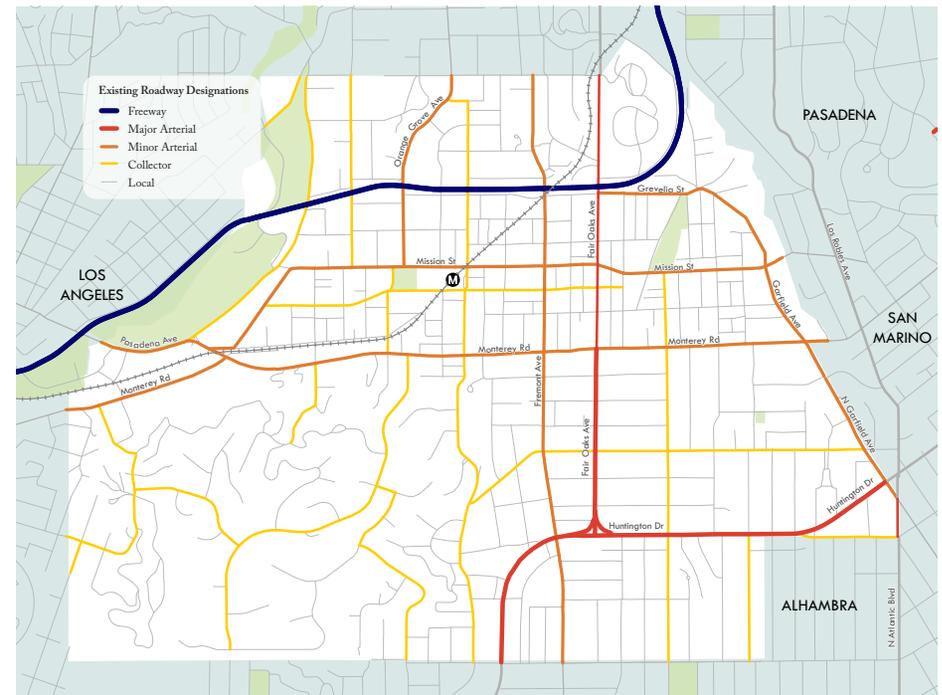


Figure 2.4.4 Existing roadway designations.



Figure 2.4.5 Existing traffic volumes. Source: Average Daily Traffic Flow, September 2014, Minagar & Associates, Inc.



Figure 2.4.6 Current truck route designations. This General Plan Update recommends removal of Fremont Avenue south of Huntington Drive from the truck network.

### Existing Land Uses

Existing land uses along Mission Street within the Downtown Specific Plan area are primarily retail. Most retail within the city is located along Mission Street and Fair Oaks Avenue. Most of the remainder of the city is zoned residential.

### Transportation Networks

Current traffic volumes on select streets are shown in Figure 2.4.5. 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 Avenue, 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). Mission Street currently has two general-purpose lanes in each direction west of Fair Oaks Avenue, while Fremont Avenue has just one lane each way.

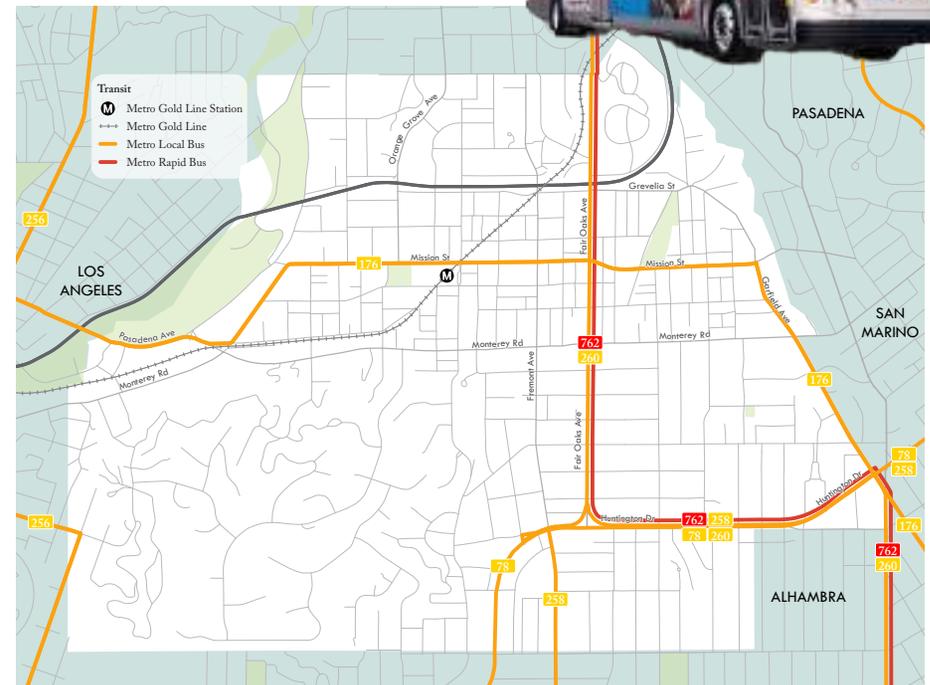
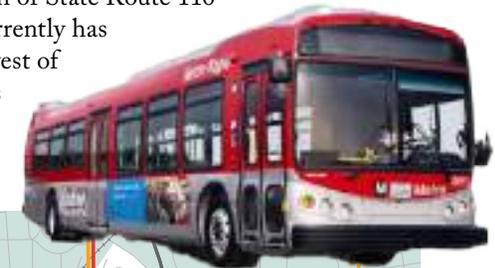


Figure 2.4.7 Existing fixed-route transit services. Large vehicles (including both buses and trucks) currently operate or are allowed to operate on only a few streets in South Pasadena, including Fair Oaks, Huntington, Mission, Pasadena Avenue, Fremont south of Huntington, Garfield Avenue south of Mission, and brief segments of Atlantic Boulevard, Collis Avenue and Avenue 60.

Figure 2.4.8 shows existing and planned bicycle facilities, including off-street paths and onstreet 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.

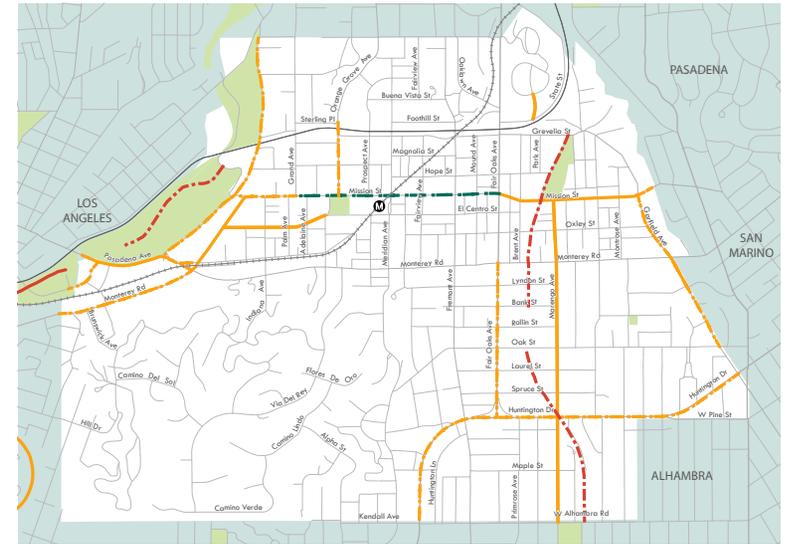


Figure 2.4.8 Existing and Planned Bicycle Facilities.



## 6. ADAPTABILITY



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 may 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. These services may be more convenient and reduce individual responsibilities; which may ultimately eliminate the need for car ownership.

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 new parking - or even majority of private parking - 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 increased.

All of this suggests that:

1. Cities should be flexible and cautious in their approaches to both requiring and providing new parking; and
2. Cities 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, assets for micro-mobility (car, bike, scooter sharing), and other site-specific uses.

### Policies and Actions

- P4.14** Seek to establish resilient transportation investments by prioritizing flexibility and adaptability.
- A4.14a Monitor demand for pick-up\drop-off access to curbs and identify additional passenger loading zones as needed.
- A4.14b 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.
- A4.14c If public parking supply must be increased, prioritize potential for future conversion to other uses.
- A4.14d Evaluate and plan for the implications of the use of shared vehicles, autonomous vehicles, or other mobility technologies as they evolve on the street network, traffic operations and management, parking, curbside drop-off, and adjoining land uses.

## 5. Our Healthy Community



### GOAL

Make South Pasadena a healthy and safe place where everyone feels they can be active; to help each other contribute to the vitality of the City; create a sense of belonging among all residents; and have access to 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 its residents 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, provide 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.

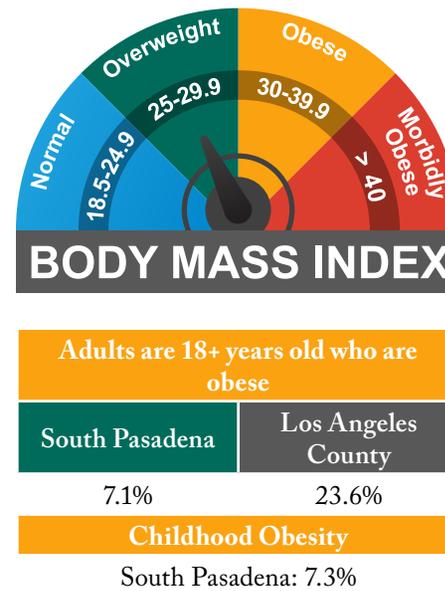
Improvements to the built and natural environment, education, and marketing strategies can nudge people towards healthy behavior. This section will address building community capacity through programs, services, activities, and citizen involvement to make the places we live, work and play, healthy, welcoming,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

## SOUTH PASADENA HEALTH

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

Table 2.5.1 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 Los Angeles County residents.



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 living can lengthen and improve the quality of life of individuals, reduce risks of being overweight, cardiovascular disease, 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 environments can facilitate active transportation and recreation while promoting a lifestyle wherein the healthy behavior also carries forth into daily private functional activities.

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

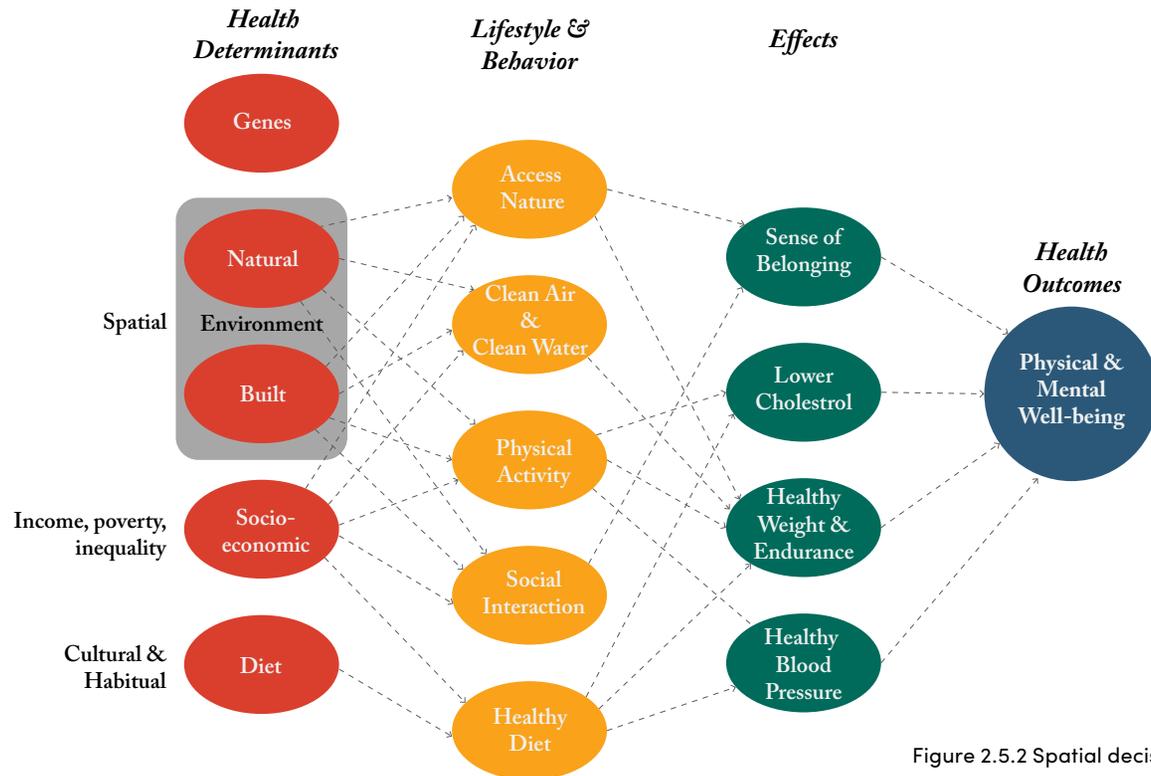


Figure 2.5.2 Spatial decisions to health



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

- P5.1 Promote higher density mix of uses that encourage physical activity.**
  - A5.1a Provide a mix of land uses within new infill projects in the downtown area and neighborhood centers.
  - A5.1b Activate the ground floor with retail and service uses with attractive and engaging store frontages.
- P5.2 Lead with roadway designs that prioritize safety. Promote safe networks of complete streets that facilitate safe and comfortable walking and biking.**
  - A5.2a Create safe and well-connected street networks for walking and biking to improve access to destinations, school zones, and other community services.
  - A5.2b Provide infrastructure to support biking.
  - A5.2c Teach children safe walking and biking behaviors. Implement walk to school days, walking school buses, and similar other events.
  - A5.2d Expand multi-modal mobility choices residents need to remain independent as they age.
  - A5.2e Engage the Police Department to partner with community groups to reduce the frequency of crime and traffic safety problems.

