

**Downtown
Specific Plan**



South Pasadena

Draft: November 4, 2019



01

02

INTRODUCTION

History, community profile, and planning process.

02

27

VISION

A shared future for preservation and growth.



03

41

POLICES

Context & rationale of desired outcomes.



04

81

CODE

Development standards.



05

157

IMPLEMENTATION

Partners, timeframes, funding sources.



City Council

Mayor Dr. Marina Khubesian

Mayor Pro Tem Robert S. Joe

Diana Mahmud

Michael A. Cacciotti

Richard D. Schneider

City Manager Stephanie DeWolfe

Planning Commission

Chairman Kelly Koldus

Vice-chair Janet Braun

Secretary Richard Tom

Kristin Morrish

Steven Dahl

Planning Staff

Planning and Building Director Joanna Hankamer

Manager of Long Range Planning and Economic Development Margaret Lin

Admin, Secretary Elaine Serrano



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





Part 1

1. Introduction



INTRODUCTION

The City of South Pasadena (City) is a highly desirable place to live due to its tree lined residential streets, quality schools, and historic neighborhoods. For over six decades the City has opposed development of the State Route 710 (SR-710) freeway due to concerns about its possible impacts on community character. With the recent adoption of the Transportation System Management/Transportation Demand Management Alternative for the SR-710 North Project, the City has been able to refocus on economic development to attract new investment in the community. The Downtown Specific Plan (DTSP) area represents the primary business district of the City offering opportunities for investment and revitalization. The DTSP provides a guide to development within the downtown area which encompasses the primary commercial districts located along Mission Street from Orange Grove Avenue to Fair Oaks Avenue and along Fair Oaks Avenue from Grevelia Street to Monterey Road. In addition, the DTSP was developed to help balance the desire to preserve the City's unique small-town feel while providing guidance for community appropriate investment along the primary business district. The goal of the DTSP is to build a sustainable and vibrant downtown that is compatible with community values.



WHAT IS A SPECIFIC PLAN?

A Specific Plan is a policy and regulatory tool authorized by State Legislation intended for the systematic implementation of the General Plan. Its applications vary from large scale areas to project-level developments. Generally, in the case of South Pasadena, it is intended to guide the development of multiple properties to achieve cohesive and integrated development, design, and infrastructure and streetscape improvements consistent with policies set forth in the General Plan.

California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457, allows cities and counties to prepare Specific Plans to develop policies, programs, regulations, and guidelines to implement

the jurisdictions adopted General Plan. As prescribed by law, a Specific Plan includes text and diagrams that generally describe the following:

- The distribution, location, and extent of all land uses.
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation and utility systems.
- The standards and criteria by which new development will proceed.
- A program of implementation measures, such as financing measures, policies, regulations, and public works projects.

WHERE IS THE DOWNTOWN SPECIFIC PLAN?

Downtown South Pasadena is located in the San Gabriel Valley approximately eight miles from downtown Los Angeles via the 110 Freeway. The Downtown Specific Plan area is made up of an approximately 20-block area just south of the 110 Freeway located in the heart of the City and includes parcels fronting the primary commercial districts located along Mission Street from Orange Grove Avenue to Fair Oaks Avenue and along Fair Oaks Avenue, the City's main north-south arterial, from Grevelia Street to Monterey Road.

Downtown South Pasadena has a rich and varied history, from settlements in the 18th and 19th centuries, through the post-World War II period. It has an impressive collection of period architectural styles and works by prominent local architects.

The social and commercial hub of the City is the traditional Main Street downtown with its unique blend of housing, retail, and civic use. Every Thursday evening the downtown comes alive with one of the region's most popular weekly Certified Farmers' Markets. The downtown is served by Metro's Gold Line Station at Mission and Meridian streets.

To take advantage of the Metro station and to enhance the presence of Mission Street as a "pedestrian-oriented, historic shopping street," the City Council adopted the Mission Street Specific Plan. The Mission Street Specific Plan has accomplished many of its original goals and has facilitated the

orderly development and preservation of many downtown assets.

The central focus of the companion 2018 General Plan update is to protect the historic neighborhoods and direct majority of the growth to downtown area. This Downtown Specific Plan intends to build on the success of the earlier plan and expand the downtown area to include Fair Oaks Avenue, a highly visible corridor with historic assets and many opportunities.

WHY A SPECIFIC PLAN FOR THE DOWNTOWN AREA?

The General Plan directs the majority of South Pasadena's future development to the Downtown, where it envisions organizing uses around the enhancement of Mission and Fair Oaks as two great streets. It provides for a mix of commercial and residential uses, with the ground floor of buildings located and designed to activate robust pedestrian activity. Their scale and design would be consistent and complement the area's existing small-town character. Existing open spaces would be integrated with new open spaces creating a tapestry of parks, plazas, enhanced alleys, parklets, and street frontages. The DTSP is the mechanism that carries out and implements these General Plan goals and policies. Functioning as both a policy and regulatory document, the Downtown Specific Plan provides specific guidelines, standards, and requirements for future development in the Specific Plan area. In this regard, all future development plans, tentative parcel, and/or tract maps or other similar entitlements shall be consistent with the standards and regulations set forth in



this document and with all applicable City regulations.

The DTSP will help guide appropriate development of underutilized commercial properties for higher economic value uses including a mix of multi-family housing with retail, office, and service uses. As a regulatory document adopted by ordinance, the DTSP supplements the Zoning Code and other relevant ordinances, including permitted uses, and development and off-street parking standards for the Specific Plan area. Where the DTSP regulations differ from provisions in the Zoning Code or other ordinances, the DTSP supersedes those provisions. All other provisions of the Zoning Code and other ordinances apply to the DTSP area.

The Downtown Specific Plan offers:

- A community supported vision and guiding principles that encourages a vibrant and walkable Downtown;
- Goals and policies to guide decision-makers in achieving the community's vision for the Downtown area;
- Actions to be taken by the City to develop projects and partnerships that implement the goals and policies;
- Phased catalytic projects to spur economic investment and residential and commercial development in Downtown;
- New form-based standards to provide precise and clear direction for

developers and staff, while producing predictable outcomes; and

- Streetscape improvements to activate the public realm, providing an inviting and engaging urban core.
- The Downtown Specific Plan also fulfills the goals, policies and actions of South Pasadena General Plan by promoting orderly growth, and efficiently utilizing existing infrastructure and services.

HOW IS THE DTSP ORGANIZED?

This DTSP is intended to allow for and encourage renewed investment in the business district to create an active, vibrant, people-friendly, mixed-use destination. Following this Introduction chapter, the DTSP includes the following chapters:

- Chapter 2: Vision
- Chapter 3: Policies
- Chapter 4: Code
- Chapter 5: Implementation

WHAT DO WE KNOW ABOUT THE DOWNTOWN SPECIFIC PLAN AREA?

Existing Land Use

The Downtown is the physical and symbolic heart of South Pasadena. It encompasses a mix of parcel sizes and building types, developed primarily with general commercial/office and retail commercial uses, some multi-family residential, and public uses. The commercial uses consist of auto-oriented retail and service uses including convenience retail, supermarkets, restaurants and personal services. The uses on Mission Street are generally smaller in scale than those on Fair Oaks Avenue, and many front directly along the street frontage offering the opportunity to attract robust pedestrian activity. The west end is anchored by the Mission-Meridian Metro Gold Line Transit station, which has attracted some reinvestment and modest and compatibly scaled intensification of development. Adjacent to the primary commercial district along Mission Street and Fair Oaks Avenue are residential uses. Other uses include the South Pasadena Civic Center which encompasses the police station, fire station, and city hall.

Parcels

The DTSP area contains individual parcels ranging in size from approximately four acres (4.4 acres) to less than one-tenth of an acre. Eleven of the parcels are larger than one-acre. Of those, eight parcels are located on Fair Oaks Avenue and three are located on Mission Street.



THE HISTORY OF DOWNTOWN SOUTH PASADENA



EARLY EXPLORERS

For centuries, Native Americans named Gabriellino after the San Gabriel Mountains lived here. The temperate climate, fertile soil, and numerous streams made it possible to live off the land.

South Pasadena occupies a small portion of the lands that were a part of Mission San Gabriel. After the secularization of Mission lands by the Mexican govern-

ment, the land on which South Pasadena would later develop was given in an 1835 land grant by the government of Mexico to Juan Marine and Eulalia Pérez de Guillen and named Rancho San Pasqual. Portions of the rancho were sold.

In 1873, Indiana native Daniel Berry moved to Los Angeles with the intention of establishing the California Colony of Indiana, which came to

prosper with the cultivation of citrus trees and grapevines. In November of 1873, Berry organized a group of fellow Indians as well as new associates he had met in California to create the San Gabriel Orange Grove Association. The newly-formed association acquired a large tract of Rancho San Pasqual and subdivided it among its members. Known as the Indiana Colony up until that point, the investors selected the name Pasadena in 1875; residents located in the southern section of the settlement were known as South Pasadenans, but there was no political division at that time.

South Pasadenans petitioned for their own

school and later, in 1882, a dedicated post office, both located on Columbia Street. Jane Apostol, in her definitive history book on South Pasadena, notes that Pasadena began working toward incorporation in 1884, but there was less interest in such political recognition in the southern regions, where a desire to avoid “outside interference” prevailed. Pasadena was incorporated in 1886, with Columbia Street as the southern boundary.

The first commercial settlement of the area that would later occupy South Pasadena’s modest, early commercial district occurred in 1870. David M. Raab purchased sixty acres of land to establish his own agricultural operation, first growing

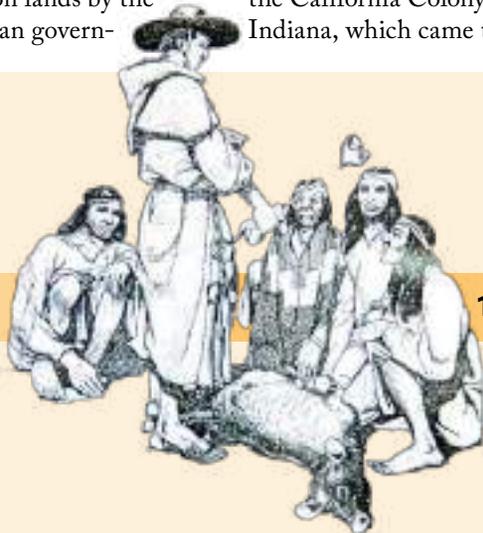
fruit trees. Raab’s land occupied the area now bounded by Buena Vista and Mission Streets on the north and south and Meridian and Fremont (then called Fair Oaks) Avenues on the west and east.

In 1888, Raab established the Oak Hill Dairy on the property. The portion of the downtown extending to Fair Oaks Avenue was a part of the Marengo Ranch, which made up the eastern portion of the later South Pasadena.

The land that now encompasses South Pasadena’s business district west of Fremont is made up of the land owned by David M. Raab that was purchased out of Rancho San Pasqual. The District west of Fremont, including

the Fair Oaks corridor, was a part of the Marengo Ranch along with the holdings of several Indiana Colony investors. Until the turn of the 20th century, the current route of Fair Oaks did not exist, but the street name of Fair Oaks itself, descending south from Pasadena, jogged at Columbia Street and followed present-day Fremont Street south, until the Fair Oaks route was cut through the west side of Raymond Hill. The establishment of this route made way for the streetcar line that ran down Fair Oaks beginning in 1902.

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

Railroad Expansion



Several train lines opened South Pasadena to development, industry, and tourism. The commercial corridors of Fair Oaks and Mission Street were both born of the presence of rail routes.

The Los Angeles & San Gabriel Valley Railroad first began service to South Pasadena in 1885. In 1895, the track between Highland Park and South Pasadena was re-routed to eliminate excess curves, and a larger new station was constructed 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 into South Pasadena to the junction at Huntington Drive, known as Oneonta Park. The station at this junction was built shortly after.

Two Pacific Electric Lines took different routes from Los Angeles into South Pasadena; the Pasadena Short Line arrived via Huntington Drive, while the Mission St. line arrived via Highland Park and the Ostrich Farm, similar to the route of the Santa Fe. The Fair Oaks line traveled directly north to Colorado Bou-

levard while the AT&SF 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 the 1940s. The Pacific Electric announced their intention in 1937 to run busses over the new Arroyo Parkway



In addition to streetcars, automobiles also made an impact on South Pasadena's Fair Oaks corridor. Fair Oaks from Columbia Street south to Huntington Drive 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



Meridian Iron Works Museum (circa 1887)

south of Mission Street developed as an industrial zone prior to 1900, due to access and proximity to the Santa Fe depot. A citrus packing house, lumber yard and ice company were among those businesses, utilizing large parcels of land, in the area bisected by the Santa Fe tracks. By 1910 Mission Street was filled by two-story commercial build-



ings 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 stamp manufacturer, an automobile paint shop and a furniture finishing

1888 South Pasadena becomes an incorporated city

1901 New Raymond Hotel opens

1910 Pacific Electric lays two additional tracks on Huntington Drive

1925 Rialto Theatre opens

1900

1906 Business expands east along Mission Street towards Fair Oaks Avenue

1920

1927 "Ride with the Sun" becomes the official slogan of South Pasadena





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



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

company, were located in South Pasadena's commercial center. However, commercial prosperity came to a halt in 1929 and the beginning of the Great Depression. Busi-

nesses 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



Baranger Studios, completed in 1925.

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
With the commencement of World War II, many



Rialto theatre, 1925.



Day-Ray, 1131 Mission Street

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



1960

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

PLACE

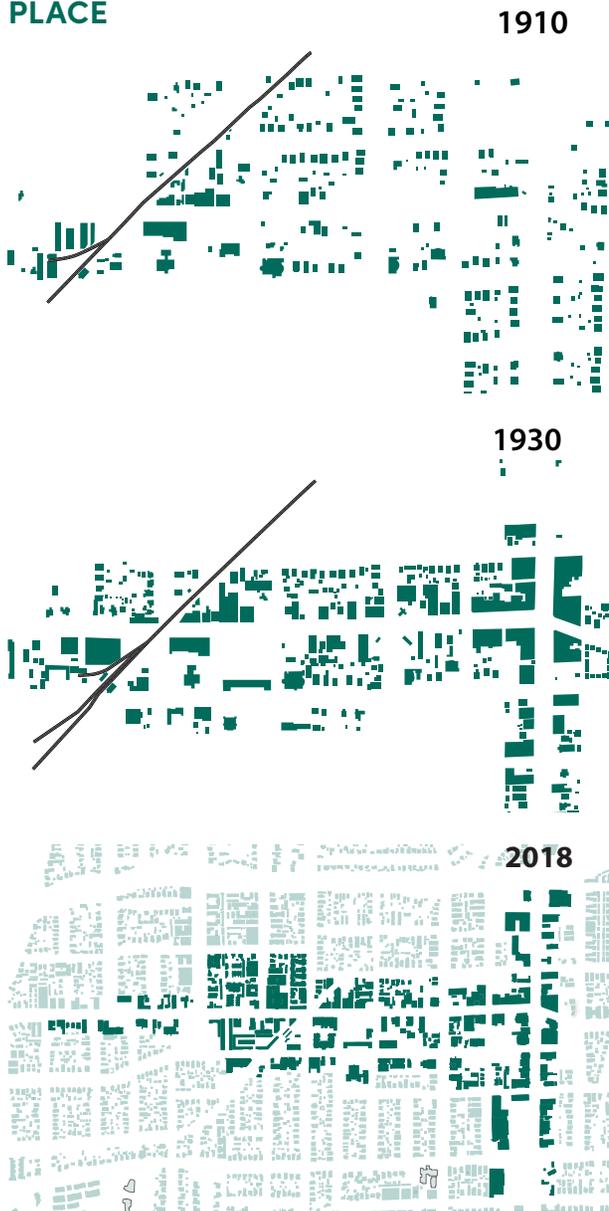
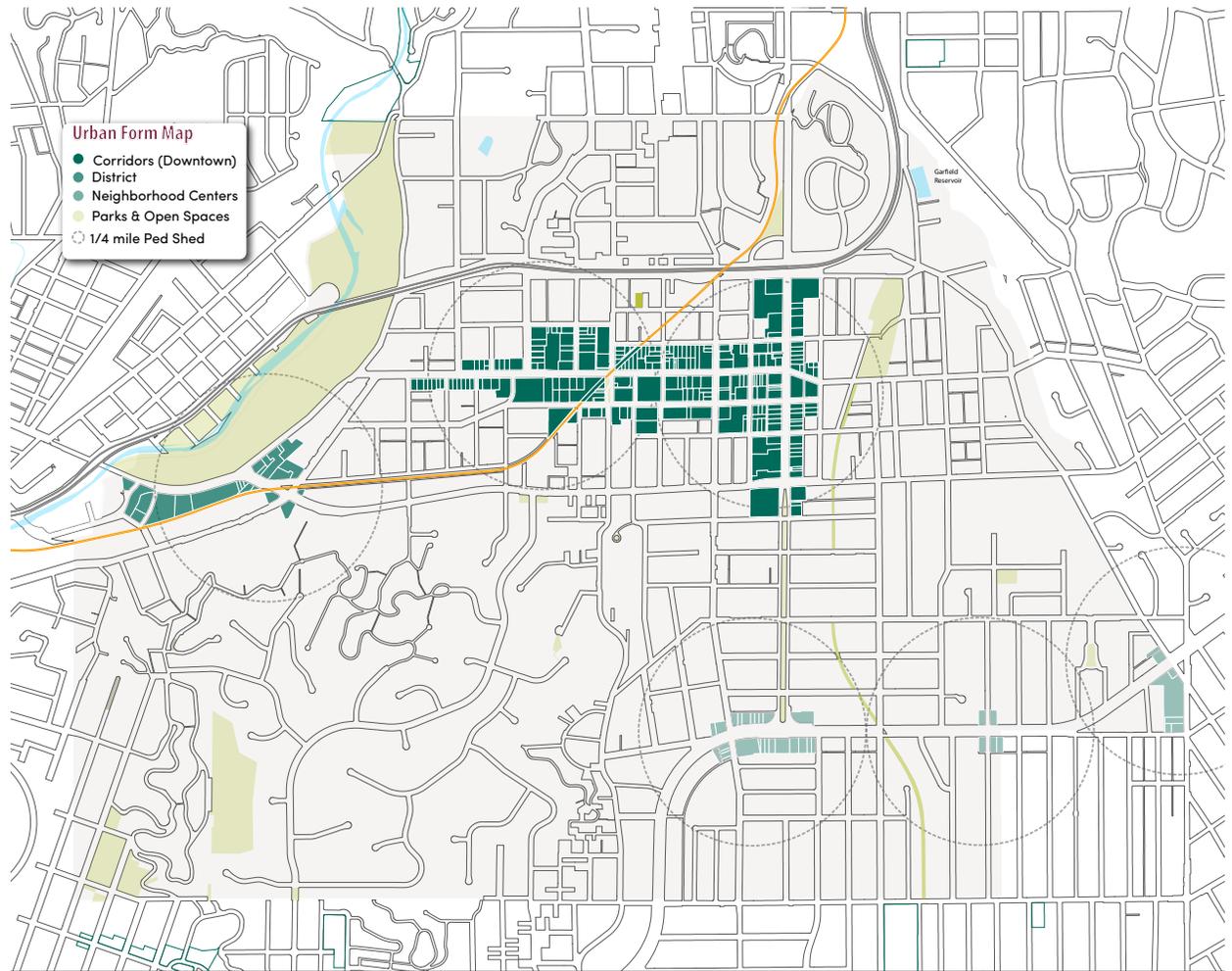


Figure 1.1 South Pasadena downtown grew around the numerous rail lines at Mission Street and Fair Oaks Avenue. Since 1930s, the automobile has gradually shifted the downtown focus towards the more visible Fair Oaks Avenue. The arrival of light rail station has sparked revival of the older Mission Street downtown core.



Urban Form

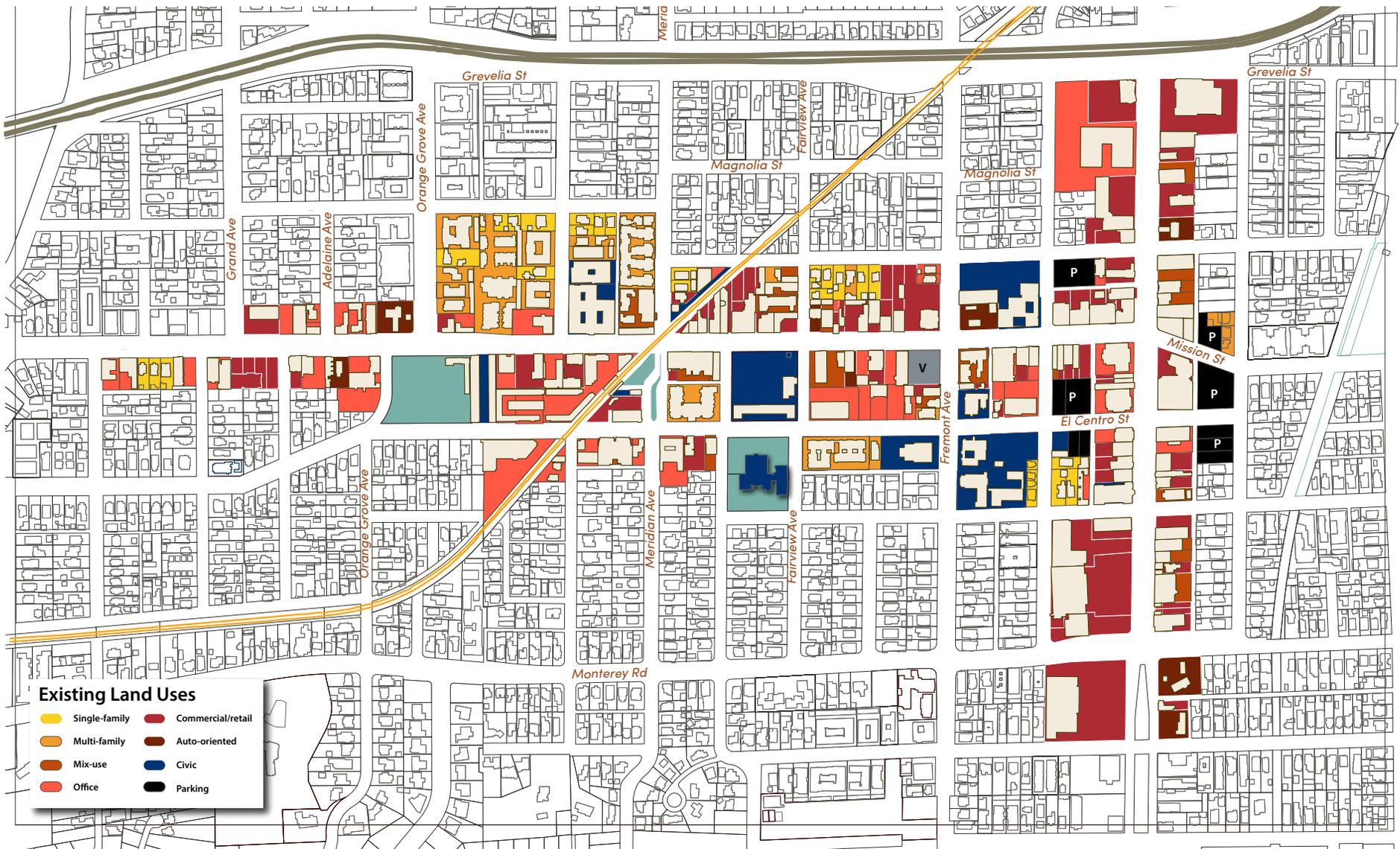
The South Pasadena General Plan recommends:

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

Through a visioning process the community 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.

The fundamental factors that contribute to Downtown South Pasadena's ability to generate and maintain its quality of 'place' are:

1. walkability;
2. completeness;
3. diversity; and
4. accessibility.



Existing Land Use Map

Downtown South Pasadena has a rich variety of residential, commercial, and civic uses. Mission Street is the historic Main Street with primarily 2 story buildings with pedestrian serving retail and civic uses on

the street level and office or residential uses above. Fair Oaks Avenue is commercial corridor has larger format buildings, some with parking lots in the front oriented towards the car.



DOWNTOWN ARCHITECTURE

Downtown 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 developmental influences. The architectural character of Downtown traces its stylistic evolution to developmental events or periods that shaped their growth.

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 composed of a number of commercial buildings (1887-1924), the city library, several modern buildings, and several sites of historically important buildings that retains 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.



CREATIVE DOWNTOWN

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.





GETTING AROUND DOWNTOWN



Travel Patterns

95% of South Pasadena’s residents commute out of the City for work, primarily to Downtown Los Angeles, Pasadena, Burbank, and Glendale. About 6% of commuters use public transportation.

As in most other Southern California communities, most travel in South Pasadena is a) by private vehicle, and b) over relatively long distances, especially for commute trips.

Census and Nielsen Company data compiled by the Southern California Association of Governments (SCAG) indicate that average commute time for South Pasadena residents has been growing along with the region, from 29 minutes in 2000 to 31 minutes in 2014.

As shown in Table 1.1, rates of driving alone declined slightly over that same period, largely due to an increase in transit use. However, single-occupant vehicle (SOV) trips remain the dominant mode of commuting.

Mode	2000	2010	2014
Drive Alone	84%	86%	83%
Carpool	11%	8%	8%
Transit	1%	1%	5%
Other	4%	4%	3%

Table 1.1 Commuting Mode. Rates of driving alone is declining, while Gold Line ridership has grown over time.

Configuration of Major Streets

Within downtown, each street features two general-purpose lanes in each direction, left-turn lanes in some locations, parallel parking along both curbs and “bulbout” sidewalk extensions at corners. However, the right-of-way of Fair Oaks is substantially wider – 100 feet, compared to 80 feet on Mission – so it also features landscaped medians where there are no left-turn lanes as well as wider outside lanes and sidewalks.

Traffic Volumes

The city’s busiest roadway is Fair Oaks Avenue, with more than 32,000 vehicles per day south of Monterey Road. This is followed by other segments of Fair Oaks Avenue, Huntington east of Fair Oaks Avenue and Fremont, each of which have Average Daily Traffic (ADT) greater than 20,000. Monterey Road west of Fair Oaks Avenue, Orange Grove Avenue north of Mission Street, and Garfield Avenue south of Monterey all have volumes in the 10,000 to 20,000 range. No other city street is used by more than 10,000 vehicles per day.

Transit

South Pasadena is served by Metro rail and fixed-route bus lines, as well as Los Angeles County Access Americans with Disabilities Act (ADA) paratransit service for persons with disabilities and City of South Pasadena Dial-a-Ride service for older adults. Fixed-route services are shown in Figure 1.2.

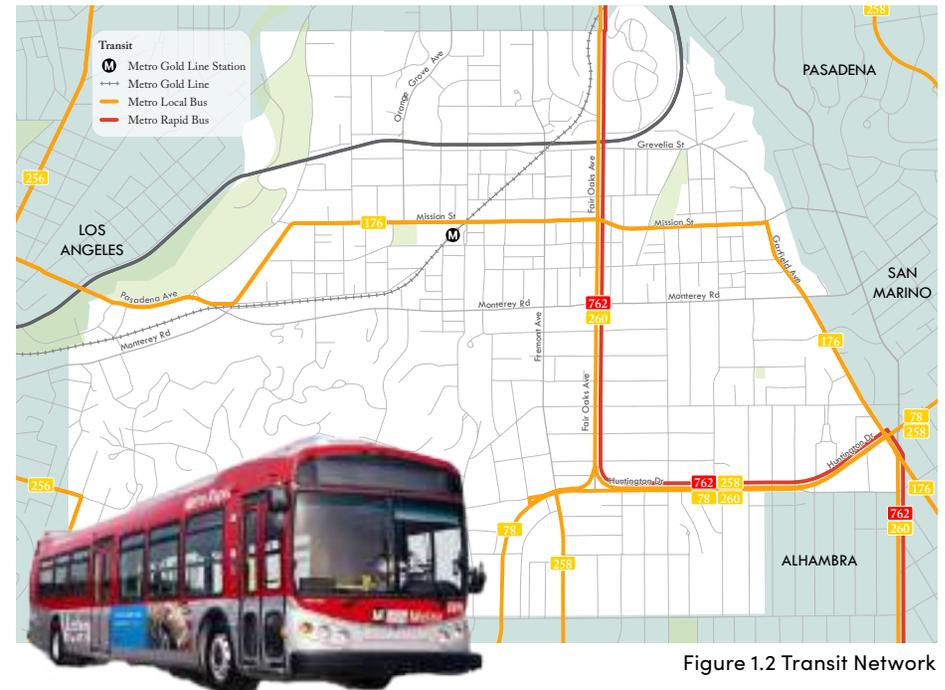


Figure 1.2 Transit Network

Metro Rail Delays

The Metro Gold Line intersects a number of South Pasadena streets at-grade. The California Public Utilities Commission (CPUC) requires that gates be lowered 20 seconds in advance of train crossings. Because there are up to 20 trains per hour passing through South Pasadena during peak periods, this can result in substantial “gates-down” time and added delay for motorists.

Because the station is immediately southeast of the Mission Street and Meridian Avenue intersection, gates must remain down while northbound trains “dwell” or remain stopped at the platform. This can add 20 or more seconds, resulting in total gates-down time of 45 or more seconds per crossing, including time for the train to pass through the



intersection. This problem is compounded for motorists on Meridian Avenue, as the signal cycle reverts to a green phase on Mission Street after every train crossing. If another train approaches from the opposite direction before the cycle is completed, the green phase on Meridian Avenue may be delayed until the next cycle, resulting in waits of several minutes.

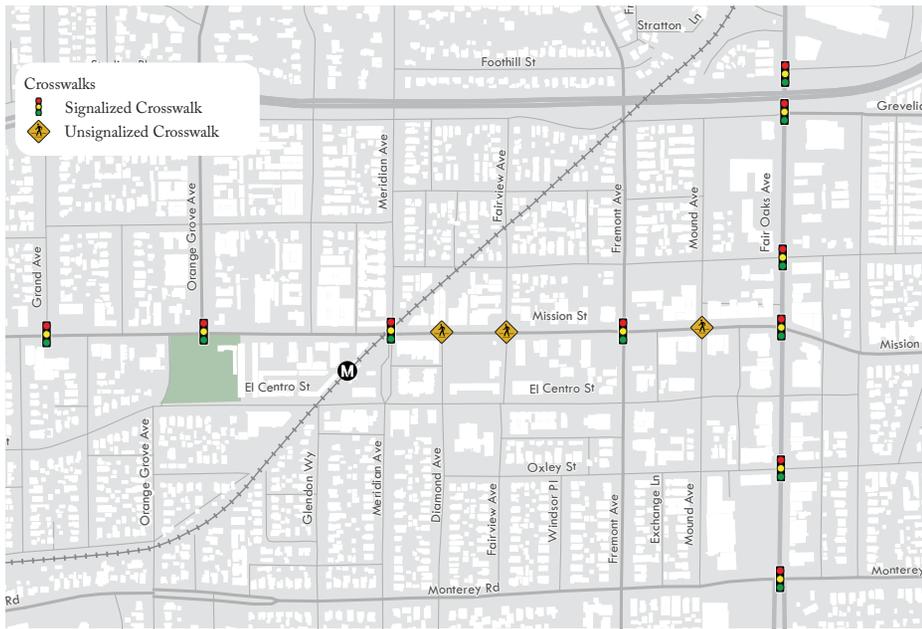


Figure 1.3 Crosswalks

Pedestrian

Most Downtown streets feature sidewalks, although they are of varying width and condition. There is also no sidewalk on a key downtown blockface, on El Centro between Mound Avenue and Edison Lane. Additionally, residents have indicated through this study process that lighting in residential areas is often inadequate, and that some sidewalks are in substandard condition due to factors including tree root damage. Figure 1.3 shows locations of marked crosswalks in the Downtown area. These crosswalks are generally of a high-visibility “ladder,” “zebra” or “continental” design, with wide parallel stripes. Most are located at signalized intersections, although a small number on Mission are at uncontrolled intersections. At these locations, additional

signage is provided to alert motorists to the presence of pedestrians. Many crosswalks on Mission and Fair Oaks have been shortened using bulbouts. At signalized crossings within the Downtown area, there are crosswalks on all four sides of the intersection and walk phases are pedestrian-actuated (signal cycles and resulting pedestrian wait times vary). Distances between crosswalks in the downtown area vary from a few hundred up to nearly a thousand feet, between Meridian and Orange Grove. In general, crosswalks in areas with high pedestrian volumes should be no more than about 600 feet apart, in order to reduce out-of-direction travel.

Access to Station

As the figure below notes, there are streets leading directly to the station from the north, south, east and west (Meridian, Mission, El Centro and Glendon). These have been identified as path arterials. There are also a number of streets connecting to these streets that extend some distance and provide important connections. These have been identified as path collectors, and include Grand, Orange Grove, Prospect, Fremont, Grevelia, Charter Oak and Monterey. Some of these streets are existing or planned bicycle routes providing important connections beyond the half-mile radius to the larger bikeshed; for example, Mission and El Centro connect to the Pasadena Avenue bike lanes at their western ends.



As the Figure 1.4 shows, the walkshed around the station generally connects of a well-connected network of streets with relatively small blocks, enabling direct pedestrian and bicycle paths. However, a few obstacles are noted. These include physical barriers – SR-110, the rail line itself – as well as widely spaced or missing crosswalks, substandard or missing sidewalks, gaps between bike lanes and wide streets.



Figure 1.4 Transit walkshed

Bicycle

Existing and planned off-street Class I bike paths and on-street Class II lanes are shown in Figure 1.5.

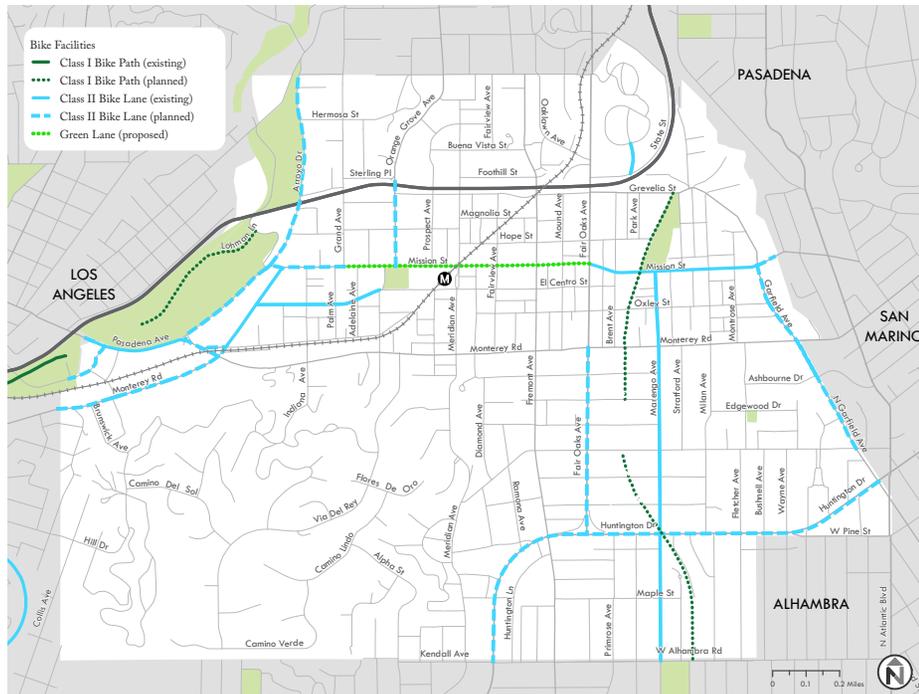


Figure 1.5 Bicycle Facilities (Existing and Planned)

As the figure indicates:

- There are existing Class II on-street bicycle lanes on several street segments, including all of Mission to the east and west of downtown, El Centro to the west of downtown, Pasadena Avenue to the west of downtown.

Together, the existing and planned paths and lanes form a disconnected network of dedicated bicycle facilities. Completion of bike facilities on Mission, Fair Oaks and Huntington, however, would result in a continuous network along major north-south and east-west

routes. There are also bicycle racks located on sidewalks throughout the City, primarily on Mission and at the Metro Rail station downtown.



Downtown Parking

In April 2017, Nelson\Nygaard conducted a survey of availability of public parking in the Downtown area. The survey was conducted on a weekday afternoon and evening, Wednesday, April 19 from 2-4 p.m. and 6-8 p.m., and on a weekend afternoon and evening, Saturday, April 15 between 2-4 p.m. and 6-8 p.m. (Note that on Saturday evening, the Taste of South Pasadena event was occurring, resulting in somewhat higher than typical occupancy.) The survey area included most blockfaces within the Downtown area as well as the Mission/Meridian garage and Hope/Mound lot.

The survey found the following:

- On the blockfaces surveyed, including most of those in the Downtown area (and consequently, in downtown and on Mission just to the west), there are a total of 643 general (non-disabled or loading) parking spaces. There are an additional 164 spaces in the off-street lots, for a total of 807 in the survey area.
- Occupancy exceeded 85 percent at some locations during all time periods. (Eighty-five percent is a widely used figure representing “optimal” occupancy; parking is generally considered to be oversubscribed whenever availability falls below 15 percent.)
- In general, the locations with the lowest availability were in the Mission corridor rather than along Fair Oaks, where there is greater availability of private parking. They included blockfaces around the Trader Joe’s supermarket on Mission, Orange Grove Park, and the Metro Rail station, as well as on Mission between Meridian and Fair Oaks, including adjoining blocks and the Hope/Mound lot.
- During all time periods, there was availability of more than 15 percent on most blockfaces within the survey area, as well as at the Mission/Meridian garage. In general, there is not currently a shortage of on-street parking in the downtown area, although parking may not be available immediately adjacent to destinations and may require some walking.



