Attachment A - Recommended LPSP
11.18.24

Lamanda Park Specific Plan

CITY OF PASADENA

Recommended Plan - November 2024

Acknowledgements

The following individuals contributed to preparation of the Lamanda Park Specific Plan:

CITY COUNCIL

Victor Gordo, *Mayor*
Steve Madison, *Vice Mayor, District 6*
Tyron Hampton, *District 1*
Felicia Williams, *District 2*
Justin Jones, *District 3*
Gene Masuda, *District 4*
Jess Rivas, *District 5*
Jason Lyon, *District 7*

CITY COMMISSIONS

Design Commission (2021)

Srinivas Rao, *Chair, At Large/District 6*
Yolanda Sepulveda, *Vice Chair, Rep., Arts & Culture*
Robert Carpenter, *At Large/District 1*
Christopher Hawthorne, *At Large/District 1*
Jose Noel Toro, *At Large/District 5*
Philip Chiao, *At Large, District 6*
Sophia Gutierrez, *Rep., Historic Preservation Comm.*
Julianna Delgado, *Rep., Planning Commission*
Timothy Sales, *Rep., Transportation Advisory Commission*

Planning Commission (2024)

Carol Hunt Hernandez, *Chair, At Large/District 5*
Lambert Giessinger, *Vice-Chair, District 4*
Jennifer Higginbotham, *Secretary, District 7*
Mic Hansen, *Commissioner, Mayor*
Beverly Sims, *Commissioner, District 1*
Juliana Delgado, *Commissioner, District 2*
Rick Cole, *Commissioner, District 5*
Michael Albrecht, *Commissioner, DIstrict 6*

OFFICE OF THE CITY MANAGER

Miguel Márquez, *City Manager*
Nicholas Rodriguez, *Assistant City Manager*
Brenda Harvey-Williams, *Assistant City Manager*
Matthew Hawkesworth, *Acting Assistant City Manager*

DIVISION & PROGRAMS

Dave Klug, *Director, Economic Development*
Teresa Garcia, *Senior Project Manager*

DEPARTMENT OF PUBLIC WORKS

Kris Markarian, *Acting Director*
Yannie Wu-Bowman, *Principal Engineer*
Michael King, *Forestry Program Coordinator*
Brent Maue, *Civil Engineer*

DEPARTMENT OF TRANSPORTATION

Joaquin Siques, *Director*
Jenny Cristales-Cevallos, *Acting Deputy Director*
Richard Dilluvio, *Principal Planner*
Scott Johnson, *Senior Planner*

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Jennifer Paige, *AICP, Director*
Jason Mikaelian, *AICP, Deputy Director*
Luis Rocha, *Planning Manager*
Rochelle Branch, *Manager, Cultural Affairs*
Corey Dunlap, *Program Coordinator III, Cultural Affairs*
Kevin Johnson, *Principal Planner, Design & Historic Preservation*
Beilin Yu, *Zoning Administrator, Current Planning*

Our Pasadena PLANNING & COMMUNITY DEVELOPMENT PROGRAM TEAM

Anita Cerna, *Principal Planner, Community Planning*
Martin Potter, *Principal Planner, Community Planning*
David Sinclair, *Senior Planner, Community Planning*
Ani Garibyan, *Planner, Community Planning*

CONSULTANTS

AECOM
MIG, Inc. *(outreach)*

Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) Transit Oriented Planning Grant Program Round 4 supported the Specific Plan Update Program.

Table of Contents

This page intentionally left blank

Ch. 1 Introduction


ORDER HERE
PICK-UP
COPA VIDA
COFFEE TEA FOOD LIFE

Introduction

The Lamanda Park Specific Plan (LPSP) area is an approximately 189-acre district in southeast Pasadena, comprising areas formerly included within the East Colorado (2003) and East Pasadena (2000) Specific Plans. The LPSP area includes portions of Colorado Boulevard, Sierra Madre Boulevard, Foothill Boulevard and Walnut Street, four of the City's major thoroughfares. Lamanda Park had a rich history as an independent town before being annexed by the City of Pasadena in 1920. The area has historically served as an employment center, specifically in the business sectors of research, technology, and warehousing. Today, the character of development in the LPSP reflects a mix of these commercial and industrial uses.

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

"Lamanda Park will be a hub of research and development, light industrial and creative businesses, supported by flexible spaces and diverse housing opportunities near jobs, shops and services, all connected by a vibrant public realm."

The LPSP presents an opportunity for this vision to be grounded in policy and practice, and for the City and community to work together in confronting planning challenges and envisioning the future of the Lamanda Park area. In addition to an extensive public outreach and visioning process, the LPSP represents the outcome of a robust technical planning and design effort, directly informed by the perspectives and expertise of community members, City staff, the Planning Commission, Design Commission, and the City Council.

WHAT IS A SPECIFIC PLAN?