dena's athletic program. Overall, SPHS varsity teams amassed five 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 buses. 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

## 2. Mental Well-Being

Engaging in physical activity not only improves fitness but also makes us feel better.

Health benefits from social interactions 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

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.

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.



## Noise

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.



### Effects of noise pollution

#### Context

The predominant source of noise in South Pasadena is motor vehicles on roadways within the City and the Metro Gold Line. The roadways with the highest traffic volumes (such as the Interstate 110 and arterial roadways such as Fair Oaks Avenue, Monterey Road, Fremont Avenue, Orange Grove Avenue, Huntington Drive, and Mission Street) produce the highest noise levels. No airports are located within or immediately adjacent to South Pasadena, and aircraft noise is not a major noise source, although certain aircraft related noise (such as from low-flying helicopters) can be of concern. South Pasadena does not have major “point sources” of noise, such as large factories.

Existing noise levels in the commu-

nity must be understood in the context of the fundamental physical characteristics and impacts of sound and noise and how they are measured; and applicable regulations governing noise. Existing and future noise levels, expressed as noise contours, are therefore shown at the end of this Chapter in Figure 2.5.5 and Figure 2.5.6.

#### Fundamentals of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement of the loudness of sound is decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; and 20 dBA higher four times as loud; and so forth. Everyday sounds normally range from

30 dB (very quiet) to 100 dB (very loud). Examples of various sound levels are shown in Figure 2.5.3.

Noise levels typically drop off at a rate of 6 dBA per doubling of distance from point sources. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the

noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California (approximately 30 years old or older) were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to interior reduction of newer residential units and office buildings is generally 30 dBA or more (FTA, May 2006).

#### Definition and Impacts of Noise

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed below:

- Hearing loss is not a major noise concern in outdoor environments in South Pasadena because the potential for noise induced hearing loss is commonly associated with occupational noise exposures in heavy industry or very noisy work environments.
- Speech Interference is one of the primary noise concerns. Normal conversational speech is in the range of 60 to 65 dBA, and any noise in this range or louder may interfere

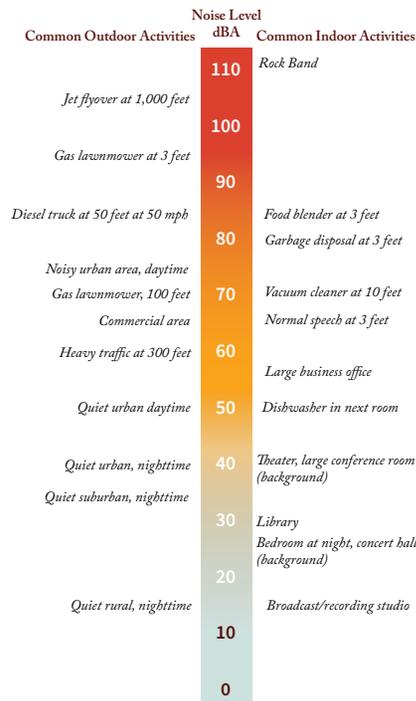


Figure 2.5.3 Typical Noise Levels. Source: Caltran’s Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013

with speech.

- Sleep Interference is a major noise concern because sleep is the most noise sensitive human activity. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.
- Physiological Responses are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent to which these physiological responses cause harm or are signs of harm is not known.
- Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capacity.

### Noise Metrics

Community noise is generally not a steady state, and varies with time. Under conditions of non-steady state noise, some type of statistical metric is necessary in order to quantify noise exposure over a long period of time. Several rating scales have been developed for describing the effects of noise on people. They are designed to account for the known effects of noise on people.

The potential for noise to affect people is dependent on the total acoustical energy content of the noise. A number

of noise scales have been developed to account for this observation. These scales are: the Equivalent Noise Level (Leq), the Day Night Noise Level (Ldn), and the Community Noise Equivalent Level (CNEL).

Intermittent or occasional noise such as that associated with many stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the Ldn scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). L% is the level exceeded a certain percentage of the time during the measurement period. Examples of various noise environments in terms of L% are shown in Figure 2.5.4.

### Statutory Authority

California has mandated that each city prepare a Noise Element as part of its General Plan. The Noise Element follows guidelines in Section 65302(f) of the State Government Code and Section 46050.1 of the Health and Safety Code. Section 65302(f) of the State Government Code requires the following:

- A noise element that shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:
  - Highways and freeways.
  - Primary arterials and major local streets.
  - Passenger and freight online railroad operations and ground

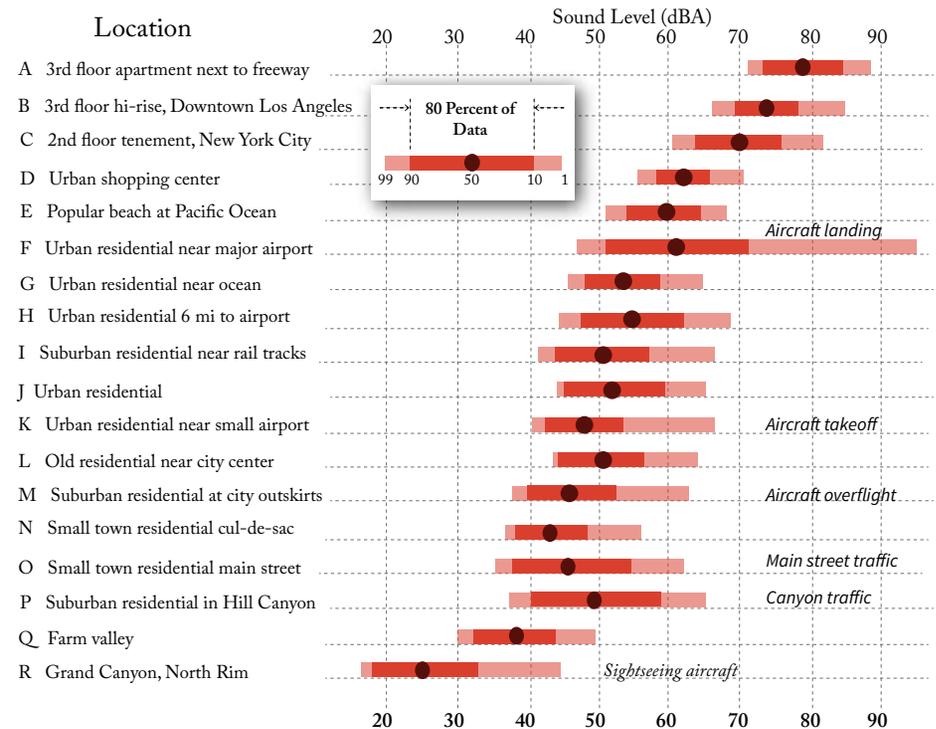


Figure 2.5.4 Examples of daytime outdoor noise levels. Source: Community Noise, EPA, 1971.

<b>Leq</b>	Is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the “energy” average noise level during the time period of the sample. Leq can be measured for any time period, but is typically measures for 15 minutes, 1 hour, or 24 hours.
<b>Ldn</b>	Is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise occurring during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, 10 dB are added to nighttime (10 pm to 7 am) noise levels. This penalty attempts to account for increased human sensitivity to noise during the night, when most people sleep.
<b>CNEL</b>	Is similar to the Ldn scale, except that 5 dB are also added to evening (7 pm to 10 pm) noise levels.

rapid transit systems.

- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
  - Local industrial plants, including, but not limited to, railroad classification yards.
  - Other ground stationary noise sources including, but not limited to, military installations, contributing to the community noise environment.
- b. Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.
- c. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.
- d. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.
- The guidelines for preparation indicates that the Noise Element should present the noise environment in terms

	Measure	Indoor			Outdoor		
		Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with outside space and farm residences	L <sub>dn</sub>	45		45	55		55
	L <sub>eq(24)</sub>		70			70	
Residential with no outside space	L <sub>dn</sub>	45		45			
	L <sub>eq(24)</sub>		70				
Commercial	L <sub>eq(24)</sub>	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	L <sub>eq(24)</sub>	(a)	70	(a)			
Industrial	L <sub>eq(24)(d)</sub>	(a)	70	70(c)	(a)	70	70(c)
Hospitals	L <sub>dn</sub>	45		45	55		55
	L <sub>eq(24)</sub>		70			70	
Educational	L <sub>eq(24)</sub>	45		45	55		55
	L <sub>eq(24)(d)</sub>		70			70	
Recreational areas	L <sub>eq(24)</sub>	(a)	70	70(c)	(a)	70	70(c)
Farm land and general unpopulated land	L <sub>eq(24)</sub>				(a)	70	70(c)

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- b. Based on lowest level.
- c. Based only on hearing loss.
- d. An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

\*Refers to energy rather than arithmetic averages.

Source: U.S. Environmental Protection Agency, Information On Levels Of Environmental Noise Requisite To Protect Public Health And Welfare With An Adequate Margin Of Safety, March 1974

Table 2.5.2 Environmental Protection Agency Noise Guidelines

of noise contours, and for those areas identified as containing noise sensitive facilities, the noise environment should be determined by monitoring.

### Noise Standards, Guidelines, and Regulations

Land Use/Noise guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration (FHWA), the Environmental Protection Agency (EPA), the Department of Housing and Urban Development (HUD), the American National Standards Institute, and the State of California. These guidelines, presented in the following paragraphs, are all based on cumulative noise criteria such as Leq, Ldn, or CNEL.

In 1974, the EPA published a document entitled “Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety.” Table 2.5.2 shows requisite noise levels for various land uses from this document. In this table, 55 Ldn is described as the requisite level with an adequate margin of safety for areas with outdoor uses including residences and recreational areas. The EPA “levels document” does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

The FHWA has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHWA are presented in Table 2.5.3 in terms of the maximum one hour Leq. The FHWA noise abatement criteria basically establish an exterior noise goal for residential land uses of 67 Leq and an in-

terior goal for residences of 52 Leq. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

The State of California requires each City to adopt Noise Elements as part of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the “Guidelines for the Preparation and Content of Noise Elements of the General Plan.” This Noise Element uses the State’s recommended Noise/Land Use compatibility matrix as the basis for the City’s Noise/Land Use Compatibility Matrix, shown in Table 2.5.4.