PLANNING PROCESS

The Downtown Specific Plan was developed in conjunction with the General Plan Update. This allowed a wider dialogue about linkages and the role of downtown within the larger city framework. The planning process for Downtown Specific Plan, which began in January 2017, was designed around extensive and thoughtful public input.

The project team consisted of a core executive team, an advisory committee, and six focus groups. Focus Groups supported the public process of developing policy options and actions to implement the public's vision. Each Focus Group contributed members and expertise to the combined CORE Group which concurrently addressed the Well Planned, Accessible and Resilient Community. This Core Focus Group considered Downtown's approach to growth and preservation, incorporating perspectives from the other five groups.

The Executive Team included key City staff members with responsibility to keep the project on schedule and within budget. The Advisory Committee included members from City Council, Planning Commission, and department heads that provided on-going direction throughout the project.

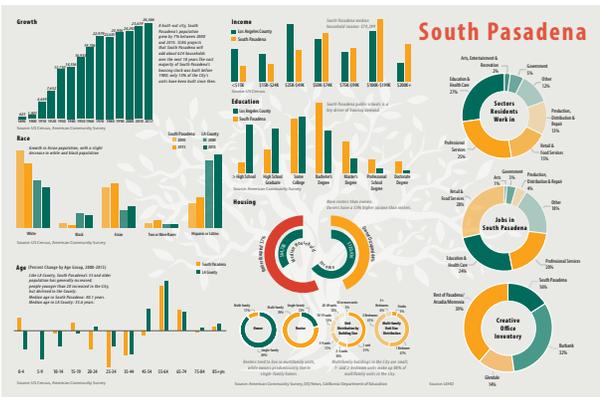


CIVIC ENGAGEMENT

The community engagement approach was designed around five goals:

1. Inform — to provide the public with balanced and objective information to assist them in understanding the challenges, alternatives, opportunities, and/or solutions.
2. Consult — to obtain public feedback on analysis, alternatives and/or decisions.
3. Involve — to work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
4. Collaborate — to partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
5. Empower — to place final decision-making in the hands of the public.





Above: Walking tour of the Downtown area.
 Below: Demographic and economic profile infographic.

In conjunction with the General Plan Update, the extensive public engagement process combined new and trusted techniques to encourage a diverse group of citizens to contribute to the Downtown plan, including five-day visioning charrette, over 10 Focus Group meetings, a robust online presence to help guide the process. The Speaker Series brought three national experts to provide perspective, present alternatives, and stimulate



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

community dialogue. Opportunities to participate included large public meetings to small stakeholder roundtables, surveys, project web page updates, Neighborland social media engagement, email notifications, Facebook and Twitter posts. Each method encouraged the public to learn and convey their opinions on what was important for the city to consider over the next 20 years.



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

An estimated thousand-plus individuals attended these meetings, contributing ideas and insight. Online participation was equally extensive and captured an audience that doesn't typically attend public meetings. Over 340 individuals registered with the Neighborland site, contributing 41 ideas on various topics.



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



Speaker Series



Visioning Charrette





Part 2 **Vision**



INTRODUCTION



Figure 2.1 Downtown Boundary Map

This report outlines a vision for the transformation of an approximately 20-block area of Downtown South Pasadena, located just south of the 110 Freeway and focused on Fair Oaks Avenue and Mission Street. Fair Oaks Avenue is a major north-south arterial that goes through the city. Mission Street is the city's historic main street and contains some of its most important buildings including City Hall. Over the past decades, even though Fair Oaks Avenue has remained economically alive, it has seen significant decline in its quality of place due to sprawl buildings and poor landscape. Mission Street by contrast has retained its historic character particularly around the Gold Line Station, and new infill along with successful retail businesses have made it one of the most important destinations in the city. This vision identifies a series of distinct planning strategies – public and private – to guide the social and economic future of Fair Oaks and Mission Street.

KEY IDEAS OF THE VISION

Two Distinct Districts – The vision sees the study area as two distinct districts that are adjacent and complimentary to one another. Both districts have a clear historic center with commercial and retail uses surrounded by single and multi-family neighborhood fabric. The Mission District is centered on the light rail station. The Fair Oaks District is centered on the Fair Oaks – Mission street intersection. Both are enhanced in this vision.

Two Great Streets – The vision is physically organized on the enhancement of Mission and Fair Oaks as two great streets. Mission is seen as a more intimate Main Street with historic commercial buildings and parklets. Fair Oaks is re-designed as grand double-tree lined arterial going from north to south.

Leveraging Public Transit and Multimodality – The presence of the Gold Line Station is enhanced and celebrated. The space around the station is enhanced as a plaza that announces a consciously designed sense of place to commuters getting on or off at this station. Additionally, both Fair Oaks Avenue and Mission Street are re-designed with bicycle lanes to encourage multi-modality.

An Intricate Network of Open Spaces – This vision identifies existing open spaces within the study area and stitches them to new

open spaces creating a rich tapestry of parks, plazas, enhanced alleys, parklets and street crossings. This network is designed to enhance walkability, sociability and spontaneous interaction throughout the two districts.

Park Once, Pedestrian First – The two districts are designed to be Park Once walkable places. Carefully located public parking places ensure parking distribution throughout the two districts, and encourages people to walk to various destinations throughout. All parking is designed to be subservient to the pedestrian and invisible from the public realm.

Responsible Infill Development – This vision promotes selective and responsible infill development along both Mission and Fair Oaks in forms that are specific to their respective streets. The policies and regulations that accompany this vision build on this idea.

Preserving and Rehabilitating-Historic Buildings – This vision identifies and preserves all historic buildings on both Mission and Fair Oaks. New development on Mission Street, particularly east of the station is regulated to build on the character and quality of existing historic commercial and mixed-use buildings to preserve the historic character and quality of the historic character of street.



Figure 2.2 The Illustrative Master Plan is the summation of all the catalytic projects. It illustrates a hypothetical built out rendition for Downtown South Pasadena. It specifically shows how public and private improvements could over time, transform the downtown into a unique, destination. It shows the various open spaces existing and proposed integrated into a single cohesive network. It shows the possible formal disposition of various infill projects that will transform the downtown.

CATALYTIC PROJECTS

Public Improvement Projects

1. **Fair Oaks & Mission Intersection enhancement** – This project enhances the intersection of Mission & Fair Oaks into a pedestrian-friendly crossing and a visually attractive place. It repaves the entire intersection to define the crossing as a definitive center. The parcel to the south-east and south-west of this intersection are envisioned as new projects with a quality and character appropriate to enhancing this place.
2. **Parklets on Mission Street** – To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, the plan proposes a series of parklets distributed throughout the street. These parklets occupy the space of one parallel parking stall, and are designed as intimate places for outdoor seating and dining. The introduction of parklets along Mission is also a way of distinguishing it from the proposed tree lined formality of Fair Oaks Avenue.
3. **Mid-block crossings on Mission Street** – These crossings help break the large block lengths and encourage pedestrian activity along and across the street. Mid-block crossings should be added where it meets the City-established thresholds for safety and pedestrian activity.
4. **Mission Street Mobility Enhancement** – Mission Street is envisioned to be re-striped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.
5. **Fair Oaks Boulevard Mobility Enhancement** – Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides. The bicycle lanes are located closest to the street



Figure 2.3 Open Space and Amenity Map

6. **Metro Area Enhancement** – The area around the Gold Line light rail station is significantly enhanced. The existing triangular park to the east of the station is retained. The asphalted road to the east of the station is redesigned a paved plaza. The existing historic monuments and Oak trees in this space are retained. The intersection of Mission and Meridian is also paved to enhance pedestrian connectivity on both sides of Mission. The station plat-

- form is directly connected to open spaces on both west and east by stair directly from the platform.
7. **Pico Alley enhancement** - The existing alley east of the station is paved and enhanced with string lights. It becomes a quiet gathering space as well as an important pedestrian connection from the station to the eastern blocks, without getting onto Mission Street.
8. **Edison Lane enhancement** – The existing alley behind the Rialto is paved and enhanced with trees and string lights. It becomes a distinct north-south pedestrian connection from south to north, connecting the Rialto to Mission.

Public Improvement Projects with Private Collaboration

1. **Parking Structure adjacent to freeway** – The plan envisions a possible above grade public parking garage adjacent to the freeway along Mound Avenue. This garage will be up to 3 stories high and will be lined along Mound to conceal it from the dwellings across the street. Since this garage is located on what is currently private land, it will require public-private collaboration.
2. **Various subterranean parking garages as part of infill projects** – The plan proposes an economic development incentive wherein private infill development may be entitled to additional density if it provides subterranean public parking. This achieves a number of things: first, it saves municipal money. Second, it helps distribute public parking throughout the district in concentrated locations. Third, it empowers private development to create aid in public good.

Private Projects with Municipal Collaboration

1. **Various Infills along Fair Oaks Avenue**– The plan envisions various mixed-use infill developments along Fair Oaks Avenue. These infills will be up to 4 stories tall, with active ground floors lining the sidewalks. In order to ensure that the form and character of these new buildings is not monolithic, a number of standards and guidelines are provided as part of this vision to enable contextually sensitive development.
2. **Various Infills along Mission Street** – New infill along Mission Street will be up to 3 stories tall, keeping the existing scale of Mission Street. To enable buildings to create a fabric that is contrasting to the one on Fair Oaks, building frontage along Mission will allow the creation of courts and yards directly facing the sidewalk, enabling a more porous fabric – and building off of the Mike and Anne’s restaurant on Mission.
3. **Plaza at corner of Fair Oaks Avenue and Mission Street** – This triangular plaza could be done as part of the private infill development on the parcel at the southeast and southwest corner of Fair Oaks Avenue and Mission Street.

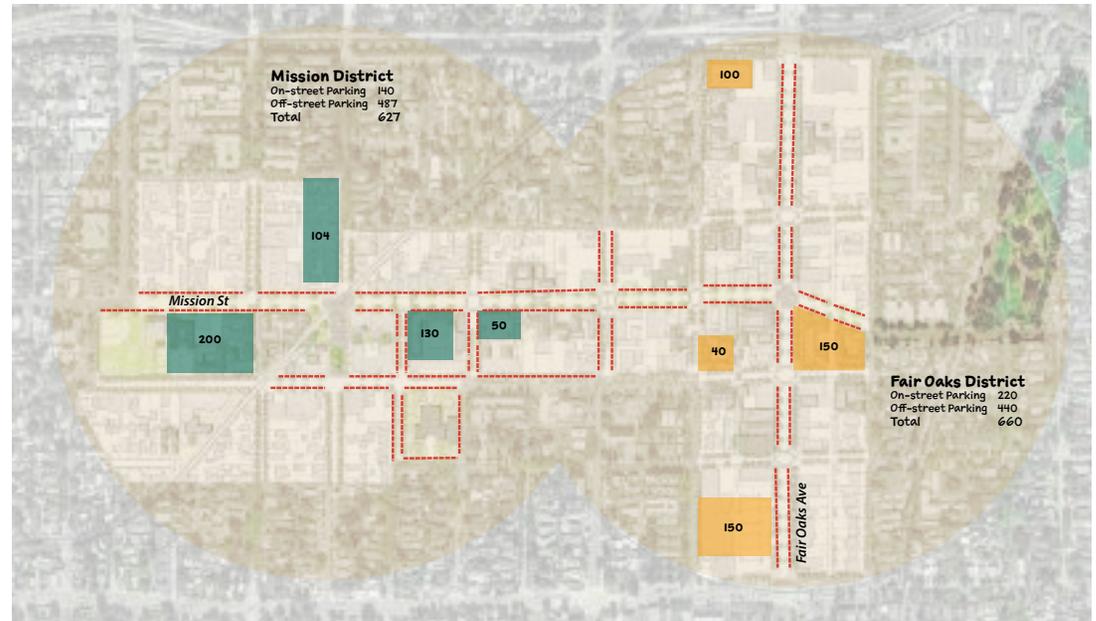


Figure 2.4. The diagram shows the envisioned distribution of parking within the two districts. The subterranean parking – as part of individual private developments – can over time create a balanced and evenly distributed series of concentrated public parking locations all within a ¼ mile, 5-minute walk shed from the center of each of the districts.

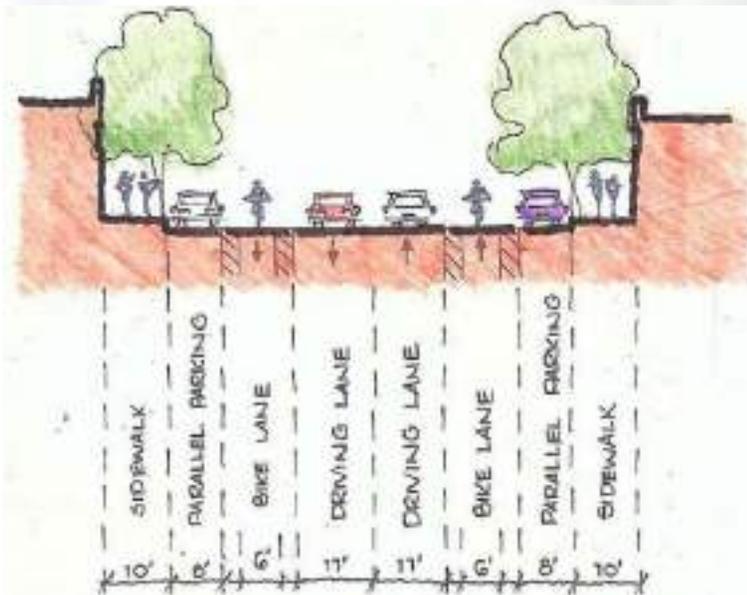




Opposite Page Figure 2.5 Rendering showing the linkages, activities, and potential redevelopment at South Pasadena Station.

Figure 2.6 Illustrative Plan for Station Area.





Opposite Page Figure 2.7 Rendering of parklet on Mission Street.

Top Figure 2.8. Illustrative Plan showing Mission Street mobility enhancements.

Left Figure 2.9. Proposed section of Mission Street.





Opposite Page Figure 2.10. Illustrative Plan for the intersection of Fair Oaks Avenue and Mission Street.

Figure 2.11. Aerial rendering of the Fair Oaks Avenue and Mission Street intersection.



Figure 2.14. Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides.



Part 3 Policy



The Downtown Specific Plan follows the General Plan organization which features the following eight elements:

1. Our Natural Community

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

2. Our Prosperous Community

Addresses how Downtown can attract and retain high-wage and high value enterprises, and diversify and increase the local tax base.

3. Our Well Planned Community

Directs new growth by reinvesting in key opportunity sites in Downtown, while protecting natural resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard in architecture, landscaping and urban design.

4. Our Accessible Community

Addresses transportation choices advocated by SB375 and AB 1358 by strengthening and balancing pedestrian, bike, and transit connections in the Downtown and surrounding region.

5. Our Healthy Community

Seeks to improve physical and mental health and social well being.

6. Our Safe Community

Enhance personal and community safety and security in Downtown.

7. Our Active Community

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

8. Our Creative Community

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

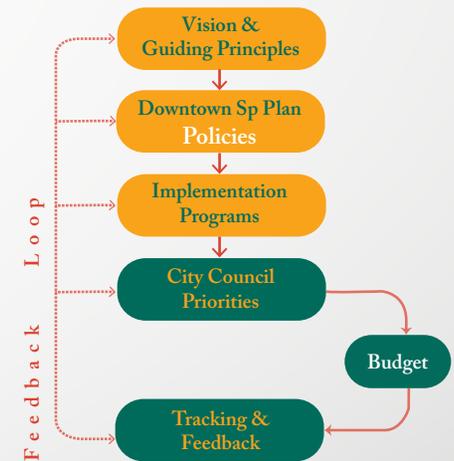




The eight plan elements feature policies and actions.

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

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





In downtown area, street trees along Mission Street and Fair Oaks Avenue will absorb stormwater runoff, reduce heat island effect, while improving air and water quality.

1. OUR NATURAL COMMUNITY

A. Green Infrastructure

The General Plan calls for a network of green spaces that protects and enhances the natural ecosystems (i.e.: wildlife) and provides associated benefits for people and the economy. Green Infrastructure harnesses the power of nature to provide critical services such as protection against floods or excessive heat, help improve air and water quality, which underpin human and environmental health.

In the Downtown area the Green Infrastructure includes:

- **Core Areas:** Public Open Space that are destinations, such as the Station Area Plaza, other plazas, parks, and parklets. The desire to retain and build on an authentic sense can be reinforced by public art, contextual architectural features or materials, commemorative features and signage which express and convey the distinctive personality of Downtown area and the regional/local character of the landscape and heritage.
- **Connecting Corridors:** These are the corridors that link the public open spaces. They are streets such as the enhanced Mission and Fair Oaks, with network of bikeways, and enhanced network of alleys. The goals for connectivity include strengthening pedestrian and multi-modal access, and wayfinding and greenway linkages in a networked system throughout the Downtown landscape. These corridors also incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff. Street trees and other plantings provide cooling, shade, wind protection, attractive streetscapes, and other environmental benefits.

Policies and Actions

- P1.1 **Incorporate natural systems into the Downtown built environment to promote healthy and resilient ecosystem.**
- A1.1 Integrate green infrastructure into Mission Street and Fair Oaks Avenue alongside transit infrastructure and provide safe places for people walking and biking.

B. Air

The two main pollutants of concern in South Pasadena are: ozone and suspended particulate matter. In South Pasadena, reducing air pollution is contingent on reducing the number of vehicles miles traveled (VMT) in the city.

Promoting walkable and mixed-use development served by high transit systems; and promoting complete street policies that encourage walking and use of public transit, reduces traffic congestion and improving air quality.

Mission Street is envisioned to be re-striped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.

Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be re-striped to have four travel lanes, two bicycle lanes and parallel parking on both sides. The bicycle lanes are located closest to the street curb and separated from

the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb outs at each intersection help slow traffic speeds. The bicycle lanes remain continuous across the bulb outs.

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 groundlevel ozone pollution.



Bikeshare demonstration at South Pasadena station.

C. Water

By weaving natural processes into the built environment, green infrastructure provides both stormwater treatment and flood mitigation benefits.

Green Streets: Green Streets incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as a design element that creates attractive streetscapes. The City should consider opportunities to implement green streets consistent with the City's water conservation ordinance where feasible.

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.

By reducing outdoor water use either by cutting back on irrigation or planting drought tolerant landscaping, overall water use can be reduced dramatically.

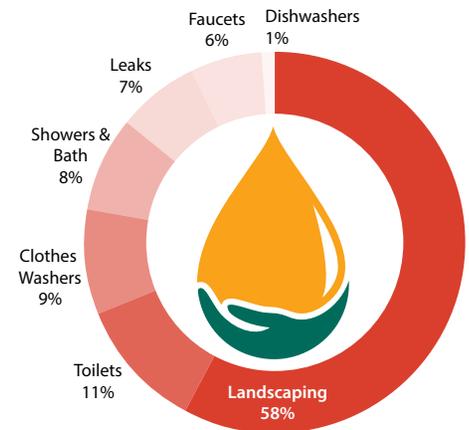


Figure 3.1 Outdoor watering of lawns and gardens makes up approximately 58% of home water use. Source: South Pasadena Public Works.

Policies and Actions

- P1.2 Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.**
- A1.2 Redesign Mission Street and Fair Oaks Avenue to promote walking, biking, ridesharing, public transit use, the use of alternative fuel vehicles or other clean engine technologies.

Policies and Actions

- P1.3 Promote and require the integration of Green Infrastructure into storm water management systems.**
- A1.3a 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.
- A1.3b Incorporate Green Street elements into the redesign of Mission Street and Fair Oaks Avenue.
- A1.3c Promote the use of green roofs, bio-swales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.
- A1.3d Promote the use of captured rainwater, grey water, or recycled water.
- A1.3e Require landscaping for all new development to use drought tolerant plants.



D. Trees

Trees produce oxygen, provide shade and cooling, encourage walking, filter out air pollution, slow traffic, absorb rainwater and noise, improve property value and reduce people's stress levels.

Mission Street redesign includes a tree-lined intimate Main Street with historic commercial buildings and parklets. Fair Oaks is re-designed as grand double-tree lined arterial going from north to south.

Improving the urban forest and significantly increasing tree canopy in Downtown will require years of investment in infrastructure improvements and many new trees. Once adequate soil volumes are in place, and coordinated with private development and smart stormwater management strategies, the Downtown urban forest will be a sustainable amenity that delivers numerous social, environmental and economic benefits for generations to come.

Recently planted trees, including drought tolerant species, are dependent upon supplemental irrigation until established, typically for two to three years. The method and amount that is applied may vary depending upon soil composition, heat, wind, planted in turf or ground cover, periods of abnormal rainfall or in poorly drained soils. A water audit should be performed to set watering patterns and timing to minimize waste.

The "Our Prosperous Community" recommends establishing a Business Improvement District (BID) for a variety of public realm enhancements and maintenance. The BID could provide funds for planting and maintaining street trees in the Downtown area.

Policies and Actions

P1.4 **Preserve, manage, and grow the downtown urban forest.**

A1.4

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 pallets, implementation locations, integration into the Capital Improvement Program and Storm Water Program, incentives for property owners and requirements for developers, funding opportunities and ballot measures, and water conservation strategies.

2. OUR PROSPEROUS COMMUNITY

The goal of this section is to foster a cohesive mixed-use district that leverages the strengths of both Mission Street and Fair Oaks Avenue in order to transform Downtown South Pasadena into a vibrant mixed use destination; improve the built environment of downtown with catalytic, mixed-use development and other strategic investments; and ensure that Downtown South Pasadena is a significant positive contributor to the City's long term fiscal health..

Existing Conditions

Fair Oaks Avenue is an existing high-traffic, north-south arterial that is well-positioned to capture latent retail demand of the surrounding market. Larger parcels along Fair Oaks are better able to accommodate mixed-use program as well as the required parking. Larger parcels also offer enough flexibility to accommodate physical requirements of national retailers as well as creative and tech office users, who generally prefer larger floor plates. The proposed 4-story height limit also allows for higher intensity residential/commercial mixed use development, enhancing likelihood of development feasibility.

Mission Street is notable for its pedestrian-friendly “Main Street” character, with existing collection of small, locally-owned businesses. The existing Metro Gold Line light rail station provides critical link to countywide transit system as well as a convenient link to Downtown Los Angeles, enhancing the area's desirability for multi-family residential development. It also opens up the area to a wider retail audience,

as Downtown South Pasadena is only a station or two away from residents of Pasadena as well as the a number of Downtown Los Angeles neighborhoods, such as Chinatown, Little Tokyo, and the Arts District.

Key limiting factors to achieving a vibrant mixed-use downtown include the lack of a daytime population as well as the citywide 45-foot height limit. The lack of a significant daytime population in the downtown area poses a significant challenge to sustaining a critical mass of retail and dining establishments, as most businesses find it difficult to survive on just weekend and night-time patrons alone. The 45-foot height limit, on the other hand, effectively limits mixed-use development capacity to a maximum of three stories. This is due to the fact that most national retailers expect ceiling heights of 16 to 24 feet, leaving, at most, 29 feet for residential or office uses above, which generally require 10 to 15 feet of height per story (including thickness of floors). As such, most new developments with ground floor retail would only be able to reasonably accommodate three full stories. This limited development capacity hampers financial feasibility of new projects and limits the level of public benefits that the City can extract from new development.

Therefore, if the City is to support the transformation of Downtown South Pasadena into a vibrant urban district, there must be a concerted effort to introduce higher density within Downtown South Pasadena that includes residences, office space, as well non-retail destinations. This will ensure that the City can effectively leverage the value capture

potential of new development while providing a greater chance that new retailers can flourish.

This strategy provides a framework for the City to take advantage of the aforementioned strengths to address the key limitations described above, improving the vibrancy of Downtown South Pasadena while enhancing the city's overall fiscal health and quality of life.

Community Feedback



“Our Prosperous Community” Focus Group Meeting.

Community members expressed a strong interest in a greater variety of retail offerings, especially “experience-based” retail, outdoor/sidewalk dining, and retail with a wider appeal across a wider range of age groups. With regard to non-retail uses, community members expressed interest in live/work spaces, shared office or co-working spaces (e.g., WeWork), and more office space geared toward ‘creative’ professions. These professions include small- and medium-scale production/post-production studios (i.e. sound, film, and TV), architecture, graphic design, industrial design and multi-media firms, the likes of which some residents currently commute out of the City for. In terms of residential development, a number of residents expressed a desire for a greater variety, including

granny flats and housing that is affordable to a range of incomes.

Specific Plan Area Market Overview

Mission Street and Fair Oaks Avenue has seen the bulk of new development activity that has occurred in South Pasadena since 2000. Mission Street in particular has seen the delivery of a number of sizable condominium and townhome projects, including Mission Meridian Village, 820 Mission Street and 1401 Mission Street. Recent unit sales in these developments are reflective of the strength of Downtown South Pasadena's residential market, with most selling for well over \$600,000, which is the citywide median multifamily sale price in 2016. South Pasadena, as a whole, maintained a higher median multifamily sale price than neighboring submarkets, like Pasadena, Burbank/ Glendale, and Northeast Los Angeles.

Mission Street and Fair Oaks Avenue also contain the majority of the City's retail space. Mission Street is composed of mostly small, storefront businesses, whereas Fair Oaks Avenue generally contains larger format retail. Within the last decade, no new shopping centers have been built in the City, but approximately 68,000 square feet of nonshopping center retail has been built, which the City has added at a faster rate than its Competitive Market Area. Approximately half of this new retail development has been in ground floor space in mixed-use buildings on Mission Street. Retail vacancy on Mission Street and Fair Oaks Avenue has remained below 5 percent over the past 10 years, as it has throughout the City. The market and demand analysis found that of the 175,000 to 260,000 square feet of support retail

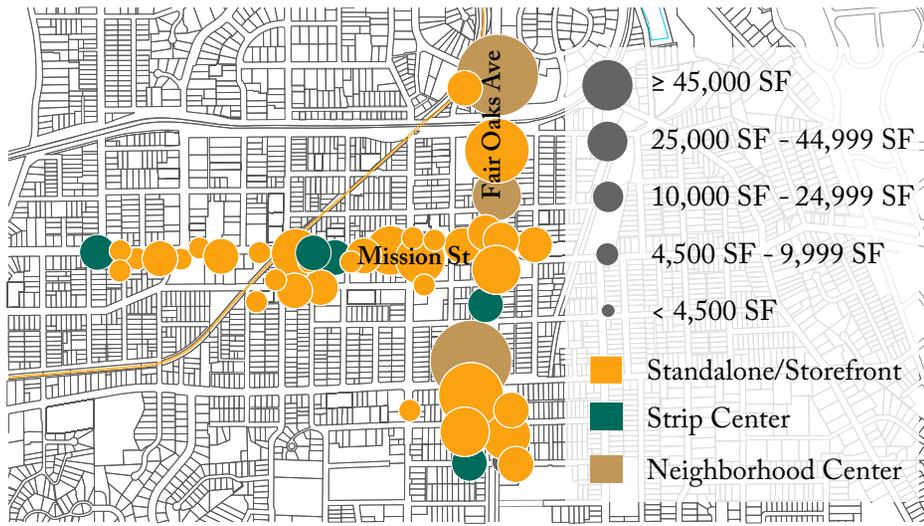


Figure 3.2 Mission Street is the City’s historic ‘Main Street,’ with many small storefront businesses oriented around the South Pasadena Metro Gold Line station promoting walkability. Fair Oaks Avenue is wider and more auto-oriented, containing larger format retail uses, including a number of neighborhood serving shopping centers anchored by grocery stores.

space that the City could support over the next 20 years, approximately 55,000 to 80,000 square feet of that could be supported on Mission Street, and another 125,000 to 180,000 square feet could be supported on Fair Oaks Avenue.

The majority of office space in the Specific Plan Area is located north of Mission Street on Fair Oaks Avenue, including South Pasadena’s only Class A office building at 625 Fair Oaks Avenue. Other office spaces in the Specific Plan Area are primarily smaller Class B, catering to small businesses and professional service providers. Rents are more affordable and vacancy is usually lower in South Pasadena in comparison with the surrounding competitive office submarkets, indicating that higher rents could potentially be achievable. Downtown South Pasadena is currently lacking

in creative office space, which has been in high demand in nearby submarkets. Creative office spaces are typically larger commercial properties that offer flexible spaces to multiple tenants. Most creative offices are housed within refurbished older buildings to maximize value via adaptive reuse. Such office products are targeted towards boutique professional service firms, design firms and small entertainment and media companies, which matches with the employment of a substantial portion South Pasadena workers. The performance of creative office properties elsewhere in South Pasadena, such as 1010 Sycamore Avenue, has been strong, suggesting that an opportunity exists to provide such a product in the Specific Plan Area.

Policies and Actions

Goal: Foster a cohesive mixed-use district that leverages the strengths of both Mission Street and Fair Oaks Avenue.

P2.1 Enhance internal and external economic development delivery capacity.

A2.1a Designate a senior planner or other City staff member to oversee downtown economic development initiatives and partnerships.

The City can ensure that its desired policies are implemented effectively by allocating some staff resources toward creating partnerships that can leverage the capacity of other organizations and non-profit groups that are active in South Pasadena, such as the South Pasadena Chamber of Commerce, South Pasadena Arts Council (SPARC), and South Pasadena Arts Center. Over the long-term, as mentioned in the Citywide Economic Development Element, the City should consider ways to budget for the creation of a full-time economic development position that is empowered to negotiate with private developers, assist projects through the development approval process, and lead acquisition and disposition of City-owned land and other resources, and proactively implement a business attraction program.

A2.1b Engage with property owners and the South Pasadena Chamber of Commerce to gauge appetite for a Business Improvement District (BID).

Business Improvement Districts (BIDs), which have been implemented through Los Angeles County and the US, collect a special levy from property owners within a geographically defined area to support agreed-upon special services and programs that enhance the desirability and performance of the district. BID activities include district-wide marketing support, public realm maintenance, organizing special events, and providing private security patrols. BIDs have been shown to have a large, positive impact on the value of commercial property while improving the quality of life for community members. In the South Pasadena context, a BID could provide much needed organizational capacity and a more steady, long-term commitment of financial resources. In addition, it could be instrumental in managing many of the initiatives proposed in this plan, including the district branding and marketing, retail tenanting strategy, and shared parking agreements. Formation of a BID will require an individual or group of individuals to form a proponent group to gather community support.

P2.2 Attract a greater variety of desirable retail and office tenants by building upon existing strengths and market opportunities.

A2.2a Implement district-wide retail branding and tenaning strategy that builds upon nascent cluster of home furnishings and design stores, while adding other retail desired by the community, such as experience-based retail and retail for a wider demographic.

The City should implement a district-wide branding strategy that emphasizes building upon the City's existing market opportunities and strengths, including nascent home furnishings and design stores, food and beverage clusters as well as other retail and office uses that the community has expressed interest in, like experience-based retail and tech/creative offices. Such a strategy would best be organized by a Business Improvement District, or similar entity, with the capacity to engage property owners, the broker community, and other relevant stakeholders. A cohesive branding and tenaning strategy will provide a platform for local businesses to reach a wider audience as well as attracting new retail and office tenants to the area. It will also enhance the image of the area as a cohesive regional destination offering a unique retail, dining, and entertainment experiences. This will help to attract more visitors from surrounding communities, bolstering retail sales and strengthening Specific Plan Area's retail tax base. The strategy should leverage the unique qualities of Mission Street and Fair Oaks Avenue and ensure a tenant mix that minimizes major competition amongst retailers, creates synergies and enhances the performance of retailers on both corridors.

A2.2b Host broker education events to promote South Pasadena and to align office and retail tenant mix with what is desired by the community.

Community members note that there is an overabundance of retail establishment that do not meet the needs of the South Pasadena residents, and that a wider diversity of retail is needed to meet the needs of different demographic groups. The City should engage brokers through luncheons and other similar events to encourage brokers to engage potential tenants that will build alignment with the branding strategy mentioned above. Brokers can help the City to accomplish this by attracting tenants that would augment previously identified target clusters, such as home furnishings stores, high-quality food and beverage establishments, design-related stores and offices, and tech offices. The lack of daytime population in Downtown South Pasadena is a key limiting factor to the long-term vibrancy of the district, and is a market gap that should be filled simultaneously with the other business attraction initiatives outlined in this plan.

A2.2c Host property owner events to promote landlord practices that attract new small businesses, including flexible lease structures, and shorter lease terms.

A selection of retail tenants that complement and drive traffic to one another results in a more active and vibrant district for all to enjoy, while strengthening the City's retail tax base. In order to draw more unique, independently-owned businesses and restaurants, however, landlords may need to offer non-traditional (i.e., shorter) lease terms or alternative lease structures. For example, landlords with underutilized storefronts could offer short-term "pop-up" retail leases, which offer a low-cost way for fledgling business owners to gain exposure to the marketplace. Pop-up shops can generate interest in the area, draw in a wider audience, and maintain a healthy level of activation.

A2.2d Actively market South Pasadena to notable chefs and restaurateurs to attract high-quality food and beverage establishments.

The City can spur the creation of a destination dining cluster by actively marketing to notable regional chefs and restaurateurs. Mission Street, in particular, is well-positioned to attract potential restaurants that would fit well.



Contemporary restaurant on Mission Street serving Pan-Latin fare in rustic, woody surroundings.



626 Golden Streets. About 100,000 people rode bikes, walked or ran an 18-mile carless course through the streets of the San Gabriel Valley, from South Pasadena to Azusa.

P2.3 Continue to nurture small, independently-owned businesses.

A2.3a Engage with the Chamber of Commerce or future Downtown BID (if implemented) to better connect local entrepreneurs with US Small Business Administration loans and other Federal or State assistance programs.

The South Pasadena Chamber of Commerce already offers a number of services for potential small business owners. Facilitating access to other funding assistance programs can help to build the City's retail tax base while ensuring that home-grown entrepreneurship may be nurtured within City limits.

A2.3b Engage with successful Farmers' Markets tenants in locating them in retail space in Downtown South Pasadena.

South Pasadena's Farmers' Market is one of the most successful farmers' markets in the San Gabriel Valley. The City can further leverage this valuable asset by engaging the broker community to help the most popular vendors to find permanent storefronts within Downtown South Pasadena. This will enhance the retail mix of Specific Plan Area while strengthening the retail tax base of the City.

A2.3c Seek medium-size retailers for Fair Oaks Avenue that can both meet needs of a wide range of residents, satisfy latent demand of surrounding market, and complement smaller independent businesses.

Larger retailers on Fair Oaks Avenue should complement the small, locally-owned businesses along Mission Street, augmenting the selection of retail offerings in South Pasadena without directly competing with smaller businesses.

P2.4 Promote higher levels of foot traffic with activities and events.

A2.4a Encourage property owners to collaborate on new "pop-up" events to make use of vacant storefronts or parcels and to generate greater interest in Downtown as a unique retail destination.

Pop-up events will bring more activity in the area while demonstrating the viability of the area for additional retail and businesses. The strategy should include food trucks and seasonal festivals or other temporary uses in vacant spaces such as temporary art exhibitions or eating and drinking experiences. The City should consider partnering with notable events in neighboring cities, such as CicLAvia, the 626 Night Market, and Make Music Pasadena that could draw event-goers into South Pasadena.

A2.4b Create a coordinated calendar of events for different organizations in order to allow for combined marketing of events.

Greater coordination in marketing of existing events will allow for more consistent messaging, while strengthening the brand of Downtown South Pasadena. Greater coordination could also foster more collaboration between event organizers and local businesses. For example, to complement already scheduled movie or concert nights at Garfield Park, businesses could offer extended hours or pre-event specials, which could potentially boost attendance and attract a wider audience, setting the area apart as a singularly compelling destination in the region.

A2.4c Work with the Chamber of Commerce to develop programs or events that can link business to active transportation to attract patrons from outside of the immediate community with minimal impacts to parking and traffic demand. This may include transitioning the Bicycle Friendly Business District pilot program into a permanent program.

Goal: Improve the built environment of downtown with catalytic, mixed-use development and other strategic investments.

P2.5 Explore new and existing capital funding sources for key public realm improvements.

A2.5 Pursue the appropriation of Metro funding resulting from the recently disbanded 710 freeway tunnel initiative for public realm objectives.
The Board of the Los Angeles County Metropolitan Transportation Authority recently voted to drop their support of the 710 freeway tunnel and instead devote \$700 million to a range of transportation infrastructure improvements. The City should actively pursue this funding to mitigate the impact of the heavy northsouth through traffic that runs through South Pasadena.

P2.6 Promote new development that supports existing market opportunities and strengths.

A2.6a Engage the development community and property owners to promote the redevelopment of single-use and single-story retail centers on Fair Oaks Avenue into mixed-use projects with shared parking.
Larger opportunity sites along Fair Oaks Avenue, primarily larger, surface-parked neighborhood retail centers, offer a unique opportunity to develop larger scale mixed use project that can accommodate a significant amount of parking. This could allow for these projects to accommodate higher intensity use mix, while also potentially providing additional parking to support area businesses. The City should actively engage with the development community and property owners to explore the viability of redeveloping opportunity sites along Fair Oaks Avenue.

A2.6b Establish an inventory of vacant retail storefronts and vacant commercial parcels with all relevant parcel information, development and use potential, make publicly available, and ensure it is regularly updated.
Creating such an inventory will make it easier to the City and brokers to actively engage with property owners as well as to promote the redevelopment of underutilized parcels or properties for more productive uses.