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

CHAPTER OVERVIEW

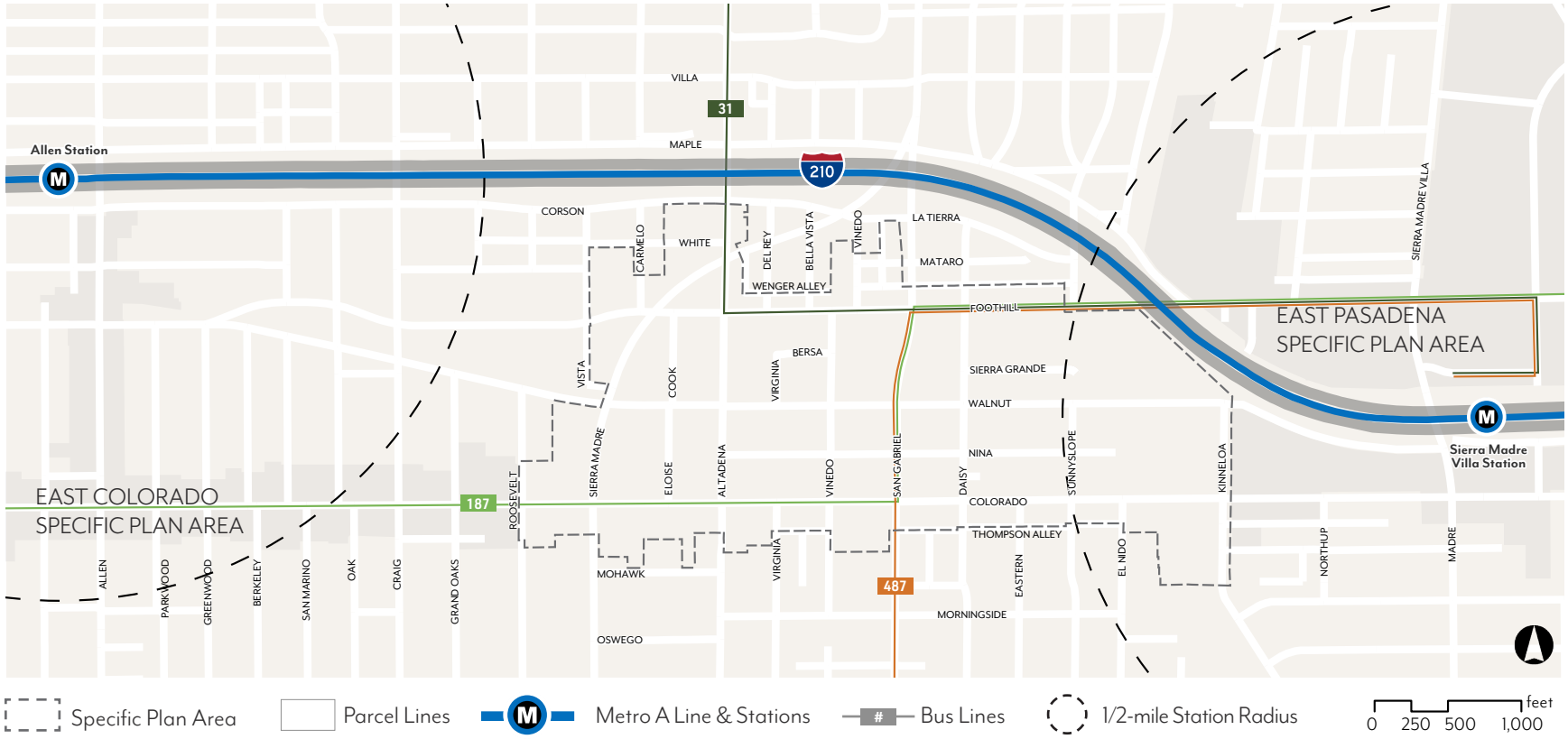
This chapter is organized into the following sections:

1.1 Specific Plan Area

The LPSP area generally encompasses the area between the 210 freeway to the north, Roosevelt and Vista Avenues to the west, Colorado Boulevard to the south and Kinneloa Avenue to the east (Map 1.1-1). While outside the LPSP area, the Metro A Line runs along the 210 freeway and the adjacent East Colorado and East Pasadena Specific Plan areas. The LPSP area is located within a half of a mile from the Sierra Madre Villa Metro Station. The LPSP area currently includes Pasadena Transit (Route 31), Foothill Transit (Line 187), and Metro Transit (Line 487) bus services.

These Specific Plan Areas have helped inform policies and standards in the LPSP plan and are intended to benefit from the LPSP's implementation. Adjacent to the City of Pasadena, the City of Sierra Madre is located to the east and the City of San Marino is located to the south.

Map 1.1-1: Lamanda Park Specific Plan Area



1.2 Purpose

The LPSP sets out a plan to facilitate development and improvements to the Plan area, that will ultimately help realize the community's vision for Lamanda Park. The LPSP optimizes land uses to increase opportunities for financially feasible commercial and residential developments, and help ensure that new development, sidewalk improvements, and added amenities contribute positively to the pedestrian experience. The LPSP includes standards to protect historic resources and support existing elements of the area that provide a sense of place and distinct character, while providing contextual standards for new development.