Title 24 of the California Health and Safety Code (the California Building Standards Code) establishes an interior noise standard of 45 dBA CNEL for multiple residential unit and hotel/motel structures. Additionally, Title 24’s energy conservation requirements for dual-pane windows also help reduce transmission of outside noise to interior living spaces.

### South Pasadena Municipal Code

The South Pasadena Municipal Code, Chapter 19A Noise Regulation, establishes exterior noise level limits for stationary noise sources in the City as measured at the adjacent property line. Sections 19A.7(b) and 19A.12 indicate that radios, television sets, machinery, equipment, fans, air conditioning units, and similar devices/equipment shall not generate exterior noise levels in excess of the ambient noise level by more than 5 dBA. Further, amplified sound (e.g., any

Table 2.5.3 Federal Highway Administration Noise Criteria

Activity Category	Design Noise Level - LEQ	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance, serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheatres, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Category A or B above.
D		For requirements of undeveloped lands see FHWA PPM 773.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Note: These sound levels are only to be used to determine impact. These are the absolute levels where abatement must be considered. Noise abatement should be designed to achieve a substantial noise reduction - not the noise abatement criteria.

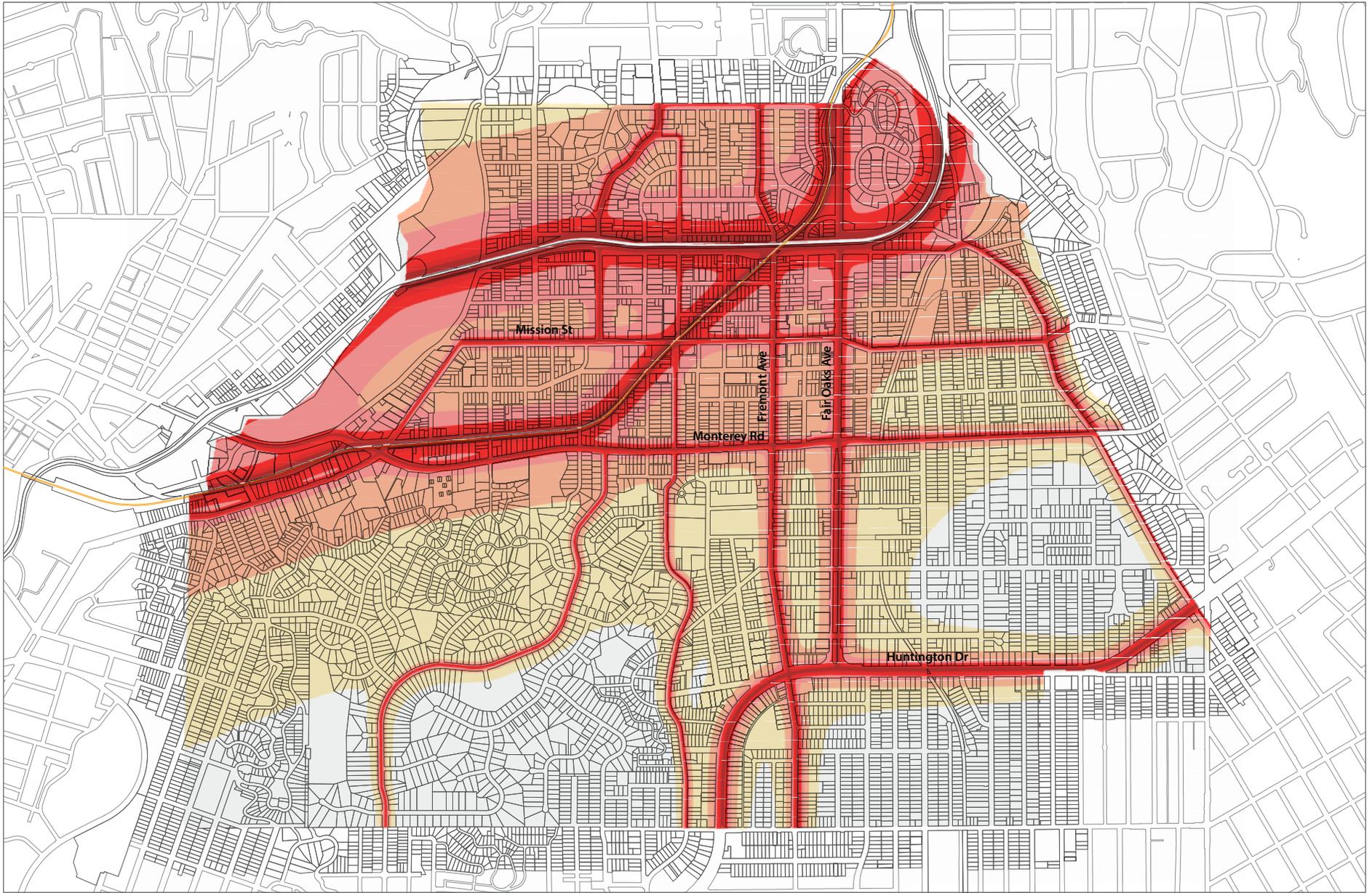
Source: Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, June 1995.

machine or device for the amplification of the human voice, music, or any other sound) shall not generate noise levels in excess of the ambient noise level by more than 15 dBA.

To control noise impacts associated with the construction, the City of South Pasadena has established limits to the hours of operation. Section 19A.13(a) indicates that within a residential zone or within 500 feet thereof, construction activities are limited to between 8:00 a.m. to 7:00 p.m., Monday through Friday; 9:00 a.m. to 7:00 p.m. on Saturdays; and 10:00 a.m. to 6:00 p.m. on Sundays and holidays. The Municipal Code does not establish numeric maximum acceptable construction source noise levels at po-

tentially affected receivers. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment identifies detailed assessment criteria including an eight-hour construction noise level threshold of 80 dBA Leq during daytime at residential (noise-sensitive) uses, and 85 dBA Leq during daytime hours at commercial uses. The noise study relies on the FTA thresholds for land uses adjacent to future development.

Figure 2.5.5 Existing Noise Contours map.



Unmitigated Transportation Noise Level Contour Boundaries (dBA CNEL)



### **Noise Impacts of Proposed Growth**

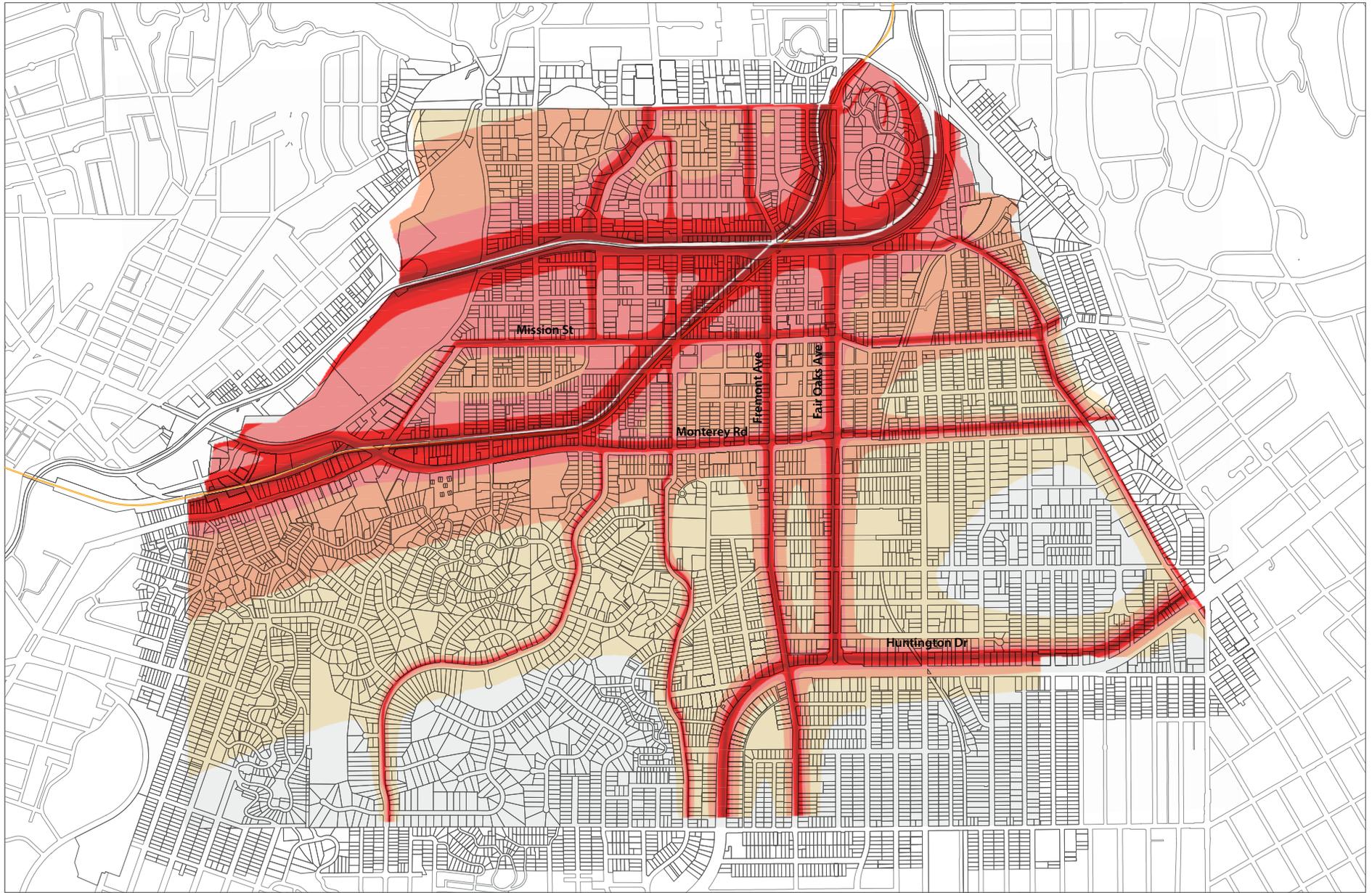
The focus of the General Plan Update is to preserve the stable and established neighborhoods of the City and direct majority of the growth to the Downtown area. Following analysis, policies, and actions have been prepared to satisfy applicable City of South Pasadena noise standards and guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines for significance criteria.

**Off-site Traffic Noise:** Traffic generated by the proposed growth will influence noise levels at adjacent land uses. To quantify the traffic noise level increases 52 roadway segments were assessed based on the change in the average daily traffic (ADT) volumes. To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for Existing and Horizon Year 2040 traffic conditions (see Figures 2.5.5 and 2.5.4). The results of the analysis show that the Project-related traffic noise level increases under Existing and Horizon Year 2040 scenarios will be less than significant.

**On-site Transportation Noise:** The primary source of noise impacts will be traffic-related noise from SR-110 and roadways, and rail-related noise from the Metro Gold Line.

1. **Exterior Noise Levels:** Future noise-sensitive land uses located near SR-110 and the Metro Gold Line will require exterior noise mitigation.
2. **Interior Noise Levels:** With typical building construction and a windows-closed condition, a minimum 25 dBA CNEL reduction is achievable for residential dwelling units. Detailed interior noise analysis based on site-specific architectural floor plans and elevations is required to satisfy Title 24, Part 2, of the California Building Code 45 dBA CNEL interior noise level standard for residential dwelling units. Future interior noise levels of residential dwelling units exceeding 45 dBA CNEL would require interior noise mitigation.
3. **On-site Rail Vibration Analysis:** Metro Gold Line rail activities are anticipated to generate vibration levels of up to 73 VdB at 50 feet from trains traveling at 50 mph. To reduce the on-site transportation noise and vibration levels a site-specific noise and vibration study would be required for all future development located along Metro Gold Line.

Figure 2.5.6 Future Noise Contours map.



Unmitigated Transportation Noise Level Contour Boundaries (dBA CNEL)



**Operational Noise:** Stationary-source (operational) noise are expected to include: air conditioning units, loading dock activities, outdoor restaurant dining and music activities, and parking lot vehicle movements. Special noise generators such as music (live or otherwise), sound amplification devices, and tenant-specific noise sources shall require a site-specific noise analysis prior to building permit approval.