A2.6c Engage the development community and property owners to promote infill development on underutilized sites.
Vacant and small underutilized sites contribute little to the City's tax base, and also diminish the character and feel of the City. These are prime opportunities for redevelopment and new growth that conforms with the City's urban design standards and context, and bolsters the City's tax base. The City can encourage development on these sites by engaging with property owners and developers to facilitate transactions and development activity. Such actions can include:

- 1. It is critical to engage with private owners of larger opportunity sites, particularly those who have expressed an interest in redevelopment. Such sites offer an excellent opportunity to begin transforming Fair Oaks Avenue into a veritable mixed-use corridor. Early "proof of concept" projects will demonstrate feasibility, and will likely convince others to follow suit.*
- 2. Work with the South Pasadena Unified School District (SPUSD) to create refined development standards for the School District site on Mission Street that are aligned with both community desires noted in the General Plan and Downtown Specific Plan update, School District needs, as well as market opportunities.*



Existing and proposed open spaces create a rich tapestry of parks, plazas, enhanced alleys, parklets and street crossings. This network is designed to increase commerce through enhanced walkability, sociability and spontaneous interaction.

A2.6d Develop comprehensive Urban Design Standards for Mission Street and Fair Oaks Avenue that will support the brand and identity of the Downtown district.

Maintaining a consistent and desirable “look and feel” for Downtown South Pasadena will be critical component of the district’s brand.

A2.6e Enable businesses to share amenities, like plazas and outdoor dining space, and facilities, such as shared-kitchens or buildings in market-style formats.

The City must ensure that zoning regulations allow for more creative uses of both private and public space. This will make South Pasadena a more welcoming environment for more effective, creative, or non-traditional uses that are aligned with the desires of South Pasadena residents. Allowing for the use of shared kitchens or the creation of multi-tenant market-style retail spaces would create the opportunity for a “food hall” or similar food and beverage experience, which residents have expressed an interest in seeing.

P2.7 Explore creative parking strategies to efficiently use available parking and generate potential revenues.

A2.7a Leverage publicly-owned parking lots by allowing public paid access during nights and weekends (or other times when not in use by public facilities).

The existing publicly-owned surface parking lots are opportunities for the City to earn revenue by allowing public paid access when they are not in use by public facilities. They can be maintained as opportunity sites for development, while generating revenue and helping to provide shared parking for local retail in the near-term.

A2.7b Explore metered on-street parking on shopping streets.

Consider applying paid parking meters to the currently free onstreet parking spaces on retail corridors. This will likely be most successful once South Pasadena becomes a more established shopping destination. However, the City should be careful that charging for parking on retail streets does not encourage drivers to park on residential side streets.

A2.7c Consider reducing on-site parking requirements on shopping streets to leverage transit access and to incentivize potential office and multi-family residential mixed-use development.

Parking is a major cost for developers, and any reduction in requirements would enhance development feasibility, potentially generating more development interest in Downtown South Pasadena. Incentives like this will be critical in ensuring that new residential, office, and retail space is delivered to support both existing businesses and the growth of target clusters. Potential impacts to surrounding neighborhoods can be addressed through the revision of existing, or the creation of new, Preferential Parking Districts.

A2.7d Conduct a district-wide parking needs assessment to reevaluate need for the Mission Street Specific Plan Parking Density Bonus.

The previous Mission Street Specific Plan incentivized the provision of parking by private developers through the Parking Density Bonus, but the creation of new parking may no longer be a priority, given the likely decline of parking demand in the future. More Downtown residents and visitors are increasingly using public transit and cycling, and new technologies, such as ride-hailing services and autonomous vehicles that will continue to weaken the long-term growth of parking demand. To make a clear determination, however, current parking demand must be carefully studied to ensure that such demand will be adequately met in the near-term. If the City determines that a significant amount of new parking is not needed, it should consider eliminating the Mission Street Specific Plan Parking Density Bonus to divert value capture revenues to other higher priority public benefits.



Mike & Anne's is much-loved in family-oriented restaurant in South Pasadena
52 South Pasadena **Downtown Specific Plan**

Goal: Maintain and monitor the fiscal health of Downtown Area.

P2.8 Strengthen the Downtown South Pasadena's tax base.

A2.8a Support the renovation and adaptive reuse of existing buildings.

The adaptive reuse of older buildings can provide affordable options for creative office tenants. The City can educate developers and property owners on mechanisms to finance the rehabilitation of their buildings through the use of historic preservation tax credits and the Property Assessed Clean Energy (PACE) program.

A2.8b Locate residential and employment growth in mixed-use buildings.

The City should promote a mix of uses within both individual buildings and targeted districts. This will help to create an economically symbiotic relationship between residents, employees and businesses by creating a balance of daytime and night-time population fostering urban vitality and supporting retail activity.

A2.8c Ensure that new development is not a fiscal burden to the City.

The City should adopt a clear set of policies to ensure that new development does not impose any fiscal burdens to the City and does not take away resources from providing the current level of services. This is typically achieved by requiring proponents of new developments to provide a fiscal impact analysis of proposed projects, and have it peer reviewed by the City's independent consultants (compensated by the project proponents), prior to approving final entitlements. While it is not suggested that all projects be fiscally positive as a requirement for approval, as there may be projects considered by the City for their strategic importance or catalytic potential, it is important that the fiscal impacts of new projects are publicly circulated and reviewed as part of the City's decision-making process.

P2.9 Explore un-tapped opportunities for value capture and revenue generation.

A2.9a Use developer agreements to support the City's public realm improvement goals.

New development projects in the Downtown Specific Plan Area should be leveraged to further public realm improvement goals through the use of developer agreements. Such agreements provide certainty to the developer that development standard will remain fixed for a particular site, while contracting the developer to provide benefits to the City, such as infrastructure improvements, public open space, or other public realm improvements.

A2.8b Fortify the City's existing Development Impact Fee regime.

South Pasadena's current development impact fees are well below what are found in neighboring municipalities. To most effectively leverage the positive impact of new development, the City must develop a rational nexus between desired public realm improvements and the scale of development that City will allow. Given the relatively high performance of real estate in the City, the City should consider significantly increasing the fees levied on new development.

A2.8c Explore parking fees to enhance fiscal revenue.

Parking fees are one of the few untapped sources of fiscal revenue in South Pasadena. The City should consider charging for parking on publicly owned property, including the SPUSD site, City Hall, and on-street spaces. The City should also consider charging a nominal fee for Preferential Parking District permits. This revenue could provide much needed fiscal revenue, while also serving as a security for General Obligation Bonds to fund major capital projects.



GUIDING PRINCIPLES FOR DOWNTOWN

Create an Economically Healthy Downtown.

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

Expand Housing Opportunities

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

Safe, Comfortable, and Walkable Streets

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

Leverage Transit

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

Get the Parking Right

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

Establish an Interconnected Open Space System

Develop a rich and integrated public realm that includes public open spaces, paths, and 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.

3. OUR WELL PLANNED COMMUNITY

Downtown South Pasadena features a wonderful collection of new and historic buildings, arts and cultural venues, Metro Gold line station, and quality street-oriented building fabric. Buildings are generally placed close to front property lines to continue the existing form and scale of the neighborhood. A mix of uses activate the sidewalks.

A few vacant and underutilized sites offer a great opportunity to fill the current gaps in the urban street facade that disrupt the pedestrian experience. As new development opportunities occur, open spaces can be incorporated in the form of pocket parks, community gardens, parklets, and outdoor civic spaces.

High land value, low vacancy rates, excellent school district, and the appeal of the Downtown South Pasadena lifestyle has resulted in high rent levels,

making downtown out of reach for its workforce. Preserving and expanding the supply of affordable housing is an important goal for the Downtown Specific Plan. Appropriately-scaled new infill buildings with diverse housing unit types will increase the supply of workforce housing.

The General Plan directs majority of new growth to the Downtown area. The community vision identified the desired character, intensity, and scale of contextual infill development desired for vacant and underutilized tracts on Fair Oaks Avenue and Mission Street in the downtown area.

Policies and Actions

Contextual Infill

- P3.1** Conserve the small town character and scale of the downtown area, including its traditional urban design form, while creating places of enduring quality that are uniquely fit to their time and place
- A3.1a Develop and adopt a form-based development code that requires the highest standards of context sensitive architecture, urban design, and landscaping.
- A3.1b Introduce new infill buildings and renovate existing buildings in a manner that preserves and enhances downtown’s walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate the street.
- P3.2** Remove regulatory and procedural barriers to good design.
- A3.2a Develop and adopt a Form-Based Code for the Downtown area that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.
- A3.2b Consider seeking voter approval to raise the height limit along Fair Oaks Avenue frontage properties within the Downtown Specific Plan from 45’ to 50’ to facilitate well designed and proportioned four-story buildings on Fair Oaks Avenue.
- P3.3** Expand the inventory of publicly accessible community gathering spaces so that residents are within a short walking distance of a park or recreational area.
- A3.3a New buildings should incorporate public realm improvements described in the Downtown Vision and integrate such improvements into their existing context in a way that enhances Downtown’s public space network.
- A3.3b Allow parklets on Mission Street to provide visual interest and expand the useable area of the sidewalk.

Sustainability

- P3.4** Encourage green projects and practices and support the inclusion of energy efficient design and renewable technologies in all new downtown public and private projects.
- A3.4a Encourage new and/or renovated buildings to meet USGBC LEED Silver rating or equivalent and advance the City’s sustainability goals.

- A3.4b Incentivize sustainable living and business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.
- A3.4c Encourage solar panels on all new buildings.
- A3.4d Explore opportunity to develop a clean energy “micro-grids”.
- A3.4e Install Electric Vehicle (EV) chargers at public facilities in Downtown area. Encourage property owners to install EV chargers at Downtown business and multifamily locations.

Affordability

In South Pasadena, 72% of low income renters and approximately 91% of extremely low income homeowner households pay more than 30% of their household income in rent. The Downtown area presents the greatest opportunity to provide transit-supportive affordable housing.

- P3.5** Provide high quality housing for current and future residents with a diverse range of income levels.
- A3.5a Provide for quality housing at a range of income levels and price points, emphasizing housing product that captures the underserved multi-family market.
- A3.5b Support workforce and market rate units that will expand and diversify Downtown’s housing stock, and support growth in Downtown employment.
- A3.5c Provide flexibility in development standards to encourage and facilitate nontraditional housing types and options, including co-housing, assisted living facilities, livework spaces, and artist lofts.
- P3.6** Support the production of new affordable housing projects through standards and process incentives.
- A3.6a Adopt flexible regulations that can respond to market changes in emerging industries and attract contextual development.
- A3.6b Leverage the Gold Line Station for walkable mixed-use development opportunities on nearby catalytic sites to provide variety of affordable housing types, local employment, community benefits, and application of extensive TDM measures.



Rialto Theater

The Moorish Style theater was designed by Lewis A. Smith in 1925. The Rialto has 1,300 seats and a 30-foot stage for live performances. The distinctive neon marquee was added in the 1930s. About 10 years ago, the theater ceased continuous operation and was only rented occasionally. Over the years the theater has fallen into disrepair.

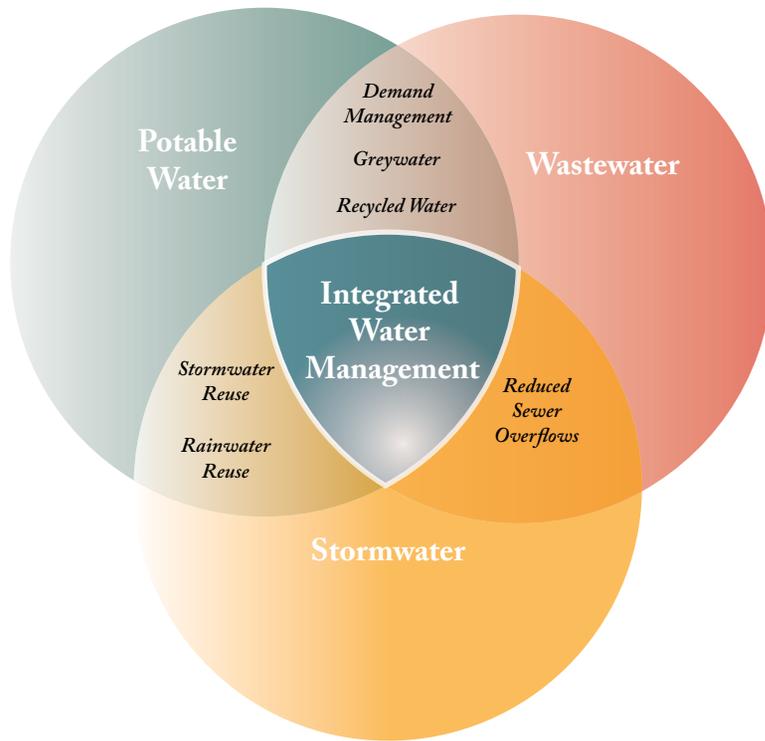
Vision: The community has long expressed the desire for preservation and revitalization of the building to its original use as a theater. The reuse of the

building is constrained by the cost of renovation, uncertain market, and the lack of parking. The community vision is to make the theater the cultural and social center of the community which in turn could encourage redevelopment of underused parcels on Fair Oaks Avenue. The Downtown Plan recommends a park once strategy wherein strategically located public parking, close to the Rialto Theater, can serve multiple uses. The owners of Rialto Theater should participate in the dialog to provide shared public parking.

Policies and Actions

- P3.7 Support and ensure restoration and reuse of the historic Rialto Theater for entertainment and other special events.**
- A3.7a Renovate and protect of the historic elements of the theater.
- A3.7b Interim uses should be mindful of the historical assets and do no harm.
- A3.7c While under lease for different uses, agreement should be pursued to allow ongoing access to host community events.

Integrated Water Management



Potable Water: 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 Kolle Avenue south of Monterey Road. A comprehensive analysis of the overall system conducted previously identified a series of system-wide modifications required to improve the operation of the distribution system.

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

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

Stormwater System: The watershed contributory to the Downtown Specific Plan Area is approximately 113 acres and is roughly defined by Arroyo Drive to the west, Grevelia Street to the north, and Fair Oaks Avenue to the east. Storm water runoff generally flows in a southerly direction through the Specific Plan Area where some is intercepted by storm drains located in Orange Grove Boulevard, Mission Street, Fremont Avenue and Fair Oaks Avenue. The remainder flows to the south. Storm drains on Orange Grove to Mission Street and westerly along Mission Street to the Arroyo Seco channel and on Fremont Avenue from Hope Street south to Mission Street, east along Mission and south along Marengo Avenue, are designed to handle flows generated by a 10-year storm event. On Mission Street, between Orange Grove Boulevard and Fremont Avenue, no storm drains exist. Water flows from a high point at Meridian Avenue to the east or west to the storm drain lines.

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

Policies and Actions

- P3.8** **Ensure continuity of critical services.**
- A3.8 Require developers to pay their fair share for water, wastewater, and stormwater system upgrades beyond what is currently in place.

Stormwater System Improvement Recommendations

There are a number of rainwater interventions that could alleviate pressures on the storm drain system, enhance the livability, and replenish the aquifer:



Tree Pockets can be installed between parking spaces in the parking lanes on streets. Simply sawcut the tree pocket, scoop out a hole, and fill it with soil and a tree. Leave the existing curb and gutter in place, and leave openings so the gutter rainwater can flow into and fill up the tree pocket, and then flow out at the lower end.

Tree Zippers can be installed in parking lanes by sawcutting the entire strip of parking, scooping it out and replacing with soils, trees, and pervious pavers. Rainwater enters the pervious pavers from the street surface and gutter flow and is absorbed by the trees and soils.

Tree pockets and zippers help to define the outdoor room of the street, help to shade and cool the paving and parked cars and sidewalks, and absorb rainwater for tree evapo-transpiration while allowing for infiltration.



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 area can be planted with indigenous, drought-tolerant landscaping and a permeable surface to allow the rainwater to re-enter the aquifer.

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. **Designing parking lots as plazas** by replacing asphalt with trees, pervious pavers, and other permeable materials that provides filtering, infiltration, and storage of rainwater runoff from the site.



4. OUR ACCESSIBLE COMMUNITY

The transportation networks in the Downtown Specific Plan area should be designed and managed to support not just mobility and access but broader community goals of safety, health, economic development and environmental sustainability.

Introduction

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

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

The City should pursue opportunities to improve multimodal access to the Gold Line station, focusing on improvements to access pathways within the

station’s walkshed, bikeshed and transit shed.

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

A. Complete Streets

Opportunities exist to apply South Pasadena’s recently enacted Complete Streets Policy to major local streets, reconfiguring them to more safely accommodate all users without significantly impacting traffic – and in doing so, to make South Pasadena more of a “complete city.” While on some major streets, traffic volumes are at or approaching the capacity of the roadway (Fremont Avenue, for example), on others including Mission Street there is excess capacity.

On streets including Fair Oaks Avenue, meanwhile, traffic lanes are wider than they need to be, or should be for safety reasons. These streets also have among the City’s highest rates of traffic collisions involving the most exposed users of the street, pedestrians and cyclists. On these streets, space that is not needed for traffic purposes may be put to other uses such as bike lanes, transit-only lanes, wider sidewalks, additional parking or landscaped medians.

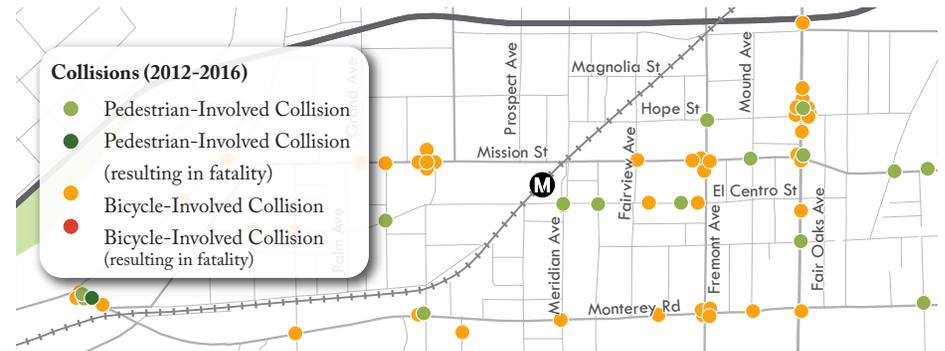


Figure 3.3 Pedestrian and bicycle involved collisions (2012-2016) in Downtown South Pasadena.

Policies and Actions

- P4.1 Support street designs that emphasize safety and that accommodate all users, including pedestrians and cyclists.**
- A4.1a** 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.
- A4.1b** 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).

- A4.1c Conduct a study of potential speed management improvements to Fremont, with the objectives of a) establishing the need for safety improvements, and b) identifying improvements that would enhance safety while maintaining traffic throughput.
- A4.1d Proceed with modifications to the “bulb-out” curb extensions on Fair Oaks. If some bulb-outs are removed as part of this process, implement alternative measures to protect pedestrians including leading pedestrian intervals and enhanced crosswalks.
- P4.2 On streets identified as priorities for one mode of travel, such as bicycle routes, prioritize improvements for that mode.**
- A4.2a Ensure that bicycle facilities provide a high level of separation from traffic, using buffers, vertical elements or parked cars wherever possible.
- A4.2b Proceed with implementation of Bicycle Master Plan projects.

B. Mobility

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



Figure 3.4 One of the possible circulator shuttle routes.

Policies and Actions

- P4.3** Reduce traffic congestion by reconfiguring outmoded interchanges and traffic signals rather than adding lanes to streets.
- A4.3a Synchronize traffic signals wherever possible to optimize traffic flow at safe speeds.
- A4.3b Work with Metro and the California Public Utilities Commission to reduce signal delay at the Gold Line crossing of Mission and Meridian while maintaining safety.
- P4.4** Explore options to improve transit service within South Pasadena, including City programs, public/private partnerships and/or partnerships with Metro.
- A4.4a Expand the City’s existing dial-a-ride program to serve all residents (and not just older residents);
- A4.4b Initiate a partnership with Metro to pilot “microtransit” on-demand service using smartphone apps.
- P4.5** Seek resiliency in transportation investments.
- A4.5a Evaluate, design, and maintain critical components of the transportation system to be fail-safe, self-correcting, repairable, redundant, and autonomous.
- A4.5b Develop a well connected multi-modal transportation network that provides multiple options to access Downtown destinations.
- A4.5c Support development of diverse and competing transportation services, such as ride-sharing, delivery services, and use of telecommunications to substitute for physical travel.

C. Gold Line Access

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

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

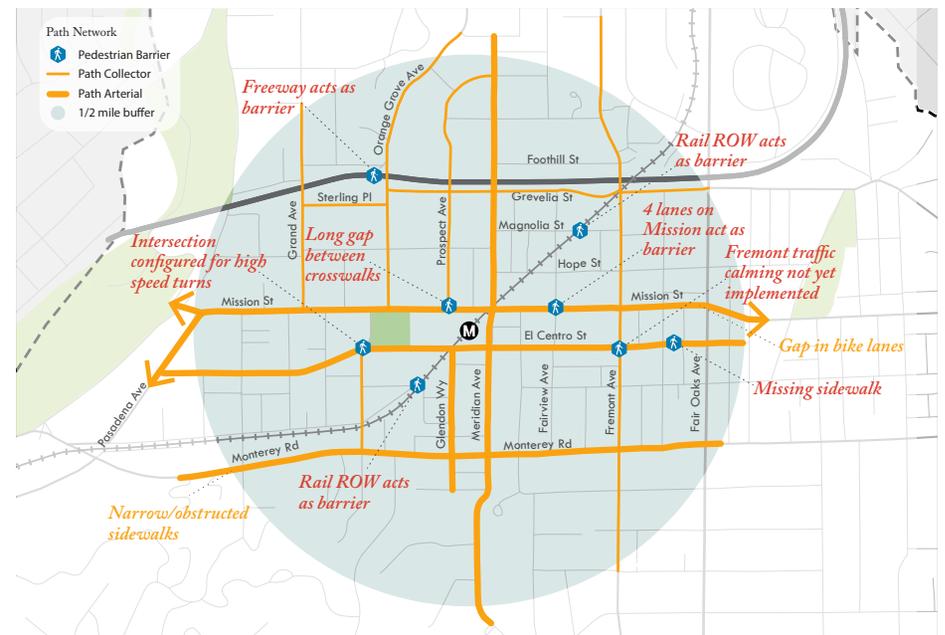


Figure 3.5 Recommended improvements within the transit shed.



Policies and Actions

- P4.6** Identify important pathways for pedestrian and bicycle travel between the Gold Line station and major destinations, and make improvements to safety and comfort along these paths.
- A4.6a Add an unsignalized crosswalk, with accompanying safety measures, on Mission at Prospect Avenue.
 - A4.6b Add a sidewalk on the north side of El Centro between Mound and Edison Avenues.
 - A4.6c Reconfigure the intersection of Orange Grove and El Centro to require slower right turns by vehicles from southbound Orange Grove onto westbound El Centro.
 - A4.6d Over the longer term, work with Metro to explore options for grade-separation of existing Gold Line at-grade crossings including Monterey/Pasadena.
- P4.7** Encourage and facilitate shared-ride options include e-hailing services, carshare and bikeshare.
- A4.7a In the near term, work with Metro and private partners (carshare companies) to identify “mobility hub” improvements that could be implemented at or near the station, such as additional, secure parking (lockers) for bicycles, a future bikeshare station and carshare vehicles stationed in the Mission/Meridian garage.
 - A4.7b Increase awareness of multimodal alternatives to driving to the Gold Line station.

D. Parking

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

Policies and Actions

P4.8 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.

- A4.8a Take a flexible and creative approach to parking requirements in new development, providing alternatives to mandated parking minimums and looking for opportunities to increase availability of public parking through private development.
- A4.8b Seek to balance the need for vehicular access to properties with other imperatives, such as the need to reduce traffic for purposes of safety and environmental impact.
- A4.8c In the Downtown Specific Plan area, reduce the minimum parking requirement for multifamily residential requirement, two-bedroom or larger units, from 2 spaces per unit to 1.5 spaces per unit, and require “unbundling,” under which parking spaces must be sold or leased separately from units.
- A4.8d In the Downtown Specific Plan area, reduce the minimum parking requirements for research and development, offices and laboratories and for offices, administrative, corporate from 3 spaces per 1,000 square feet of gross floor area to 2.5 spaces per 1,000 square feet.
- A4.8e In the Downtown Specific Plan area, amend the code for restaurant—not part of multi-tenant retail site or building so that for new uses occupying an existing space of any size (rather than 1,200 square feet or less), no new parking is required.



- A4.8f Review the time limits and other regulations for on-street parking supply in Downtown and streamline regulations to improve the ease of interpreting parking rules.
- A4.8g Develop an enhanced wayfinding system of signage directing motorists to public parking lots in Downtown.
- A4.8h Periodically monitor parking availability in Downtown. If parking availability becomes a significant access challenge, consider demand management measures such as parking meters combined with an associated benefit district.

5. OUR HEALTHY COMMUNITY

The focus group discussions identified three health related topics for the General Plan and the Downtown Specific Plan: active living, mental well-being and access to nutritious and affordable food.

A. Active Living

Design of downtown streets, alleys, open spaces, and buildings can make a significant impact by increasing opportunities for physical activity in daily life. Good pedestrian and bicycle infrastructure; access to parks and open spaces; and building designs that encourage regular stair use can increase physical activity and lower body weight and risk of cardiovascular diseases.

Policies and Actions

P5.1 Promote higher density mix of uses that encourage physical activity.

- A5.1a Provide a mix of land uses within new infill projects.
- A5.1b Activate the ground floor uses along Mission Street and Fair Oaks Avenue with attractive and engaging store frontages, and maximize transparency of facades at ground level to increase visual interest and promote walkability.

P5.2 Lead with roadway design that prioritizes safety. Promote safe networks of complete streets that facilitate safe and comfortable walking and biking.

- A5.2a Repurpose Mission Street and Fair Oaks Avenue to include safe and well-connected street networks for walking and biking, and to improve access to destinations and other community services.
- A5.2b Partner with law enforcement and community groups to reduce the frequency of crime and traffic safety problems.
- A5.2c To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, provide a series of parklets distributed throughout the street.
- A5.2d For blocks over 400 feet long on Mission Street, provide mid-block crossings that encourage pedestrian activity along and across the street.
- A5.2e Pave and enhanced with string lights Pico Alley, east of the Gold Line station, so it becomes a quiet gathering space as well as an important pedestrian connection from the station to the eastern blocks, without getting onto Mission Street.
- A5.2f Pave and enhance with trees and string lights Edison Alley, behind the Rialto, so it becomes a distinct north-south pedestrian connection, connecting the Rialto to Mission Street.



Senior Prom

P5.3 Increase infrastructure that supports biking.

- A5.3a Encourage existing and new development to provide secure indoor bicycle parking in the form of indoor racks or storage rooms to ensure security and weather protection, and provide outdoor bike racks.

P5.4 Repurpose vacant and underutilized spaces that detract from the vitality in the Downtown area for active living.

- A5.4 Collaborate with downtown residents and merchants to leverage and repurpose vacant and underutilized lots with temporary or permanent active living and mental wellbeing activities such as community gardens, open spaces, or pop-up events and festivals.

P5.5 Promote a healthy community by providing for Aging in Place in residential development designs.

- A5.5 Encourage a mix of housing types and housing units that increase the proportion of areas usable by a wide spectrum of people, regardless of age or ability.

P5.6 Design buildings to encourage physical activity.

- A5.6 Require new development to provide open stairs near the entrance; use aesthetic treatments such as vivid colors, artwork, and music; and treat stairs with the same finishing standards as other public corridors in the building.

B. Mental Well-Being

Social interaction builds self-esteem, self-confidence, and increases sense of belongingness in a community, which helps us cope with life's challenges, and mitigates feelings of loneliness, anxiety and isolation. A walkable Downtown provide opportunities for natural, daily social interaction. Mixed-land use with welcoming shopfronts and nearby amenities, allow people to browse and interact with other people. Parklets and benches along street and multi-use public open spaces where people can get together for cooperative community events, increase opportunities for participation and volunteering.

Nature, when provided as parks and tree-lined walkways and incorporated into building design, provides calming and inspiring environments and encourages learning, inquisitiveness, and

alertness.

Urban environmental conditions such as stress from commute, street danger, lack of physical activity, or contact with nature affect mood. Because people spend approximately 90 percent of their time indoors, buildings play a critical role in minimizing exposure to toxins and protecting the health of occupants. Noise pollution and poor lighting can take their toll on stress levels, whereas the restorative effects of natural environments, daylighting, and quiet spaces can positively affect physical and mental health. Landscape maintenance machines (mowers, leaf blowers) operate at levels up to 110 decibels — clearly worker health is a concern, as is that of the residents that are subjected to this excessive noise, often for long periods.

Policies and Actions

P5.7 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.

A5.7 Engage older residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community.

P5.8 Expand the opportunities in the Downtown area to interact with nature within the streets, open spaces, and buildings.

A5.8a Incorporate street trees, street side planters, parklets into street and alley design.

A5.8b Encourage contact with nature through network of public and private green space.

P5.9 Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.

A5.9 Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings.

P5.10 Reduce the prevalence of unpleasant noise and smell.

A5.10a Manage relationship between homes and major noise sources through zoning and environmental review and design measures.

A5.10b 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.



Pet Therapy



6. OUR SAFE COMMUNITY

Public safety is a critical component of city services — it constitutes 49% of the City’s \$25 million budget. As of 2017, the police department included 35 sworn officers, 12 non-sworn full-time employees, five part-time employees, and two volunteers; and the fire department included 19 full time career firefighters and three part time employees. Because the Downtown area is built-out with limited projected growth, the Specific Plan does not anticipate that additional facilities and/or public safety employees will be required to serve the Downtown area.

South Pasadena is a safe community with low property and violent crime rate. However, personal and community safety and security in Downtown area is a complex issue. The perception of safety or danger does not always relate directly to the actual incidence of crime. We feel comfortable and confident using areas where there is good visibility and effective lighting, where we can be seen and heard by other people. Thoughtful design, good management, and involvement from downtown merchants and residents is an important instrument in enhancing sense of well being and making places more user-friendly, easy to understand, and secure. The key design principles that promote personal safety and property security are:

A. Natural Surveillance

The objective is to provide surveillance opportunities from buildings and public streets to discourage anti-social activity. For example: shopfront windows, balconies, entries, allow building occupants and passersby to observe on-site and street activities for the purpose of informal surveillance. Mix uses, particularly at street level, add vitality at different times of the day and night.

B. Pedestrian and Bicycle Safety

Loss of life because of preventable traffic is tragic. We should protect our most vulnerable road users, including children, older adults, and people walking and bicycling. This requires a citywide effort that brings together engineers, police officers, advocates, and policymakers to work together towards creating safer streets. Wide multi-lane streets with larger block lengths in the Downtown area result in streets that are both difficult to cross and easier to speed on. The community supported vision calls for following pedestrian and bicycle safety enhancements for Downtown streets:

- Mission Street to be re-striped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a pedestrian- and bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.
- Fair Oaks Avenue to be configured as a double-tree lined street that maintains the four travel lanes, with bicycle lanes located closest to the curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb outs at each intersection help slow traffic speeds. The bicycle lanes remain continuous across the bulb outs.
- Mid-block crossings on Mission Street help break the longer block lengths and encourage pedestrian activity along and across the street.
- A clear and safe alley system could encourage exploration of the Downtown area, and more enjoyable routes, while allowing a finer grain network that is more comfortable for pedestrians. The Pico Alley east of the station and Edison Lane behind Rialto are recommended to be paved and enhanced with string lights. The alley would become a safe and quiet gathering space as well as a safe pedestrian connection, without getting onto Mission Street or Fair Oaks Avenue.



C. Lighting

To overcome issues such as safety, navigation and visibility – light installations can effectively be used to welcome people in dark public spaces. Improving street lighting can reduce the prevalence and incidence of crime. Downtown will attract pedestrians with flattering full-spectrum, low-watt lamps on short poles. Besides street lamps, lighting can be mounted on buildings and where appropriate light the facade, or can be integrated into bollards, feature lights, and streetscape elements.

Lighting levels should be achieved by increasing the number of lights, not their height or wattage. Rather than be everywhere, lighting levels respond to the context. In downtown area, street lights should be frequent and support nighttime activity. In residential areas, lighting can be limited with well-lit intersections.

Light streaming from storefront windows can make a significant contribution to the feeling of security at night. Mixed-uses along downtown streets, particularly upper level housing as a crime prevention strategy, increases the feeling of safety. Along Mission Street and Fair Oaks Avenue, upper-floor housing provides “eyes on the street” that follow what is going on in the street and deter crime.

Policies and Actions

P6.1 Make Downtown streets safe for pedestrians and bicyclist.

- A6.1a Carry out the safety enhancements recommend by the Downtown Vision for Mission Street and Fair Oaks Avenue.
- A6.1b Add mid-block crossings and parkletts on Mission Street.
- A6.1c Amend the development codes to allow context sensitive street types.

P6.2 Employ a range of contextual lighting options to promote safety and security on downtown streets.

- A6.2a Identify downtown public streets and open spaces that are poorly lit and install context sensitive street lights.
- A6.2b Install string lights in alleys that provide connections to destinations.
- A6.2c Require new development to demonstrate on a lighting plan appropriate level of direct and indirect lighting in the public and private realm.

P6.3 Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.

- A6.3a For new infill development and major rehabilitation, incorporate natural surveillance principles and best practices into development codes and review processes.
- A6.3b Amend the development codes to require building designs that promote safety by providing active street frontages.

D. Seismic Retrofitting

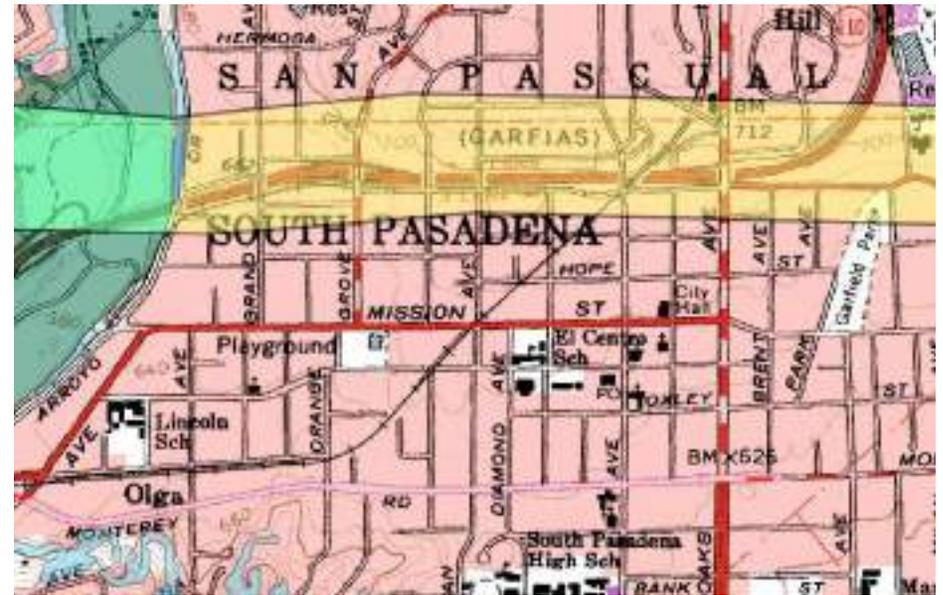


Over the years, number of unreinforced masonry buildings have been seismically retrofitted. A total of four buildings remain to be retrofitted. The City provides a transfer tax rebate to lower the cost of seismic retrofits and access to Property Assessed Clean Energy (PACE) financing, which lets owners borrow money with no upfront cost and pay the money back at fixed rates on their property tax bill. The City is developing an inventory of vulnerable apartment buildings with “soft stories,” and will draft an ordinance mandating the retrofitting of these structures.

Policies and Actions

- P6.4 Minimize personal and property damage resulting from seismic hazards.
- A6.4 Require structural reinforcement of all inventoried unreinforced masonry structures.

Earthquake Fault and Liquefaction Zones



Source: Earthquake Zones of Required Investigation Los Angeles Quadrangle, California Geological Survey.

- 
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.
- 
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.
- 
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.

7. OUR ACTIVE COMMUNITY

Introduction

Open spaces and recreational facilities provide an opportunity to exercise, access sunshine, nature and fresh air, and encourage people to walk or bike. They can have a significant impact on people's stress levels and overall mental health, particularly in urbanized areas like Downtown South Pasadena. Physical recreation reduces obesity and risk of cardiovascular disease, diabetes and other health ailments. Public open spaces, whether playgrounds, picnic fields or even just engaging streets, can help build community by giving neighbors a realm in which to get to know each other, and giving children a safe place to play.

The public space network in Downtown South Pasadena needs interesting,

inviting, and varied public spaces. The existing two parks do not adequately serve the needs of downtown residents. The Library Park is an open lawn area around the library and the Orange Grove Park is largely dedicated to league baseball and soccer activities. The places for quiet reflection or the places for physical activities and play are missing. The weak public spaces and the lack of substantial daytime focused activities in downtown cause fragile user patterns. An active public life culture in the downtown warrants more invitations throughout the day, week and the year.

In general, downtown has wide and easy accessible sidewalks of good quality with marked crossing and pedestrian signals. Together this provides a fine base for walking. There are a great deal of important destinations in downtown, but they are



poorly connected. Downtown has two pulse points of activity: the Metro Station area, and the central node at the intersection of Mission Street and Fair Oaks Avenue. In between these two pulse points, the walking experience on Mission Avenue is challenged by inactive frontages, vacant parcels, and poor lighting. With the exception of a few blocks, the pattern of development on Fair Oaks Avenue is largely designed for vehicular traffic. To invite more people to walk, active and attractive ground floor facades, invitations to sit and rest along the streets, pedestrian scale street lighting, and clear organization of the sidewalk space to enable unobstructed walking are needed.

In downtown, the car tends to dominate. Vehicular traffic flows are prioritized, at times compromising pedestrian and bicycle flow. Downtown is built out with very limited infill opportunities to provide new parks and open space. The greatest opportunity for public space in Downtown South Pasadena exists in reimagining the streets and alleys as linear public space corridors that continue to facilitate vehicular traffic while also providing safe, comfortable, and inviting walking and biking experiences.