Future redevelopment opportunities will focus on infill development and making incremental changes to the area's built environment and land use mix. This document will be used by property and business owners, grant seeking nonprofits, developers, decision makers, and City staff as the regulations that will guide private and public development projects. While the LPSP introduces a framework and toolkit for designing and implement future developments, it does not mandate or accelerate any specific projects or immediate changes to the built environment.

1.3 Relationship to Other Documents

General Plan

The LPSP is one of eight Specific Plans that serve to implement the City's 2015 General Plan Land Use and Mobility Elements. The General Plan contains eight Guiding Principles and a series of goals and policies that demonstrate the relationship between land use and high-quality design, the arts and culture, sustainable infrastructure, a vital economy, exemplary public services, and public involvement and participation.

The LPSP mirrors and builds upon the General Plan's policies to achieve consistency with the General Plan's vision and guidance. The plan seeks to stimulate economic development, encourage pedestrian-oriented retail and services, support pedestrian mobility, and target housing opportunities in a contextually sensitive manner. Projects that are consistent with the LPSP policies and standards will in turn be consistent with the General Plan policies and Guiding Principles. Through incremental development, the LPSP will strengthen Pasadena's urban core, providing a wider variety of amenities, services, and housing options to residents, employees, and visitors.

SUMMARY OF 2015 GENERAL PLAN GUIDING PRINCIPLES

1. Growth will be targeted to serve community needs and enhance the quality of life.
2. Pasadena's historic resources will be preserved.
3. Pasadena will be an economically vital city by providing jobs, services, revenues, and opportunities.
4. Pasadena will be a socially, economically, and environmentally sustainable community.
5. Pasadena will be a city where people can circulate without cars.
6. Pasadena will be a cultural, scientific, corporate, entertainment and education center for the region.
7. Community participation will be a permanent part of achieving a greater city.
8. Pasadena is committed to public education and a diverse educational system responsive to the broad needs of the community.

Pasadena General Plan Land Use Element, 2015

The LPSP specific plan area was not originally identified as a separate area in the City's 2015 General Plan. The flexibility to create new specific plan areas is outlined in the General Plan through an implementation program indicating that the City shall "prepare new specific plans as necessary to further goals and policies of the General Plan." The LPSP area was created out of portions of both the East Colorado and East Pasadena Specific Plans and therefore is guided by General Plan Land Use policies related to the East Colorado and East Pasadena goals (Goals 32 and 33, respectively). While a specific goal for Lamanda Park was not included in the City's 2015 General Plan, much of the area is designated for R&D Flex Space (discussed in Goal 27 and related policies) to support incubator businesses in the creative technology and medical start-up industries and as a center for new jobs.

GENERAL PLAN GOAL 27: R&D FLEX SPACE

"A wide range of moderate to low-intensity industrial uses such as light manufacturing, research and development, creative office and incubator industries encouraging the development of new industries induced by the presence of Pasadena's educational institutions and medical facilities."

RELEVANT GENERAL PLAN POLICIES

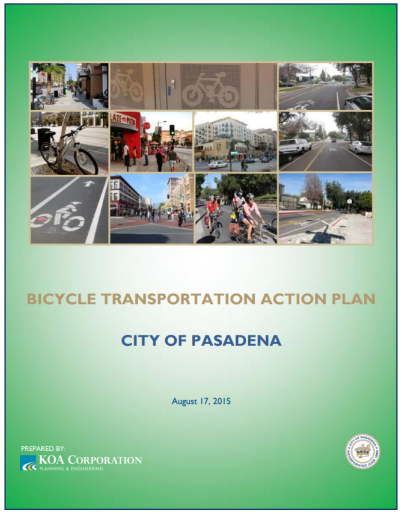
- **27.1 Diversity of Uses.** Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for Pasadena's residents and revenues to the City without compromising environmental quality.
- **27.2 Business Attraction.** Allow sufficient densities that enable development of technology, digital, research and development, and creative industries offering new job opportunities for residence.
- **27.3 Supporting Uses.** Maintain a predominant industrial character, while allowing the integration of compatible uses in industrial areas that serve the needs of employees and reduce the need to travel off-site during the workday, including such uses as financial services, business services, restaurants, and health and recreational facilities.
- **27.4 Buffering from Adjacent Properties.** Ensure that industrial developments incorporate adequate landscape buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining uses.
- **27.5 Impact Mitigation.** Cooperate with those agencies concerned with monitoring and controlling the emissions of smoke, particulate matter, noise, and odor associated with industrial uses.
- **27.6 Adaptive Reuse.** Encourage the adaptive reuse of buildings (especially mid-century structures) for research and development and flex space by providing additional flexibility in parking standards.
- **32.1 Places and Urban Form.** Provide for the evolution of strip corridor uses along Colorado Boulevard by clustering development into distinct pedestrian-oriented, mixed-use centers serving as places for people to live, shop, dine, and congregate with their friends, while maintaining intervening areas for less intensive commercial uses.
- **32.5 Lamanda Park.** Provide for the evolution of the Lamanda Park area as an incubator of light industrial, research and development, and creative industries creating new job opportunities and supporting a vibrant economy.
- **32.6 Innovative Businesses.** Allow for the development of building types with flexible space, access and innovative designs and technology to foster the attraction of emerging and creative new businesses.
- **32.8 Infrastructure Improvements.** Prioritize infrastructure improvements along the Boulevard to support redevelopment and more efficient use of underutilized properties.
- **33.3 R&D Flex Space Jobs Center.** Encourage the development of research and development and office uses to expand job opportunities for Pasadena's residents with appropriate supporting uses in mixed-use and commercial areas.
- **33.6 Major Corridors.** Redevelop Foothill Boulevard and East Colorado Boulevard as multi-modal corridors that enhance opportunities for walking, bicycling, and transit use.
- **33.7 Public Streetscapes and Places.** Redevelop street frontages with streetscape amenities (such as trees, plantings, furniture, and wayfinding signs) that enhance connectivity and walkability. Develop new public places providing opportunities for residents to gather, such as parklets and plazas.
- **33.8 Open Space and Urban Form.** Use public open spaces and sidewalks as the organizing elements around which buildings are located and clustered.