**Construction Noise:** Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Pile driving, loaded trucks, large bulldozers, and jackhammers within 50 feet of nearby sensitive land uses (e.g. residential, school, etc.) shall be minimized, or alternative equipment or methods shall be used, unless the vibration levels are shown to be less than the County of Los Angeles root-mean-square velocity (RMS) threshold of 0.01 in/sec RMS. Further, construction at the Project site will be restricted to Municipal Code daytime construction hours, unless otherwise permitted by the City, thereby reducing potential vibration impacts during the sensitive nighttime hours.

Table 2.5.4 City of South Pasadena Land Use/Noise Compatibility Matrix

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
Residential - Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels, Hotels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheatres	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
Sports Arena, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial And Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable

 Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

 Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

 Clearly Unacceptable. New construction or development should generally not be undertaken.

## Policies and Actions

- P5.3** 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.
- A5.3 Engage residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community.
- P5.4** Facilitate contact with nature through a network of public and private green spaces.
- A5.4a Prioritize new parks in areas underserved by parks and open space.
- A5.4b Remove barriers and enhance access to existing parks.
- A5.4c Amend development regulations to incentivize new development to provide a range of public and private open spaces.
- P5.5** Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.
- A5.5 Encourage correct orientation of buildings with appropriate placement of windows that bring natural light into buildings.
- P5.6** Reduce the prevalence of unpleasant noise.
- A5.6a Manage relationship between homes and major noise sources through zoning and environmental review and design measures.
- A5.6b 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.
- P5.7** Minimize noise impacts to ensure that noises do not detract from South Pasadena's quality of life.
- A5.7a Use the Land Use Compatibility Noise compatibility matrix (Table 2.5.4), the Future Noise Contour Map (Figure 2.5.6) and the South Pasadena Municipal Code to evaluate land use decisions to mitigate unnecessary noise impacts or discourage further unmitigated noise inducing developments.
- A5.7b Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria.
- A5.7c For new residential developments within 50 feet of the Metro Gold Line, require a vibration study to identify all reasonable and feasible noise mitigation measures.
- A5.7d Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses.
- A5.7e Discourage through traffic in neighborhoods through traffic calming measures and modifications to street design.
- A5.7f Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/residences, landscaping activities, and special events.

### 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, more readily available, and contribute 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 public schools in South Pasadena have edible gardens. School gardens paired with nutrition education

reinforce classroom learning with hands-on learning and establishes 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 provides patrons

**Let food be thy medicine  
and medicine be thy food.**  
—Hippocrates



with 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

- P5.8 **Support efforts to expand access to affordable and nutritious food for all people in South Pasadena.**
- A5.8a Collaborate with local advocates to identify sites with urban agriculture potential.
- A5.8b Support local agriculture on vacant land identified for urban agriculture development.
- P5.9 **Encourage local food production, processing, and distribution to the greatest extent possible.**
- A5.9a 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.
- A5.9b Encourage restaurants to serve locally sourced foods. Support businesses that offer healthy foods.
- A5.9c Minimize food waste by encouraging redistribution of food that would otherwise be wasted.
- P5.10 **Encourage healthy eating habits and healthy eating messages.**
- A5.10a Prepare and distribute information about healthy eating habits.
- A5.10b Encourage restaurants to provide nutritional information for menu items.

## 6. Our Safe Community



### GOAL

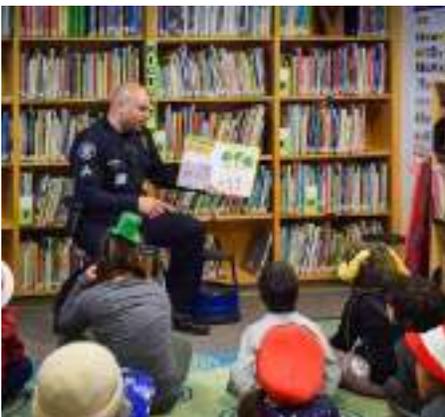
Increase awareness and be prepared for emergencies, minimize threats to life and damage to structures from natural and human-caused hazards.



## INTRODUCTION

The Safety Chapter 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. South Pasadena is a full service city with its own Police and Fire Departments. The Public Safety Commission is a seven member body that serves in a support capacity to the City Council 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



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 po-

lice agencies (Pasadena, San Marino, Alhambra, LAPD). This offers the best opportunities for apprehension of criminals and reduction of losses and crime in South Pasadena.

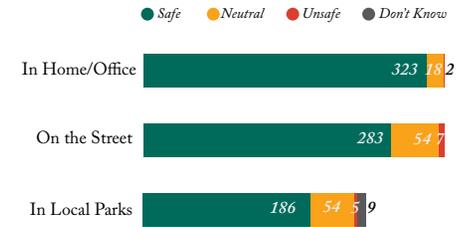


Figure 2.6.2 Survey results, 2017. A large majority of people feel safe in South Pasadena.

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



Figure 2.6.1 Pedestrian- and Bicycle-Involved Collisions, 2012-2016.

Property and violent crime is low compared to other cities. While crime went up in 2015, the numbers are declining.

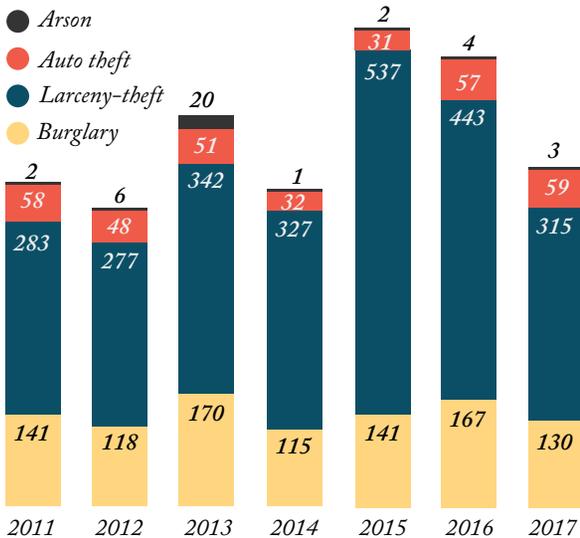
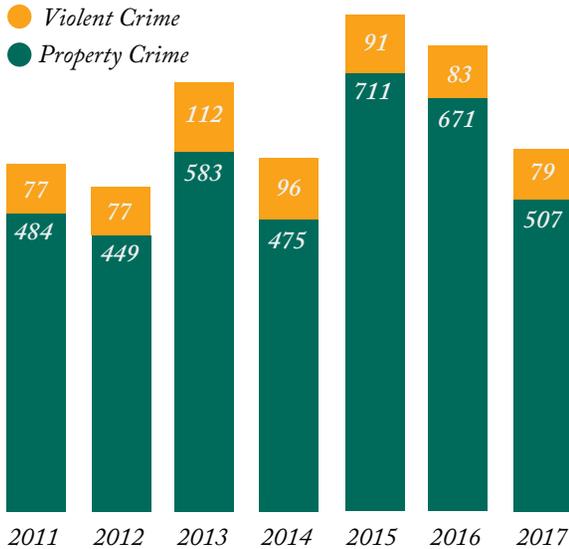


Figure 2.6.3 South Pasadena property and violent crime trend. Source: South Pasadena Police Department.

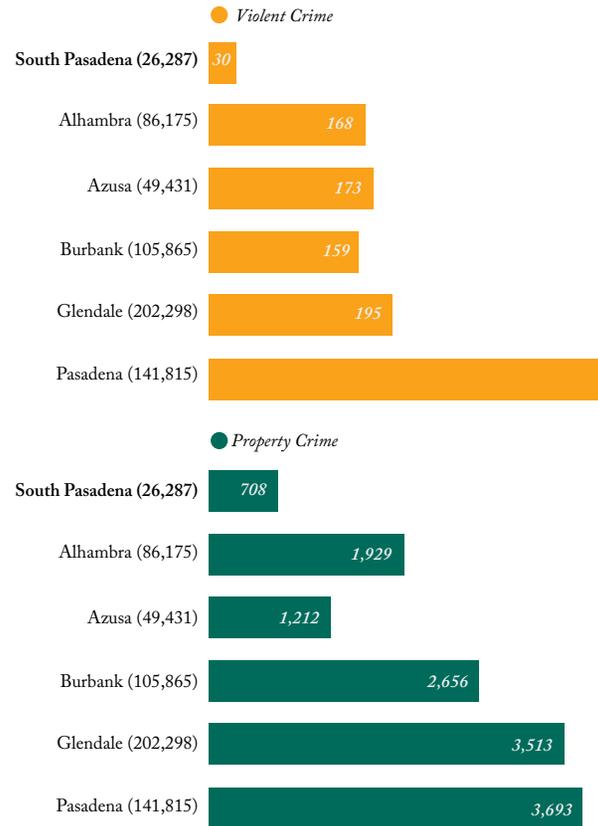


Figure 2.6.4 Comparative Violent and Property Crime Statistics. Source: South Pasadena Police Department.

### 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

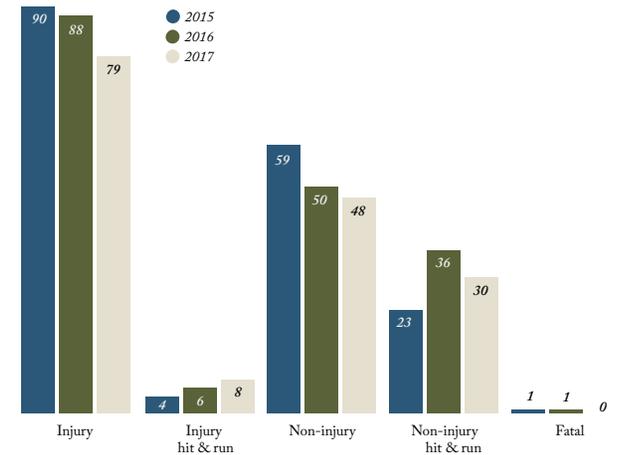


Figure 2.6.5 Traffic accident statistics. Source: South Pasadena Police Department.

awareness in the Neighborhood Watch program and encourages residents to participate in it.

**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.

**Predictive Policing** The 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



"National Night Out" helps to create awareness and participation in the Neighborhood Watch Program.



Interactive CRIME maps predicts where crimes may occur. Officers can follow pre-determined routes to patrol areas of the city where crimes may occur.



Acting US Attorney Sandra Brown and Director of External Affairs for the US Attorney's Office Tracy Webb with former Chief Miller at the 2017 National Night Out event.



The Woman's Self Defense program incorporate basic fundamentals of self-defense techniques.



Bicycles patrol allows officers to be more visible and respond more quickly in congested foot areas where a vehicle is not practical like the Farmers Market, the downtown area, Gold Line Station and community events.



In 2017, 12 Citizen's Academy students met every Tuesday evening for ten weeks, to learn about how the police department operates.

(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.

**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 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.

## 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, seniors, cyclists, and pedestrians. This requires a citywide effort including engineers, police officers, advocates, and policymakers to work together to create safer streets.



**Homeless/drugs in parks:** In 2017, South Pasadena had 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 a 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

### **P6.1 Provide a high level of police service in the community.**

A6.1 Maintain an average police response time of less than 3 minutes to emergency calls for service.

### **P6.2 Promote crime prevention strategies.**

A6.2a Continue to support crime prevention and neighborhood watch programs throughout the city.

A6.2b Emphasize and prioritize crime prevention strategies such as pedestrian-scale lighting in targeted areas.

A6.2c Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.

A6.2d 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 Pasa-

dena 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 losses 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.