Issues and Opportunities

The feedback from the focus group meetings, charrette, interviews, and survey point towards opportunities to improve the quality of public space in Downtown South Pasadena and a series of issues to be overcome. Overall, the main findings and recommendations focus on several key areas for action to improve the current situation:

- providing a continuum range of integrated public and private open spaces;
- promoting a shift in mind-sets towards a more people-orientated city culture creating a better balance between vehicular traffic, pedestrians and cyclists;
- upgrading the visual quality of the streets and open spaces;
- improving conditions for walking and cycling;
- improving conditions for resting and simply passing time;
- providing a range of recreational events and programming; and
- a sustainable source of funding to operate and maintain public open spaces and recreational facilities.



South Pasadena Juggling Club meets every Tuesday evening at the Library Park.



VISION

An active way of life for all. The downtown serves as the retail, restaurant, and entertainment center of South Pasadena and is where the greatest numbers of pedestrians are encouraged and expected. This area will need the best gathering places, widest sidewalks, the widest crosswalks, safest bike lanes, the brightest street lighting, the most furnishings, and other features that will enhance the walking and biking environment.



A passive recreation area refers to a mix of uses at Library Park, which include the landscaped areas, lawn spaces, seating and picnic areas.

The proposed Community Center and redesigned Orange Grove Park will increase opportunities for both active and passive recreation activities.

Redesign Orange Grove Park

The current opaque edge fence intended to keep the baseball and soccer ball inside the field present a dull and inactive frontage that also block visual enjoyment of the park space. During construction of the new Community Center, the softball and soccer field will be used as a construction staging area. The reconstruction of the sports fields presents a wonderful opportunity to improve the edge treatment, improve sight lines to make the park and adjacent areas safe and more inviting, and provide a wide linear path along the edge with amenities including public art.



Network of Open Spaces

Open space provides the 'breathing room' within the urban downtown context and promotes opportunities to engage in outdoor activities. The vision identifies existing open spaces within the study area and stitches them to new open spaces creating a rich tapestry of parks, plazas, enhanced alleys, parklets and mid-block crossings that will increase the overall amount of open spaces in downtown, and provide visitors, workers, and residents with an appealing, thermally comfortable outdoor environment.

Recreation

Recreation includes activities that happen both at outdoor open spaces and indoor facilities. Activity is beneficial by way of being fun, stimulating, refreshing, or relaxing. Active recreation involves physical activity while passive recreation usually involves sitting, lying down, or a leisurely stroll.

Active recreation refers to a mix of uses in Orange Grove Park that includes: sports fields, buildings or structures for recreational activities, concessions, courses or sport courts, children's play areas, and recreational pathways.



Redesign Station Area Plaza

The open space around the light rail station is proposed to be significantly enhanced. The existing triangular park to the east of the station will be retained. The asphalted road to the east of the station could be redesigned as a paved plaza. The existing historic monuments and Oak trees in this space could be retained. The intersection of Mission and Meridian could also be paved to enhance pedestrian connectivity on both sides of Mission Street. The station platform is directly connected to open spaces on both west and east by stair directly from the platform.





Parklets

Parklets transform on-street parking spaces into small spaces for people to use and enjoy. They provide pedestrian amenities such as seating, landscaping, and bike parking. To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, a series of parklets are proposed to be distributed throughout the street. The introduction of parklets along Mission is also a way of distinguishing it from the proposed tree lined formality of Fair Oaks Avenue.



destinations throughout. All parking is designed to be subservient to the pedestrian and invisible from the public realm.

Mid-block Crossings

Mid-block crossings on Mission Street help break the large block lengths and encourage pedestrian activity along and across the street. Mid-block crossings should be added where it meets the City-established thresholds for safety and pedestrian activity.



Two Great Streets

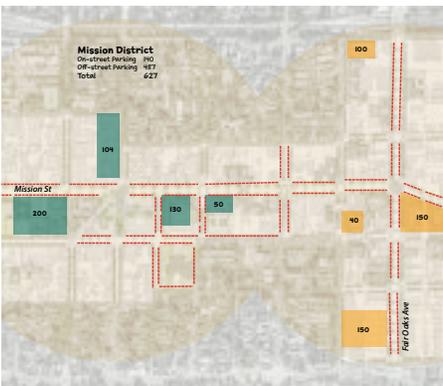
Mission Street is envisioned to be restriped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.

Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined northsouth arterial. It will be restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides. The bicycle lanes will be located closest to the street curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb out designs at each intersection will create safer pedestrian crossings, while allowing continuous bicycle lanes to run through.



Untapped Potential of Alleys

Downtown alleys have the potential for strengthening the public realm and increased pedestrian invitations. Pico Alley east of the Station and Edison Lane behind Rialto are human scaled and have much potential for more active pedestrian use. The challenge will be to retain the utilitarian functions of the alleys while providing improvements to accommodate pedestrian activity, retail, and other uses.



Park Once

The Downtown area will become a Park Once walkable places. Carefully located public parking places ensure parking distribution throughout the two districts and encourages people to walk to various

Green Network

The street trees and other vegetation in downtown function as a localized green infrastructure which is part of the larger “green infrastructure” framework of the city. Street trees and other vegetation substantially enhance pedestrian activity. South Pasadena is known for its extensive and mature street tree canopy, with the exception of its two signature corridors. Both Mission Street and Fair Oaks Avenue have significant gaps in the tree canopy. The vision calls for thriving and distinctive street trees on these two streets.



Reimagining Streets for Active and Healthy Living



626 Golden Streets, Downtown South Pasadena

626 Golden Streets

Open Street events such as "Ciclovía" or the 626 Golden Streets event temporarily open stretches of Mission Street in Downtown South Pasadena and beyond for people to walk, jog, skate, bike and more. This event, allows people to take over the street space and enjoy this valuable open space asset for a day and creates an appetite to help make pedestrian and bike infrastructure adjustments that can serve the community other 364 days of the year.

Farmers Market

Every Thursday evening, Meridian Avenue and El Centro Street are closed off (between Diamond Avenue and Glendon Way) for over 70 vendors, picnics, and live music on the lawn adjacent to the Metro Gold Line Station.

Park(ing) Day to Parklet

PARK(ing) Day is an annual event where on-street parking spaces are converted into park-like public spaces. The event shows that car space is also public space that can be used for people activities instead. PARK(ing) Day encourages collaboration amongst local citizens to create thoughtful, but temporary additions to the public realm. The temporary repurposing of parking space for a day allows the concept to be tested and refined while building support for a more permanent parklet space.

Policies and Actions

Network of Open Space

- P7.1** Encourage the dynamic and flexible use of existing open spaces and promote a variety of new recreation and open space uses, where appropriate.
- A7.1a Redesign the open space around the Metro Gold Line Station to create a large, cohesive, and central civic amenity, improve pedestrian and vehicular flow, and improve the paved surface aesthetics.
- A7.1b Redesign Orange Grove Park with enhanced sight lines and an active, accessible, and visually engaging perimeter design. Possible use of Orange Grove for other uses besides AYSO & Little League.
- A7.1c Continue to partner with the South Pasadena School District for the use of their central court to host variety of public events and festivals.
- A7.1d Amend the standards to require private development to provide a range of public and private open spaces on the block, lot, and building.
- A7.1e Develop long-term funding mechanisms for maintenance, operation, renovation and acquisition of open space and recreation.
- A7.1f 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.

Recreation

- P7.2** Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all residents.
- A7.2a Provide a range of recreational activities and programs that are responsive to community needs and changing demographics.
- A7.2b Support the design and construction of new Community Center and identify a sustainable way to fund its operation and maintenance.

Improve Walking and Biking Conditions

- P7.3** Promote a new balanced traffic culture including walking and cycling for all age groups.
- A7.3a Support and develop existing publicly-owned right-of-ways and streets into temporary and permanent open spaces like parklet, curb extension, mid-block crossing, sidewalk extension, shared street, and temporary open street or street park.
- A7.3b Transform Mission Street and Fair Oaks Avenue into complete streets that promote safe walking and cycling.
- A7.3c Transform downtown alleys into safe, comfortable, and enjoyable walking paths.



8. OUR CREATIVE COMMUNITY

Art and cultural experiences cultivate a rich quality of life in Downtown South Pasadena. Majority of the cultural assets, events, and activities take place in Downtown area, which spotlights art, culture, and entertainment for South Pasadena. It is an area where residents and tourists can experience the unique character of South Pasadena.

Existing Conditions

The downtown area contains museums, art galleries, public art, performance venues and restaurants. There are numerous stores selling locally designed and manufactured art, crafts, hand-crafted ceramics, hand made paper, and home furnishings. Cultural attractions include a thriving farmer's market, diverse festivals, live music, exhibitions, and year-round events for the whole family. The downtown area has one national and two state historic districts, and (insert #) designated and (insert #) potential historic resources.

extending their hours. This free event allows people to hop between gallery openings, hear live music, hands-on art activities for children, and typically features many group shows and exhibitions.

Eclectic Music Festival and Art Walk

The musical affair features over 40 artists that perform at venues throughout the downtown. All stages and galleries are within walking distance on Mission Street, Fair Oaks Avenue and some side streets near the Gold Line Mission Station.



Community Issues

- Need a central location for arts center;
- Designate downtown as a Cultural District; and
- Need sustained sources of funding.



ArtsCrawl In Summer and Winter, the South Pasadena Chamber of Commerce hosts the ArtsCrawl event to showcase artists and musicians, and highlight downtown businesses. Businesses along Mission Street, Fremont Avenue, Fair Oaks Avenue and Hope Street participate in the event, with many boutiques offering deals on merchandise and

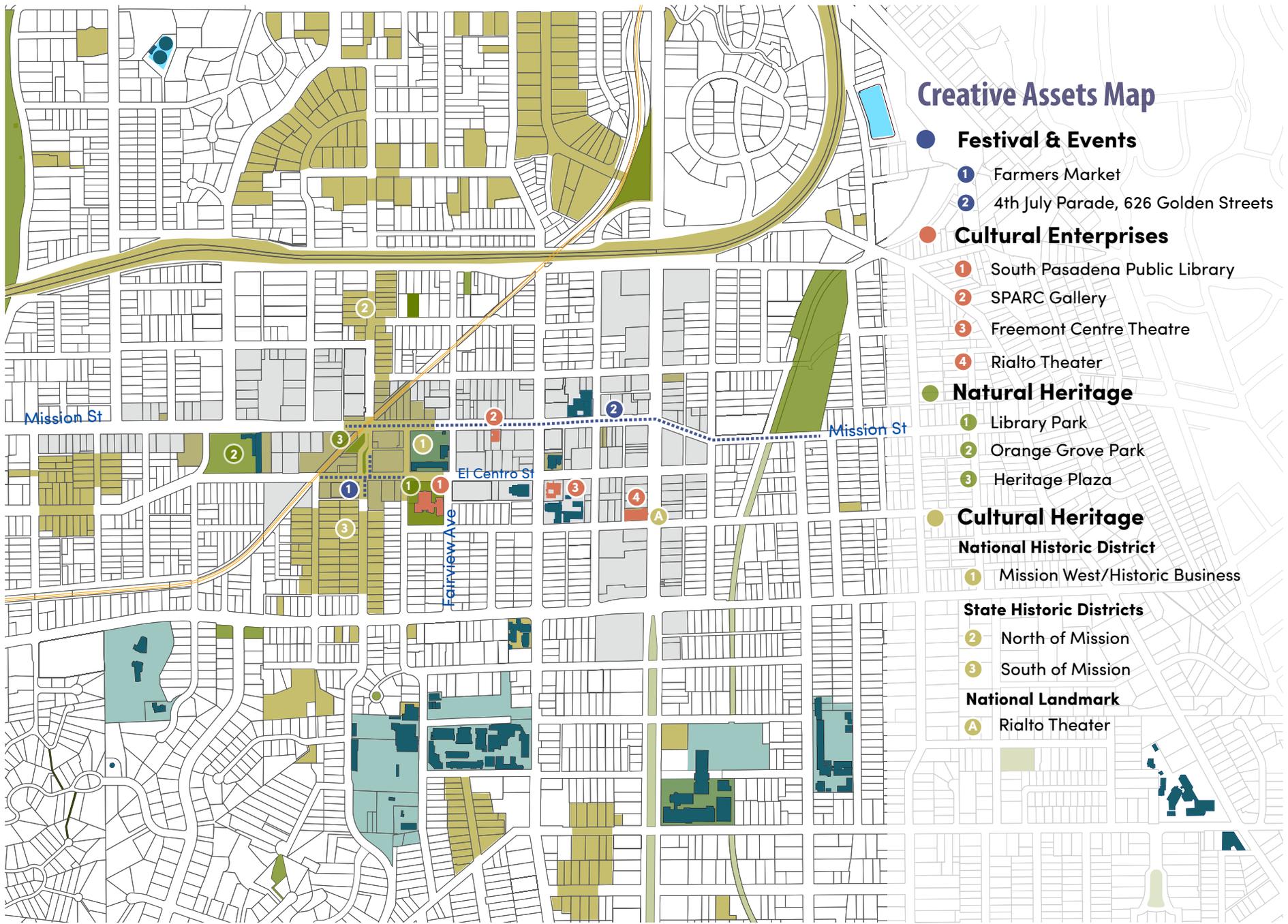


Figure 3.6 Downtown Asset Map
76 South Pasadena **Downtown Specific Plan**



Green Broom Academy

VISION

Weave art and culture into the fabric of everyday life in Downtown through the growth and expansion of cultural institutions and by nurturing creative and artistic expression in the public realm. The Vision focuses on authenticity and a desire to nurture South Pasadena's unique identity. Part of this emphasis on authenticity includes a comprehensive approach to culture, one that weaves together the broad fabric of the community – artists, architecture, culture, history, and the environment. Through implementation of policies that support the preservation of South Pasadena's local heritage while encouraging artistic development, the City is actively pursuing the integration of art, architecture, culture and history to restore and enhance the unique identity of Downtown.

Downtown is a signature cultural space for people to gather and reflects the best of what South Pasadena has to offer. The high quality urban design is achieved through vibrant civic open spaces, streets that support people activity, and architecturally significant buildings.

Arts Center: Developing an "Art Center" in Downtown area would establish a central place for the community to participate fully in creative experiences and to support the vibrant cultural environment. Downtown would be an ideal location as it would contribute to the economic vibrancy of the area, along with creative businesses and restaurants to truly develop an arts and cultural district. Preliminary ideas as to the scale of such a facility could be around 5,000 square feet, which would include a gallery for exhibitions and installations,



South Pasadena offers a wide variety of classes for all ages to learn new skills, improve physical and mental wellness.



South Pasadena Unified School District Administration building

a "black box" performance space for performing events (music, dance, theater, spoken word, film screenings, etc.), and space for educational programs.

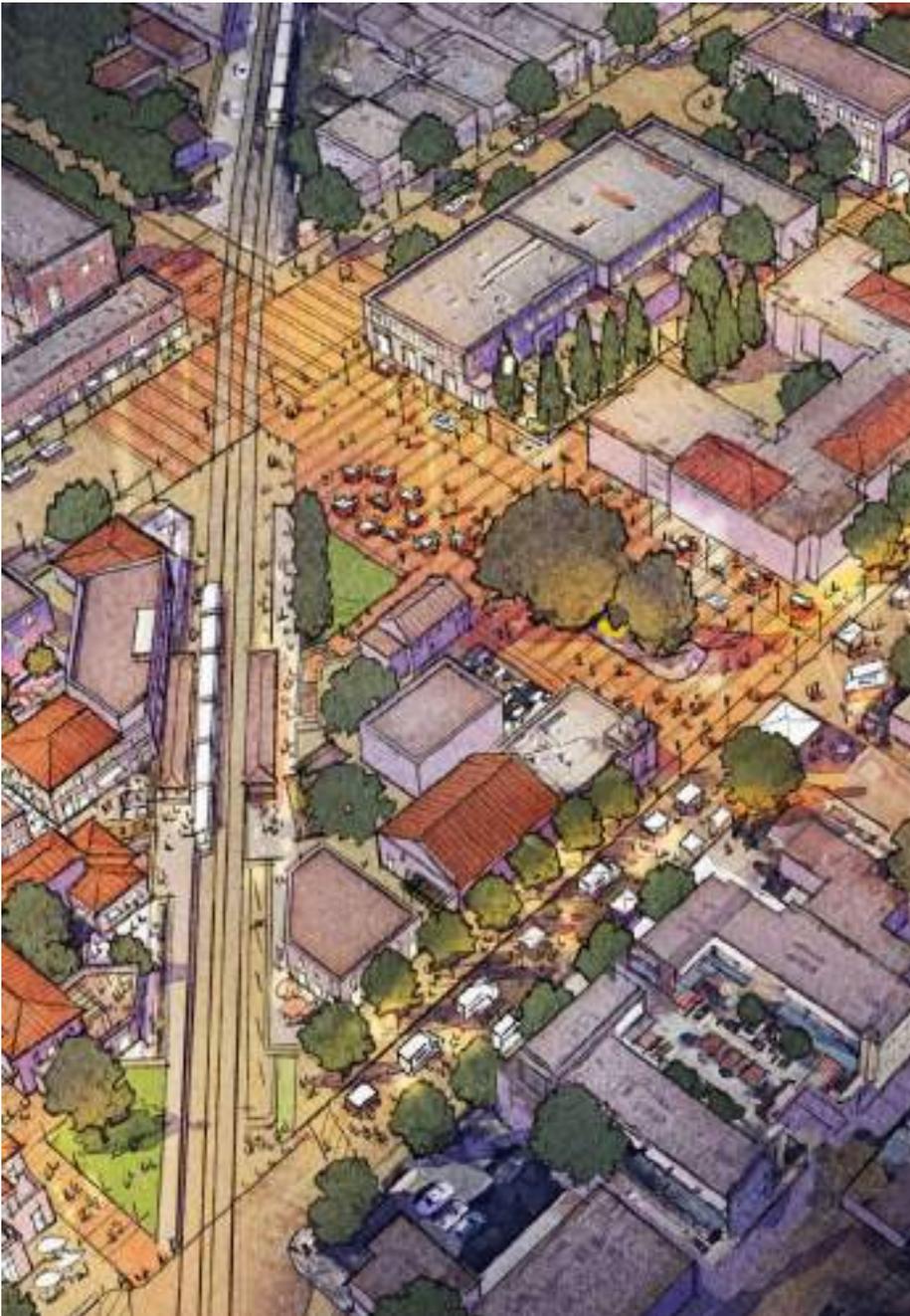
Arts and Cultural District: Downtown South Pasadena has a high concentration of cultural resources and activities. South Pasadena should evaluate designating the Downtown area as a local cultural district. The designation would increase public awareness of cultural activities, attract more cultural tourists, imbue a sense of pride in Downtown residents and businesses, increase opportunities for artists, craftsmen, and other small businesses. Other benefits could include access to grants, tax credits, financial incentives, expedited permit review, and special marketing initiatives.

Home to Artists: Resident artists are the lifeblood of a vibrant cultural district. Downtown will provide opportunities to make art, perform, or contribute to commercial products that fuel the creative economy in South Pasadena. The streets of downtown feature galleries, multimedia studios, supply store, and other establishments that allow artists to produce artworks and experiences close to home.

Preservation: Downtown possesses a rich architectural heritage with eclectic mix of homes, and institutional and commercial vernacular buildings. Downtown's sense of authentic historic uniqueness contributes to place-making that retains and attract residents, business and visitors. By preserving and enhancing that unique quality through a commitment to architecture and urban design, this plan lays the groundwork for sustaining Downtown as the city center.



City Hall activity during ArtsWalk.



Redesign Station Area Plaza

Streets as Canvas: Art is incorporated into the fabric of the street by using wider sections of a sidewalk as performance space. Temporary art element could be installed along a blank wall of a building or vacant lot fence. The Metro Station and sidewalks along Mission Street are all sites for continuous art interventions, whether temporary, permanent, or rotating.

Public Art Projects — The Community Visioning Charrette identified many opportunities for public art in the Downtown area. The design of these projects would benefit greatly from early involvement of artists.

Redesign Station Area Plaza — The open space around the light rail station is proposed to be significantly enhanced. The existing triangular park to the east of the station, historic monuments, public art, and Oak trees in this space could be retained. The asphalted road to the east of the station could be redesigned as a paved plaza. The extended plaza provides a fertile canvas for public art.

Parklets — A series of parklets are proposed to be distributed throughout Mission Street. The Parklet could be a venue for public art and could complement the art in Mission Street Galleries and Studios. Rotating public art installations could be designed by artists whose works are featured in the galleries on Mission Street.

Orange Grove Park Public Art Walk — The reconstruction of the sports fields at Orange Grove Park following the construction of the new Community Center

presents a wonderful opportunity to improve sight lines into the park, to make the park and adjacent areas safe and more inviting, and provide a wide linear public art walk along the park edge.

Gateway Public Art — Mission Street and Fair Oaks Avenue are proposed to be redesigned to facilitate safe and comfortable experience for pedestrian and bicycles. The corner of Mission Street and Fair Oaks Avenue is gateway into Mission Street and the core areas of the Downtown. A public art feature at the intersection would identify entrance into downtown and inspire people to collectively reimagine and reinvent the public space at this core downtown intersection. Public art would enhance both public spaces and private businesses surrounding the sites. Installations should be scaled for both pedestrians and drivers, and incorporate maintenance considerations and be resistant to vandalism.

Policies and Actions

Creative Prosperity

P8.1 Creative businesses have places to work, live, gather, and promote their art in Downtown.

- A8.1a Work to ensure South Pasadena’s creative sector has adequate and inviting spaces to create, sell their products, and network.
- A8.1b Develop and market spaces for artists including studios, affordable housing, and live/work studios.
- A8.1c Explore building an Arts Center that offers physical and virtual space for South Pasadena’s creative sector to connect, create, and promote their art.
- A8.1d Explore establishing arts incubator/accelerator spaces to provide office space, management assistance, technology, and access to funding opportunities.

P8.2 Facilitate use of vacant retail space by arts and cultural groups.

- A8.2a Facilitate artists’ temporary and opportunistic use of such spaces and venues as vacant walls, storefronts, empty buildings, open spaces.
- A8.2b 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.
- A8.2c Work with the owners and the developers to put a variety of pop-up art events, exhibits, performances, and temporary retail in their empty spaces will enliven the street.

P8.3 Link climate and cultural resilience through creative place-making.

- A8.3 Integrate arts, culture, and creative activities within community development efforts.

P8.4 Support funding for arts and cultural groups.

- A8.4a Document compelling stories supported with facts on economic, social, and environmental benefits of arts and culture in South Pasadena.
- A8.4b Leverage city funds for private and public sector support including donors, sponsors, and grants.

Cultural Tourism

P8.5 Develop effective tools to promote arts, cultural, and heritage attractions in Downtown.

- A8.5a Coordinate marketing so visitors and local can readily find information about downtown arts, heritage and cultural attractions/events. Create a master calendar and post events and attractions on local and regional travel websites, travel apps, and social media sites.
- A8.5b In the short-term, locally designate downtown as a Cultural District. In the longterm, pursue, state-level Cultural District designation.
- A8.5c Partner with local businesses to showcase the art of talented, emerging artists in downtown cafes, restaurants, and boutique stores.

P8.6 Leverage the Gold Line Metro Station and the potential Metro Bike Share Center at the Station to promote creative attractions/events.

- A8.6 Partner with Metro to advertise Downtown events and attractions to riders.

Public Art

P8.7 Integrate public art into the development review and capital improvement program.

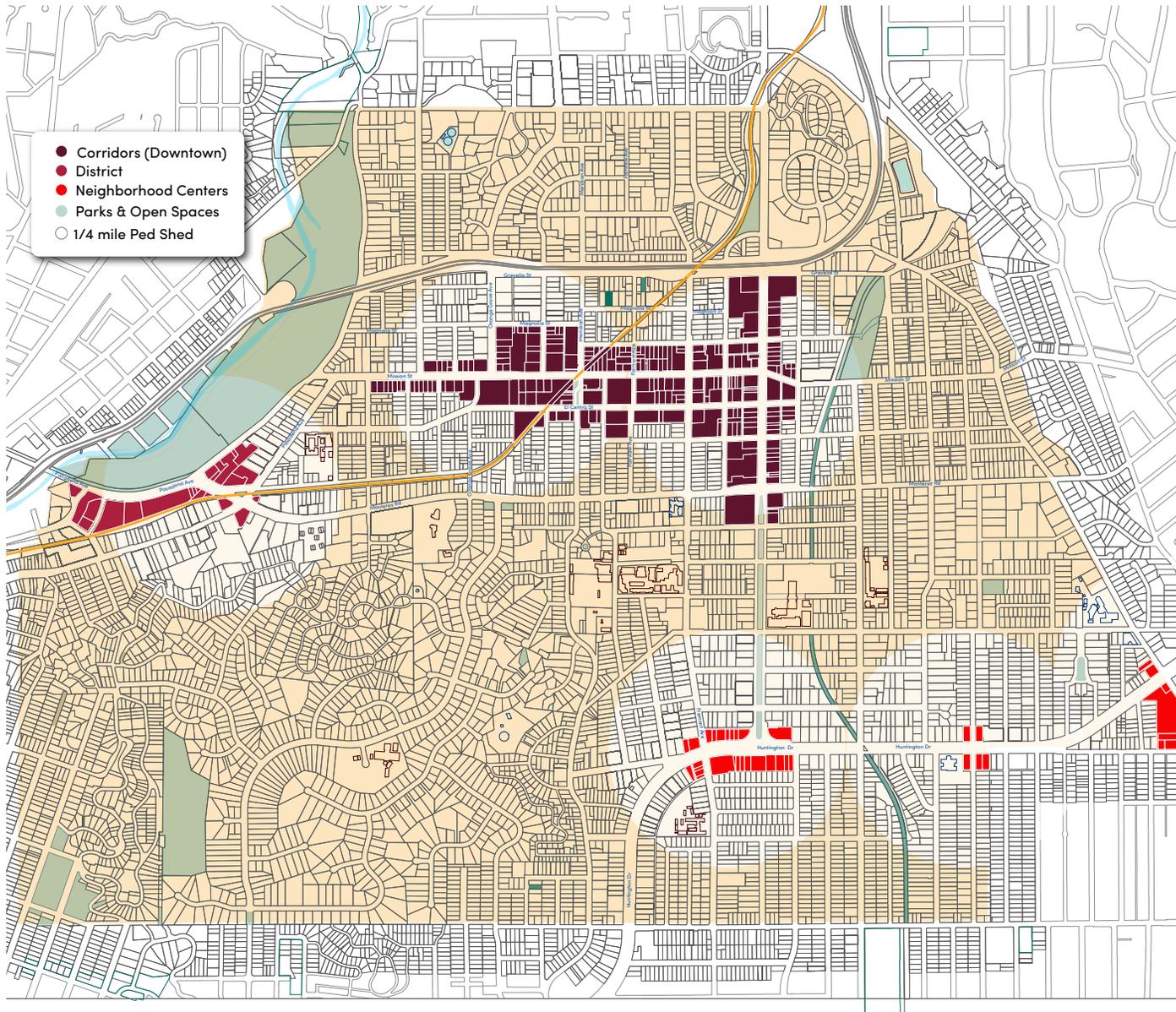
- A8.7 Embed artists in planning projects and initiatives in City agencies, such as Planning, Public Works, and the Community Services Departments.



Part 4 Code



4.0 Introduction



South Pasadena provides a range of living, working, and recreational options to suit diverse needs. The form and character of the different human habitats is conceived as a geography of diverse place types such as neighborhoods, districts, and corridors. The Urban Form Map shows a physical framework of place types that informs and guides the nature, form and character of the built physical environment.

The City is largely built out with stable residential and commercial areas. Some of the vacant and underutilized sites in the downtown area offers the greatest potential for new growth.

Community preferences and directions shape the corresponding policies and actions. These statements guide the built environment — from a broad, city-wide scale, to a detailed scale of individual neighborhoods, blocks, buildings and physical character, consistent with the history and desired future of the place.

FBCs foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as their organizing principle.

—Form-Based Codes Institute

FORM-BASED CODE

The Downtown Code is a form-based code (FBC). FBCs are an alternative to conventional zoning regulations. FBCs are purposeful place-based regulations with an increased focus on the design of the public realm: the public space defined by the exterior of buildings and the surrounding streets and open space.

FBCs can be used to protect and preserve stable areas from incompatible development and to attract appropriate (re)development to transform areas at risk. This FBC reinforces the historical form patterns with the use of street, frontage, building, and open space typologies that are appropriate for Downtown South Pasadena context.

Building types is a classification system resulting from the process of creation, selection, and transformation of a few basic character defining features of a building that when repeated, produce predictable results. Building types encourage a diverse stock of buildings that can accommodate a higher intensity of development gracefully in a contextual manner and produce great places. The diverse building types also offer a variety of local affordable housing options for all incomes and ages. Human scaled building types, when consistently aligned with similar or compatible building types, create a harmonious and pedestrian-friendly streetscape.

Frontage types standards are applicable to the development of private frontages of a building that provide the important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards are intended to ensure development that reinforces the highly-desirable existing character and scale of South Pasadena's downtown.

Street and Open Space types sets forth standards for a wide range of context sensitive street types, and civic open space types appropriate to South Pasadena.

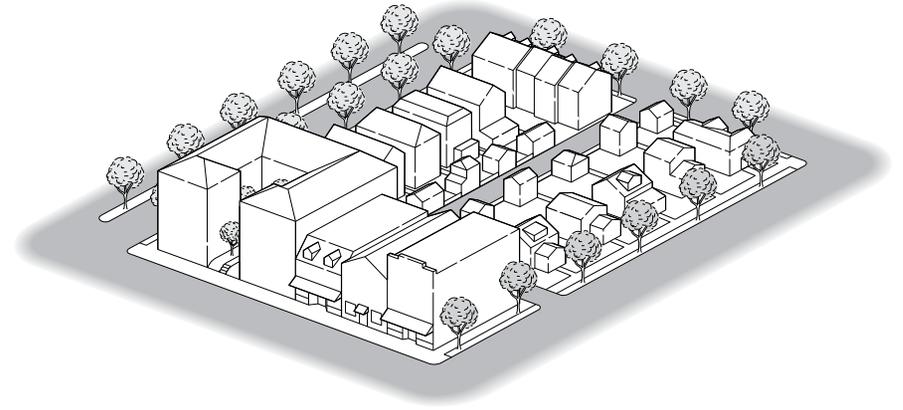


Image courtesy of Steve Price, Urban Advantage

The Development Code consists of the following sections:

- | | |
|-------------------|---|
| Section 1 | Purpose and Applicability
Purpose, use, and applicability of the code. |
| Section 2 | Zones and Regulating Plan
Map with zones that assign the code's various standards to physical locations. |
| Section 3 | Land Use Standards
Allowed, prohibited, and restricted land uses. |
| Section 4 | Development Standards by Zone
Setbacks, height, and parking standards aimed at generating the individual buildings on a block that collectively with other buildings will shape the form of the public realm. |
| Section 5 | Building Standards
Design standards for individual buildings. |
| Section 6 | Frontage Standards
Standards for private frontages that provide a transition and interface between the street and the building. |
| Section 7 | Street and Block Standards
Design standards for streets and blocks. |
| Section 8 | Civic Space Standards
Standards for parks and open spaces. |
| Section 9 | Landscape Standards
Landscape standards for streets and open spaces. |
| Section 10 | Signs and Other Design Standards
Design standards for signs and streetscape elements. |
| Section 11 | Administration
Responsibility and authority to review and make final decision. |
| Section 12 | Definition
General and land use terms defined. |

4.1 Purpose and Applicability

1.1 PURPOSE

1.1A Intent of Downtown Code

The Development Code implements the Downtown Vision, Goals and Policies. The prescriptive standards in the Development Code ensure that new development projects exhibit the highest standards of urban design, architecture, and landscaping at the neighborhood, block, lot, and building scale.

The vision for Downtown's form is compact, walkable, and mixed use. The urban form is intended to be inviting, comfortable, safe, and ecologically resilient. The Development Code allows a mix of uses within a walkable environment so driving is an option, but not a necessity to meet everyday needs.

1.1B Relationship to General Plan

The Downtown Code is consistent with the South Pasadena General Plan currently in effect, as required by Government Code 65000, et seq., California Statute. The Downtown Code implements the General Plan's community supported goal to direct majority of the new growth to the downtown area in a contextual manner.

1.1C Relationship to Municipal Code

Article 36.240.020c of the South Pasadena Municipal Code (SDMC) shall be referred to as the "Downtown Code." The Downtown Code provides all requirements for development and land use activity within the boundaries identified in Figure 4.1.1. Except as specifically referenced within the Downtown Code, the South Pasadena Municipal Code requirements in place prior to the adoption of the Downtown Code are hereby replaced by Article 36.240.020c.

1.2 USE AND APPLICABILITY

1.2A Use of Downtown Code

The Downtown Code shall be administered by the South Pasadena City Council, hereafter referred to as the “Council;” the Planning Commission, hereafter referred to as the “Commission;” the Planning Director, hereafter referred to as the “Director;” and the South Pasadena Division, hereafter referred to as the “Planning Division.”

1.2A.1 Responsibility for Administration

The Planning Division shall be the primary body responsible for administering the Downtown Code subject to the provisions of Chapter 36.

1.2B Applicability to Municipal Code

Property, including structures, land uses and physical improvements such as signs, landscaping, and lighting within the boundaries of the Downtown Code (Figure 4.2.1) shall comply with all applicable requirements of the Downtown Code as follows:

1.2B.1 Zoning District(s) Requirements

All property subject to the Downtown Code shall comply with the relevant requirements of the applicable zoning district(s).

1.2B.2 Conflicting Requirements

Where a requirement exists for the same topic, in both the Downtown Code and other sections of the South Pasadena Municipal Code, the requirement of the Downtown Code shall prevail unless otherwise specified.

1.2B.3 Permit Approval Requirements

Each structure and land use shall be constructed, reconstructed, enlarged, altered, or replaced in compliance with the following requirements:

- a Allowable use: The land use must be allowed in the zoning district where the site is located (see Table 4.4.1).
- b Permit and approval requirements: Any and all permits or other approvals required by the Downtown Code shall be obtained before the issuance of any required grading, building, or other construction permit, and before the proposed structure is constructed and land use established or otherwise put in operation.
- c Development standards and conditions of approval: Each land use and structure shall comply with the applicable development standards of the Downtown Code for the zoning district in which the site is located.

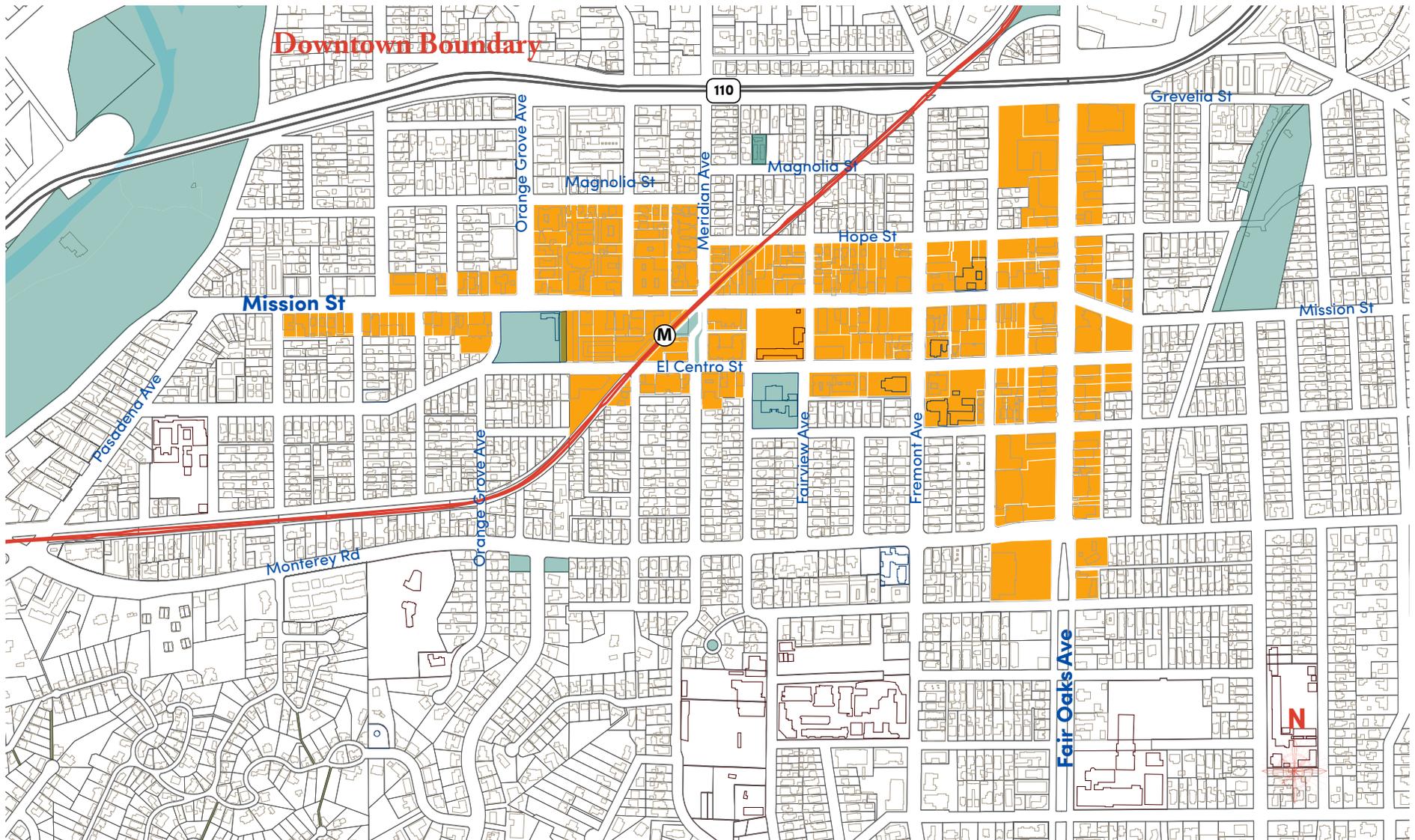


Figure 4.1.1: Downtown boundary map.