Zoning Code

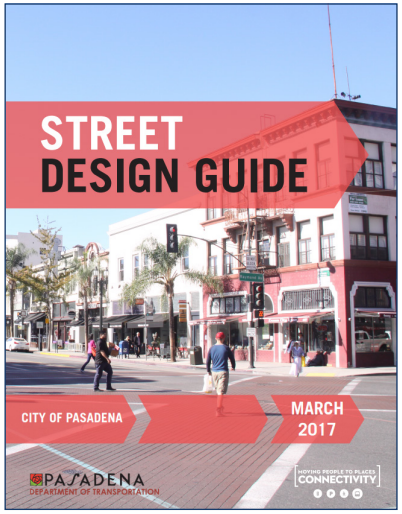
The Plan will provide the policy and guidance for all development, public and private, that occurs within the Specific Plan area. An ordinance will be codified into the Zoning Code that will regulate allowable land uses, development standards, and all other elements of the Specific Plan that are geared toward the regulation of private development.

Design Guidelines for Neighborhood Commercial & Multifamily Districts (2009)

The Design Guidelines for Neighborhood Commercial & Multi-Family Districts supplement the design-related goals and policies of the General Plan Land Use Element and offer more direction for proceeding with the design of a project. The guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design specifically for commercial, residential, and mixed-use buildings that are subject to design review. The guidelines are not zoning regulations or development standards, but rather performance goals that apply to areas within the City that do not have detailed guidelines or supplement existing guidelines, including those in the LPSP.



Bicycle Transportation Action Plan



Street Design Guide

Sign Design Guidelines

The Sign Design Guidelines provide guidance in the way signs are designed, constructed, and placed in order to further implement the purposes of Chapter 17.72 (Sign Regulations) of the Pasadena Municipal Code (PMC). The guidelines are intended to provide good examples of techniques that should be used in order to meet the City's expectations for quality business signage to be applied during the City's design review process or the approval of a discretionary land use permit.

Bicycle Transportation Action Plan (2015)

The Department of Transportation's Bicycle Transportation Action Plan (BTAP) provides specific goals, objectives, actions, and timeless for creating an environment (1) where people circulate without a car, (2) that significantly increases the number of people who commute by bike, (3) that increases the number of people who commute by bike, (3) that increases the number of people who use a bike for utilitarian trips, fitness and recreation, and (4) that provides business and economic benefits for the City. The BTAP provides details for a network of bikeways so that every neighborhood is within ¼-mile of an effective bicycle route and funding strategies to implement the plan. The LPSP area contains a portion of the BTAP's Colorado Boulevard corridor that runs through central Pasadena to the eastern boundary of the City. There are currently no bicycle facilities on Colorado Boulevard.

Pasadena Street Design Guide (2017)

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

Pedestrian Transportation Action Plan (2023)

The Pedestrian Transportation Action Plan identifies pedestrian priority corridors (street segments) and high priority crossings (locations) that if improved can have the greatest impact towards equity, safety, connectivity, and access factors. In the LPSP area, Foothill and San Gabriel Boulevards are identified as Pedestrian Priority Corridors. Priority corridors and crossings were determined based on prioritization analysis (data sources: HPI, TIMS, City of Pasadena, LA Metro, LADOT, Foothill Transit, Glendale Transit, aerial imagery) and public, stakeholder, and City input. The Pedestrian Transportation Action Plan appendices contain a map and list of the City's high priority crossings, none of which are located in the LPSP area.