Engine crew on the canyon 2 fire in Tustin

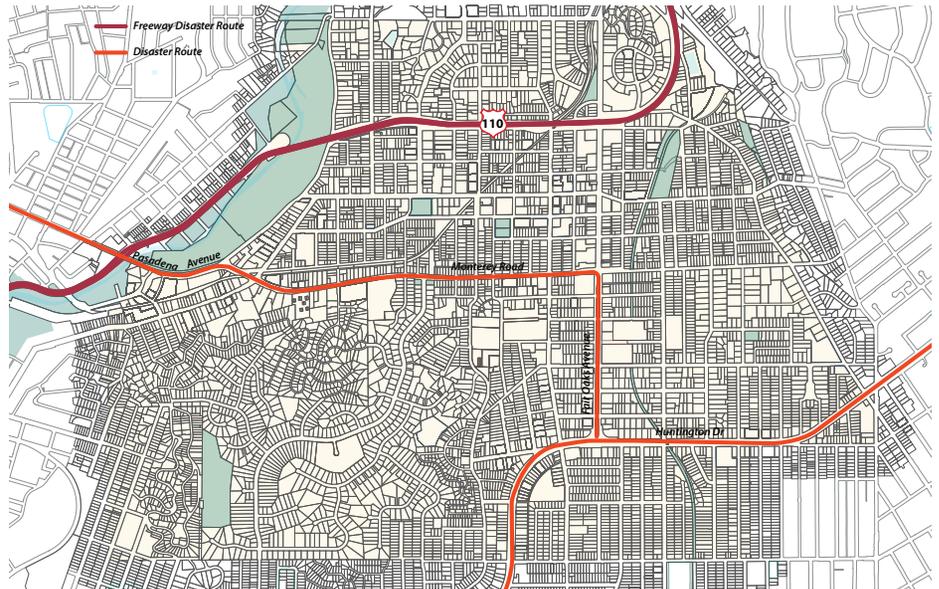


Figure 2.6.7 Disaster Evacuation Routes.



Engine on assignment to the Atlas Fire in Napa Valley performing structure defense of a home in the hills.



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.

#### 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’s 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.

### 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 SEMS and 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, mobile

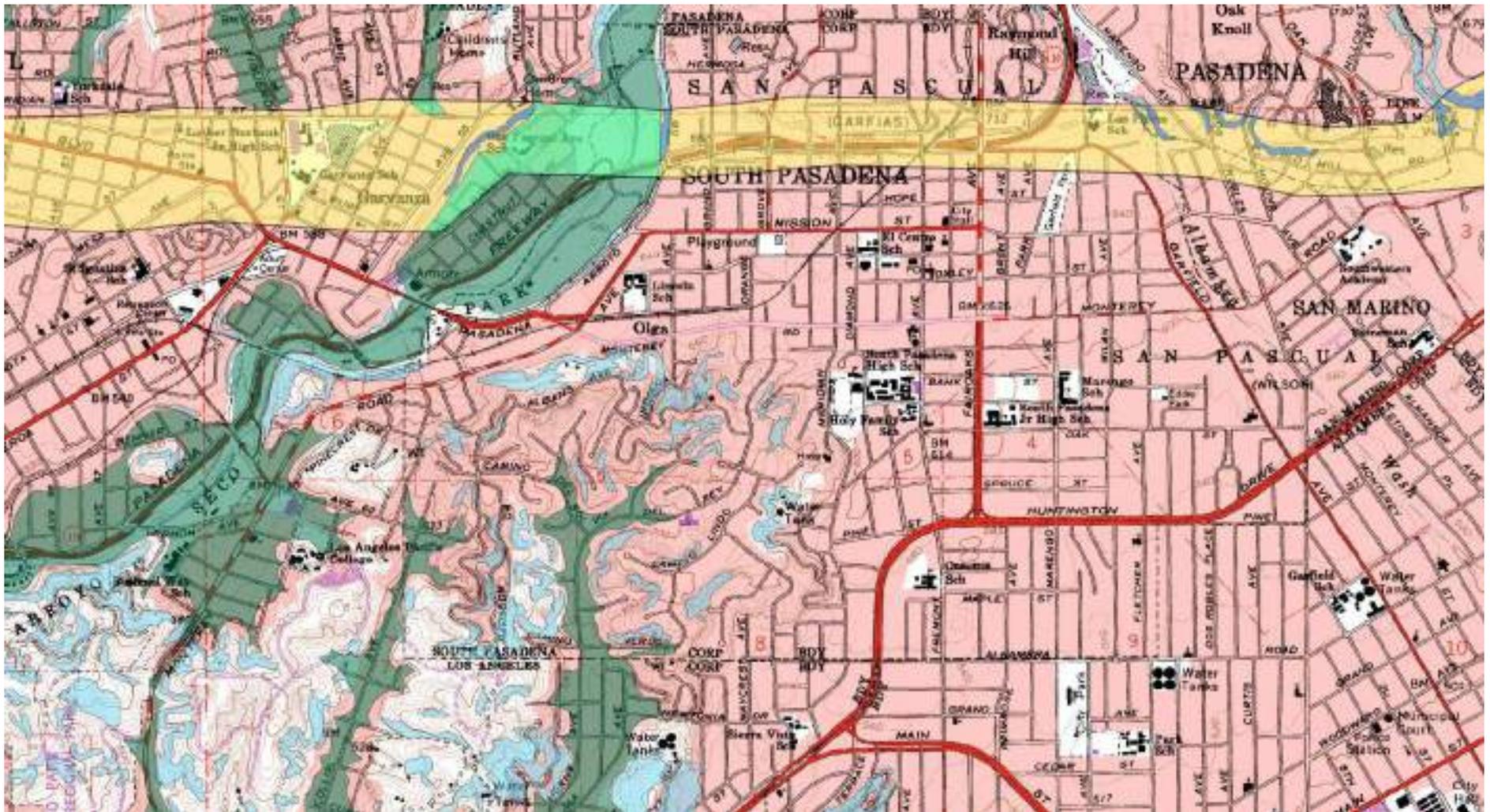
phones, businesses and local agencies in just minutes.

### 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 lifesaving and life sustaining needs.

### 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.



**Earthquake Fault Zones**

Zone boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep.



**Liquefaction Zones**

Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements.



**Active Fault Traces**

Faults considered to have been active during Holocene time and to have potential for surface rupture: Solid Line in Black or Red where Accurately Located; Long Dash in Black or Solid Line in Purple where Approximately Located; Short Dash in Black or Solid Line in Orange where Inferred; Dotted Line in Black or Solid Line in Rose where Concealed; Query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake associated event or C for displacement caused by fault creep.



**Earthquake-Induced Landslide Zones**

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements.

Figure 2.6.6 Earthquake Fault and Liquefaction Zones. Source: Earthquake Zones of Required Investigation Los Angeles Quadrangle, California Geological Survey.

## 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.

## 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.

The City continues to work 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. The June 2018 City Council Strategic Plan established a goal to "Develop a comprehensive emergency preparedness plan to ensure public safety through active response and recovery efforts". One of the main objectives of this goal was to develop seismic regulations that includes retrofit requirements and an inventory of soft story buildings with seismic vulnerability. 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.

**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

### **P6.3 Provide a high level of fire protection service in the community.**

- A6.3a Maintain an average fire department response time of 5 minutes or less to emergency calls for service.
- A6.3b 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.

### **P6.4 Maintain a current Emergency Operations Plan.**

- A6.4 Regularly review and update the City's safety plans every five years.

### **P6.5 Minimize risk of life and property damage resulting from seismic hazards, including earthquakes and landslides.**

- A6.5a Require all development in a geologic special studies zone to be setback 50 feet from each side of a mapped active fault trace.
- A6.5b Require structural reinforcement of all inventoried unreinforced masonry structures.
- A6.5c Contract with a consultant to complete an inventory of soft story buildings in preparation for consideration of future regulations.

### **P6.6 Minimize risk to life and property damage from brushfires.**

- A6.6a Require fire-resistant building materials for all structures in hillside areas and encourage use of fire resistant landscaping, such as ice plant.
- A6.6b Require house sprinklers, where determined necessary by the Fire Department.
- A6.6c Require adequate fire flow and emergency access as a condition of approval for discretionary entitlements within Hillside areas.

### **P6.7 Ensure the protection of all residents from geologic and groundwater hazards.**

- A6.7a 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.
- A6.7b Maintain regulations controlling grading and geologic study prior to construction.
- A6.7c Grading of a slope that exceeds 30% is not allowed without sufficient engineering studies to demonstrate that such grading does not negatively impact the property, adjacent properties, or public safety.



### **P6.8 Maintain multi-jurisdictional programs to protect residents from the risks of fires, floods, seismic events, other natural hazards, and crime.**

- A6.8 Continue to participate in automatic and mutual aid agreements with law enforcement, fire protections, health, and other agencies in preparedness for, responses to, and resilience from natural hazards and criminal activity.

### **P6.9 Support safe emergency evacuation for all hillside residents.**

- A6.9a 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.
- A6.9b Periodically review and update the post-disaster recovery plan.

## 7. Our Active Community



### GOAL

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

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Physical activity is the closest thing we have to a wonder drug.  
— Dr. Tom Frieden, Center for Disease Control, Director



## INTRODUCTION

Physical activity includes any 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 activities at school, home, or work such as walking, climbing stairs, cleaning, or gardening.
- Active travel — walking or cycling to get somewhere.
- Active recreation — 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.

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 also 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.

### 4. Provide a Framework for Development

**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.

**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.



Table 2.7.1 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.
		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 118.34 acres of parks in South Pasadena for a population of 25,854 — i.e.: 4.57 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 (78.31 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.

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 served over 2000 participants in 2015-16.

### 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

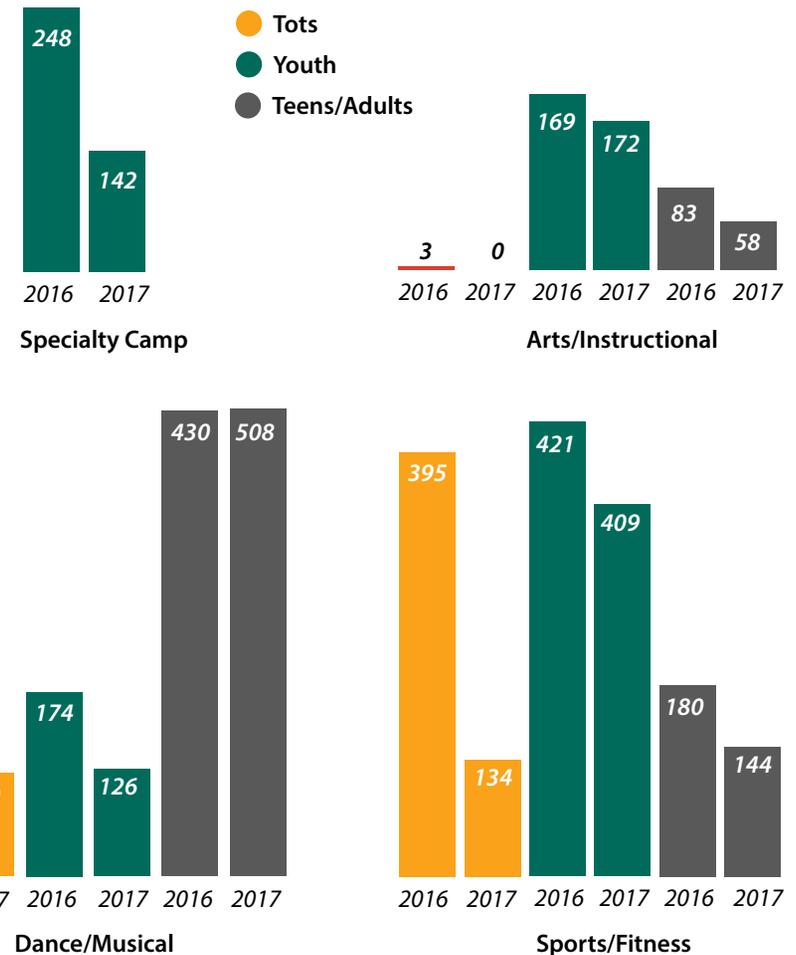


Figure 2.7.1 Fiscal Year 2016 and 2017 participation rates for tots, youth, and teens/adults programs. Source: South Pasadena Community Services Department.