1.2B.4 Improvements, Modifications, or Expansions of Sites or Structures

- a Improvements to Conforming Structures or Sites. Applicants that involve an improvement to a conforming site, an existing conforming structure(s), or a modification/expansion of an existing conforming structure(s), sign(s) are subject to the applicable requirements of the Downtown Code.
- b Improvements to Non-Conforming Structures or Sites. Applicants that involve an improvement to a non-conforming site, an existing non-conforming structure(s), or a modification/expansion of an existing non-conforming structure(s), or sign(s) shall comply with the applicable requirements of Section 1.2C.
- c Civic Buildings Applications that involve a civic building as defined by the Downtown Code shall comply with Section 1.2B.7.

1.2B.5 Modification or Subdivision of Existing Parcel(s)

Applications involving the modification of an existing parcel or the subdivision of an existing parcel shall comply with the applicable requirements of the applicable zoning district(s) and Section 7.0 Streets and Block Standards.

1.2B.6 Approved Entitlements

Entitlements approved prior to the adoption of the Downtown Code that have yet to be constructed are not subject to the Downtown Code. The entitlement(s) may not be extended beyond the four year approval period and upon expiration, the owner must demonstrate substantial completion in constructing the approved structure(s) or the property shall then comply with the Downtown Code. Substantial completion means at least 90 percent completion of the approved structure(s) as determined by the City of South Pasadena Building Official.

1.2B.7 Civic Buildings

Applications involving the modification or construction of a building for civic purposes as defined in Section 12.0 “Definitions,” shall comply with the following:

- 1 Section 5.0 Building Standards are not required of civic buildings.
- 2 All other sections of the Downtown Code apply.

1.2C Non-conforming Regulations

This section regulates nonconforming lots, nonconforming structures, and nonconforming uses, including uses that are nonconforming as to required off-street parking. This section is intended to allow nonconforming lots, structures, uses, and off-street parking arrangements to continue to the extent consistent with the health, safety and public welfare purposes of the Downtown Specific Plan, with the ultimate goal being to bring such nonconforming lots, structures, and uses into compliance with the overall downtown vision.

1.2C.1 Non-conforming Buildings, Structures, and Lots

Buildings or other structures that are non-conforming as to setback, yard, height, or other Downtown Code provisions may be repaired, replaced, or added to, only to the extent permitted by this section:

- a **Subdivision:** Lots which are non-conforming as to width may be adjusted or subdivided provided the resulting re-configuration brings the non-conforming lot into, or closer to conformity with the requirements of this plan.
- b **Additions:** A nonconforming building or other structure may be added to, provided that an addition of 50% or more of the floor area existing as of the adoption of this Downtown Code shall trigger compliance with all Downtown Code provisions for the portion of the building or structure comprising the addition.
- c **Restoration of building or other structure:** If a nonconforming building or structure is damaged or destroyed by fire, flood, wind, earthquake, or other calamity, structural alterations, or other repairs for purposes of reconstruction may be carried out so long as they are repaired or replaced to no more than their original size (i.e., no additional floor area shall be added).
- d **Other repair:** Repair of nonconforming buildings or other structures, other than structural alterations and other repairs required for restoration of damaged or partially destroyed buildings, may be carried out provided that:
 - 1 No structural alterations may be carried out unless those structural alterations are determined by the building official to be required for protection of the public health or safety; and
 - 2 No like-for-like reconstruction of nonconforming buildings or other structure may be carried out unless such reconstruction is determined by the building official to be required for protection of the public health or safety.

1.2C.2 Remodels and other additions or alterations

Notwithstanding any provisions of the above-listed standards, in any instance where a person proposes to, or commences to, alter, expand, or add to an existing nonconforming building or structure and nonconforming portions of the nonconforming building or structure are demolished in the course of such alterations, expansions, or additions, all nonconforming portions of the building or structure so demolished shall be reconstructed in compliance with all requirements of this Downtown Code.

1.2C.3 Non-conforming Uses

A nonconforming use, including any uses incidental thereto, may not continue, if ceased for a period longer than two years.

1.2C.4 Parking Conformance

Conformance with off-street parking requirements will be set following a downtown specific plan parking study which should be updated periodically as parking trends continue to evolve. New uses may go into non-conforming buildings in the Mission Street zone without requiring additional parking.

1.2C.5 Abatement of Non-conforming Uses

Where no buildings are occupied or otherwise used in connection with a nonconforming use, that use shall be terminated within five years from the date it became nonconforming, provided that for any use that becomes nonconforming as a result of a zone change, the specified five-year period of time for the termination of the nonconforming use shall be computed from the effective date of the zone change.

4.2 Zones and Regulating Plan

2.1 ZONING DISTRICTS AND OVERLAYS

2.1A Purpose and Establishment of Zoning Districts and Overlays

This section establishes the zoning districts and overlays to implement the Downtown Specific Plan for property and rights-of-way within the Downtown Code boundaries. Property and rights-of-way subject to the Downtown Code shall be divided into the following zones and overlays, which shall be applied to all property as shown on Figure 4.2.1.

2.1B Zoning Districts and Overlays

The following zoning districts and overlays are established and applied to property within the boundaries of the Downtown Code. Refer to Table 4.2.1 for the intent and descriptions of the zoning districts and section 2.2A2 for descriptions of the overlays:

- Mission Street Zone
- Fair Oaks Avenue Zone
- Historic District Overlay

2.2 REGULATING PLAN

2.2A Purpose and Establishment of Regulating Plan

This section establishes the regulating plan, Figure 4.2.1, as the map that identifies and implements the various intentions and principles of the Downtown Plan. Table 4.2.1 defines the zoning districts, overlays and standards for site development, design and land use through the following:

- 1 Zoning Districts. Each zoning district is allocated standards in the following areas:
 - Building Placement
 - Allowed Building Types
 - Allowed Frontage Types
 - Building Height and Size
 - Allowed Encroachments into Required Yards
 - Parking Placement and Site Access
 - Required Parking
 - Allowed Land Uses

- 2 Historic District Overlay: Any development on parcels located within the Mission West/ Historic Business and North of Mission Historic Districts will need to comply with the Secretary of Interior's Standards and Guidelines for the treatment of historic properties and subject to review by the Cultural Heritage Commission.
- 3 Regulating Plan Diagram. Each zoning district and overlay established by the Downtown Code is identified on Figure 4.2.1 to show the boundaries of each zoning district, overlays, and the parcels within each boundary. Figure 4.2.1 is established as the zoning atlas for all property within the Downtown Code boundaries.

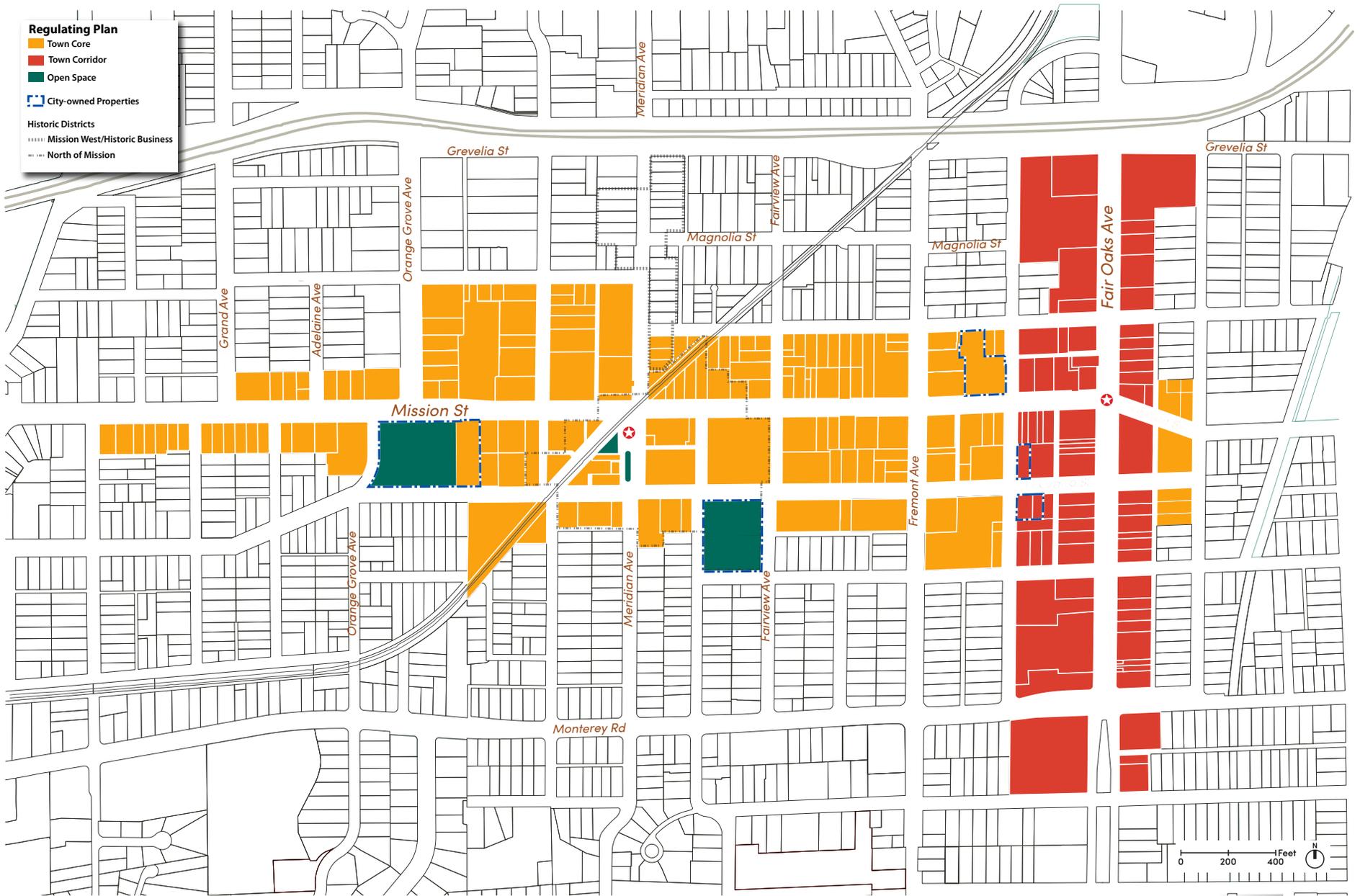


Figure 4.2.1: Downtown regulating plan.

Figure 4.2.2: Summary of Zoning Districts

Zoning District	Mission Street Zone	Fair Oaks Avenue Zone
		
Intent	<p>Mission Street is South Pasadena’s traditional Main Street with smaller-scale cultural, civic, retail, and transit-oriented mix of uses.</p>	<p>Fair Oaks Avenue is a wider street with larger format retail and office uses, including neighborhood serving shopping centers into a walkable urban format.</p>
Desired Form	<p>New buildings are block scale, up to three stories in height, buildings close to property line, and active ground floor commercial activities on key streets.</p>	<p>New buildings are block scale, up to four stories in height, buildings close to property line, and active ground floor commercial activities on key streets.</p>
Streetscape and Public Realm	<p>Active streetscapes providing continuity with adjacent areas. Commercial frontages such as shopfronts, arcades, or galleries; wide sidewalks; and street trees encourage interesting, safe, and comfortable walking environment.</p>	<p>Fair Oaks Avenue is envisioned to be configured as a grand tree-lined street with commercial frontages, wide sidewalks, four travel lanes, two protected bicycle lanes and parallel parking on both sides.</p>
Parking	<p>Parking consists of on-site spaces located either behind buildings or in above- or underground parking structure. On-street public parking spaces are provided. Parking ratios are lower due to available transit and shared parking options.</p>	<p>Parking consists of on-site spaces located either behind buildings or in above- or underground parking structure. On-street public parking spaces are provided. Parking ratios are lower due to available transit and shared parking options.</p>
General Use	<p>Buildings are occupied with ground floor retail, cultural, entertainment, and office activity. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, lodging, or housing uses.</p>	<p>Buildings are occupied with ground floor commercial, retail, and office activity. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, lodging, and housing uses.</p>

4.3 Land Use Standards

3.1 LAND USE STANDARDS

3.1A Permitted Land Uses

This section of the Downtown Code establishes the permitted land uses in each zone and the corresponding permit requirements. A parcel or building subject to the Downtown Code shall be occupied with only the land uses allowed by Table 4.3.1. Definitions of allowed land uses are provided in Section 12.0. If a land use is not defined in this section the Planning Commission may determine that the use is not permitted, or determine the appropriate definition and determine the proposed use to be permitted as set forth in Chapter 36.210.030, provided the Planning Commission makes the following findings in writing:

1. The land use will not impair the orderly implementation of the South Pasadena General Plan and Downtown Specific Plan Vision in Part 2.
2. The land use is consistent with the purpose of the applicable zoning district.
3. The characteristics and activities associated with the proposed land use are similar to one or more of the listed land uses in Table 4.3.1, and will not produce greater impacts than the land uses listed for the zoning district.
4. The land use will be compatible with the other land uses allowed in the zoning district.
5. The land use is not listed as allowed in another zoning district.
6. Any additional findings set forth in Chapter 36.210.030.A2.

Table 4.3.1: Land Use Table

		MS	FO
1	Retail Stores and Shops		
	Supermarket and home improvement center	—	P
	Neighborhood market, pharmacy	P	P
	Restaurants	P	P
	Drive through (any retail use)	—	—
	Retail businesses	P	P
	Alcohol businesses, off sale and on sale, including on-site brewing	CUP	CUP
	Banks, ATMs	P	P
2	Services		
	Personal Services Salons, barber shops, day care, tailors, shoe repair shops, and dry cleaning shops, and similar uses.	P	P
	Personal Services (restricted) Banquet facility/catering, accessory massage (licensed, therapeutic, and in conjunction with primary businesses such as day spa, beauty salon, barber shop or similar uses) and tanning salons.	—	CUP
	Professional Services Accounting, advertising agencies, attorneys, commercial art and design services, counseling services, scientific and research organizations, financial management and investment counseling, real estate and insurance office, management and public relations services, photo studio, urgent care clinic, and medical clinic (doctor, dentist).	P	P
3	Light Industrial, Craft Manufacturing, and Processing		
	Artisan/craft manufacturing, commercial kitchen, printing and publishing.	CUP	CUP
4	Public Assembly, Education, Recreation		
	Civic building	P	P
	Public assembly, meeting facility, place of worship	P	P
	Cultural Institutions (performing arts centers for theater, dance and events, museums, art galleries, and libraries)	P	P
	Health/fitness facility, and studios for arts, dance, music, martial arts	CUP	CUP
	School, public or private (includes business, trade schools, colleges)	CUP	CUP
	Theater, cinema, or performing arts	CUP	CUP
	Recreational and entertainment uses	CUP	CUP
5	Residential		
	Group home	P	P
	Lodging: Hotel, motel, B&B Inn	CUP	CUP
	Single-family dwelling(s), duplex, multiplex	P	—
	Multi-family dwelling(s)	P	P

		MS	FO
	Home occupation	P	P
	Home office	AUP	AUP
6	Auto Related		
	Parking facility, public or private	CUP	CUP
	Auto Service Station	CUP	CUP
7	Other Uses		
	Farmers market, certified	AUP	AUP
	Outdoor community events	AUP	AUP

Key to Table

- P Permitted
- CUP Conditional Use Permit
- AUP Administrative Use Permit
- Not Permitted
- MS Mission Street Zone
- FO Fair Oaks Zone

Table 4.3.1 Requirements

- 1 All land use types, including secondary and incidental accessory uses, are subject to the applicable requirements of the zoning district, including building size, frontage, and all applicable right-of-way and access requirements.
- 2 Uses not listed are prohibited.

4.4 Development Standards by Zone

Development standards are aimed at generating the individual buildings on a block that collectively with other buildings will shape the form of the public realm.

The standards shape and situate buildings based on their physical characteristics and compatibility with the context. The successful fit of a new project into an existing context depends on how it relates to neighboring buildings to its side and rear in terms of setbacks, height, massing, scale, and arrangement of shared and private open spaces.

For each zone identified on the regulating plan, setback, height, lot size, and parking requirement associated with permitted building and frontage types are called out. These standards come together to define the

distinctive character and intensity of a particular zone.

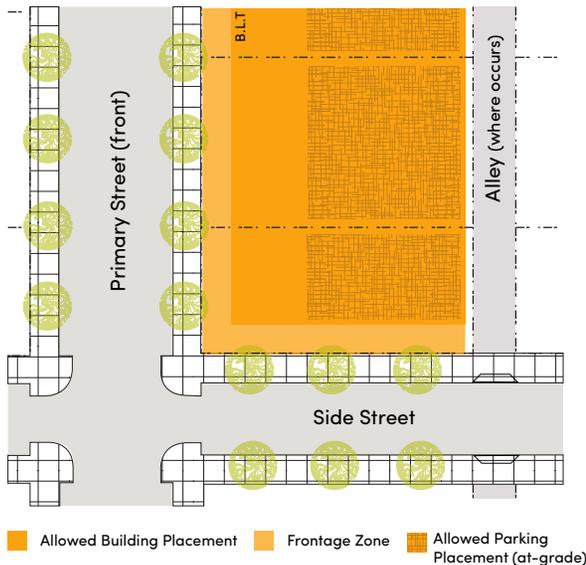
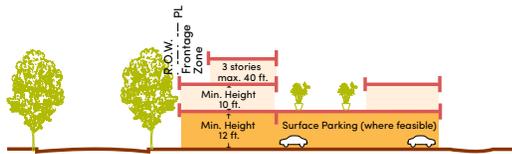
Architectural features such as porches, stoops, bay windows, balconies and cornices are allowed to project into the setback area. In downtown area, balconies, cornices, awnings, stands selling magazines, fruits, vegetables, or flowers may project into the public right-of-way, subject to encroachment permit. Such encroachments animate street life. Encroachments should not affect pedestrian movement and maintenance of utilities.

The basis of the standards is the synoptic survey and community vision to create a specific place.

4.1 MISSION STREET ZONE

4.1A. Purpose

The Mission Street Zone permits community serving retail, office, cultural, and transit-oriented residential mixed-uses. Uses include small-scale commercial activities that are typically located along the main street. The standards in this zone are intended to promote a walkable, diverse, and well-connected area.



4.1B. Building Placement

Setback		Building setback from PL			
		Frontage Zone		Side/Rear	
		Min. (ft.)	Max. (ft.)	Min. (ft.)	
i	Primary street	0	10	--	
ii	Side street	0	10	--	
iii	Rear yard	with alley	--	--	5
			no alley	--	--

4.1C. Allowed Building Intensity, Density, Types, Height, and Site Size

Intensity	2.5
Density	24 to 30

Allowed Building Types	Minimum		Maximum	
	Stories/ft.	Site W/D	Stories/ft.	Site W/D
Flex building	2/25	25/100	2/25 ¹	200/150
Liner	1/18	100/100	2/25 ¹	200/150
Hybrid court	2/25	125/125	2/25 ¹	200/200
Court	1/18	125/125	2/25 ¹	200/200
Live-work	1/18	70/95	2/25 ¹	200/150
Rowhouse	1/18	90/95	2/25 ¹	200/150
Rosewalk or Bungalow Court	1/18	125/125	2/25 ¹	150/150
Duplex, multiplex	1/18	50/95	2/25 ¹	150/150
Single-family	1/18	40/80	2/30	80/150

1: See Section 4.3 Height Bonus.

W = Building site width along primary frontage; D = Building site depth perpendicular to primary frontage.

	Ground Floor	Upper Stories
Interior ceiling height	12 ft. min.	10 ft. min.

4.1D. Parking

- i Required Parking
 - a Residential uses
 - Studio or 1 bedroom: 1 space per unit
 - 2+ bedroom: 1.5 spaces per unit
 - b Non-residential uses: 2 spaces per 1,000 sq.ft.

Larger developments may reduce portion of the required parking in exchange for implementation of trip reduction measures. See Section 4.4.

- ii Parking Placement: On-site parking and access shall be located in compliance with the following requirements:

Setback	
a Primary street	min. 30 ft.
b Side street	min. 15 ft.
c Side property	min. 5 ft.
d Rear property/rear alley	min. 5 ft.

Parking requirements may be revised to reflect the findings and recommendations of a Parking Management Plan for the Downtown Specific Plan Area.

4.1E. Frontages and Encroachments

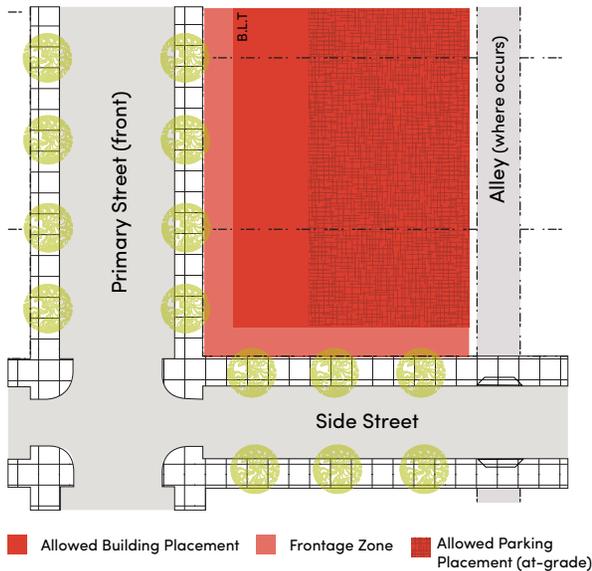
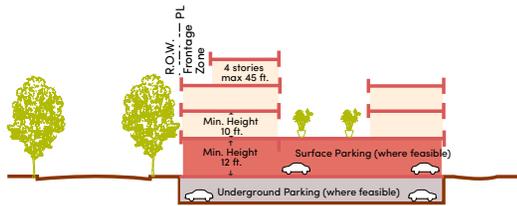
- i Allowed Frontages
 - Arcade
 - Gallery
 - Shopfront
 - Lightcourt
 - Forecourt
 - Stoop
 - Dooryard
 - Porch
 - Frontyard
- ii Encroachments: Architectural features, and signs may encroach into the required setbacks subject to the following requirements:

Description	Encroachment				Vertical
	Horizontal				
	Front	Side St.	Rear	Side	
Arcade, gallery, awning	6 ft. max.		min. 5 ft. from PL	not allowed	min. 8ft. clear
Balcony	4 ft. max.				
Bay window	4 ft. max. on upper floors only.			min. 5 ft. from PL	
Eave	2ft. max		min. 3 ft. from PL	min. 3 ft. from PL	

4.2 FAIR OAKS AVENUE ZONE

4.2A. Purpose

The Fair Oak Avenue Zone permits regional and community serving retail, office, cultural, and residential mixed-uses. Uses include larger-scale commercial uses that are typically located along busy commercial street. The standards in this zone are intended to promote a walkable, diverse, and well-connected area. The buildings located along the edges that back-up to residential districts require very careful residential scale massing and articulation.



4.2B. Building Placement

Setback		Building setback from PL			
		Frontage Zone		Side/Rear	
		Min. (ft.)	Max. (ft.)	Min. (ft.)	
i	Primary street	5	15	--	
ii	Side street	5	15	--	
iii	Rear yard	with alley	--	--	5
		no alley	--	--	15

4.2C. Allowed Building Intensity, Density, Types, Height, and Site Size

	Floor Area Ratio (FAR)
Intensity	2.5
	Dwelling Units per Acre (units/acre)
Density	24 to 30

Allowed Building Types	Minimum		Maximum	
	Stories/ft.	Site W/D	Stories/ft.	Site W/D
Flex building	2/25	25/100	3/35 ¹	200/150
Liner	1/18	100/100	3/35 ¹	200/150
Hybrid court	2/25	125/125	3/35 ¹	200/200
Court	1/18	125/125	3/35 ¹	200/200
Live-work	1/18	70/95	3/35	200/150
Rowhouse	1/18	90/95	3/35	200/150
Rosewalk or Bungalow Court	1/18	125/125	3/35	150/150
Duplex, multiplex	1/18	50/95	3/35	150/150

1: See Section 4.3 Height Bonus.

W = Building site width along primary frontage; D = Building site depth perpendicular to primary frontage.

	Ground Floor	Upper Stories
Interior ceiling height	12 ft. min.	10 ft. min.

4.2D. Parking

- i Required Parking
 - a Residential uses

Studio or 1 bedroom	1 space per unit
2+ bedroom	1.5 spaces per unit
 - b Non-residential uses

	2 spaces per 1,000 sq.ft.
--	---------------------------

Larger developments may reduce portion of the required amount of parking in exchange for implementation of trip reduction measures. See Section 4.4.

- ii Parking Placement: On-site parking and access shall be located in compliance with the following requirements:

Setback	
a Primary street	min. 30 ft.
b Side street	min. 15 ft.
c Side property	min. 5 ft.
d Rear property/rear alley	min. 5 ft.

Parking requirements may be revised to reflect the findings and recommendations of a Parking Management Plan for the Downtown Specific Plan Area.

4.2E. Frontages and Encroachments

- i Allowed Frontages

• Arcade	• Lightcourt	• Dooryard
• Gallery	• Forecourt	• Porch
• Shopfront	• Stoop	
- ii Encroachments: Architectural features, and signs may encroach into the required setbacks subject to the following requirements:

Description	Encroachment				
	Horizontal				Vertical
	Front	Side St.	Rear	Side	
Arcade, gallery, awning	6 ft. max.		min. 5 ft. from PL	not allowed	min. 8ft. clear
Balcony	4 ft. max.		min. 5 ft. from PL		
Bay window	4 ft. max. on upper floors only.				
Eave	2ft. max		min. 3 ft. from PL	min. 3 ft. from PL	

4.3 Height Bonus

- 4.3.A In Mission Street Zone the base maximum height can be increased from 2 stories to 3 stories by an additional floor if the development provides community benefits. The maximum height will not exceed 45 feet.
- 4.3.B In the Fair Oaks Zone the base maximum height can be increased from 3 stories to 4 stories by an additional floor if the development provides community benefits. The maximum height will not exceed 45 feet.
- 4.3.C To get the height bonus, a development must:

- Provide 10% affordable housing

and at least one of the following community benefits:

- Provide public parking spaces (at least 50% of all the required off-street parking spaces and no less than 25 spaces);
- Provide a public park;
- Achieve USGBC level silver or higher sustainable building and/or site development standards;
- Improve street frontages along Mission or Fair Oaks by removing surface parking or vacant lots along the street;
- Provide public amenities greater than Code requirements such as landscaped plazas, bicycle and active transportation support facilities, or public parking spaces;
- Provide community-desired goods and services not available elsewhere in the Downtown area such as a hotel;
- Provide affordable housing units greater than the 10% specified by this section; and/or
- Demonstrate a net fiscal impact.

4.4 Parking Discount

- 4.4.A For larger developments provided at least 50 required off-street parking spaces, up to 25% of the parking required may be reduced by providing any of the following transportation demand management measures:
- Reduce 5 parking spaces for each shared electric vehicle provided
 - Reduce 1 parking space for every five shared bicycles provided
 - Reduce 1 parking space for every five monthly transit passes provided to residents.

4.5 Building Standards

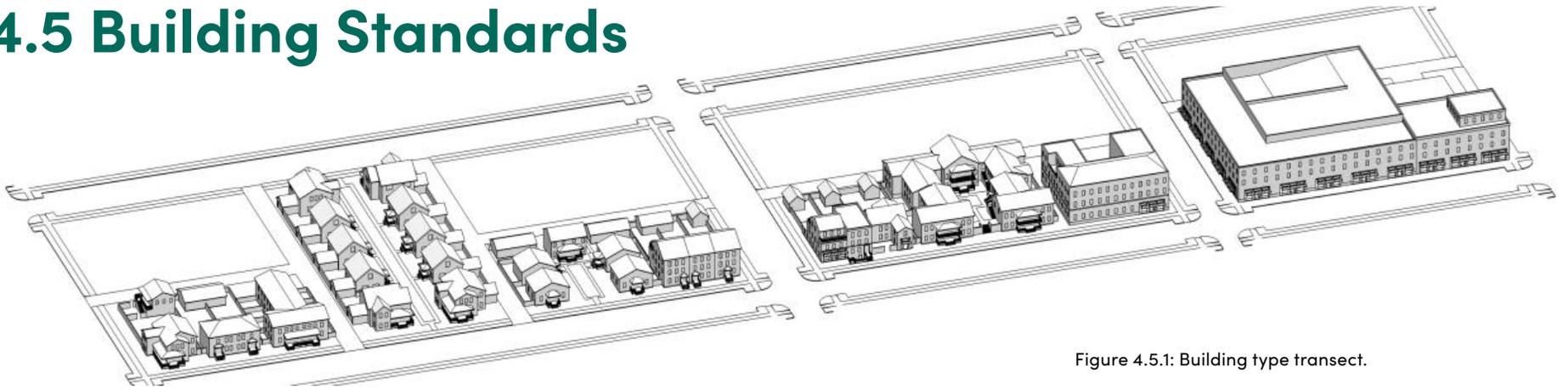


Figure 4.5.1: Building type transect.

5.1 BUILDING STANDARDS

5.1A Purpose

This section provides design standards for individual buildings to ensure that proposed development is consistent with the Downtown Plan’s goals for building form, physical character, land use, and quality.

5.1B Applicability

Each building shall be designed in compliance with the applicable general requirements in Section 5.2 and all applicable requirements of the California Building and Fire Code as amended and adopted by the City.

5.1C Allowed Building Types by Zoning District

Building Type	Mission Street Zone	Fair Oaks Zone
Single-family residence	See Section 5.2A	X
Duplex, Multiplex	See Section 5.2B	See Section 5.2B
Rosewalk/Bungalow Court	See Section 5.2C	See Section 5.2C
Rowhouse	See Section 5.2D	See Section 5.2D
Live-work	See Section 5.2E	See Section 5.2E
Court	See Section 5.2F	See Section 5.2F
Hybrid Court	See Section 5.2G	See Section 5.2G
Liner Building	See Section 5.2H	See Section 5.2H
Flex Building	See Section 5.2I	See Section 5.2I

Note: X = Building type not allowed in Zoning District.

Table 5.1 Allowed Building Types in each zone.



House Scale Buildings



Single-family residence

A residential building occupied by one primary residence. The building is set back from all four sides of the property line with front, side, and rear yards. The building typically has similar setbacks, massing, scale, and frontage types as surrounding houses.



Duplex, multiplex

Duplex consists of a pair of dwelling units located side-by-side or one above the other to create a building that reads like a medium or large house. Multiplex is a residential building of three to four dwelling units respectively. Depending on the lot size and context the units can be placed side-by-side, front-to-back or stacked, or some combination of these options.



Rosewalk, Bungalow court

Rosewalk: Six or more single dwellings arranged in a linear manner along either side of a common green. Pedestrian access to the building entrances are accessed from the common green and/or primary street. Bungalow Court: Four or more single dwellings arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street.



Rowhouse

A building comprised of five or more attached two- or three-story dwelling units arranged side by side, with the ground floor raised above grade to provide privacy for ground floor rooms. The primary building sits at the front of the property, with the garage at the rear, separated from the primary building by a rear yard.



Live-work

Live/Work is an integrated residence and work space located at street level, occupied and utilized by a single household in an array of at least 3 such structures, or a structure with at least 3 units arranged side by side along the primary frontage, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

Coding Criteria

- The size of the lot determines the size of the building. Varied lot widths will promote variation in building masses.
- Infill development should respect adjacent buildings by responding to their massing, scale, need for light, natural ventilation, privacy, and views.
- Parking and service location and access should be placed to reduce their visual impact on the street. Where an alley is present, parking should always be accessed from the alley.
- These medium to large footprint buildings requires a minimum lot width of 50 feet and a minimum depth of 100 feet.
- Duplex and multiplexes when packaged within house-like form and detailing, and with breaks in building elevations in the horizontal and vertical planes provide human scale and make the building contextual.
- Typical height of the building is 2 stories.
- The defining feature of Rosewalks and Bungalow Court is the communal central open space. The lot width should be large enough to allow a functional public and private open spaces and area for driveways.
- The building size and massing of individual buildings is similar to a single dwelling unit.
- Entrance to units shall be directly from the front yard or from the courtyard.
- The single family dwelling units can either be separated by property lines or located on narrow single tax lot 16 to 30 feet wide.
- Design principles such as repetition, rhythm and order must be considered carefully to add interest and individuality.
- Rowhouses have shallow front yards, 5 to 10 feet, to maximize the size of a private open space in the rear yard. The rear yard should be large enough to be functional and receive sunlight and screened by fence or wall to provide privacy.
- The floor to ceiling height of the work floor is typically about 15 feet.
- The main entrance to the street floor work space should be accessed directly from and face the street. The dwelling unit above the work space should be accessed by a separate entrance, and by a stair or elevator.
- Each unit should have access to private open space. The private open space should be in the rear yard of each unit.

Block Scale Buildings



Court

A group of dwelling units arranged to share one or more common courtyards. The courtyard is intended to be a semi-public outdoor room that is an extension of the public realm. The units may be arranged in four possible configurations: rowhouses, rowhouses over flats, flats, and flats over flats. Court buildings may accommodate ground floor commercial uses in either a live-work configuration or as solely commercial/retail space facing the primary street.

- The main entry to ground floor units should be directly off the courtyard or from the street. Access to second story units should be directly from the courtyard through stairs. Elevator access, if any, should be provided between the underground garage and courtyard-podium only.
- The open space is designed as a central court or partial, multiple, separated or interconnected courtyards.



Hybrid court

Hybrid Court combines a point-access portion of the stacked dwelling with a walk-up portion of the courtyard housing building type. The building may be designed for occupancy by retail, service, or office uses on the ground floor, with upper floors also configured for those uses or for residences.

- Stacked dwellings define the street edge and the building mass tapers down to a courtyard building type. The main entrance to all ground floor units should be directly from the street. Entrance to the stacked dwelling element can be through a dedicated street level lobby, or through a dedicated podium lobby accessible from the street or through a side yard. Access to units above the second level in the stacked dwelling is through an interior, double-loaded corridor.



Liner

A liner building has a thin footprint that conceals parking garage or other large scale faceless building, such as a movie theater, or “big box” store to create a pedestrian friendly environment. The building can be designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses.

- The main entrance to each ground floor storefront and the theater or big box retail is directly from the street. Entrance to the upper levels of the building is through a street level lobby accessible from the street or through a side yard. Interior upper level uses are accessed by a corridor.
- Required parking is accommodated in an underground garage, surface parking at the rear of the lot, parking tucked under from the back, or a combination of any of the above.

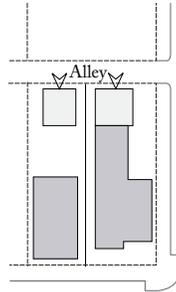


Flex

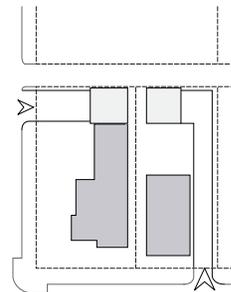
Flex Block is a vertical mixed-use building typically of a single massing element, designed for occupancy by retail, service, or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses. Second floor units may be directly accessed from the street through a stair. Upper floors are accessed through a street level lobby. This building type is typically found in town centers and main streets.

- The floor to ceiling height of the first floor is greater than the rest of the floors, typically about 15 feet to accommodate the unique needs of commercial space and increase the comfort of occupants and guests.
- The main entrance to each ground floor tenant bay should be directly from the street. Required parking is accommodated in an underground garage, surface parking, structured parking, tuck under parking, or some combination of these options.

5.2 BUILDING TYPES



Alley access to parking garages



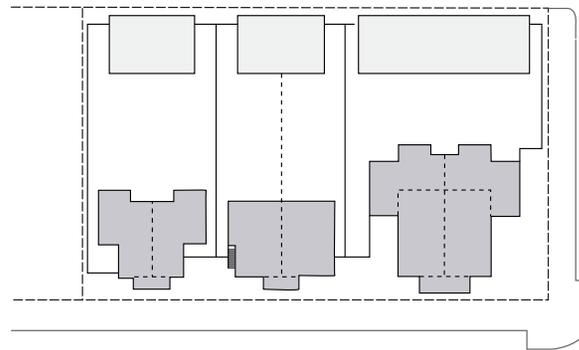
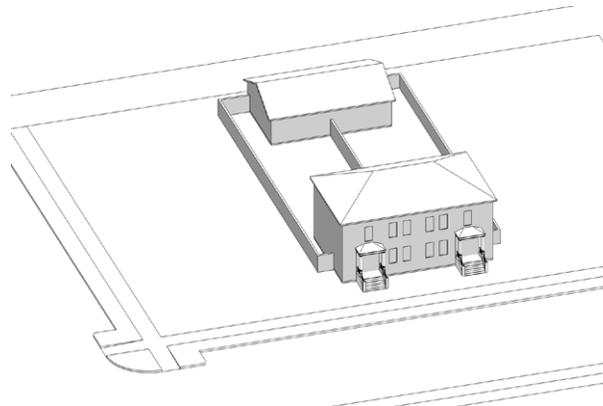
Driveways accessing parking garages from streets

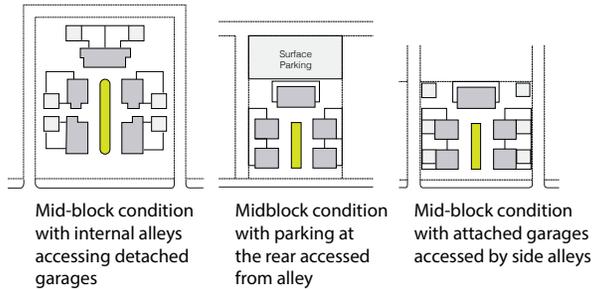
5.2 A Single-family residence

1	Description	A building that is surrounded on all four sides by setbacks (front, side, and rear yards) and shares similar setbacks, massing, scale, and frontage types as surrounding houses.		
2	Lot Size	Width	40 ft. min.	80 ft. max.
		Depth	80 ft. min.	150 ft. max.
3	Pedestrian Access	Main entrance location: Primary street On corner lots each lot shall front a separate street		
4	Frontages	Porch Stoop Dooryard Frontyard		
5	Vehicle Access & Parking	Parking spaces may be enclosed or covered.		
6	Private Open Space	Width	Depth	Area
		15 ft. min.	15 ft. min.	300 s.f. min.
7	Building Size & Massing	Length along frontage: 36 ft. max.		
		Length along side yard: 80 ft. max.		
		The footprint area of an accessory structure shall not exceed the footprint area of the main body of the building.		