Master Street Tree Plan

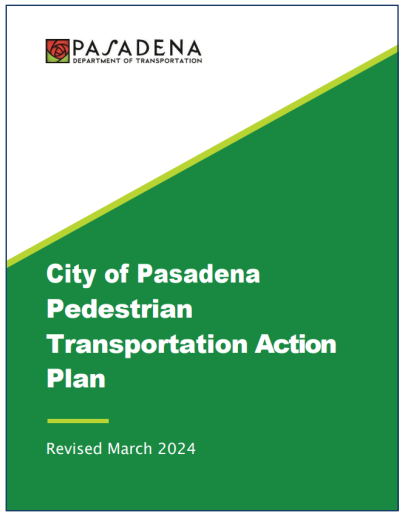
The Department of Public Works' Master Street Tree Plan serves as the guiding document that designates the official tree species to be planted on a block-by-block basis throughout the City. The LPSP references the Master Street Tree Plan in Appendix A.2 (Design Guidance for Tree Selection) to guide discussions between the City and community when updating the Master Street Tree Plan for the area. Appendix A.2 includes a description of the existing street trees along within the LPSP plan area, followed by recommendations for potential new species.

Pasadena Climate Action Plan (2018)

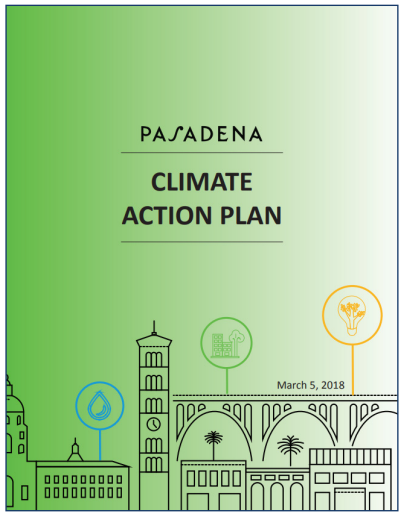
The Pasadena Climate Action Plan (CAP) provides a strategic framework measuring, planning, and reducing the City's share of greenhouse gas (GHG) emissions with the goal of reducing emissions by more than half by the year 2035. The LPSP supports the CAP and the identified strategies to reduce GHG through sustainable land use and pedestrian infrastructure as well as urban greening, which are addressed in Chapter 4 (Land Use), Chapter 5 (Public Realm), and Appendix A.2 (design Guidance for Tree Selection).

Pasadena Private Development Public Art Program

The City's Private Development Public Art Program requires provisions for the arts and other cultural resources in new development, per the General Plan's and Zoning Code 17.40.100. Administered through the Private Development Public Art Program Guidelines, the Public Art Ordinance applies to projects over 25,000 square feet and with a valuation of $500,000 or more in certain geographies, along with other eligibility requirements. To be in compliance, projects must allocate one percent (1%) of the Building Permit Valuation to either an on-site public art component or pay the equivalent amount as an in-lieu public art fee to the Cultural Trust Fund.



Pedestrian Transportation Action Plan



Climate Action Plan

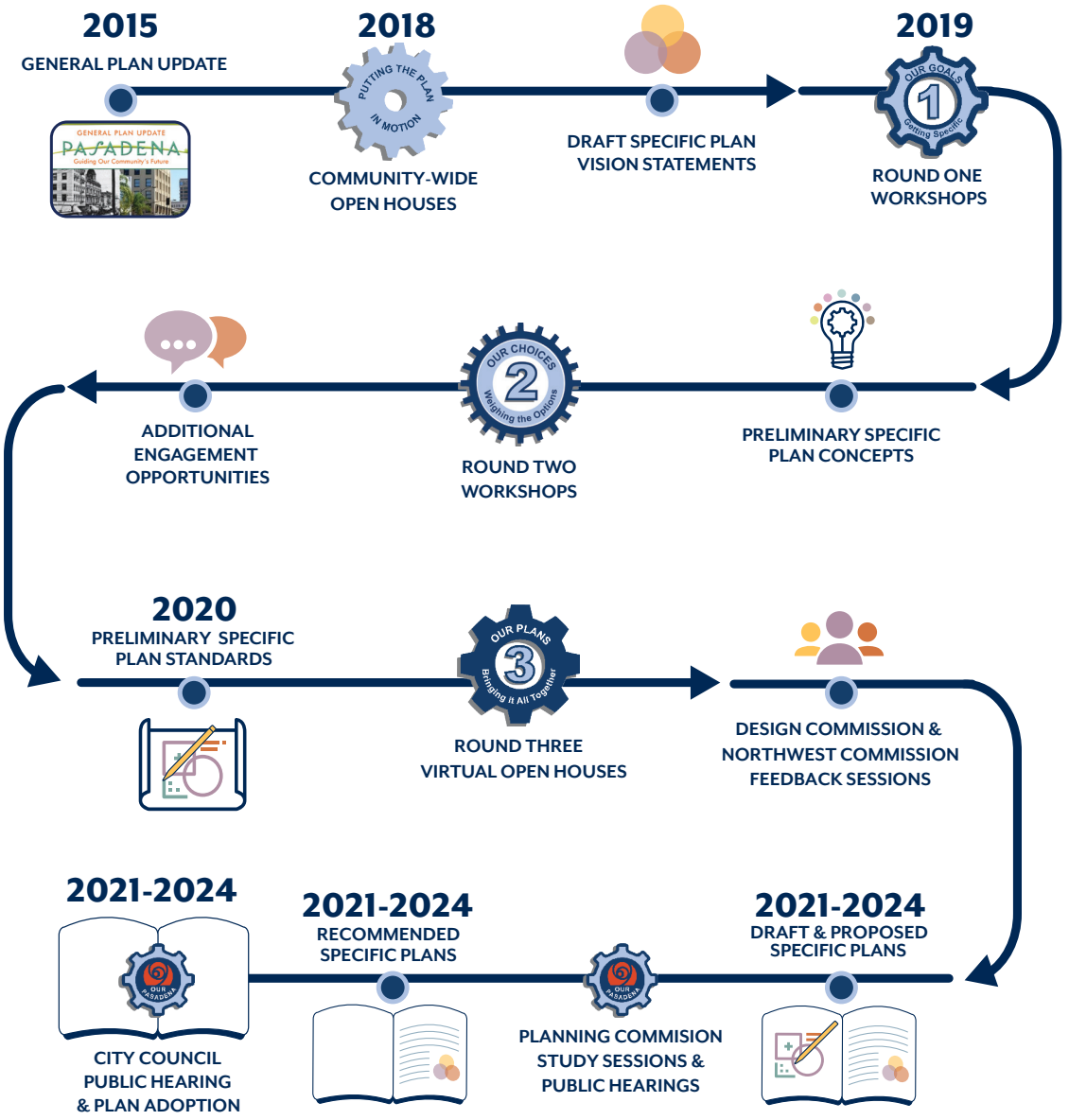
Rotating Public Art Program: Series IV Installations