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 institu-

tional 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 2.7.2 South Pasadena Parks and Open Spaces

		Size (acres)	Facilities	Description
<b>A Parks &amp; Open Space</b>				
1	Arroyo Seco Park	78.31	Golf Course, Racquet Club, San Pascual Stables, All Star Batting Cages, Dog Park, Skate Park, multiple fields for baseball, softball, and soccer.	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. The center portion of the park includes: group picnic shelter, tables, barbecue, a playground, storage building and a small amphitheater. The southern portion of the park includes two lighted softball fields. Both the upper and lower parts of the park are utilized for soccer during the fall season. An equestrian/hiking trail is on the south and west perimeter of the park connecting to the Arroyo Park.
	Arroyo Woodland and Wildlife Nature Park		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.
	Arroyo Seco Bicycle and Pedestrian Trail		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.
2	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.
3	Eddie Park	0.9	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.
4	Library Park	1.85	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.
5	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 three-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.
6	War Memorial Park	1.75	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.
7	South Pasadena Community Garden and Demonstration Park	0.29	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.

		Size (acres)	Facilities	Description
8	Snake Trail	0.36	Trail through neighborhood	A short concrete trail with stairs connecting neighborhoods surrounded by wooded area.
9	Berkshire Park	0.17		A neighborhood park with open space for free play, benches, and bike racks.
10	Grevelia Park	0.18		A neighborhood park with open space for free play, benches, and bike racks.
11	Via Del Rey/Camino Verde Park	0.25		A pocket park with landscape and walk path.
12	Monterey/Via Del Rey Park	0.5		A pocket park with landscape and walk path.
13	Camden Park	0.52		A neighborhood park with open grass space for free play.
14	El Cerrito Circle Park	0.065		A neighborhood park with open grass space for free play.
15	Heritage Plaza	0.07		Small pocket park that is home to the IronWorks Museum.
	<b>Total Parks</b>	<b>94.475</b>		

## B Conservation

16	Lot 117 in the Altos de Monterey residential tract	15.85	Unimproved	This unimproved site presents an opportunity for habitat protection and urban open space, free of development within the Southwest Hills.
17	SW Hills Open Space	8.02	Unimproved	This unimproved site presents an opportunity for habitat protection and urban open space, free of development within the Southwest Hills.
	<b>Total Public Open Space</b>	<b>23.87</b>		

## C South Pasadena School Recreational Facilities

18	Marengo Elementary	4.4		Playground handball courts, basketball courts, and concrete open space.
19	Arroyo Vista Elementary	3.7		Playground handball courts, basketball courts, and open field space.
20	Monterey Elementary	8.53		Playground, basketball court, and concrete open space.
21	South Pasadena Middle School	9.07		Basketball courts, tennis courts, soccer, and baseball fields, gymnasium, and theater.
22	South Pasadena High School	18.42		Baseball, softball, and soccer fields, football field with track, gymnasiums, tennis courts, basketball courts, swimming pool, and theater.
	<b>Total School Open Spaces</b>	<b>44.12</b>		

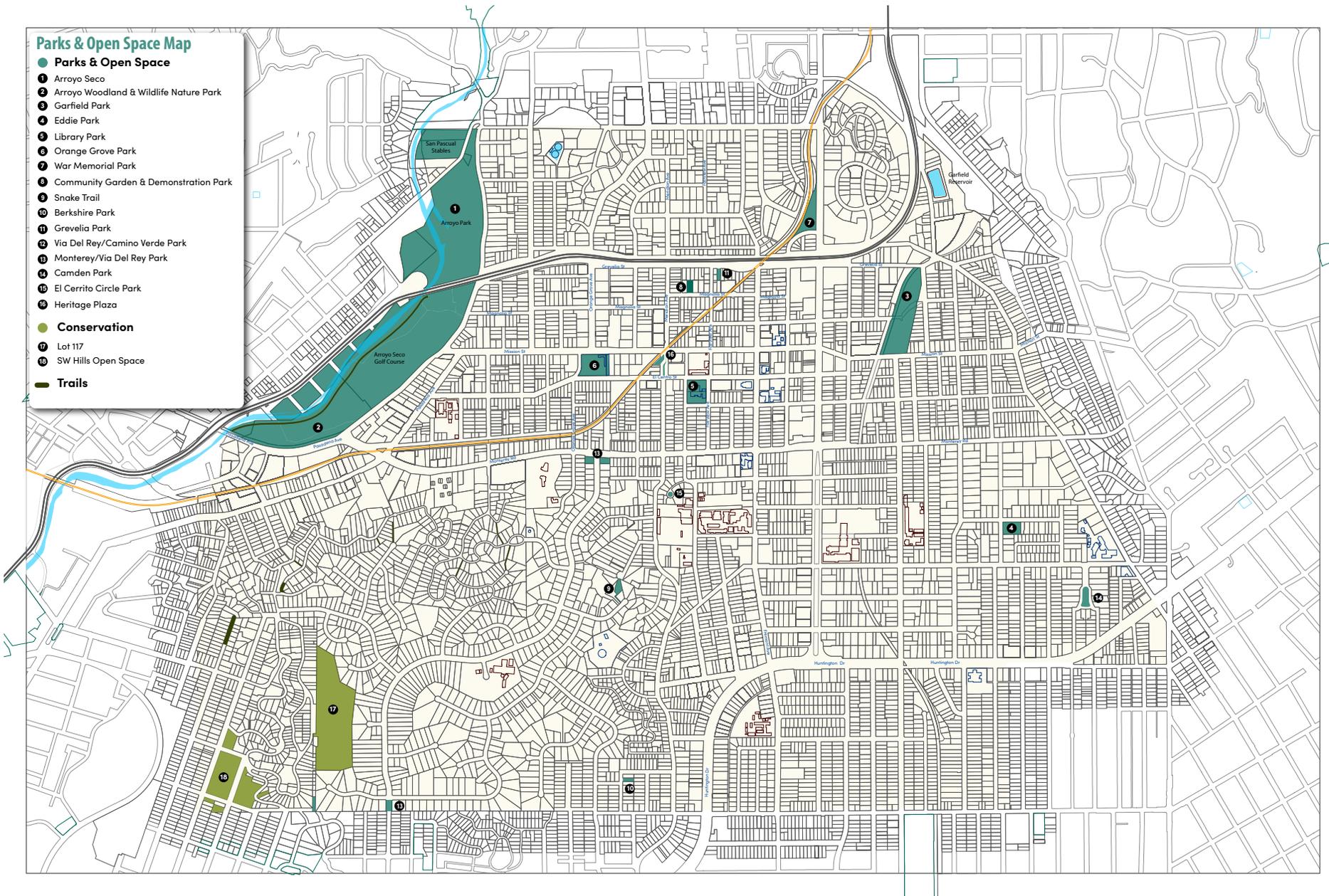


Figure 2.7.2 Existing Park Service Area Map

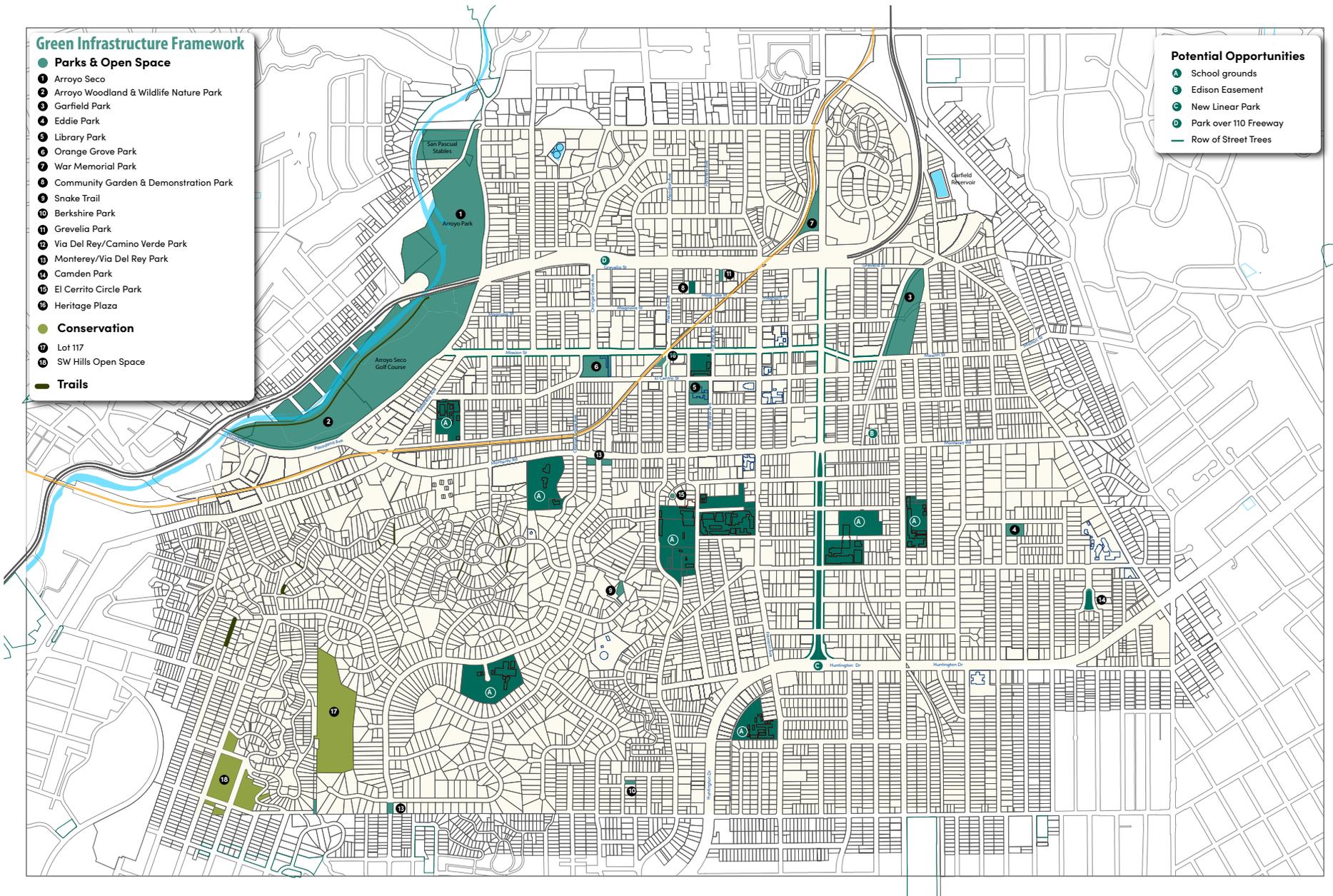


Figure 2.7.3 Concept Green Infrastructure Framework (need to update base map). Besides public parks and streets, the framework identifies opportunities to partner with school for limited public use of their grounds, and the use of Edison easement as a green corridor. A longer term project could be to 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 are seldom subdivision activities resulting in park fees.

Private open space is presently required in the form of minimum yards in the front, side, and rear of buildings 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 seldomly address the spatial and artistic quality of open space. As a result open spaces often become remnant parcels of leftover land 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 enhance the public environments.

## 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 Recreational Opportunities

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

### Desired Amenities

- Classroom and meeting rooms;
- Fitness and exercise rooms;
- Meeting rooms for clubs and organizations;
- Community gym with track;
- Large multi-purpose community room for banquets and events;
- Full service kitchen with teaching abilities;
- Studios for dance, music, arts, and crafts;
- Quiet place for relaxing, reading, and socializing;
- Card room and game room; and
- Computer lab/technology center.

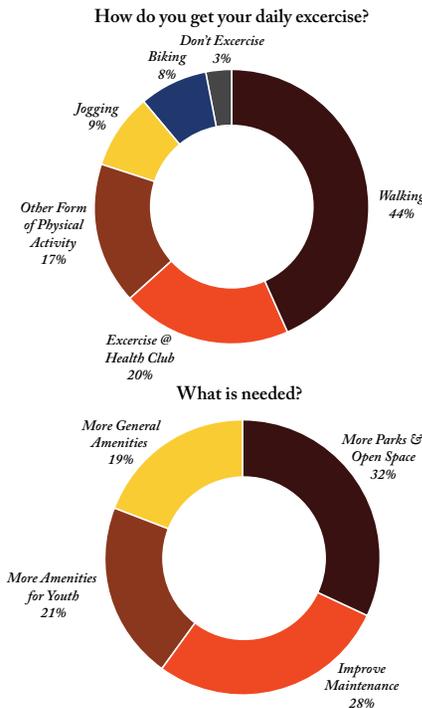


Figure 2.7.4 2017 Community Survey Results.