5.2 B Duplex, Multiplex

- | | | | | |
|---|--------------------------|--|--------------|---------------|
| 1 | Description | <p>The Duplex Building Type is a small- to medium-sized structure that consists of two side-by-side or stacked dwelling units, both facing the street, and within a single building massing. This type has the appearance of a medium to large single-family home and is appropriately scaled to fit within primarily single-family neighborhoods. It enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p> <p>The Multiplex is a medium structure that consists of 3–4 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized family home and is appropriately scaled to fit sparingly within primarily single-family neighborhoods. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p> | | |
| 2 | Lot Size | Width | 50 ft. min. | 75 ft. max. |
| | | Depth | 100 ft. min. | 150 ft. max. |
| 3 | Pedestrian Access | Main entrance location: Primary street
On corner lots each lot shall front a separate street | | |
| 4 | Frontages | Porch
Stoop
Dooryard
Frontyard | | |
| 5 | Vehicle Access & Parking | Parking shall be enclosed in a garage that may be front or rear-loaded. However, front-loaded garages are only allowed if the property fronts on a local residential street. Properties fronting on collector or arterial streets are required to be rear-loaded. If located in front, the garage may front or side-onto the street. | | |
| 6 | Private Open Space | Width | Depth | Area |
| | | 8 ft. min. | 8 ft. min. | 100 s.f. min. |
| 7 | Building Size & Massing | Length along frontage:
36 ft. max. for duplex
50 ft. max. for multiplex | | |
| | | Length along side yard: 80 ft. max. | | |
| | | The footprint area of an accessory structure shall not exceed the footprint area of the main body of the building. | | |



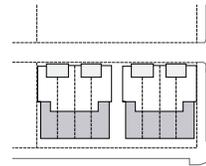
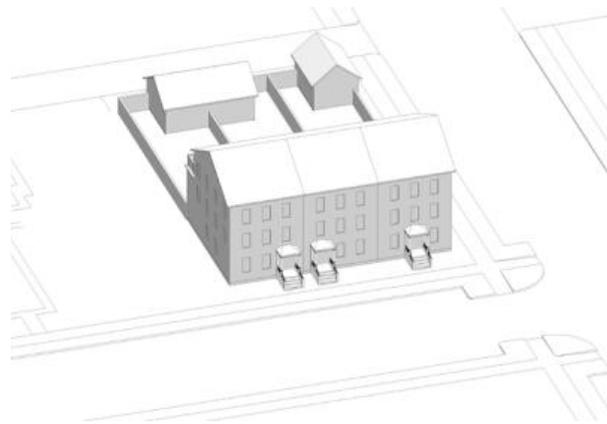


5.2 C Rosewalk and Bungalow Court

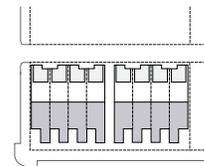
1	Description	Six or more single dwellings arranged in a linear manner along either side of a common green. Having the same right-of-way width as a narrow neighborhood street, the Rosewalk (in contrast to the Bungalow Court) must connect two parallel streets. Pedestrian access to the building entrances are accessed from the common green and/or primary street. Rosewalks are prohibited on corner lots.		
		Four or more single dwellings arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street. The courtyard is wholly open to the street and parking is placed in the rear of the lot or behind each unit. Bungalow courts are prohibited on corner lots that do not have alley access.		
2	Lot Size	Width	120 ft. min.	150 ft. max.
		Depth	120 ft. min.	150 ft. max.
3	Pedestrian Access	Main entrance location: Common courtyard		
4	Frontages	Porch Stoop Dooryard Frontyard		
5	Vehicle Access & Parking	Parking spaces may be located in the rear, or tuck under.		
6	Private Open Space	Width	Depth	Area
		20 ft. min.	20 ft. min.	400 s.f. min.
7	Building Size & Massing	Length along frontage: 40 ft. max. Length along side yard: 40 ft. max.		
		The footprint area of an accessory structure shall not exceed the footprint area of the main body of the building.		

5.2 D Rowhouse

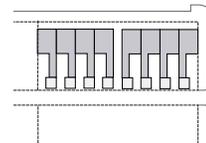
- | | | | | |
|---|--------------------------|---|-------------|---------------|
| 1 | Description | <p>A small- to medium-sized building comprised of five or more attached dwelling units arrayed side by side, with the ground floor raised above grade in order to provide privacy for ground floor rooms. The primary building sits at the front of the property, with the garage at the rear. Each dwelling unit is directly accessed from the front yard/street. Rowhouses are prohibited on a lot with-out alley access, since garages must be located and accessed from the rear of the lot. This Type is typically located within medium-density neighborhoods or in a location that transitions from a primarily single-family neighborhood into a neighborhood main street. This Type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.</p> | | |
| 2 | Lot Size | Width | 90 ft. min. | |
| | | Depth | 95 ft. min. | |
| 3 | Pedestrian Access | Main entrance location: Primary street | | |
| 4 | Frontages | <p>Porch
Stoop
Dooryard</p> | | |
| 5 | Vehicle Access & Parking | <p>At least one parking space per unit shall be enclosed in a garage at the rear of the lot or in a tuck-under condition. The remaining required parking may be covered or uncovered in the rear.</p> | | |
| 6 | Private Open Space | Width | Depth | Area |
| | | 8 ft. min. | 8 ft. min. | 100 s.f. min. |
| 7 | Building Size & Massing | <p>Width per rowhouse: 18 ft. min.; 36 ft. max
Length along side yard: 80 ft. max.</p> <p>The front elevation and massing of each rowhouse building may be either symmetrical or asymmetrical, repetitive or unique in disposition, as long as the delineation of each individual unit is evident. The footprint area of an accessory structure may not exceed the footprint area of the main body of the building.</p> | | |



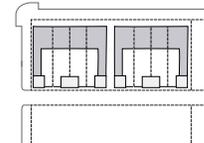
Detached garages



Carriage houses above detached garages

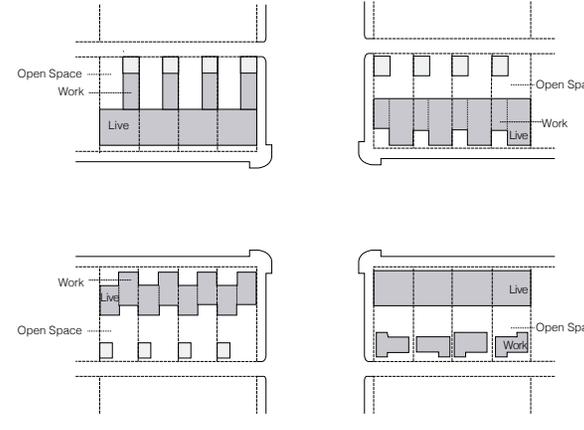


Attached garages



Corner units front the street



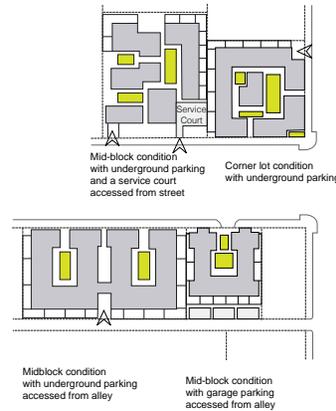


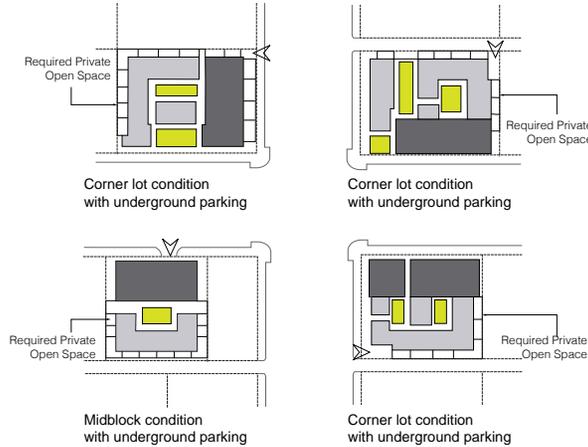
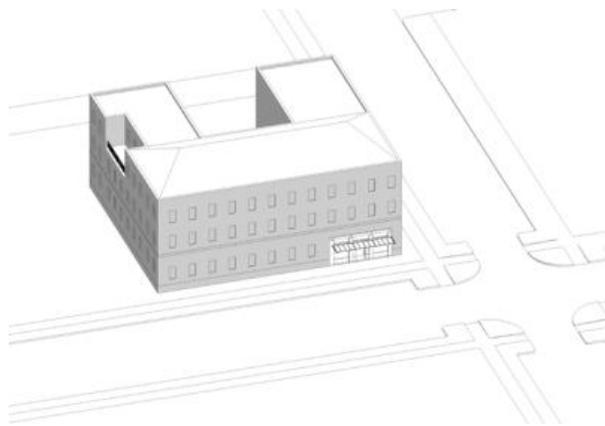
5.2 E Live-work

1	Description	<p>The Live-Work Building Type is a small to medium-sized attached or detached structure that consists of single dwelling unit above and/or behind a flexible ground floor space that can be used for residential, service, or retail uses. Both the ground-floor flex space and the unit above are owned by one entity. This Type is typically located within medium-density neighborhoods or in a location that transitions from a neighborhood into a urban neighborhood street. It is especially appropriate for incubating neighborhood-serving retail and service uses and allowing neighborhood main streets to expand as the market demands. Live/Works are prohibited on a lot without alley access, since garages must be located and accessed from the rear of the lot. The work space is accessed directly from the primary street, and the living space at the rear or above is accessed directly or indirectly from the working space.</p>						
2	Lot Size	<table border="0"> <tr> <td style="padding-right: 20px;">Width</td> <td style="padding-right: 20px;">70 ft. min.</td> <td>200 ft. max.</td> </tr> <tr> <td>Depth</td> <td>95 ft. min.</td> <td>150 ft. max.</td> </tr> </table>	Width	70 ft. min.	200 ft. max.	Depth	95 ft. min.	150 ft. max.
Width	70 ft. min.	200 ft. max.						
Depth	95 ft. min.	150 ft. max.						
3	Pedestrian Access	<p>Main entrance location: Primary street Ground floor space and upper unit shall have separate entries.</p>						
4	Frontages	<p>Forecourt Dooryard Shopfront Lightcourt Gallery</p>						
5	Vehicle Access & Parking	<p>Parking spaces may be located in the rear, or tuck under.</p>						
6	Private Open Space	<table border="0"> <tr> <td style="padding-right: 20px;">Width</td> <td style="padding-right: 20px;">Depth</td> <td>Area</td> </tr> <tr> <td>8 ft. min.</td> <td>8 ft. min.</td> <td>100 s.f. min.</td> </tr> </table>	Width	Depth	Area	8 ft. min.	8 ft. min.	100 s.f. min.
Width	Depth	Area						
8 ft. min.	8 ft. min.	100 s.f. min.						
7	Building Size & Massing	<p>Width per unit: 18 ft. min; 36 ft. max.</p> <p>The footprint area of an accessory structure shall not exceed the footprint area of the main body of the building.</p>						

5.2 F Court

1	Description	A group of dwelling units arranged to share one or more courtyards. The courtyard is intended to be a semi-public outdoor room that is an extension of the public realm. Court buildings may accommodate ground floor commercial/flex uses in either a live-work configuration or as solely commercial/retail space in qualifying zones facing the primary street. This building type enables the incorporation of high-quality, well-designed density within a walkable neighborhood.		
2	Lot Size	Width	125 ft. min.	200 ft. max.
		Depth	125 ft. min.	200 ft. max.
3	Pedestrian Access	Direct access from street or courtyard.		
4	Frontages	Porch Stoop Dooryard		
5	Vehicle Access & Parking	From alley. For lots without alley, via driveway, max. 12 ft. wide, located as close to side yard property line as possible.		
6	Private Open Space	Width	Depth	Area
		8 ft. min.	8 ft. min.	100 s.f. min.
		This open space is exclusive of the courtyard and may be located in a side or rear yard.		
7	Common Courtyard	Width/depth: 20 ft. min.		
8	Building Size & Massing	Length along frontage: 200 ft. max. Length along side yard: 140 ft. max. The footprint area of an accessory structure may not exceed the footprint area of the main body of the building.		



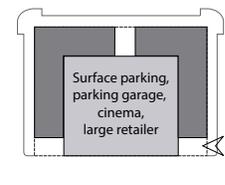
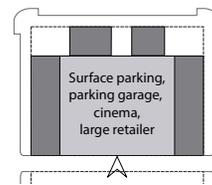
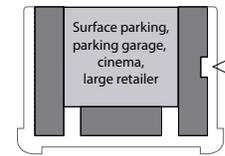
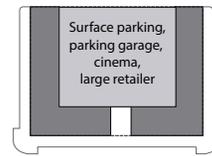
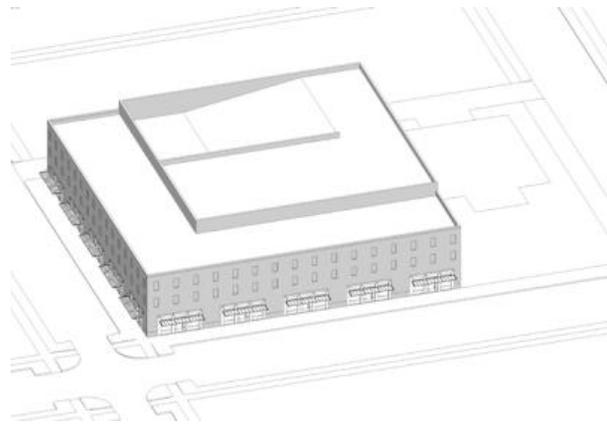


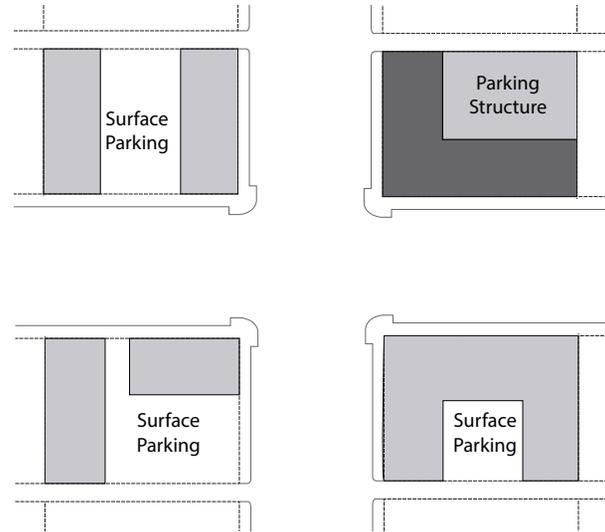
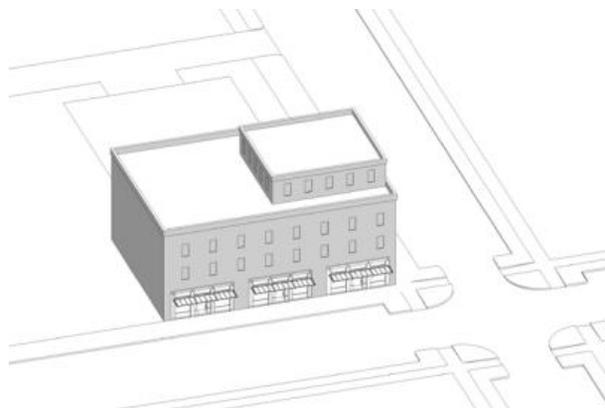
5.2 G Hybrid Court

1	Description	A building that combines a point-access portion of the building with a walk-up portion. The building may be designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.		
2	Lot Size	Width	125 ft. min.	200 ft. max.
		Depth	125 ft. min.	200 ft. max.
3	Pedestrian Access	The main entrance to each ground floor is directly from the street.		
		Entrance to the residential portions of the building is through a dedicated street level lobby, or through a dedicated podium lobby accessible from the street or through a side yard.		
		Interior circulation to each unit above the second level in double-loaded corridor element of the building is through a corridor of at least 6 feet in width with recessed doors or seating alcoves/offsets at every 100 feet at a minimum. For other units, it is directly off a common courtyard or through stairs serving up to 3 dwellings.		
4	Frontages	Porch Stoop Dooryard		
5	Vehicle Access & Parking	Underground garage, surface parking, tuck under parking, or a combination of any of the above.		
6	Private Open Space	Width	Depth	Area
		8 ft. min.	8 ft. min.	100 s.f. min.
		This open space is exclusive of the courtyard and may be located in a side or rear yard.		
7	Common Courtyard	Width/depth/height	1:1 ratio	
		Width/depth	20 ft. min.	

5.2 H Liner

1	Description	A building that conceals a garage, or other large scale faceless building such as a movie theater, or “big box” store designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses. The access corridor, if applicable, is included in the minimum depth.	
2	Lot Size	Width	100 ft. min. 200 ft. max. Depth 100 ft. min. 150 ft. max.
3	Pedestrian Access	Direct access from sidewalk. Upper floors accessed from street level lobby.	
4	Frontages	Forecourt Shopfront Gallery Arcade	
5	Vehicle Access & Parking	Required parking is accommodated in an underground or above-ground garage, tuck under parking, or a combination of any of the above.	
6	Private Open Space	Private open space is required for each residential unit and shall be no less than 50 s.f. with a minimum dimension of five (5) feet in each direction.	
7	Shared Open Space	The primary shared common space is the rear or side yard designed as a courtyard. Courtyards can be located on the ground or on a podium and must be open to the sky. Side yards can also be formed to provide outdoor patios connected to ground floor commercial uses.	
		Courtyard width/ depth/height ratio	1:1
		Width/depth	20 ft. min.





5.2 I Flex Building

1	Description	A building type designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for retail, service, office, and/or residential uses. Second floor units may be directly accessed from the street through a stair; upper floors are accessed through a street level lobby.	
2	Lot Size	Width	25 ft. min. 200 ft. max. Depth 100 ft. min. 150 ft. max.
3	Pedestrian Access	Direct access from sidewalk. Upper floors accessed from street level lobby.	
4	Frontages	Forecourt Shopfront Gallery Arcade	
5	Vehicle Access & Parking	Required parking is accommodated in an underground or above-ground garage, tuck under parking, or a combination of any of the above.	
6	Private Open Space	Private open space is required for each residential unit and shall be no less than 50 s.f. with a minimum dimension of five (5) feet in each direction.	
7	Shared Open Space	The primary shared common space is the rear or side yard designed as a courtyard. Courtyards can be located on the ground or on a podium and must be open to the sky. Side yards can also be formed to provide outdoor patios connected to ground floor commercial uses.	
		Courtyard width/depth/height ratio	1:1
		Width/depth	20 ft. min.

4.6 Frontage Standards

6.1 FRONTAGE STANDARDS

6.1A Purpose

This Section sets forth the standards applicable to the development of private frontages. Private frontages are the components of a building that provide an important transition and interface between the public realm (street and sidewalk) and the private realm (yard or building). These standards supplement the standards for each zone that the frontage types are allowed within. For each frontage type, a description, a statement of the type's intent, and design standards are provided. These standards are intended to ensure that proposed development is consistent with the City's goals for building form, physical character, land use activity and quality.

6.1B Applicability

These standards work in combination with the standards found in Section 4.0 (Development Standards by Zones) and Section 5.0 (Building Types) and are applicable to all private frontages within transect zones.

6.1C Allowed Frontage Types by Zoning District

Table 6.1 (Frontage Types) provides an overview of the allowed frontage types.



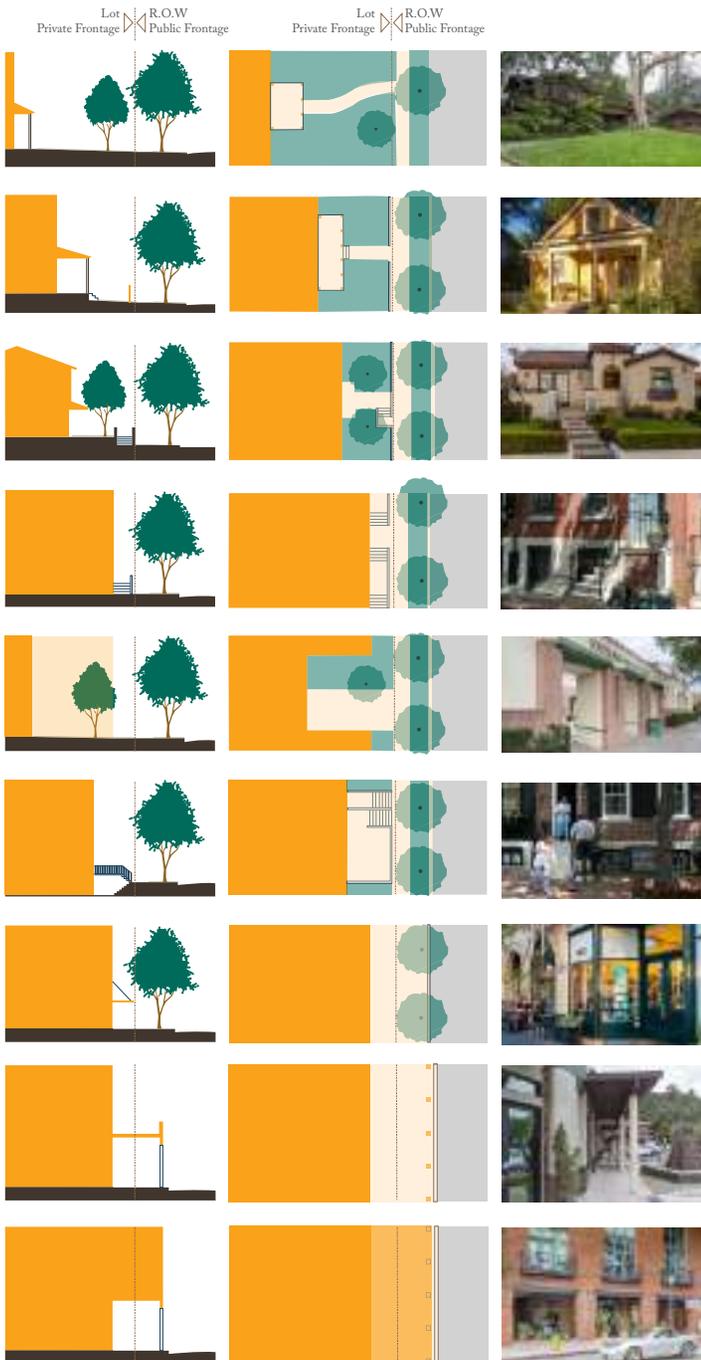


Table 6.1 Frontage Types

Front Yard: A frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The setback can be densely landscaped to buffer from the higher speed thoroughfares.

Porch: A frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains the demarcation of the yard while not blocking view into the front yard. The porches shall be no less than 8 feet deep.

Dooryard: A frontage wherein the facade is set back from the frontage line with an elevated garden or terrace permitted to encroach. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is also suitable for cafes.

Stoop: A frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.

Forecourt: A frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt with a large tree offers visual and environmental variety to the urban street streetscape. The forecourt may accommodate a vehicular drop-off.

Lightcourt: A frontage wherein the facade is setback from the frontage line by a sunken lightcourt. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment.

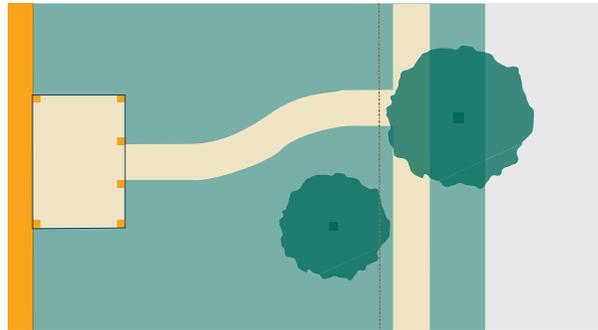
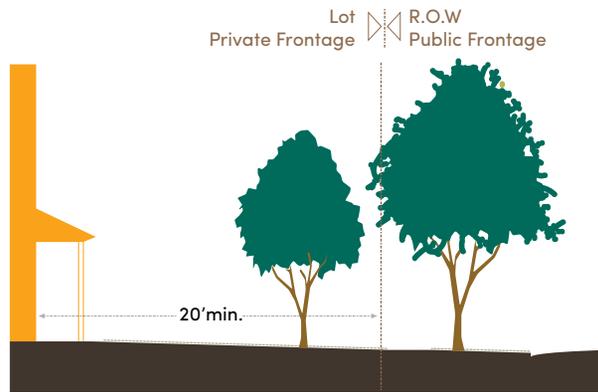
Shopfront: A frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has substantial glazing on the sidewalk level and an awning that may overlap the sidewalk.

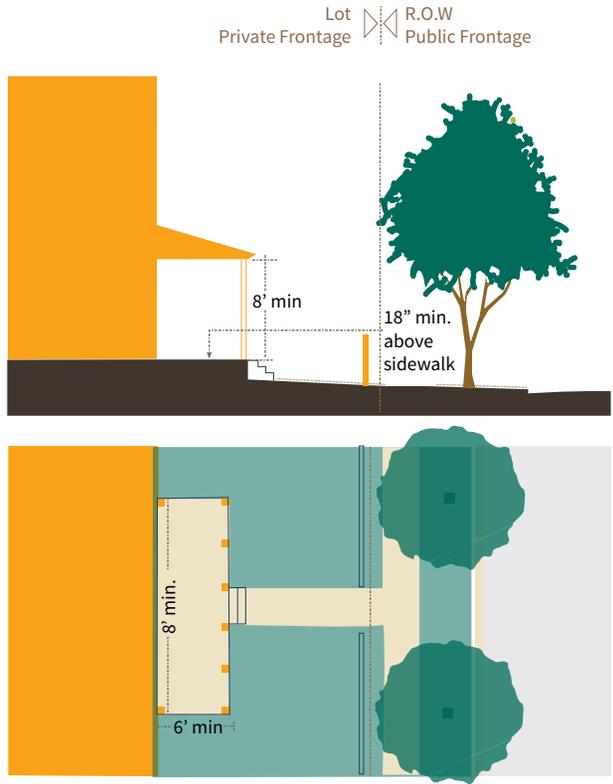
Gallery: A frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

Arcade: A frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

6.2 A Front Yard

- | | | |
|---|-----------------|--|
| 1 | Description | In the Front Yard Frontage Type, the main facade of the building has a large planted setback from the frontage line providing a buffer from the street. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape and working in conjunction with the other private frontages. |
| 2 | Size | Depth 20 ft. min. |
| 3 | Design Standard | Fences between front yards or between the sidewalk and front yard are not allowed. Front yards could be used in conjunction with another allowed frontage type, such as the Porch. |





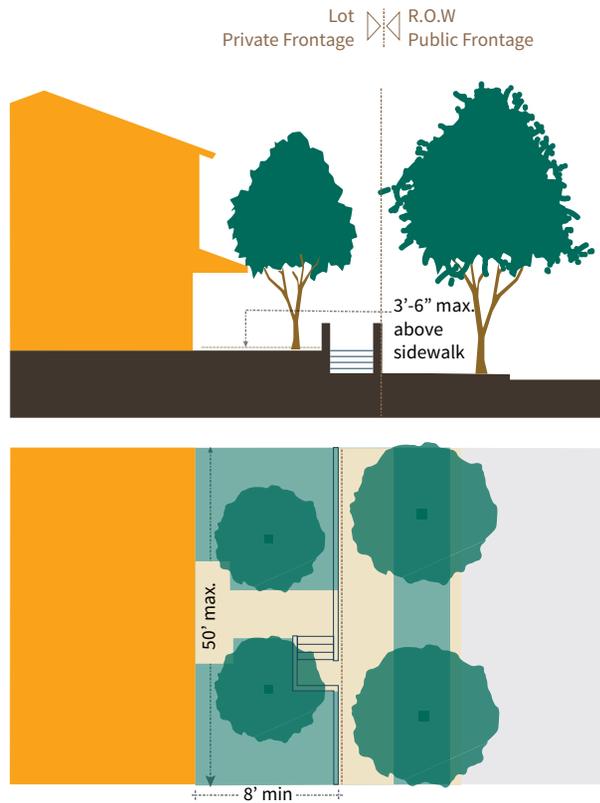
6.2 B Porch

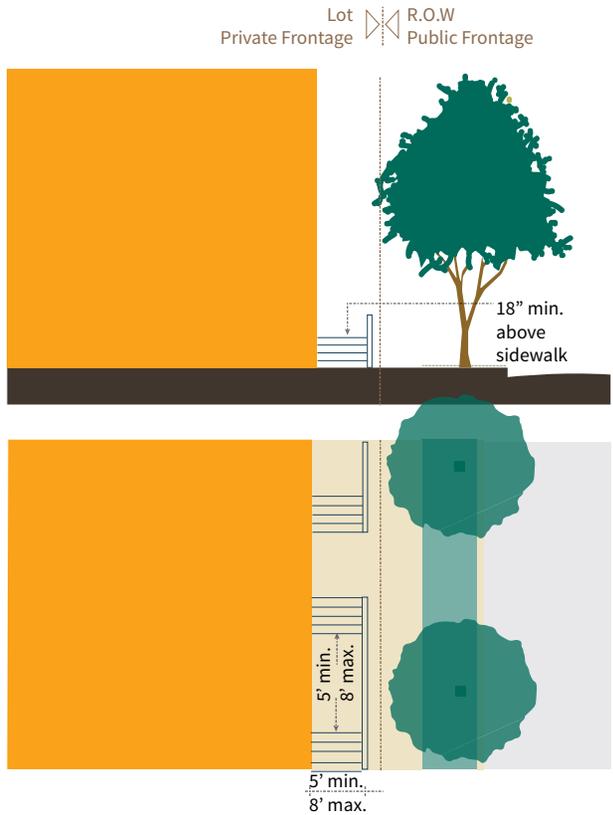
- 1 Description The Porch frontage provides a physical transition from the sidewalk to the private lot and building while maintaining visual connection between buildings and the public space of the street. The porch frontage consists of a building with a front set back from the property line and a porch encroaching into that front setback.
- 2 Size

Width	8 ft. min.
Depth	6 ft. min.
Height	8 ft. min.
Finish level above sidewalk	18 in. min.
Furniture area	4 ft. by 6 ft.
Path of travel	3 ft. wide min.
- 3 Design Standard Projecting porches must be open on three sides and have a roof.

6.2 C Dooryard

- | | | | | | | | | | | | | |
|-----------------------------|------------------|--|-------|------------|--------|-------------|-----------------------------|------------------|-----------------------------|------------|----------------|-----------------|
| 1 | Description | In the Dooryard Frontage Type, the main facade of the building is set back a small distance and the frontage line is defined by a low wall or hedge, creating a small dooryard. The dooryard shall not provide public circulation along a ROW. The dooryard may be raised, sunken, or at grade and is intended for ground-floor residential. | | | | | | | | | | |
| 2 | Size | <table border="0"> <tr> <td style="padding-right: 10px;">Width</td> <td>8 ft. min.</td> </tr> <tr> <td>Length</td> <td>50 ft. max.</td> </tr> <tr> <td>Finish level above sidewalk</td> <td>3 ft. 6 in. max.</td> </tr> <tr> <td>Finish level below sidewalk</td> <td>6 ft. max.</td> </tr> <tr> <td>Path of travel</td> <td>3 ft. wide min.</td> </tr> </table> | Width | 8 ft. min. | Length | 50 ft. max. | Finish level above sidewalk | 3 ft. 6 in. max. | Finish level below sidewalk | 6 ft. max. | Path of travel | 3 ft. wide min. |
| Width | 8 ft. min. | | | | | | | | | | | |
| Length | 50 ft. max. | | | | | | | | | | | |
| Finish level above sidewalk | 3 ft. 6 in. max. | | | | | | | | | | | |
| Finish level below sidewalk | 6 ft. max. | | | | | | | | | | | |
| Path of travel | 3 ft. wide min. | | | | | | | | | | | |
| 3 | Design Standard | For live/work, retail and service uses, these standards are to be used in conjunction with those for the Shopfront Frontage Type. In case of conflict between them, the Dooryard Frontage Type standards shall prevail. Shall not be used for circulation for more than one ground floor entry. | | | | | | | | | | |



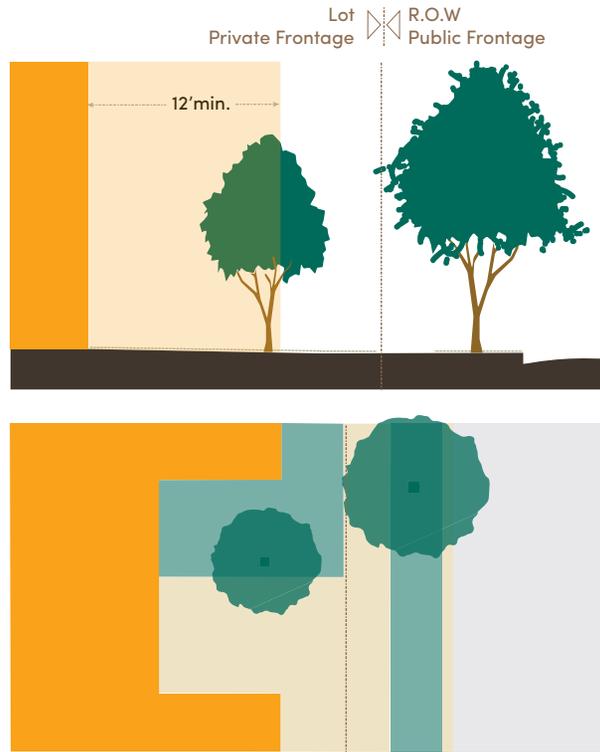


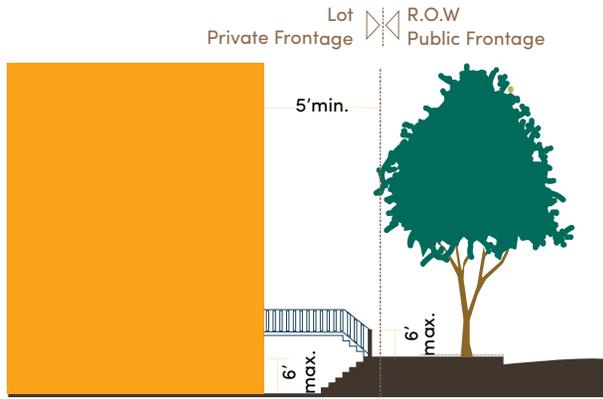
6.2 D Stoop

- | | | | | | | | | |
|-----------------------------|------------------------|---|-------|------------------------|-------|------------------------|-----------------------------|-------------|
| 1 | Description | In the Stoop Frontage Type, the main facade of the building is near the frontage line and the elevated stoop engages the sidewalk. The stoop shall be elevated above the sidewalk to ensure privacy within the building. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-loaded. This Type is appropriate for residential uses with small setbacks. | | | | | | |
| 2 | Size | <table border="0"> <tr> <td style="padding-right: 20px;">Width</td> <td>5 ft. min.; 8 ft. max.</td> </tr> <tr> <td>Depth</td> <td>5 ft. min.; 8 ft. max.</td> </tr> <tr> <td>Finish level above sidewalk</td> <td>18 in. min.</td> </tr> </table> | Width | 5 ft. min.; 8 ft. max. | Depth | 5 ft. min.; 8 ft. max. | Finish level above sidewalk | 18 in. min. |
| Width | 5 ft. min.; 8 ft. max. | | | | | | | |
| Depth | 5 ft. min.; 8 ft. max. | | | | | | | |
| Finish level above sidewalk | 18 in. min. | | | | | | | |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Stairs may be perpendicular or parallel to the building facade. b. Ramps shall be parallel to facade or along the side of the building. c. The entry doors are encouraged to be covered or recessed to provide shelter from the elements. | | | | | | |

6.2 E Forecourt

- | | | | | | | | | |
|------------------------|-----------------|--|-------|-------------|-------|-------------|------------------------|----------|
| 1 | Description | In the Forecourt Frontage Type, the main facade of the building is at or near the frontage line and a small percentage is set back, creating a small court space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within retail and service areas. | | | | | | |
| 2 | Size | <table border="0"> <tr> <td style="padding-right: 20px;">Width</td> <td>12 ft. min.</td> </tr> <tr> <td>Depth</td> <td>12 ft. min.</td> </tr> <tr> <td>Ratio, height to width</td> <td>2:1 max.</td> </tr> </table> | Width | 12 ft. min. | Depth | 12 ft. min. | Ratio, height to width | 2:1 max. |
| Width | 12 ft. min. | | | | | | | |
| Depth | 12 ft. min. | | | | | | | |
| Ratio, height to width | 2:1 max. | | | | | | | |
| 3 | Design Standard | The proportions and orientation of these spaces should be carefully considered for solar orientation and user comfort. | | | | | | |