1.4 Planning Process and Outreach

1.4.1 OUR PASADENA PROGRAM

The General Plan is a document that outlines the community's vision for Pasadena over the next 20 years. As an overall visioning document, the General Plan's goals and policies are implemented in various ways, including Specific Plans. Our *Pasadena – Putting the Plan in Motion* is the City's General Plan implementation program. Focused on updating Pasadena's Zoning Code and establishing neighborhood-specific design and land-use goals for the City's eight Specific Plans: Central District, East Colorado, East Pasadena, Fair Oaks/Orange Grove, Lamanda Park, Lincoln Avenue, North Lake, and South Fair Oaks.

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



1.4.2 PUBLIC OUTREACH

Throughout the planning process, the City solicited input from residents, property owners, businesses, community leaders, and other stakeholder groups through a variety of outreach events, public meetings, interviews, and online engagement tools. The following list provides a summary of public outreach methods, workshops, meetings, and hearings, and an overview of key recurring feedback themes from the outreach process.

Community-Wide Open Houses
March 2018

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

Round 1 Workshop

Round 1 Workshop
July 26, 2018

In the Round 1 Workshop, the Planning & Community Development Department facilitated a listening and learning session to find out more about participants' experience living and/or working in, or visiting the LPSP area, and their ideas for how the LPSP could improve the area. The workshop began with a brief interactive visioning activity, and an introductory presentation on the LPSP Update program, the General Plan vision for the LPSP area, and background information. For the majority of the workshop, participants were divided into small groups with facilitated discussions on specific topics such as appropriate land uses and housing types, streetscape and public amenities, and mobility and parking. The main objective of the workshop was to solicit feedback from the community, rather than reach consensus on any particular topic. This workshop was followed by a second online survey.

Round 2 Workshop

Round 2 Workshop
July 18, 2019

The Planning & Community Development Department hosted a second community workshop to present preliminary land use and urban form concepts that considered a number of factors, including community feedback received since the first workshop. Input received helped to refine these concepts and guide the drafting of goals, policies, and development standards. In an opening icebreaker activity, participants were able to reaffirm what we heard so far from the community by placing stickers next to those comments. Next, City staff gave a PowerPoint presentation covering background information on the program, an overview of the existing Specific Plan area, emerging themes and draft vision, and preliminary concepts. Lastly, participants broke out into small groups to discuss the preliminary concepts. Each table reported back to the large group with a summary of the main points.

Community Walking Tour

Youth Summit

Community Walking Tour
September 28, 2019

The Planning & Community Development Department hosted a walking tour of the LPSP area, starting in The Learning Works courtyard, took a loop through the Specific Plan area, and ended at the same location. Participants wrote comments on walking tour worksheets/guides as they walked along Walnut Street, Eloise Avenue, Colorado Boulevard, and Daisy Avenue.

Youth Summit
October 19, 2019

The Planning & Community Development Department hosted an Our Pasadena Youth Summit for students at the Robinson Recreation Center. Through the use of multi-media tools and interactive activities, including a virtual reality tour through parts of the City, the event introduced city planning to youth and allowed participants to share their unique perspective on what they think will make Pasadena a better place now and in the future.

Round 3 Workshop - Virtual Open House Website

Round 3 Virtual Open House

January 2021 - March 2022
(Live Webinar: January 14, 2021)

For the third and final round of community workshops, the Planning & Community Development Department hosted an interactive virtual open house website and live webinar. Through an introductory presentation and a series of informational materials, staff presented the refined LPSP vision and concept, along with full draft standards for the Land Use, Public Realm, and Development & Design chapters of the plan. Participants were encouraged to provide detailed input through an online survey, and to submit questions in the Q&A portion of the live webinar event. While the community was unable to gather in person due to the COVID-19 pandemic, the virtual platform was available 24/7 for an extended period of time, allowing participants to visit and provide feedback at their pace and convenience, as well as download materials and share the open house site with family, friends, and neighbors.