## 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

**P7.1 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.

- A7.1a Purchase vacant Caltrans properties.
- A7.1b Procure a linear park easement from Edison.
- A7.1c 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.
- A7.1d Collaborate with the school district to facilitate access and community use of school grounds when school is closed.
- A7.1e Consider the feasibility of capping the 101 Freeway with a linear park system.
- A7.1f Amend development code to require new development to provide its fair share of public and private open spaces.

**P7.2 Ensure the maximum distance between residents' homes and the nearest public park or preserve is 1/2 mile, 1/4 mile preferred.**

A7.2 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.

**P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat.**

A7.3a Prepare a citywide Green Infrastructure Framework.

A7.3b Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm.

A7.3c 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.

**P7.4 Encourage small parks and other temporary open spaces for short- and long-term uses.**

A7.4a 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.

A7.4b 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.

**P7.5 Develop and support a program of parklets in the Downtown area.**

- A7.5a Develop design guidelines for parklets to ensure that they are integrated with and complement adjoining uses, are safe for users, and contribute to an active pedestrian-environment.
- A7.5b Streamline the permitting process and permitting requirements for parklets.
- A7.5c Support implementation of parklet demonstration projects in the Downtown area. Identify locations for parklets in the Downtown area, where automobile traffic is low-speed, and there are surrounding establishments that can provide a level of surveillance.

**P7.6 Identify and remove barriers to park access. Encourage walking and biking as preferred way to get to and from parks.**

- A7.6a Increase visibility and access to Orange Grove Park by removing fence barrier.
- A7.6b Improve sidewalk conditions leading to parks. Install a new sidewalk on Stoney Drive, the main access that leads down to the lower Arroyo.
- A7.6c Provide bike lanes, and biking facilities such as racks and lockers.

**P7.7 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.**

- A7.7a 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.
- A7.7b Create a parks map with safe walking path to parks, with mileage information.

**P7.8 Provide creative expressions in parks and recreations facilities and programs.**

- A7.8a Encourage public art installations in parks and streets.
- A7.8b Collaborate with South Pasadena Art Council (SPARC) to create programs for all ages to promote creative expressions.
- A7.8c 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.

**P7.9 Strive for financial resiliency to provide, maintain, and operate parks and recreational programs into an uncertain future.**

- A7.9a Evaluate opportunities do develop a Community Center to provide a location to offer more classes, programs, rental space, and banquets, to increase revenues.
- A7.9b Identify operational and maintenance costs for the Community Center facility to adequately plan for future budget considerations.
- A7.9c Reevaluate user fees for services to ensure it covers staffing, maintenance, and upkeep.
- A7.9d Assure that the City's Park Impact Fee Ordinance is kept current and reflects the appropriate impact fee for residential development.
- A7.9e 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.
- A7.9f 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.

**P7.10 Consider maintenance needs in all park designs to assure that projects will thrive without extensive repair and modifications.**

- A7.10 Work with maintenance staff to learn from past problems and increase serviceability.

**P7.11 Explore creative or alternative funding opportunities for programs and capital projects.**

- A7.11a 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.
- A7.11b 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.

**P7.12 Explore opportunity to link existing open spaces into the regional open space system.**

- A7.12 Community Services and Public Works should explore potential regional partnerships to link existing open spaces into a larger regional network of open spaces.

## 8. 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.

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“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





## INTRODUCTION

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

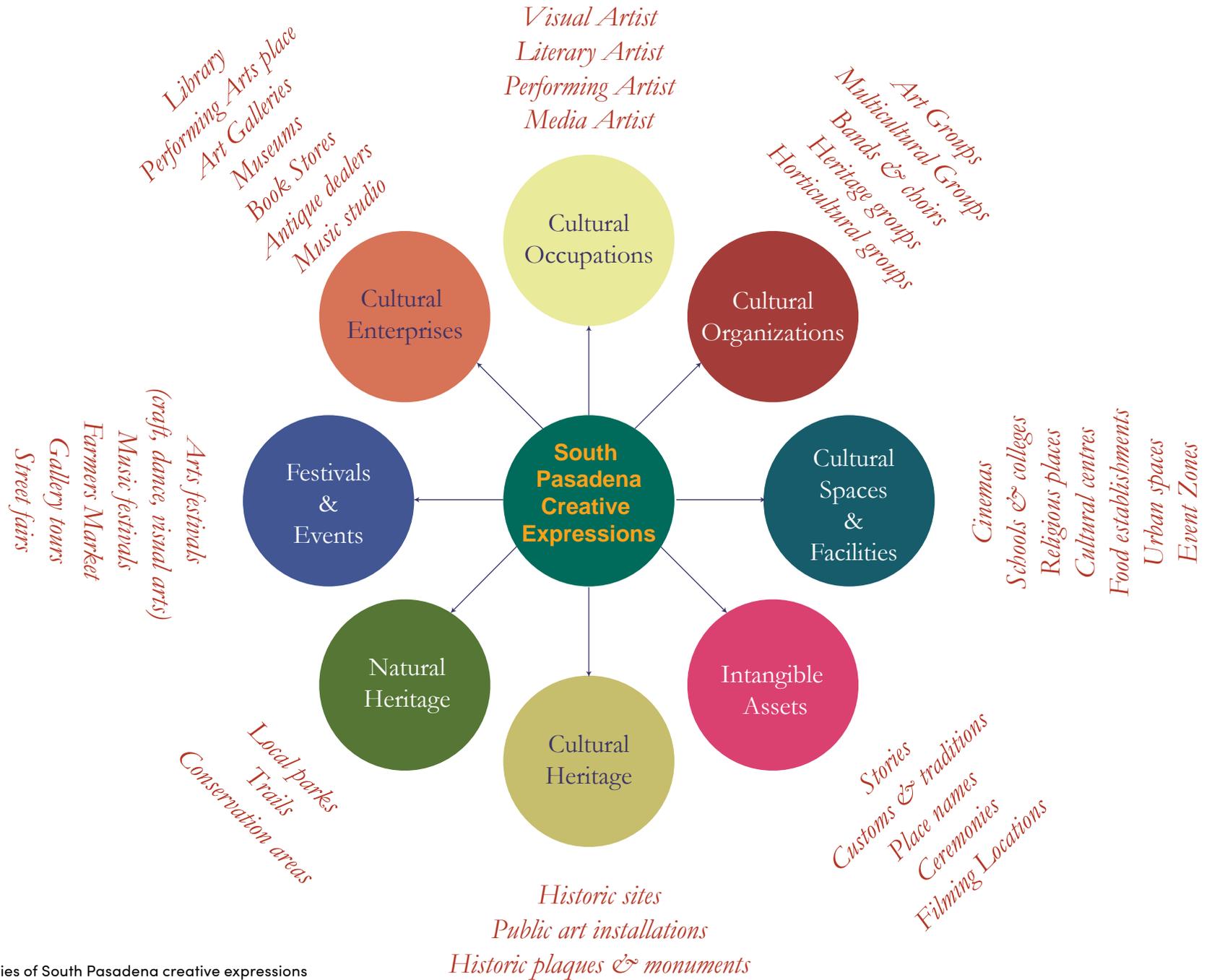


Figure 2.8.1 Categories of South Pasadena creative expressions

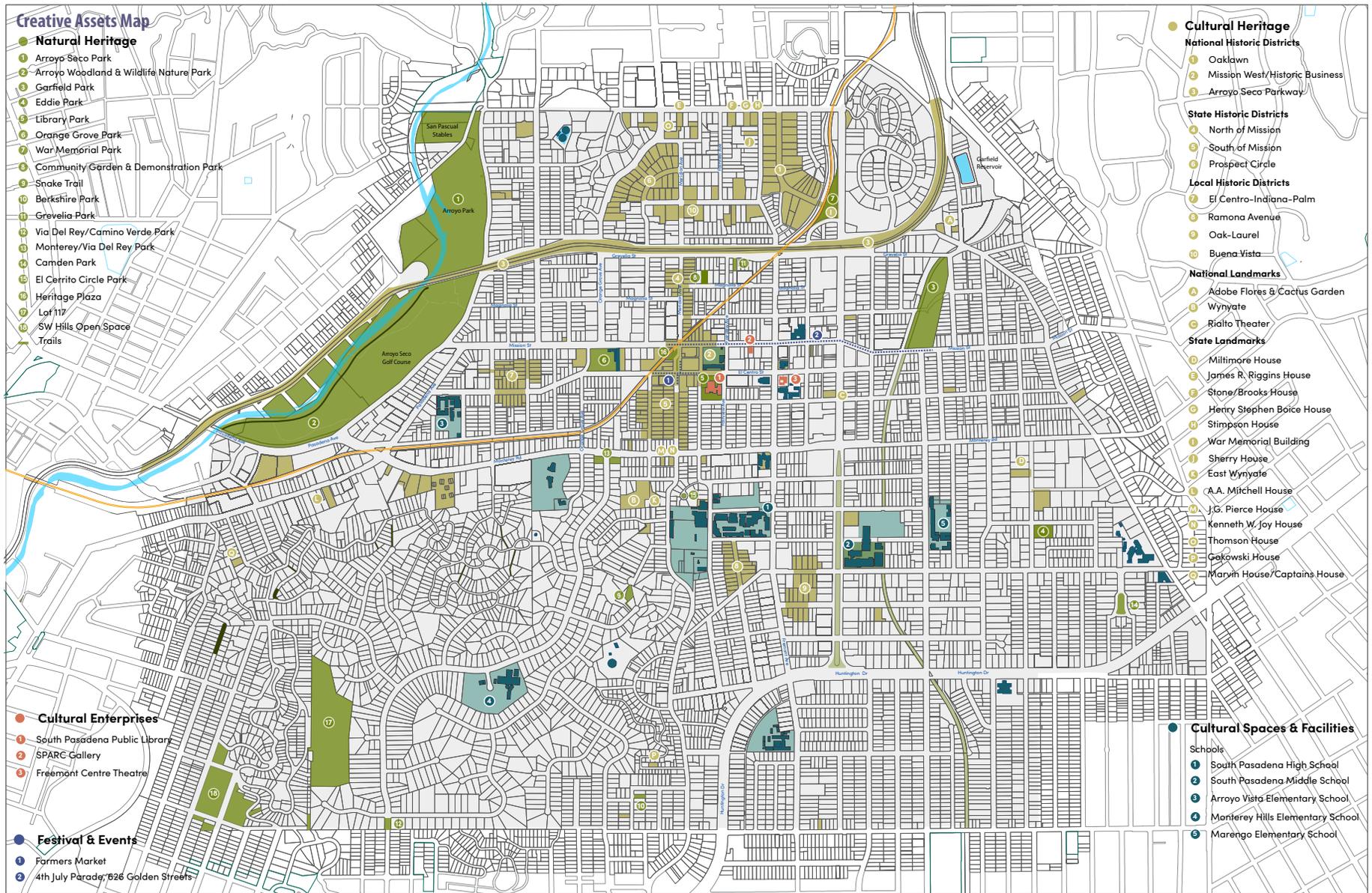


Figure 2.8.2 South Pasadena Creative Assets Map

## 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:

**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.

### 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 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.

### 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.

### 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 crosssection of styles, from folk and jazz to rock and roll.



Teen Concert



Patriotic concert in the Library Park



Public art on traffic signal box



Concert in the Park



Shakespeare in the Park.



South Pasadena Eclectic Music Festival



Polynesian dance before "Moana" screening



Arts Crawl



Bulls Eye Glass Company



Green Broom Music Academy

## 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 (SPUSD), by serving on the District's Arts Committee and in the community, with local decision makers, artists and other organizations.