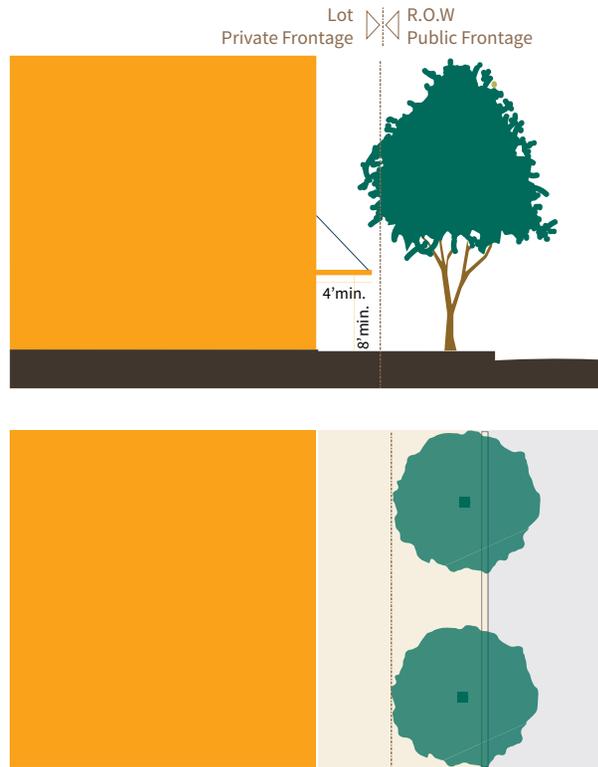


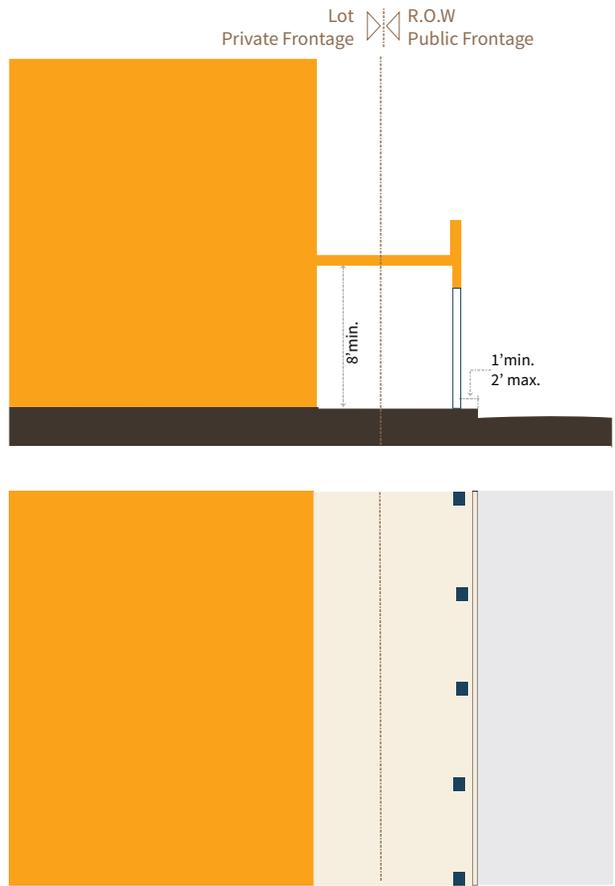
6.2 F Lightcourt

- | | | | |
|---|-----------------|--|------------|
| 1 | Description | In the Lightcourt Frontage Type, the main facade of the building is set back from the frontage line by an elevated terrace or a sunken lightcourt. This Type buffers residential, retail or service uses from urban sidewalks and removes the private yard from public encroachment. | |
| 2 | Size | Width | 5 ft. min. |
| | | Height, landing above sidewalk | 6 ft. min. |
| | | Height, landing below sidewalk | 6 ft. max. |
| 3 | Design Standard | A short fence may be placed along the built-to-line or setback where it is not defined by a building. | |

6.2 G Shopfront

- | | | | | | | | | |
|---------------------------------------|----------------------|---|---------------------------|----------------------|---------------------------------------|-------------|---------------|------------|
| 1 | Description | In the Shopfront Frontage Type, the main facade of the building is at or near the frontage line with an at-grade entrance along the public way. This Type is intended for retail use. It has substantial glazing at the sidewalk level and typically include an awning that may overlap the sidewalk. It may be used in conjunction with other frontage types. An awning that extends over the sidewalk requires an encroachment permit. | | | | | | |
| 2 | Size | <table border="0"> <tr> <td style="padding-right: 20px;">Ground floor transparency</td> <td>75% of frontage min.</td> </tr> <tr> <td>Shopfront recessed from property line</td> <td>12 ft. min.</td> </tr> </table> | Ground floor transparency | 75% of frontage min. | Shopfront recessed from property line | 12 ft. min. | | |
| Ground floor transparency | 75% of frontage min. | | | | | | | |
| Shopfront recessed from property line | 12 ft. min. | | | | | | | |
| 3. | Awning | <table border="0"> <tr> <td style="padding-right: 20px;">Depth</td> <td>4 ft. min.</td> </tr> <tr> <td>Setback from curb</td> <td>2 ft. min.</td> </tr> <tr> <td>Height, clear</td> <td>8 ft. max.</td> </tr> </table> | Depth | 4 ft. min. | Setback from curb | 2 ft. min. | Height, clear | 8 ft. max. |
| Depth | 4 ft. min. | | | | | | | |
| Setback from curb | 2 ft. min. | | | | | | | |
| Height, clear | 8 ft. max. | | | | | | | |
| 4 | Design Standard | <ol style="list-style-type: none"> a. Shopfront glass shall be clear without reflective glass frosting or dark tinting. b. Shopfront windows may have clerestory windows (horizontal panels) between the shopfront and second floor/top of single-story parapet. Glass in clerestory may be of a character to allow light, while moderating it such as stained glass, glass block, painted glass, or frosted glass. c. Shopfronts with accordion-style doors/windows or other operable windows that allow the space to open to the street are encouraged. d. Operable awnings are encouraged. | | | | | | |



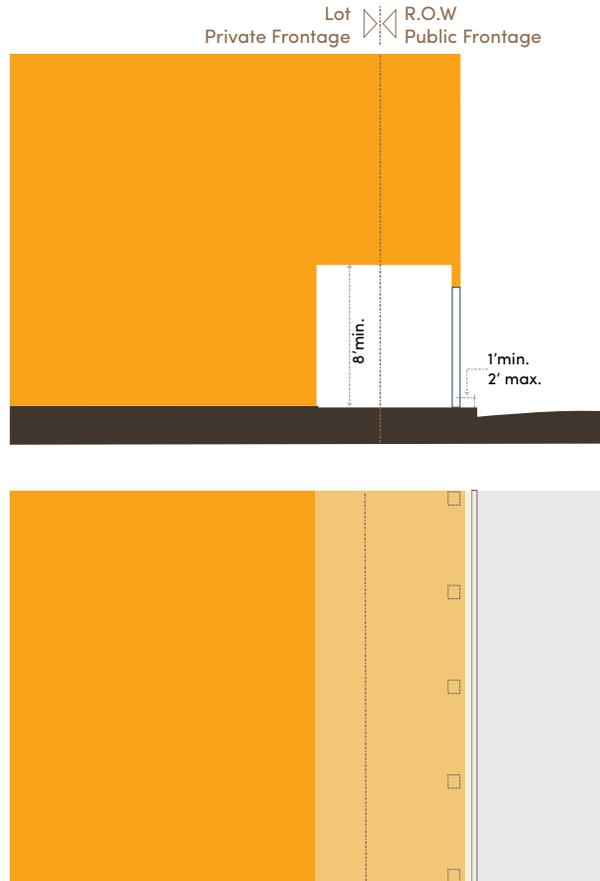


6.2 H Gallery

1	Description	A Gallery is a roof or deck projecting from the facade of a building, supported by columns located just behind the street curb. Galleries shelter the sidewalk with a roof or unenclosed, accessible, out-door space making them ideal for retail use. Galleries may be one- or two-stories in height, functioning as covered or uncovered porches at the second floor. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.	
2	Size	Depth	8 ft. min.
		Ground floor height	12 ft. min.
		Upper floor height	10 ft. max.
		Height	2 stories max.
		Setback from curb	1 ft. min., 2 ft. max.
3	Design Standard	<ul style="list-style-type: none"> a. Galleries shall be combined with the Shopfront frontage type. b. Galleries must have consistent depth along a frontage. c. Ceiling light is encouraged. d. Galleries may be entirely on private property or may encroach over the sidewalk in the public right-of-way, subject to an encroachment permit prior to issuance of a building permit. e. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the building to which it is attached. f. Columns shall be placed in relation to curbs so as to allow passage around and to allow for passengers of cars to disembark. 	

6.2 I Arcade

- | | | |
|---|-----------------|--|
| 1 | Description | Arcade frontages are composed of a building with ground floor facades which align with the property line, and upper floors which project over the property line to cover the sidewalk. A colonnade structurally and visually supports the building mass which encroaches into the public right-of-way. Arcades contain ground-floor storefronts, making them ideal for retail use as the arcade shelters the pedestrian and shades the storefront glass, preventing glare that might obscure views of merchandise. |
| 2 | Size | <p>Depth 8 ft. min.</p> <p>Ground floor height 12 ft. min.</p> <p>Upper floor height 10 ft. min.</p> <p>Setback from curb 1 ft. min., 2 ft. max.</p> |
| 4 | Design Standard | <p>a. Arcades shall be combined with the Shopfront frontage type.</p> <p>b. Arcades may be entirely on private property or may encroach over the sidewalk in the public right-of-way, subject to an encroachment permit prior to issuance of a building permit.</p> <p>c. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the building to which it is attached.</p> <p>d. Columns shall be placed in relation to curbs so as to allow passage around and to allow for passengers of cars to disembark.</p> |





MIX n' BAKE

OPEN

OPEN MONDAY

6

LA MONARCA BAKERY & CAFE

46

4.7 Streets, Blocks, and Open Spaces

7.1 STREET STANDARDS

7.1A Purpose

This Section provides design standards to ensure that proposed development is consistent with the Downtown's goals for an interconnected and walkable network of blocks and streets that supports the intended physical character, land use activity and quality. Streets must not only provide for the efficient and safe movement of people, goods, and services, but must also facilitate great places which contribute to the look, feel, and experience of the downtown area.

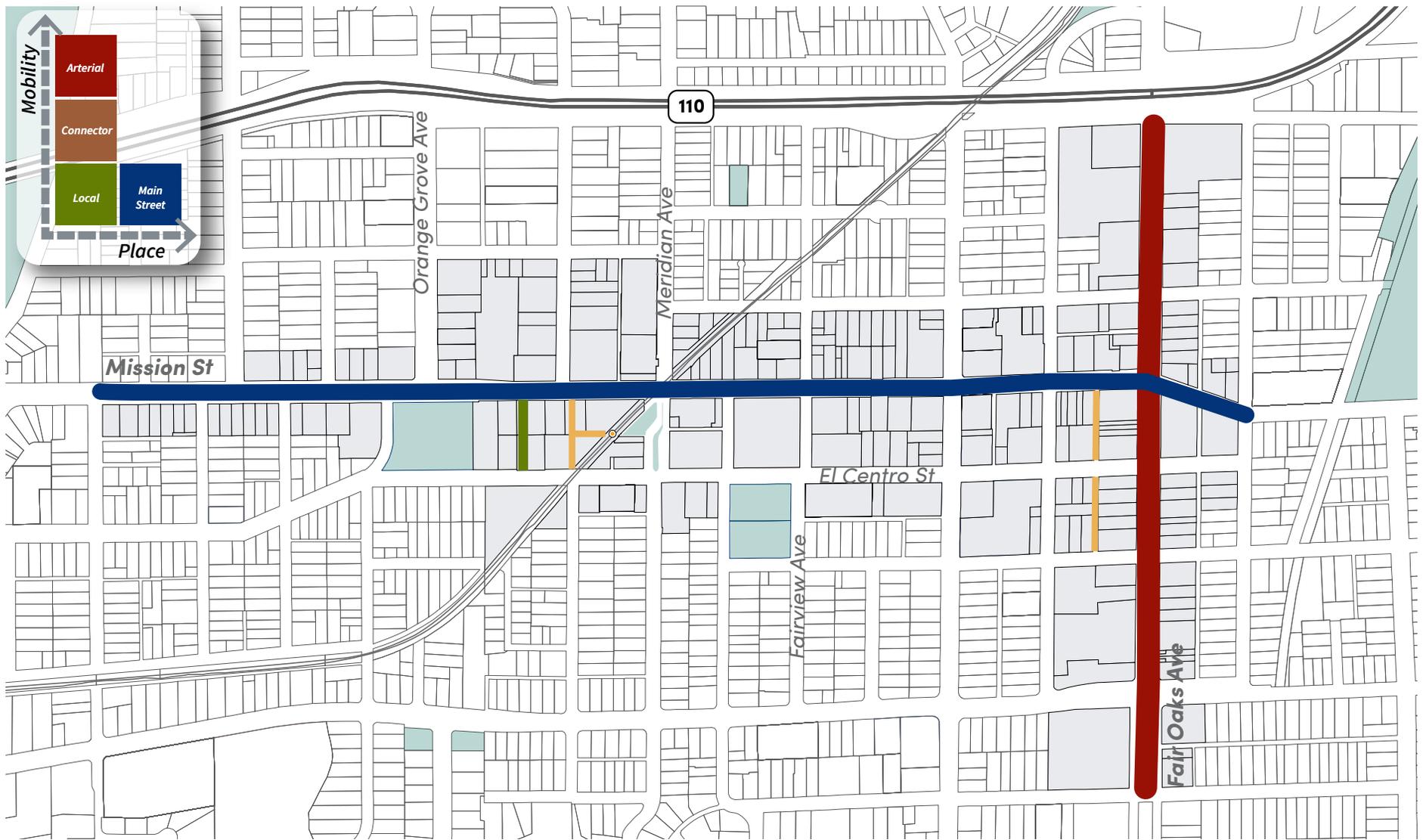
7.1B Applicability

- i. This Section supplements the Public Work's Standards for street design. Where these standards conflict with the Engineering Standards, the standards of this section shall prevail.
- ii. These street standards are applicable for the transformation of existing streets and the creation of new streets in Downtown area.
- iii. Additional street assemblies can be integrated in this Section as approved by the City.

7.1C Streetscape Standards

- i. Streets have an important role in place-making, in addition to their contribution of a major percentage of public space, streets' standards must be considered alongside building form, building types, frontage types, civic spaces and landscaping in creating urban places.
- ii. New or modified street shall be designed to incorporate the following criteria:
 - a. Function: Ensuring essential access for deliveries and servicing, Effective use of curb space to support downtown activities and upgrading utilities.
 - b. Mobility: Safe, efficient, and reliable movement of people and goods.
 - c. Livability: Providing inclusive places that support vital economic, cultural and community activity.
- iii. All of the elements of the streets are context-based.
- iv. The street sections in this chapter suggest quality and intent. The dimensions in the street sections are based on field observations and aerials. Pre-construction topographic survey should determine existing conditions and final street dimensions should be modified accordingly.



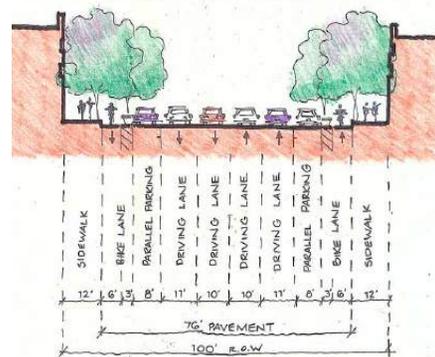
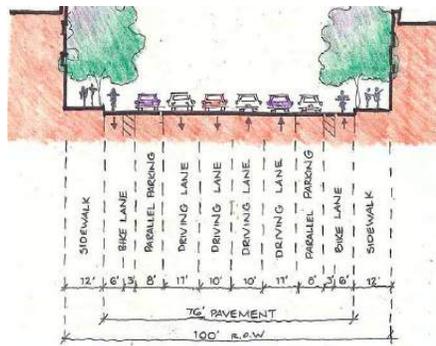
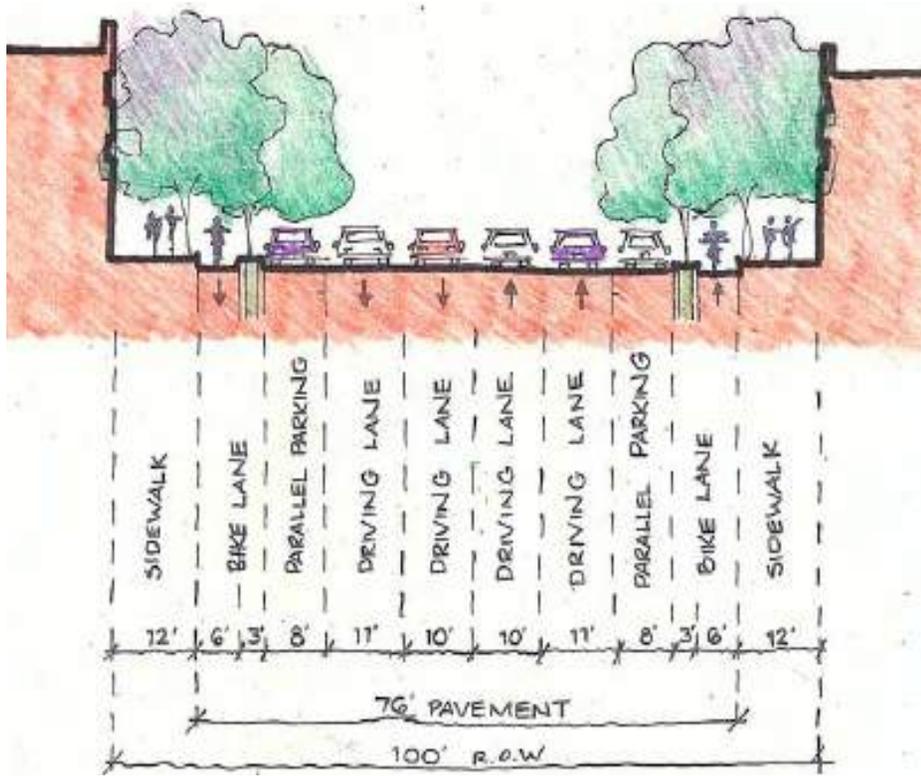


Based on the functional and mobility needs and the desire to preserve, enhance, or transform the street, the Downtown Vision identifies opportunities for Fair Oaks Avenue and Mission Street to transform into signature complete streets. The vision also calls out enhancements to existing alleys and new street and alleys.

The street types recognizes the role of the street network in civic life but also highlights where areas are under pressure to keep people moving. In designing arterials and connectors, safe and efficient movement is critical, while context and type of desired place are important in the design of local and main streets.

7.1Di Fair Oaks Avenue

Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be restriped to have four travel lanes, two bicycle lanes and parallel parking on both sides.



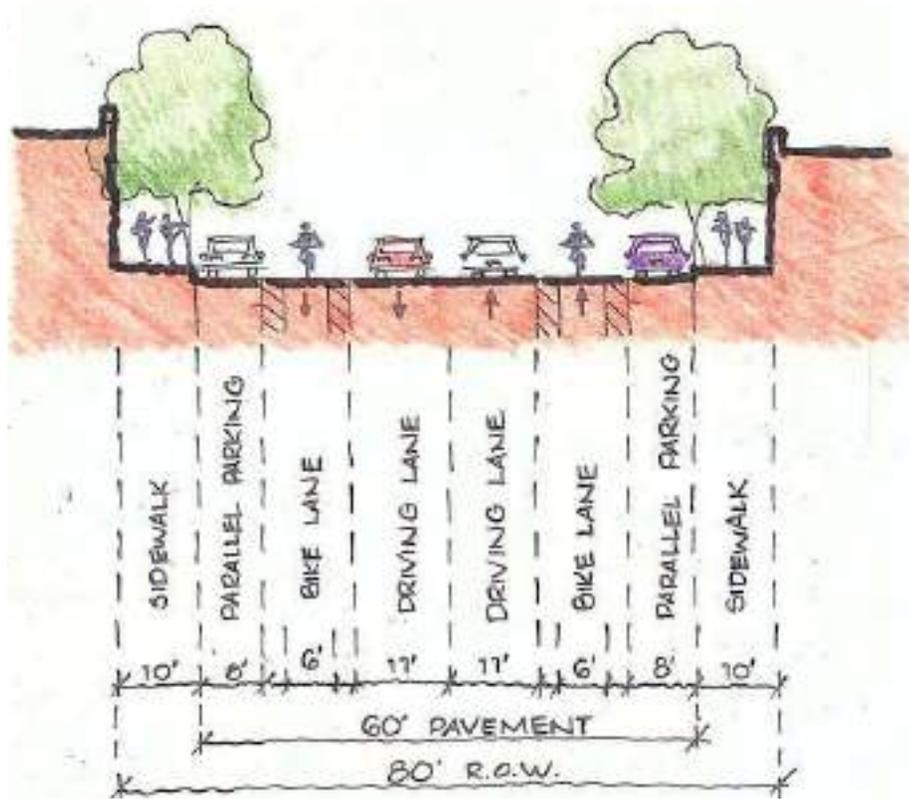
The bicycle lanes are located closest to the street curb and separated from the parallel parking by potted plants in the initial phases

and permanent planters in the eventual phases.



7.1Dii Mission Street

Mission Street is envisioned to be re-stripped as a Main Street with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.



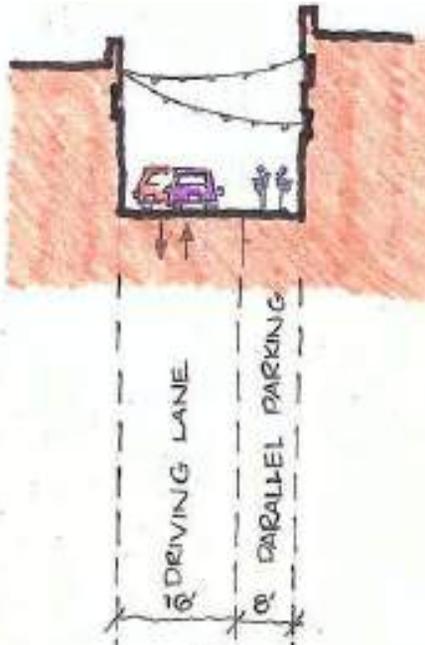
7.1Diii Alley



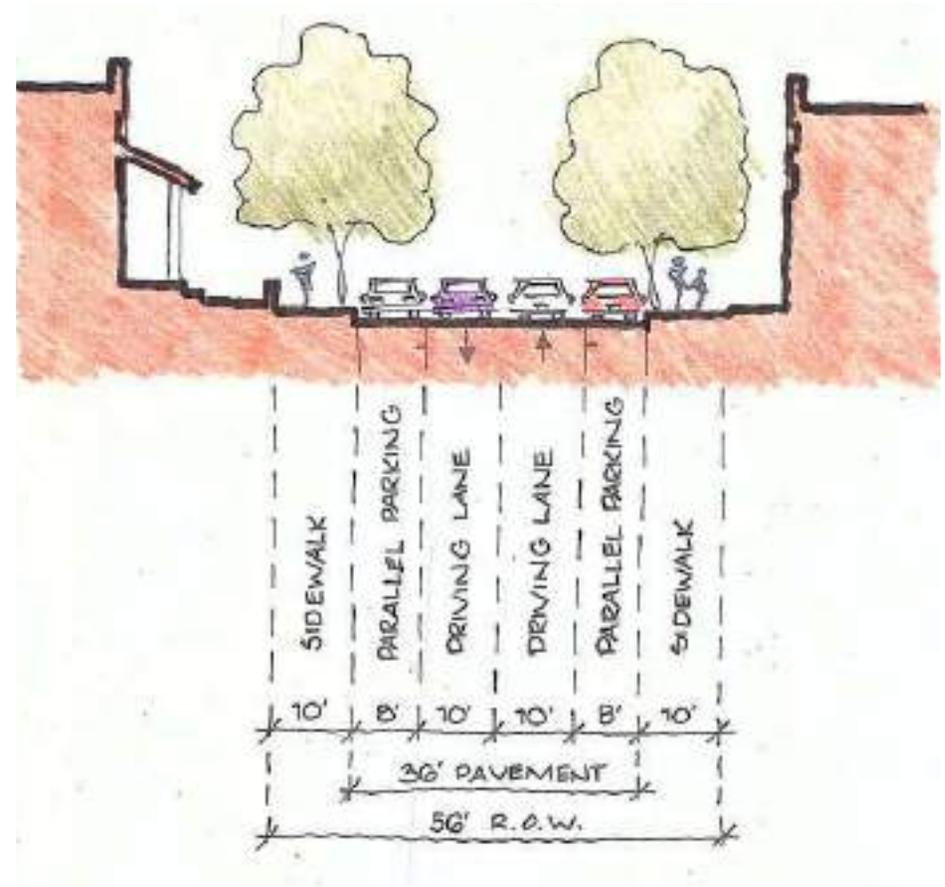
Pico Alley. The existing alley east of the station is paved and enhanced with string lights. It becomes a quite gathering space as well as an important pedestrian connection from the station to the eastern blocks, without getting onto Mission Street.



Edison Lane. The existing alley behind the Rialto is paved and enhanced with trees and string lights. It becomes a north south pedestrian connection from Rialto to Mission.



7.1Div New Street



7.2 BLOCK STANDARDS

7.2A Purpose

All blocks shall be designed per the applicable requirements identified in Table 7.1 to ensure that new and modified blocks result in walkable, interconnected streetscapes aligned by appropriately scaled buildings.

7.2B Applicability

The standards shall apply to all new or modified blocks in the Downtown area.

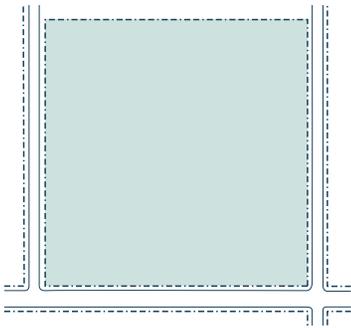
7.2C Streetscape Standards

- i. New or modified blocks shall front a street (public or private).
- ii. New or modified blocks shall be subdivided to generate individual lots for buildings or open space as required by the applicable zoning district(s) and overlay(s) and in compliance with Section 5.0 ‘Development Standards by Zone’.
- iii. New or modified blocks may be designed in a variety of shapes. Individual block faces and the total block perimeter shall follow the standards established in the Table 7.1 below.

Zone	Block	
	Face Length	Perimeter Length
Town Core	400 ft. max.	1,600 ft. max.
Town Urban	600 ft. max.	1,800 ft. max.
General Neighborhood	600 ft. max.	2,000 ft. max.

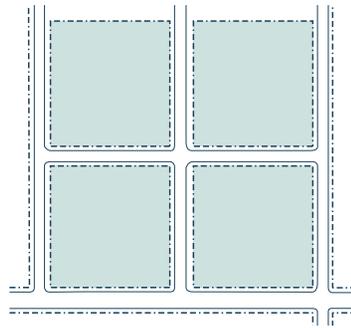
Table 7.1 Block Standards

Sequence of Applying Block Standards



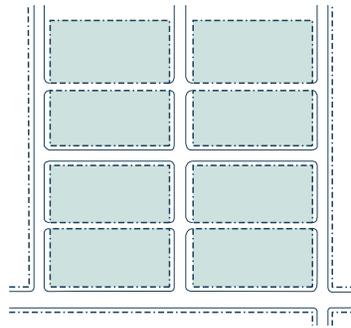
Step 1: Existing Site

Sites that are 4 acres or larger in size or existing blocks with 700 feet of frontage on any side shall be subdivided further to create additional blocks per the requirements of Table 7.1.



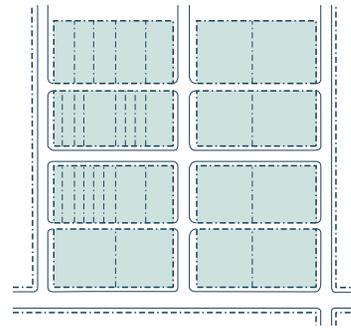
Step 2: Introduce Streets

Sites being subdivided into additional blocks shall introduce streets as allowed in the applicable zoning district(s) and comply with the applicable block-size requirements of Table 7.1.



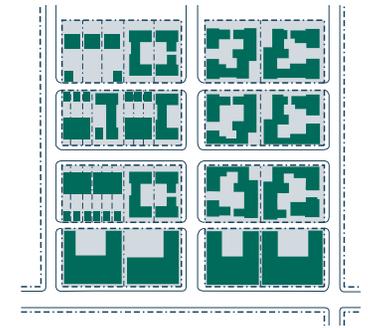
Step 3: Introduce Alleys

Access to new blocks and their individual lots is allowed primarily by alley or, side street, with a certain portion of lots allowed to access the lot via the primary street. The intent of limiting access to the rear or side of lots is to maintain the continuity of the streetscape without interruptions such as driveway access.



Step 4: Introduce Lots

Lots are introduced on each block to correspond with the selected building type(s) allowed by each zoning district.



Step 5: Introduce Projects

Each lot is to receive no more than one main building. The main building is then designed per the requirements of the applicable zoning district along with the allowed frontages and arranged to suit the particular organization of buildings desired for the block.

7.3 OPEN SPACE STANDARDS

7.3A Purpose

The purpose of this Section is to provide a catalog of pre-approved Public Open Space types that are appropriate to use within walkable urban environments.

7.3B Applicability

- i. This section describes the guidelines for development of Public Open Spaces in the Downtown Area.
- ii. The Standards shall apply to all proposed development within downtown zones, and shall be considered in combination with the standards for the applicable zone.
- iii. Additional Public Open Spaces can be integrated into this section as they are approved by the City.

7.2C Design Objectives

Open Spaces play an important role in place-making. Their standards must be considered alongside building form, building types, frontage types, and thoroughfares in creating urban environments. The diverse palette of parks and other publicly accessible open spaces are assigned to one or more downtown zones.

7.2D Open Space Required

Each application that involves at least 4 acres shall be required to provide a minimum of five percent of the project area as open space. The required open space shall be designed in compliance with the applicable requirements from Table 7.2

Zone	MS	FO	MS	FO	MS	FO	MS	FO	MS	FO	MS	FO
Type	Green		Square		Plaza		Pocket Park		Playground		Community Garden	
Illustration												
Example of Intended Character												
Description	An open space available for unstructured and limited amounts of structured recreation.		An open space available for civic purposes, unstructured and limited amounts of structured recreation.		Plazas are open spaces available for civic purposes and commercial activities. Building frontages should define these spaces. Plazas are typically hardscaped.		An open space available for informal activities in close proximity to neighborhood residences.		An open space designed for the recreation of children and interspersed within residential areas. Playgrounds may be included within other open spaces.		An open space designed as a grouping of plots for nearby residents for small-scale cultivation. Community Gardens may be included within other open spaces.	
Size	1 to 15 acres		½ to 5 acres		½ to 2½ acres		4,000 s.f. to ½ acre		There is no minimum or maximum size.		There is no minimum or maximum size.	
Frontage	2 streets		2 streets		2 streets		1 street		1 street		1 street	
Typical Facilities	Passive and active recreation (unstructured or structured), accessory structure, drinking fountains, community facility < 5,000 gsf, and paths.		Passive and active recreation (unstructured or structured), accessory structure, drinking fountains, community facility < 5,000 gsf, and paths.		Passive recreation, accessory structure, drinking fountains, and paths.		Passive recreation, accessory structure, drinking fountains, and paths.		Accessory structures, drinking fountain, and paths.		Accessory structures, drinking fountain, and paths.	

Table 7.2 Open Space Types



Mike & Anne's

4.8 Landscape Standards

8.1 LANDSCAPE STANDARDS

8.1A Purpose

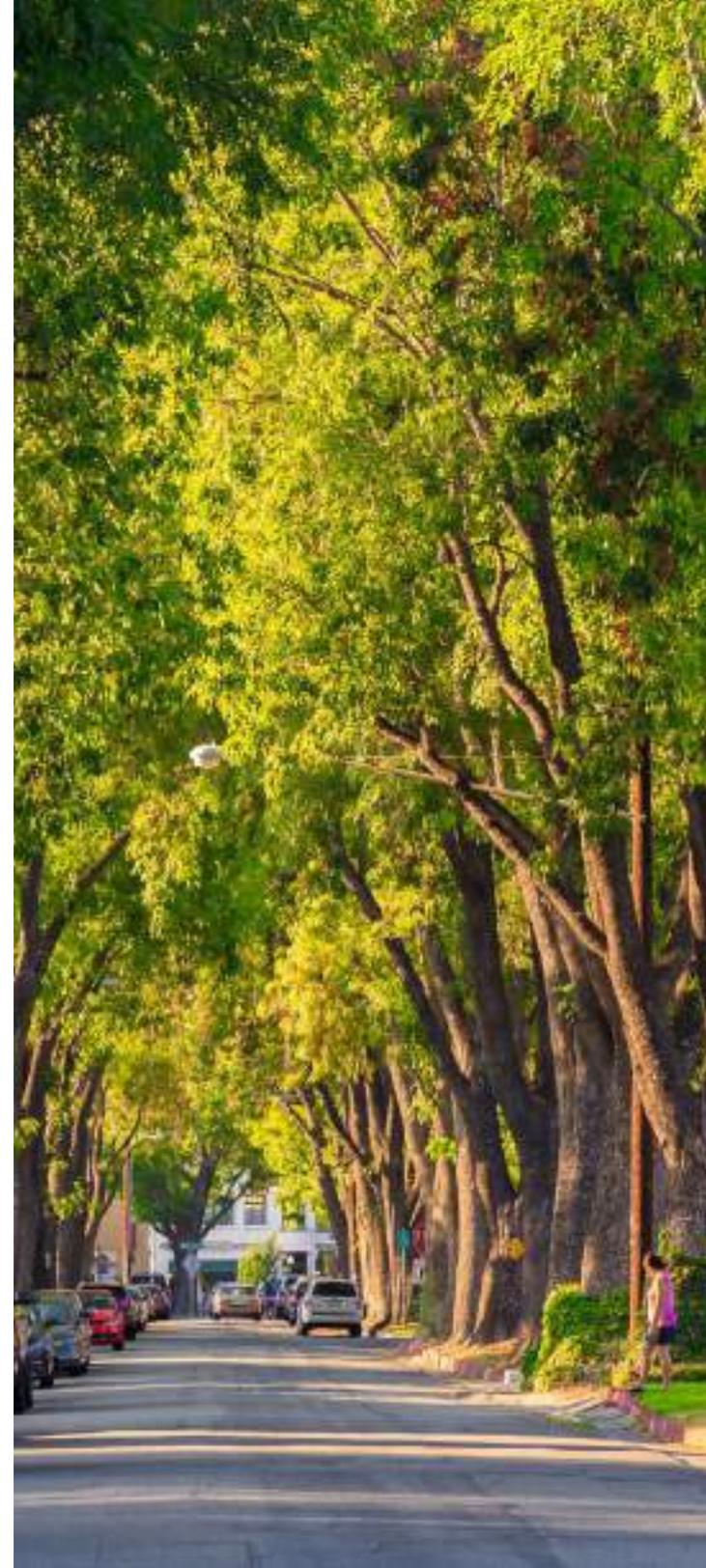
The Street Tree Master Plan (Figure 8.1) graphically depicts the goals effectuating the preservation of native vegetation and habitats, the repair and enhancement of downtown's natural characteristics, the smooth transition between natural landscape areas and development, and the protection of regional landscape character. The landscape is designed to serve as a unifying element for the development. Regularly spaced ornamental street trees define the roadways as well as provide visual screening. Plant materials will be native or native-in-character.

8.1B Applicability

These Landscape standards shall apply to all public streets and open spaces, to the initial construction of front yards for all Building Types, and to the semi-public outdoor courtyards. Private rear yards are not subject to these standards.

8.1C Streetscape Standards

1. Street trees shall be consistent with, or similar to, species identified in Figure 8.1.
2. Street tree spacing shall be no less than 25 feet and no more than 45 feet on center. Consistency in tree spacing and species shall be used to create strong spatial definition for the streetscape. Street tree planting shall take into consideration the existing spacing for street lights, guy wire, and utility poles.
3. Existing context, street characteristics, and site attributes should be considered when selecting a tree species.
4. Runoff from sidewalks shall be conveyed to planted parkways.
5. Street trees are subject to review and approval by the City.