Design Commission Meeting

August 10, 2021

Following the Round 3 Webinar, the Planning & Community Development Department presented at the Design Commission in Summer of 2021 to solicit feedback on the preliminary draft standards of the LPSP, respond to clarifying questions from commissioners, and discuss various issues to be considered in the development of standards, policies, and implementation strategies for the next draft of the plan.

Planning Commission Meetings

Study Session (August 23, 2023); Hearing (August 28, 2024)

After incorporating feedback from Design Commission and community members, the Planning & Community Development Department presented a new draft LPSP to the Planning Commission twice, first as a study session and then as a formal public hearing. At the hearing, the Commission moved to adopt the staff recommendations and added five recommendations: protect existing street trees; incorporate pedestrian walkways to building entrances; initiate pilot investments to implement Specific Plan; incorporate additional crosswalks along Colorado Boulevard; and incorporate a potential linear park along a portion of the former railroad right-of-way.

City Council Hearing

TBD

Section to be completed after City Council meeting.

Mailings & Promotional Materials

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

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

1.4.3 ENVIRONMENTAL CLEARANCE

In the 2015 Pasadena General Plan update, the City prepared a programmatic General Plan Environmental Impact Report (GP EIR) to analyze potential citywide impacts, broad policy alternatives, and programmatic mitigation measures associated with the update of the General Plan and specific plan amendments. An Addendum to the GP EIR was prepared to address potential site-specific environmental impacts associated with the update to the LPSP. Per the GP EIR, future discretionary review may rely on the analysis provided in the GP EIR for the purpose of tiering and/or streamlining.

The purpose of tiering is to use the analysis of general matters contained in a broader EIR (such as the GP EIR) with later California Environmental Quality Act (CEQA) documents on narrower or site-specific projects. Tiering serves to reduce repetitive analysis and provide subsequent site-specific analysis at a time when it is meaningful. Tiering is common and appropriate when the sequence of analysis is from a General Plan EIR to a program of lesser scope, such as a specific plan. Therefore, CEQA review required for this specific plan may tier from the GP EIR pursuant to CEQA Guidelines Section 15152.

WHAT WE HEARD

Participants shared a wide range of input throughout the outreach process, much of which focused on prioritizing local jobs and services and enhancing the pedestrian-friendly nature of Colorado Boulevard.

Foster innovation and economic growth alongside enhancing local community amenities and services:

- Preserve light industrial areas as a valuable source of neighborhood-serving businesses and employment opportunities, including local "mom and pop" stores and businesses
- Ensure that industrial areas have a variety of both industrial and creative uses in addition to research and development
- Support breweries, wineries, entertainment venues, and theaters
- Support co-working/shared spaces
- Support work/live and other similar housing options in the area, particularly along Nina Street

Beautify the area's landscape by introducing more greenery and accommodating creative designs:

- More landscaping and vegetation, including fruit trees and vertical green walls
- New green space and/or pocket park on the north side of Walnut Street that could be programmed and support activities such as food truck nights
- Allow design flexibility but encourage masonry, concrete, and steel construction