**SPACE**, is a non-profit arts organization. With their exhibitions, performances, and school-based programs, SPACE has emerged as an incubator for creative ideas. The **SPACE AIR** (Artist-in-Residence) Program provides a visual arts education to local schools. The program utilizes teaching artists to provide a standards-based, hands-on arts curriculum.

**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** 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.

**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)** teaches aspiring musicians as young as 3½ 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. PMI 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.

**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.

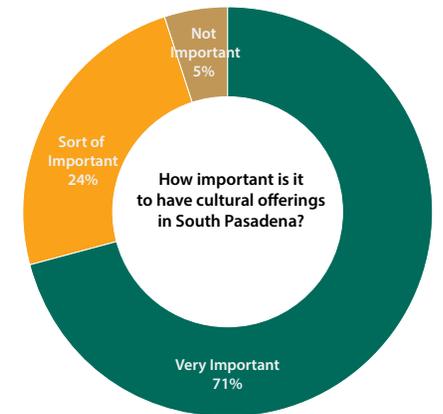
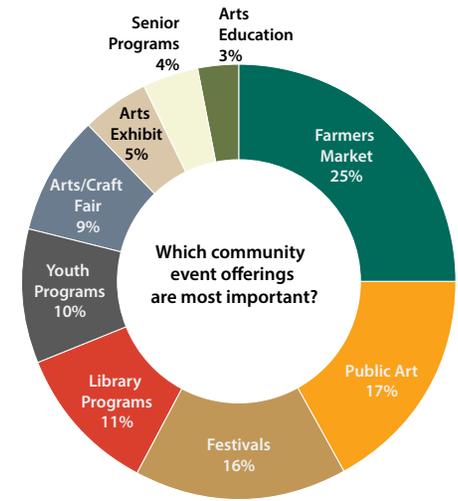


Figure 2.8.3 Results from 2017 Survey

### Issues

- Lack of affordable housing and places to work for artists;
- 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; and
- Expanding cultural outreach to different communities(ethnic).



Creative businesses are concerned with creative and intellectual capital. Creative entrepreneurs and businesses are investors in talent—their own or other people's. Creative sectors are generally advertising, architecture, art, crafts, design, fashion, film, music, performing arts, publishing, research and development, software, toys and games, media including television and motion pictures, and video games.

## 1. 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.



### Policies and Actions

- P8.1 Increase awareness of the importance of the creative community.**
  - A8.1a Communicate with a unified voice to decision makers about impact of creative businesses on the economy.
  - A8.1b Brand and market South Pasadena's Creative Sector.
  - A8.1c Ensure that there is a voice for arts and culture in tourism campaigns.
- P8.2 Creative businesses should have access to reasonably priced studios, office space, and housing that is also safe and inviting.**
  - A8.2a Work to ensure South Pasadena's creative sector has adequate and inviting spaces to create, sell their products, and network.
  - A8.2b Develop and market spaces for artists including studios, affordable housing, and live/work studios.
  - A8.2c 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.
  - A8.2d Establish an arts incubator/accelerator spaces to provide office space, management assistance, technology, and access to funding opportunities.
- P8.3 Facilitate the temporary and opportunistic use of vacant or underutilized spaces and venues for artistic purposes.**
  - A8.3a Facilitate artists' temporary and opportunistic use of such spaces and venues as vacant walls, storefronts, empty buildings, open spaces, etc.
  - A8.3b 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.
  - A8.3c 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.).

#### 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.



## 2. 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

- P8.4 Make South Pasadena's arts, cultural, and heritage attractions visible and accessible to tourists and local audiences.**
- A8.4a 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 and nearby communities (Highland Park, Eagle Rock).
  - A8.4b Coordinate marketing so visitors and locals can readily find information about arts, heritage and cultural attractions/events. Create a master calendar of arts events.
  - A8.4c 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.
  - A8.4d Coordinate multi-modal access and parking for attractions/events. (Shuttles, bike rentals, Uber/Lyft, bus, taxi service, trolley, Metro).
- P8.5 Develop a cultural resource map and directory.**
- A8.5a Develop a South Pasadena cultural resources walking tour app for mobile devices.
  - A8.5b 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.
  - A8.5c With a city resolution officially designate the City as a Creative Community.
  - A8.5d 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.
- P8.6 Leverage the Gold Line Metro Station and the potential Metro Bike Share Center at the Station to promote attractions/events.**
- A8.6a Partner with Metro to advertise events and attractions to riders, and to sponsors community events (like 626 Golden Streets).
  - A8.6b 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.

### 3. EDUCATION FOR CREATIVITY

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 giftmaking workshop. The Library also presents special events that celebrate diversity, including the annual

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**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, Governor of California**

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.’



South Pasadena elementary students experience hands-on education using a remote-control rover. Photo Credit: South Pasadena Unified School District



Arroyo Vista Elementary students in Mr. Jehue’s second grade class travel on a virtual field trip compliments of Google Expeditions. Photo Credit: South Pasadena Unified School District



Students dance and enjoy the annual May Day celebration at Marengo Elementary School. Photo Credit: South Pasadena Unified School District.

### Policies and Actions

- P8.7 Engage students and youth in the creative community beyond the classroom.**
- A8.7a Establish a youth advisory council/group for the arts.
- A8.7b Convene and engage educators around arts education and community arts issues.
- A8.7c Arts organizations, businesses, schools, and government should collaborate to create opportunities for high school students to gain real art-world work experience.



Color festival in Downtown South Pasadena. Image Courtesy of South Pasadena Education Foundation.

#### 4. 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

- P8.8 Enhance public understanding, appreciation, and respect for all cultures, achieving diversity, equity, and inclusion.**
- A8.8a Plan programs and events to celebrate multi-culturalism and South Pasadena's growing racial and ethnic diversity.
- A8.8b Translate information about arts and culture into other languages for publications, websites, signage, etc.
- A8.8c Establish diversity in leadership positions in government, organizations, and businesses.
- A8.8d Make creative opportunities (e.g. commissions for public art) known to diverse talents and the full spectrum of cultural/ethnic/socio-economic, etc. communities.

## 5. 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



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

On October 17, 2018, the City Council approved an ordinance to establish the Public Art Development Fee Program to enhance the quality of life through art. The program established a development fee that would provide one percent of the total building valuation towards public art on-site or one and half percent of the total building valuation to the public art development fee in lieu of providing public art on site. Projects to be funded by the development fee shall consist of artwork placed in public places or incorporated into public buildings, art education programs, art display programs or performances, or the allocation of space such as a civic gallery or theater space. The program would create opportunities for local artists and a source of pride and identity for South Pasadena. The City Council also created a new Public Art Commission to take advantage of local art expertise to help review and approve public art projects that would be developed through the program.





## Policies and Actions

### P8.9 Enhance the Public Art Program.

A8.9a Develop an inventory of public art resources in the City. This can include written and visual documentation of all permanent public art collections; including descriptions, photographs, and project details (i.e. location, installation date, donor, and artist).

A8.9b Develop a Public Art Master Plan to establish vision for the Public Art Program and the necessary policies and administrative procedures to achieve that vision.

### P8.10 Promote education and interactive components to increase understanding of public art and their contributions to South Pasadena.

A8.10a Implement uniform plaques for permanent public art collections that inform viewers about the public art piece and utilize mobile technologies to engage viewers and connect them to new information.

A8.10b Create events such as docent-led, self-guided, and mobile app tours of public art to promote the City's creative identity.

A8.10c Utilize digital media such as podcasts, educational videos, blocks, list-serves, and e-newsletters to create public education materials.



27 NEW ST. N.W.

27  
BARKNER STUDIOS

STUDIO 1000 & 1001  
STUDIO 1002 & 1003

## 6. HISTORIC PRESERVATION

### 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 smalltown 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.

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.



Raymond Hotel



Cawston Ostrich Farm Mural. Artist: Manuel Pinkard.

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.



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 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.



Mixed-use building on Mission Street designed in "commercial vernacular" style with minimal decorative detailing.

### C. Policies and Regulations

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 dis-

tricts, 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 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.

In 1985, the City restored the 1888 Meridian Iron Works building, which now serves as a historical museum and base for the South Pasadena Preservation Foundation (SPPF). The City rehabilitated and repainted the exterior of the building in 2016.

#### D. Inventory of Cultural Resources

Anticipated to be updated, 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	Historic Districts	3
	Landmarks	4
California Register	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 com-

mon historic theme and contribute to the sense of history of a place or are significant to an area's historic character.

#### F. Context Statement and 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. 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.

## H. 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.

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.



## 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.

- P8.12 Promote designation of historic districts and local landmarks pursuant to the Cultural Heritage Ordinance.**
  - A8.12a 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.
  - A8.12b Conduct theme studies for particular significant historical cultural groups to identify any associated properties (e.g. Japanese Americans).
  - A8.12c Where determined appropriate, consolidate small historic districts and “clusters” identified in early surveys to form larger historic districts that reflect neighborhood identity and cohesion.
- P8.13 Maintain an updated Inventory of Cultural Resources to promote clarity for City staff and the public as to which properties are considered resources.**
  - A8.13a Continue to add newly recognized properties to the Inventory of Cultural Resources.
  - A8.13b 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.
- P8.14 Develop strategies for the treatment of Planning Districts (identified in the Survey Update - e.g. Altos de Monterey).**
  - A8.14 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.

- P8.15** Support community-wide understanding and provide clear and up-to-date guidance as to 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.
- A8.15a Update the Design Guidelines, which are the basis of design review for all properties in the City, whether historic or non-historic.
- A8.15b Prepare separate Design Guidelines or Standards for each identified type of historic district.
- A8.15c Maintain City-owned historic buildings and structures at a level that sets a standard for other owners of historic properties in the City.
- A8.15d 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.

- P8.16** Promote the conservation of older historic landscapes and natural features that contribute to the character of historic districts and landmarks.
- A8.16a Assess the sustainability and long-term health of the City's canopy of street trees and trees in parks.
- A8.16b Conduct a Cultural Landscape study of City parks and other significant landscapes and open spaces to identify their historic features and character.
- A8.16c 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.

- P8.17** Promote the importance of integrating new development with the historic character of neighboring historic buildings and districts.
- A8.17a 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.
- A8.17b 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.

- P8.18** Utilize technology and Internet resources to create useful portals to preservation information and resources.
- A8.18a Maintain web pages with links to City resources and links to other State and National preservation web resources.
- A8.18b Provide further information on City landmarks through the existing Google Map of Landmarks.
- A8.18c Create a Google Map of the properties on the Inventory of Historical Resources.
- P8.19** Make historical information related to the City's historic built environment available on multiple platforms and in varied formats.
- A8.19a Promote local knowledge and tourism with a mobile application for walking tours, perhaps starting with the National Register-listed commercial district.
- A8.19b Create a curriculum available to local public and private elementary schools based on local architecture and history.

## 7. 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 placemaking.

## Policies and Actions

- P8.20** **Ensure that South Pasadena cultural organizations, with the strong support of our community, have the necessary resources to succeed.**
- A8.20a Coordinate arts and cultural leadership to implement the Cultural Strategic Plan.
- A8.20b Convene a quarterly meeting of all arts and cultural providers to coordinate the individual efforts to maximize the benefits to the community.
- A8.20c 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.
- A8.20d Explore community foundation fundraising model, which coordinates fundraising efforts for the arts in the community.
- A8.20e Seek new grants based on demonstrated needs and priorities.
- P8.21** **Encourage and facilitate placement of artists on City Advisory Boards, Commissions and other leadership bodies.**
- A8.21a Provide information, referrals and training to artists interested in one of its Advisory Board positions.
- A8.21b Offer periodic workshops or orientations for artists to learn about civic planning opportunities, and assistance in defining specific roles.
- P8.22** **Link climate and cultural resilience through creative place-making.**
- A8.22a Integrate arts, culture, and creative activities within community development efforts.
- A8.22b Engage the creative power of the arts to convey and involve people in complex risk and resilience themes.