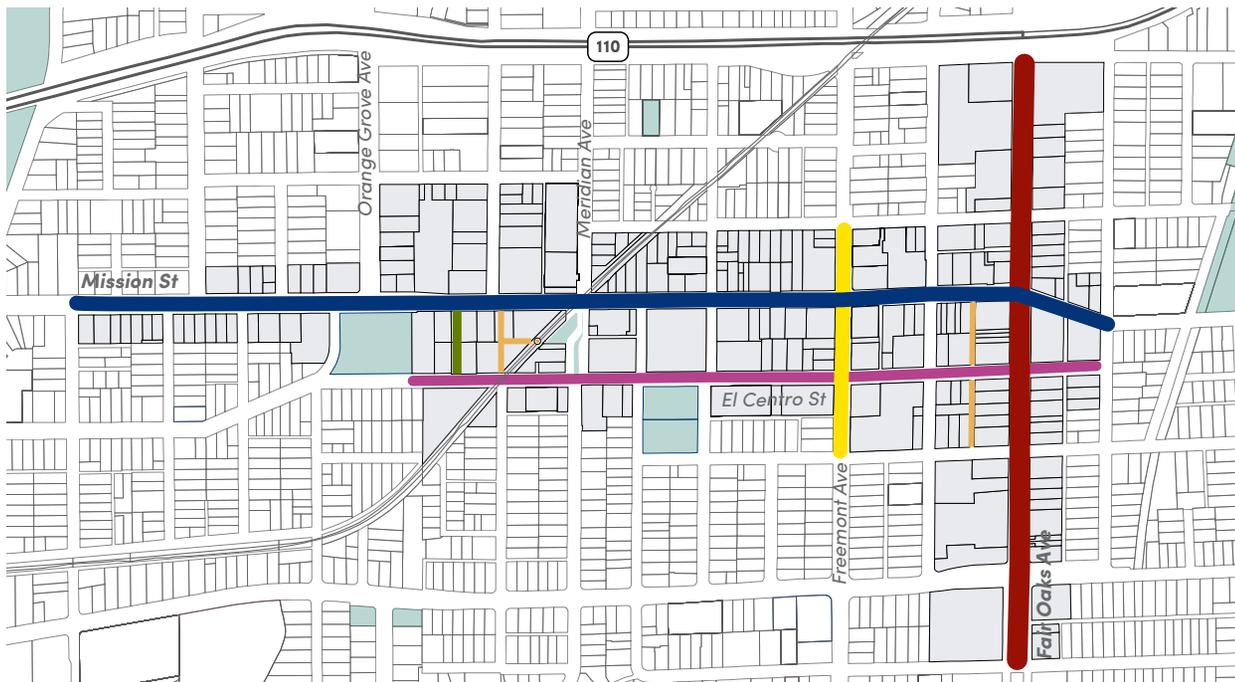


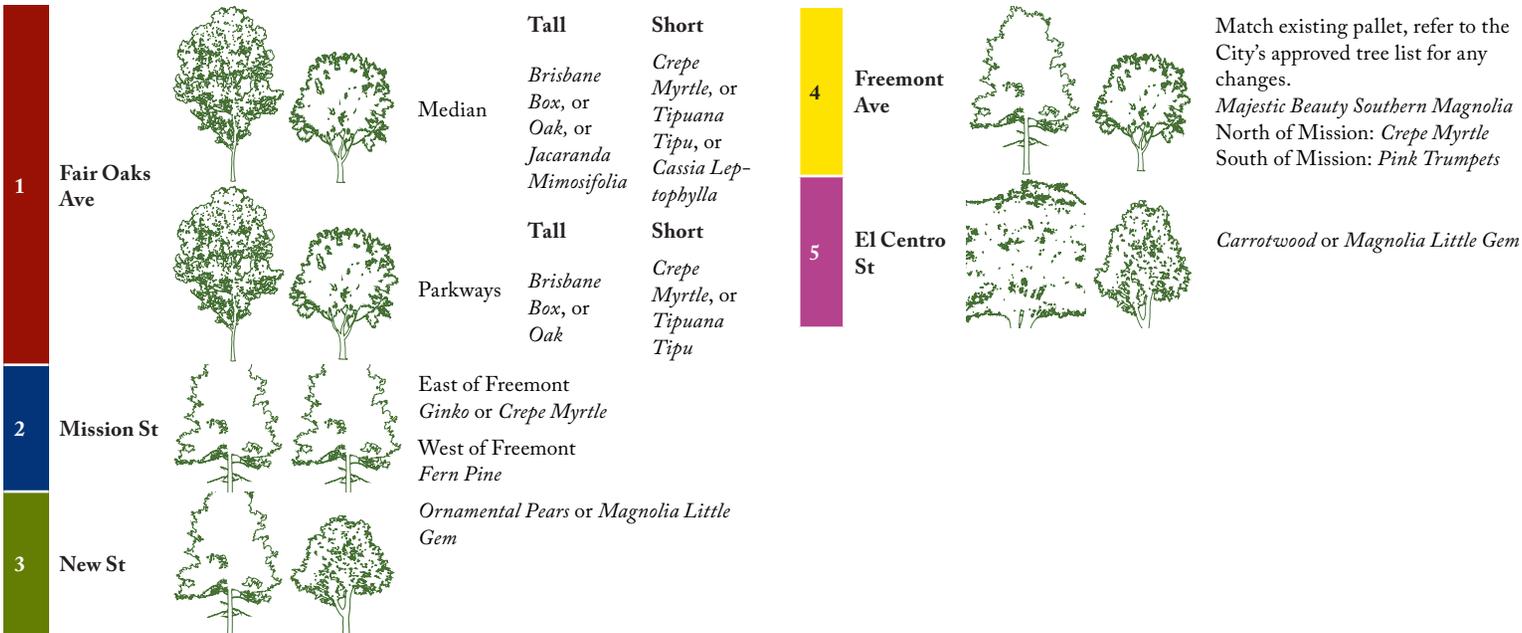
Figure 8.1. Tree species map



Vision for Fair Oaks Avenue



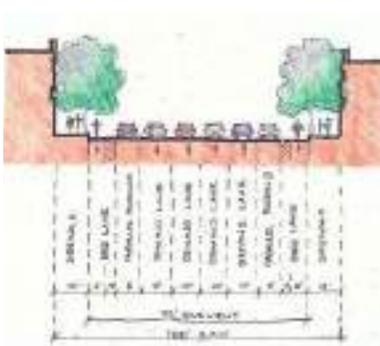
Vision for Mission Street



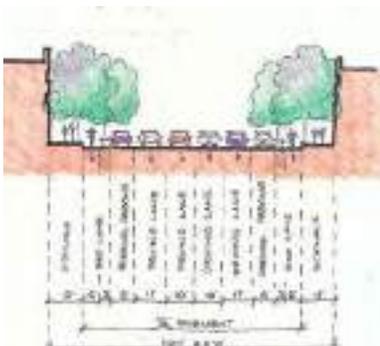
Brisbane Box



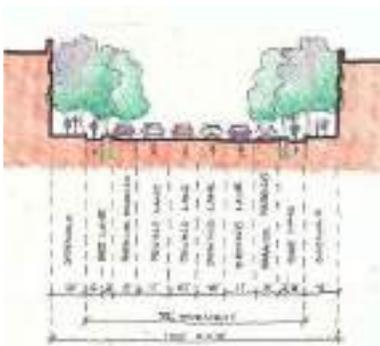
Tipuana Tipu



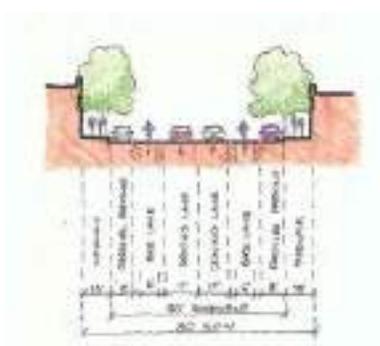
Fair Oaks Avenue, Option 1:
Existing condition with painted bike lanes



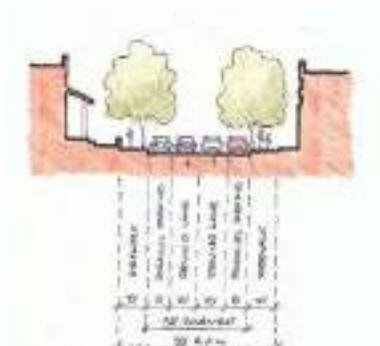
Fair Oaks Avenue, Option 2:
Painted bike lanes with potted plants separating bike lanes



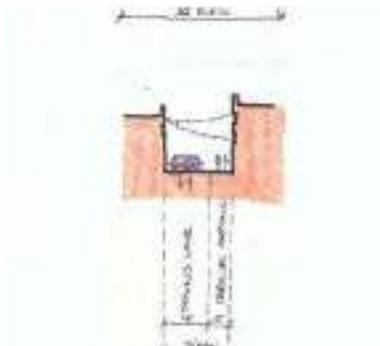
Fair Oaks Avenue, Option 3:
Raised separator with landscape and tree wells



Mission Street



New Street



Alley



Crepe Myrtle



Ginkgo



Jacaranda Mimosifolia



Oak



Cassia Leptophylla



Fern Pine



Carrotwood



Magnolia Little Gem



Ornamental Pear



Pink Trumpet



Southern Magnolia

8.1D Lot Standards

Yard Landscaping: Plantings in yard areas fronting on streets shall be appropriate to the scale, and purpose of the yard. All trees for front yards when provided shall be a minimum of 24 inch box (1"-1.75" caliper). Appropriate plant materials and designs for specific frontage yard types are as follows:

i Front Yard

- a. Front yards shall be planted and maintained from the back of sidewalk to a facade or garden wall.
- b. At facades, low shrubs and/or ground cover may be planted against the facade.
- c. At garden walls, low shrubs and wall vines or tall shrubs alone shall be planted against the wall.

ii Other Yards

- a. Rear yards may have multiple trees.
- b. Side yards need not be landscaped, except when adjacent to public space.
- c. If visible from the public realm, (i.e., the sidewalk or street), rear and side yards shall be landscaped and maintained.

8.1E Parking Facility Standard

- i. Amount of Landscaping: Each parking lot shall provide landscaping within and/or around the parking area at a minimum ratio of 10 percent of the gross area of the parking lot. A minimum of one shade tree shall be provided for each 5 parking spaces or trees provided to achieve 50% canopy coverage of paved area at maturity, whichever is greater.
- ii. Location: Landscaping shall be evenly dispersed throughout each parking area. Orchard-style planting (placement of trees in uniformly-spaced rows) is required for parking areas with more than 20 parking spaces.

4.9 Signs and Other Standards

9.1 SIGN STANDARDS

9.1A Purpose

These sign regulations are intended to appropriately limit the placement, type, size, and number of signs allowed within the Downtown area, and to require the proper maintenance of signs. The purposes of these limitations and requirements are to:

1. Avoid traffic safety hazards to motorists, bicyclists, and pedestrians, caused by visual distractions and obstructions;
2. Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of Downtown as a place to live, work, and shop; and
3. Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically designed and proportioned in relation to adjacent structures and the structures to which they are attached.

9.1B Applicability

1. Section 9.1 applies to all signage within the Downtown Code boundaries except for the following which are subject to the requirements of Article 36.320 of the Municipal Code:
 - a. real estate signs, special event signs, directional signs; and
 - b. billboard or other off-premise sign regulated by Article 36.320 of the Municipal Code, and any sign located in the public right-of-way and installed or maintained by the City or by any other public entity having legal authority to maintain signs.
2. Applicability to sign content. The provisions of this Section do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.
3. Sign permit requirements. Installation of signs shall require approval of a sign permit:
 - a. Sign Types A-H shall be processed ministerially by the Planning Director; and
 - b. Sign Type I and J shall be subject to the discretionary process requiring site plan approval from the Planning Commission.
4. Applicants may apply for a “Creative Sign Permit” for those on-site signs which are not listed, or which exceed the provisions of the Specific Plan. The Creative Sign Permit is intended for signs that meet the intent of the Specific Plan, but which may not necessarily meet the exact standards. These applications would require review and approval by the Design Review Board.



9.2 SIGN TYPES

Each proposed sign or existing sign to be modified shall be designed as one of the signage types allowed for the zoning district as identified in Table 9.1.

Wall		Window		Awning/Canopy		Sidewalk		Marquee		Projecting		Monument		Roof		Pole	
MS	FO	MS	FO	MS	FO	MS	FO	MS	FO	MS	FO	MS	FO	MS	FO	MS	FO
																	
<p>A sign that is painted or applied directly to the wall, typically above the shopfront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters including a logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk.</p>		<p>A sign that is painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters, including a logo with allowances for contrasting background. This type of sign is intended for viewing from across the street and at close range.</p>		<p>A sign that is integral to the awning or canopy above a shopfront. This type of sign may be located either on the valence face of the awning that faces the street or on the valence perpendicular to the building. Also included is a feature area on the main panel. For canopies, this type of sign is located on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range.</p>		<p>A two-sided, non-illuminated, portable sign that is placed outside of the shopfront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food-oriented businesses, theaters and other such activities.</p>		<p>A vertically-oriented two- to three-sided sign that projects from the facade over a sidewalk, public open space or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block.</p>		<p>A two-sided sign that projects over a sidewalk (public or private) or open space (public or private). This type of sign is intended for viewing at close range.</p>		<p>A sign that is located within front and side yards where the building is setback substantially from the sidewalk and the sign is to be viewed from a distance along the street. Wall-integral: Occurs as part of site-defining landscape, in the form of a low wall that may include a gateway that encloses outdoor dining or open space. Freestanding: Occurs as a freestanding sign subject to location and size limitations aimed at scale and compatibility with pedestrian frontages.</p>		<p>A sign that is for use on block-scale buildings at least 3 stories in height such as hotels, conference centers, and certain civic building. This type of sign is intended for viewing from a distance to help emphasize the identity and presence of a particular area as a whole and therefore, the signage is allowed to be more inventive.</p>		<p>A vertically-oriented sign that is detached from the main building, located along the primary frontage within the front setback, consisting of a structural support with the sign mounted at the top. This type of sign is for use on property that has a certain amount of street frontage and if intended for viewing from a distance to identify a business set back and not readily visible from the street.</p>	

Table 9.1 Sign Types



9.2 A Wall Sign

- | | | | |
|---|-----------------|---|-------------|
| 1 | Description | A sign that is painted or applied directly to the wall, typically above the shopfront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters including a logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk. | |
| 2 | Size | Height | 18 in. max. |
| | | Width (as % of facade width) | 60% |
| | | Features (allowed beyond sign area) | 6 ft. max. |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 wall sign per storefront bay along frontage of building; b. Multi-story buildings qualify for a building identification sign located on the uppermost story; c. Maximum thickness of sign as measured from the wall shall not exceed 4 inches; d. Minimum of 24 inches between sign and any opening or edge of the building facade; e. Minimum of 12 inches between sign and an eave or parapet; and f. If illuminated, individual letters required and shall be either internally illuminated or externally illuminated with decorative lamps mounted to maintain visual integrity of the sign. | |



9.2 B Window Sign

- | | | | |
|---|-----------------|---|-------------|
| 1 | Description | A sign that is painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters, including a logo with allowances for contrasting background. This type of sign is intended for viewing from across the street and at close range. | |
| 2 | Size | Height | 15 in. max. |
| | | Width (as % of storefront width) | 40% |
| | | Features (allowed beyond sign area) | 2 ft. max. |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 window sign per storefront; b. Minimum of 75% of window sign shall be independent of contrasting background; c. Sign inside the shop-space is not allowed within 4 feet of the window; and d. Storefront width is measured between walls or columns of at least 8 inches in width. | |



9.2 C Awning/Canopy Sign

- | | | | |
|---|-----------------|--|------------------------|
| 1 | Description | A sign that is integral to the awning or canopy above a shopfront. This sign may be located either on the valence face of the awning facing the street or on the valence perpendicular to the building. Also included is a feature area on the main panel. For canopies, this type of sign is located on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range. | |
| 2 | Size | Height awning valance | 6 in. min.; 12 in max. |
| | | Height canopy valance | 2 ft. max. |
| | | Width (as % of awning/canopy width) | 75% |
| | | Features (logo) for awning main panel | 2 sq.ft. |
| | | Feature (beyond canopy sign area) | 3 sq.ft. |
| | | Encroachment | within 2 ft. of curb |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 sign per awning / canopy; b. Each awning / canopy shall correspond to a storefront. c. The main panel of awnings shall only be used for a logo feature and shall not be for additional signage area; d. Internal illumination of awning(s) is prohibited; e. Canopy sign may extend up to 24 inches above the top of the canopy; and f. Encroachment permit required. | |



9.2 D Sidewalk Sign

- | | | | |
|---|-----------------|--|-------------------------|
| 1 | Description | A two-sided, non-illuminated, portable sign that is placed outside of the shopfront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food-oriented businesses, theaters and other such activities. | |
| 2 | Size | Height | 18 in. min.; 3 ft. max. |
| | | Width | 18 in. min.; 2 ft. max. |
| | | Thickness on each side | 4 in. max. |
| | | Horizontal clearance from adjacent curb | 18 in. max. |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 sign per business with a minimum distance of 25 feet from the nearest sidewalk sign; b. Sign shall be vertically oriented and have no more than 2 sides; c. Sign shall be placed as close as possible to the business storefront/edge of outdoor seating or along the street edge of the adjacent sidewalk; d. Encroachment permit required within the r.o.w. Adequate pedestrian access shall be maintained; and e. Materials shall not include vinyl or plastic. Lighting shall be from ambient sources. | |



9.2 E Marquee Sign

- | | | | |
|---|-----------------|---|---------------------------|
| 1 | Description | A vertically-oriented two- to three-sided sign that projects from the facade over a sidewalk, public open space or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block. | |
| 2 | Size | Height single-story building | max. 35% of facade height |
| | | Height multi-story building | max. 75% of facade height |
| | | Height above eave or parapet | 10 ft. max |
| | | Width of each sign face (up to 3 max.) | 20 ft. max |
| | | Distance from wall | 18 in. |
| | | Thickness | 4 in. max. |
| | | Feature (allowed beyond sign area) | 6 sq. ft. |
| | | Encroachment | within 3 ft. of curb |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 marquee sign per building; b. Sign shall be vertically-oriented and placed within the top half of single-story buildings and on the upper floor(s) of multi-story buildings; and c. Encroachment permit required. | |



9.2 F Projecting Sign

- | | | | |
|---|-----------------|--|----------------------|
| 1 | Description | A two-sided sign that projects over a sidewalk (public or private) or open space (public or private). This type of sign is intended for viewing at close range. | |
| 2 | Size | Height | 2 ft. max. |
| | | Width | 3 ft. max. |
| | | Thickness | 3 in. max. |
| | | Feature (allowed-beyond sign area) | 1.5 sq.ft. |
| | | Vertical clearance from sidewalk | 8 ft. min. |
| | | Encroachment | within 3 ft. of curb |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 projecting sign per business along frontage; b. If illuminated, shall not be internally illuminated cabinet sign; c. Supporting hardware such as brackets shall be architecturally compatible with the building facade; d. Not allowed under an awning or horizontally within 10 feet of another projecting sign; and e. Encroachment permit required. | |



9.2 G Monument Sign

- | | | | |
|---|-----------------|--|-------------------------------|
| 1 | Description | A sign within front and side yards where the building is setback from the sidewalk and the sign is to be viewed from a distance along the street.
Wall-integral: Occurs as part of site-defining landscape, in the form of a low wall that may include a gateway that encloses outdoor dining or open space.
Freestanding: Occurs as a freestanding sign subject to location and size limitations aimed at scale and compatibility with pedestrian frontages. | |
| 2 | Size | Height of wall or freestanding panel | 3 ft. min. 5 ft. max. |
| | | Height of sign area | 18 in. max. |
| | | Width (freestanding) | 2 ft. min., 7 ft. max. |
| | | Thickness | 18 in. |
| | | Feature (allowed beyond sign area) | 2 sq. ft. |
| | | Distance from adjacent curb | 5 ft. min. |
| | | Encroachment into setbacks | within 3 ft. of property line |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Wall-integral: Maximum 1 sign may be placed at each end of the wall if there is at least 50 feet between each sign; b. Freestanding: Maximum of 1 sign and minimum of 75 feet horizontal separation from another monument sign; c. Not allowed in any required visibility area, right-of-way, or private street; d. Colors and materials shall match the building style and details; and e. Lighting shall be from external or ambient sources. | |



9.2 H Roof Sign

- | | | | |
|---|-----------------|---|------------------------------|
| 1 | Description | A sign that is for use on block-scale buildings at least 3 stories in height such as hotels, conference centers, and certain civic building. This type of sign is intended for viewing from a distance to help emphasize the identity and presence of a particular area as a whole and therefore, the signage is allowed to be more inventive. | |
| 2 | Size | Height | 7 ft. min., 15 ft. max. max. |
| | | Length | 10 ft. min., 30 ft. max. |
| | | Thickness | 18 in. max. |
| | | Features (allowed beyond sign area) | 25 ft. max. |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 roof sign per building; b. Minimum building height of 3 stories and minimum site frontage along primary street of 150 feet; c. Signs shall not encroach into right-of-way or private street; d. If illuminated, external illumination required and shall be mounted to maintain visual integrity of the sign; e. Supporting hardware such as brackets shall be architecturally compatible with the main building. | |



9.2 I Pole Sign

- | | | | |
|---|-----------------|--|-------------|
| 1 | Description | A vertically-oriented sign that is detached from the main building, located along the primary frontage within the front setback, consisting of a structural support with the sign mounted at the top. This type of sign is for use on property that has a certain amount of street frontage and if intended for viewing from a distance to identify a business set back and not readily visible from the street. | |
| 2 | Size | Height to top of the sign | 25 ft. max. |
| | | Width of sign | 15 ft. max. |
| | | Height of sign area | 10 ft. max. |
| | | Thickness | 12 in. max. |
| | | Feature (allowed-beyond sign area) | 25 sq.ft. |
| | | Distance from r.o.w. | min. 2 ft. |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 pole sign per site; b. If illuminated, illumination shall maintain visual integrity of the sign; and c. Supporting hardware such as brackets shall be architecturally compatible with the architectural style of the main building. | |

9.3 OTHER STANDARDS

9.3A Purpose

This section of the Downtown Code establishes the standards for particular elements of sites and streetscapes to ensure a consistent and high level of quality in site design, materials, and land use activity.

9.3B Applicability

The standards of section 9.3 apply to all property subject to the Downtown Code.

9.3C Standards for Site Walls

- i. Screening elements such as solid walls, hedges or combination of walls and hedges shall be used to screen service areas, storage areas, or garbage areas from public view from the street or pedestrian ways.
- ii. Low walls (2 to 3 feet in height) may be used to divide space, create a variety in landscaping and to define site edges.
- iii. Solid walls (3 to 8 feet in height) or hedges, are permitted to screen mechanical equipment, garbage receptacles, loading areas and other unsightly areas and provide privacy at the back of lots and along side streets in compliance with the requirements of Section 4.6 'Frontage Standards'. When a wall exceeds 3 feet in height, the wall shall be designed as an extension of the primary building in materials and color.
- iv. Front yard fencing shall comply with the following requirements as applicable:
 - a. Fences shall be located in compliance with the frontage requirements in Section 4.6;
 - b. Where allowed, fences shall be setback from the adjacent sidewalk by at least 12 inches to allow for planting intended to visually improve the appearance of the fence along the sidewalk; and
 - c. The overall height of fencing along the front yard and adjacent side street, when present, shall not exceed 4 feet.

9.3 D Outdoor Dining in Public Right-of-Way

This section provides regulations for outdoor dining within the public right-of-way when accompanying a restaurant use type.

i. Permit Requirement:

No person may establish outdoor dining in the public right-of-way unless a Conditional Use Permit is approved by the Planning Commission. The procedural requirements for obtaining a Conditional Use Permit are contained within Zoning Regulations Chapter 36.410.60. The Conditional Use Permit application shall include adequate plans and information to determine compliance with this section.

ii. Evaluation Standards:

- a. To provide for adequate pedestrian circulation, a minimum 4 feet of clearance shall be maintained between dining furnishings, street furniture, or above ground utilities. A minimum of 50 feet of clearance shall be maintained between dining furnishings and the centerline of intersecting perpendicular driveways, alleys or streets to provide for adequate vehicle sight, unless a lesser distance is determined by the Director and City Engineer to be adequate for the protection of the public safety.
- b. Tables and chairs used for outdoor dining shall be of substantial materials. Tables shall be a maximum of 3 feet in diameter if round and 3 feet along the longest side if rectangular. All such furnishings shall be stored indoors after hours of operation.
- c. No portion of the outdoor dining use, including furnishings and signs, shall block visibility of display windows or signage of adjacent businesses, unless written consent of any affected adjacent business owner to block visibility is obtained by the applicant and provided to the Director.
- d. If encroaching in the right-of-way, the outdoor dining use operator shall provide an executed city hold harmless waiver and proof of liability insurance to the satisfaction of the city risk manager.

9.3E Required Loading Spaces

Retail or service stand alone market	1 space
Facility with 3 or more tenants, and less than 30,000 s.f. of leasable area	1 space
Facility with 30,000 s.f. or more leasable area	1 space, plus additional as required by the review authority





4.10 Administration

10.1 ADMINISTRATION

10.1A Review Authority

This Section of the Downtown Code identifies the responsible body or individual that has the responsibility and authority to review and act upon applications submitted to the City.

10.1B Applications

Chapter 36.400 of the Municipal Code specifies standards for Development Plan Review application. The following types of applications shall be reviewed and acted upon by the identified body or individual:

- i. **Ministerial Applications:** The Planning Director and the Design Review Board shall be the Review Authority for ministerial applications as listed in Table 10.1.
- ii. **Discretionary Applications:** Discretionary application shall be reviewed as listed in Table 10.1.

10.1C Special Exception Process

The purpose of a special exception is to allow projects that provide special amenities, design details, and/or aesthetic benefit to the community.

Required Findings for Special Exceptions

Before a Special Exception may be granted the following findings must be made:

- i. The proposed project, while not consistent with a specific provision of this Code, is justified by its intent to pursue a comparable or better designed development;
- ii. The proposed project would result in development compatible with the scale and character of existing development in the vicinity; and
- iii. The proposed project would result in development that is not detrimental to and would not adversely impact adjacent properties.

Limitations: Applications for Special Exceptions shall be limited to exceptions to Building Placement, Lot Size, Building Types and Frontage Types.

10.1D Preliminary Review Process

The purpose of the preliminary review process is to allow an applicant to submit a preliminary plan and receive comment from the City prior to formal submittal. To facilitate communication between the applicant and City, the applicant may pay the fee to obtain architectural and urban design comments as part of the preliminary review.

Table 10.1 Review Authority

	Planning Director	Design Review Board	Cultural Heritage Commission	Planning Commission	City Council
Ministerial					
Zoning clearance	Approve				
Site plan (minor)/Signs	Approve				
Outdoor dining in r.o.w.	Approve				
Outdoor display	Approve				
Discretionary					
Site plan (major)			Reccommend	Final Decision	Review Appeal
Conditional use permit (CUP)				Final Decision	Review Appeal
Zoning change				Recommend	Final Decision
Subdivision				Final Decision	
Variance				Final Decision	Review Appeal
Special Exception				Final Decision	Review Appeal
Specific Plan Amendment				Recommend	Final Decision
Certificate of Appropriateness			Final Decision		Review Appeal

4.11 Definition

11.1 DEFINITIONS OF GENERAL TERMS

Access, Building	The physical point(s) and type of pedestrian access to a building from the public sidewalk. Also see building access.
Access, Site	The physical point(s) of vehicular access from a street or other right-of-way to a site.
Access, Lot	The physical point(s) of access to an individual lot for vehicles and pedestrians from a street, other right-of-way or sidewalk.
Accessory Structure	A subordinate building such as garages, carports, storage sheds, shelters, pools or similar structures, the use of which is incidental to that of the main building (residential, commercial, or industrial) on the same lot and/or building site.
Alley	A low capacity thoroughfare with one shared lane and no parking lanes, designed and intended for service and/or secondary access purposes.
Block	All property fronting on one side of a street between intersecting and intercepting streets, or between a street and a right-of-way, wash, end of an existing cul-de-sac, or city boundary.
Block Face	The aggregate of all the building facades on one side of a block. The block face provides the context for establishing architectural compatibility.
Block-scale Building	The physical appearance when a building by its physical length and overall size is massed and organized to be larger than a house in its footprint.
Building Access	Buildings are accessed in either of two ways: walk-up or point access. <ol style="list-style-type: none">Walk-up access means when an individual suite or dwelling is accessed by the pedestrian directly from a public sidewalk or private open space directly accessed by the public sidewalk. House-scale buildings are accessed only by walk-up access.Point access means when individual suites or dwellings are accessed by the pedestrian through a common lobby. Block-scale buildings are accessed by either walk-up or point-access or, through a combination of the two.
Building Accessory	Building(s) which are in support of the main building on the lot and subject to the building placement standards for accessory buildings.
Building Height	The vertical extent of a building measured in stories to the eave of the highest story, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, and similar structures. Building height shall be measured from the average grade of the fronting thoroughfare.

Building Type	A structure defined by the combination of configuration, placement and function. The building types used in the Downtown Code are listed and described in Section 5.0 Building standards.
Civic	The term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.
Civic Building	A structure operated by governmental or not-for-profit organizations and limited to civic uses.
Civic Space	An outdoor area dedicated for civic activities.
Courtyard	An unroofed area that is completely or partially enclosed by walls or buildings.
Driveway	A vehicular lane within a lot, or shared between two lots, usually leading to a garage, other parking or loading area.
Encroachment	Any architectural feature or structural element, such as a fence, garden wall, porch, stoop, balcony, bay window, terrace or deck, that breaks the plane of a vertical or horizontal regulatory limit extending into a setback, beyond the build-to-line, into the public frontage, or above a height limit.
Frontage	A strip or extent of land abutting a thoroughfare, civic space or other public right-of-way. <ul style="list-style-type: none"> a. Frontage, Private. The area between the building facade and the shared lot line between the public right-of-way and the lot. b. Frontage, Public. The area between the curb of the vehicular lanes and the edge of the right-of-way.
House-scale	The physical appearance when a building is massed and organized similar to a single-family house.
Infill	A site developed within existing urban fabric, balancing, completing and/or repairing the surrounding area.
Lot	A parcel of real property shown on a plat recorded in the office of the county recorder.
Massing	The overall shape or arrangement of the bulk or volume of buildings and structures.
Nonconforming Buildings	A building or portion thereof which was lawful when established but which does not conform to subsequently established zoning or zoning regulations.
Nonconforming Use	A land use lawful when established but which does not conform to subsequently established zoning regulations.
Overlay	The method for addressing additional topics such as certain types of commercial frontage.
Parapet	A low wall along the edge of a roof or the portion of a wall that extends above the roof line.
Parkway (planting strip)	The landscaped area between the sidewalk and the curb which is reserved for trees which are intended to shade the sidewalk and provide spatial definition to the streetscape.
Paseo	A public place or path designed for walking that is often within a block, between buildings or along the edge of a public open space.
Pedestrian Shed	An area centered on a major destination. Its size is limited by an average distance that may be traversed at an easy walking pace in a given amount of time from its center to its edge. Pedestrian sheds are useful for planning walkable areas.
Podium	A continuous projecting base or pedestal under a building.

Setback	The area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first floor level) which are permitted to encroach into the setback.
Setback line, front yard (frontage zone).	The line which defines the depth of the required front yard for the lot in order to generate and support the intended public realm of the zoning district.
Setback line, rear yard or side yard.	The line which defines the width or depth of the required rear or side yard. Said setback line shall be parallel with the property line, removed therefrom by the perpendicular distance prescribed for the yard in the zoning district.
Story	A habitable level within a building from finished floor to finished ceiling.
Type	A form determined by function and confirmed by culture. A type is physically defined by its function, and its configuration, and in the case of buildings, its disposition on the lot including frontage and height.
Yard	The area between the Buildable Area on a lot and a lot line. <ul style="list-style-type: none"> a. Yard, Front. The area between the Buildable Area on a lot and the front lot line. b. Yard, Side. The area bounded by the Building Area on a lot, a side lot line, the front lot line and the rear lot line. c. Yard, Rear. The area between the Buildable Area on a lot and the rear lot line.

11.2 DEFINITIONS OF LAND USE TERMS

Auto Service Station	Retail sale, from the premises, of vehicle fuel which may include the incidental sale of other petroleum products, tires, batteries, and replacement items, and the incidental minor repairs and lubricating services.
Bank/Financial Services	Bank/Financial Services. Financial institutions, including, but not limited to: banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, other investment companies, securities/commodity contract brokers and dealers, security and commodity exchanges, and vehicle finance (equity) leasing agencies. Does not include check-cashing stores.
Civic Building	A building that is operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
Cultural Institution	A nonprofit institution engaged primarily in the performing arts or in the display or preservation of objects of interest in the arts or sciences that are open to the public on a regular basis. This classification includes performing arts centers for theater, dance and events, museums, art galleries, and libraries.
Day Care Center	Any child day care facility, licensed by the State of California, other than a family day care home, and includes infant care centers, preschools, and extended day care facilities.
Drive-through Services	Facilities where food or other products may be purchased or services may be obtained by motorists without leaving their vehicles. Examples of drive-through sales facilities include fast-food restaurants, drive-through coffee, photo stores, pharmacies, bank teller windows and ATMs, dry cleaners, etc., but do not include gas station or other vehicle services.

Dwelling	A room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.
Dwelling Accessory	An auxiliary dwelling unit located within an accessory structure of a primary dwelling on the lot. Includes, but is not limited to dwelling units in guest houses, pool houses and carriage houses, above or beside a garage.
Group Homes	A dwelling in which persons reside in a group occupancy setting, but not including a hotel, motel, fraternity, sorority, rooming and/or boarding house. Residents of a facility may also receive medical treatment in addition to any non-medical supportive services in a residential or congregate care setting, as opposed to a hospital.
Health/Fitness Facility	Establishments offering participant sports within an enclosed building. Typical uses include bowling alley, billiards parlors, pool halls, indoor ice or roller skating rinks, indoor racquetball courts, indoor batting cages, and health or fitness clubs.
Home Occupation	Residential premises used for the transaction of business or the supply of professional services. Home occupation shall be limited to the following: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director. No external employees are allowed.
Home Office	Residential premises used for the transaction of business or the supply of professional services which employ up to three external employees. Home office shall be limited to the following: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director.
Hotel, Motel	Establishments containing six or more rooms or suites for temporary rental and which may include incidental food, drink, and other sales and services intended for the convenience of guests.
Medical Services, Clinic	A facility other than a hospital where medical, mental health, surgical and other personal health services are provided on an outpatient basis. Examples of these uses include: medical offices with five or more licensed practitioners and/or medical specialties, outpatient care facilities, urgent care facilities, other allied health services. These facilities may also include incidental medical laboratories. Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional."
Medical Services, Doctor's Office	A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. A facility with five or more licensed practitioners is instead classified under "Medical Services – Clinic, Urgent Care." Counseling services by other than medical doctors or psychiatrists are included under "Office – Professional."
Meeting Facility	Consisting of group gatherings conducted indoors. Typical uses include churches, synagogues, mosques, temples, bingo halls, private clubs, fraternal, philanthropic and charitable organizations, and lodges. Does not include Theaters.

Neighborhood market/ convenience store	A neighborhood serving retail store of 5,000 square feet or less in gross floor area, which carries a range of merchandise oriented to daily convenience shopping needs.
Offices —Professional	Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include: accounting, advertising agencies, attorneys, commercial art and design services, counseling services, urgent care clinic, and medical clinic, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media postproduction services, news services, and photography studios.
Parking Facility, Public or Private	Parking lots or structures operated by the City or a private entity, providing parking either for free or for a fee. Does not include towing impound and storage facilities.
Personal Services	Establishments providing non-medical services for the enhancement of personal appearances, cleaning, alteration, or reconditioning of garments and accessories, and similar non-business related or non-professional services. Typical uses include reducing salons, barber shops, tailors, shoe repair shops, self-service laundries, and dry cleaning shops, but exclude uses classified under the Office and Trade School.
Personal Services (Restricted)	Personal services that may tend to have adverse effects upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include: bail-bonds, check cashing stores, massage (licensed, therapeutic, non-sexual), pawnshops, spas and hot tubs for hourly rental, tattoo and body piercing services, and tanning salons.
Production, Artisan	Establishments primarily engaged in on-site production of goods by hand manufacturing, involving the use of hand tools and small-scale equipment.
Restaurants	A commercial establishment where food is prepared for and served to the customer, for consumption on or off the premises. It shall be operated as a bona fide eating place that maintains approved and permitted suitable kitchen facilities within the establishment, thereby making actual and substantial sales of meals. A restaurant may provide entertainment for the customer by performers of the arts (music, dance, comedy, readings, etc.), and differs from a Night Club in that it does not provide floor space for customer dancing and dancing is prohibited. A restaurant differs from a Tavern because it must prepare and serve food at all times during business hours and the sale of alcoholic beverages is secondary to the sale of food. As allowed by the Downtown Code, a restaurant may operate on the sidewalk or open space adjacent to the main building in which the restaurant is located.
Retail	Stores and shops engaged in the sale of goods and merchandise such as antiques or collectibles, art galleries, art supplies, including framing services, bicycles, books, magazines, and newspapers, cameras and photographic supplies, clothing, shoes, and accessories, department stores, drug stores and pharmacies, dry goods, fabrics and sewing supplies, florists and houseplant stores, hobby materials, jewelry, luggage and leather goods, musical instruments, parts and accessories, orthopedic supplies, small wares, specialty shops, sporting goods and equipment, stationery, thrift shop (second hand store), toys and games, variety stores, videos, DVDs, records, CDs, including rental stores.

School	Elementary, Middle, Secondary. A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May include any of these schools that also provide room and board.
School — Business, Trade Schools, Colleges	A school that provides education and/or training, including tutoring, or vocational training, in limited subjects. Examples of these schools include art school, ballet and other dance school, business, secretarial, and vocational school, computers and electronics school, drama school, driver education school, establishments providing courses by mail, language school, martial arts, music school, professional school (law, medicine, etc.), seminaries/religious ministry training facility.
Studio — Art, Dance, Martial Arts, Music (School)	Small scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Examples of these facilities are individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment. Larger facilities are included under the definition of “Schools, Business, Trade Schools, Colleges.”
Supermarket	A grocery market having 15,000 or more square feet of floor area devoted principally to the sale of food.
Taverns	An establishment whose primary business is the sale of alcoholic beverages to customers for consumption on the premises. This does not include on-site manufacturing of alcoholic beverages. While a Tavern may have facilities for performers of the arts (music, comedy, etc.) for the entertainment of the customer, it differs from a Night Club in that customer dancing is prohibited. A Tavern differs from a Restaurant in that it is not required to prepare and serve food.