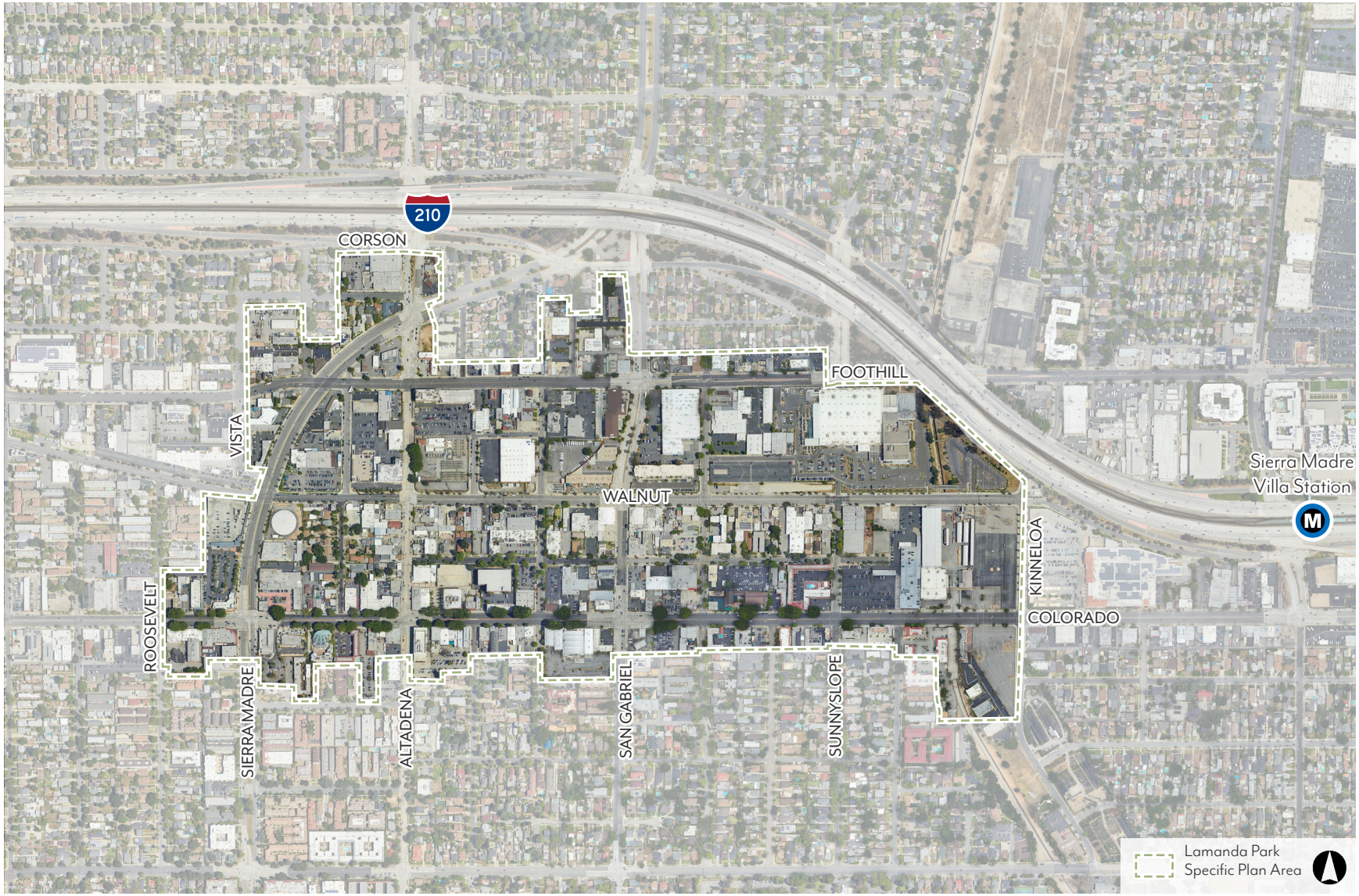
Improve Colorado Boulevard to promote pedestrian activity:

- General preference for low-scale mixed-use buildings
- Support for housing options in the area, including street-level residential uses to activate the street
- Support affordable housing and unhoused services in this area
- Encourage reuse of motels/hotels to other residential or commercial uses
- Encourage pedestrian-oriented site design with buildings fronting the sidewalk, particularly west of Sunnyslope Avenue

Encourage streetscape and mobility enhancements:

- Support streetscape improvements including shade-providing trees, north/south pedestrian crossings, curb extensions, and parklets
- Provide community spaces and places to walk to
- Improve connections to public transportation in the area, especially to the nearby Allen and Sierra Madre Villa Metro A Line stations
- Support improved bicycle connectivity and safety through addition of bicycle infrastructure and amenities

Map 1.2-2: Lamanda Park Specific Plan Area Aerial View



1.5 Specific Plan Organization

The Specific Plan contains seven chapters, which are organized in the following manner:

CH. 1 - INTRODUCTION

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

CH. 2 - BACKGROUND

This chapter provides additional historical context for the LPSP area and identifies challenges and opportunities within the plan area's existing conditions.

CH. 3 - VISION, GOALS & POLICIES

This chapter establishes the overall vision for the LPSP area, and specific visions for the subareas. The vision is followed by goals and policies by subarea and topic.

CH. 4 - ZONING & LAND USE

This chapter introduces the zoning districts for the LPSP and establishes the types of land uses allowed for potential new development within each zoning district.

CH. 5 - PUBLIC REALM STANDARDS

This chapter presents standards and guidelines for the public realm adjacent to new development, including sidewalks, parkways, and street trees.

CH. 6 - PRIVATE REALM STANDARDS

This chapters presents standards and guidelines for development of private property, including allowable densities and heights, as well as required setbacks, open space, and parking standards.

CH. 7 - IMPLEMENTATION & ADMINISTRATION

This chapter presents implementation actions and responsibilities, and potential programming and funding opportunities to bring the LPSP vision to life.

APPENDIX

The LPSP includes two appendices:

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

A.2 – Design Guidance for Tree Selection supplements the public realm standards and guidelines introduced in Chapter 5 with a detailed overview of existing street tree conditions, and recommendations for tree species to be incorporated in future updates to the Department of Public Works' Master Street Tree Plan, including considerations for tree plantings in the street median.

This page intentionally left blank

Ch. 2 Background

Map 2.1-1: Lamanda Park Specific Plan Area and Local Context

The Lamanda Park Specific Plan Area lies just south of the I-210 and Metro A Line, in between the East Colorado Specific Plan to the west and the East Pasadena Specific Plan to the east. The Lamanda Park Branch Library and Park, Wilson Middle School, Hamiliton and Willard Elementary Schools are located south of the Plan area.

2.1 Community and Historic Context

The LPSP area is a primarily commercial and industrial area of the City, with historic roots in agriculture and early passenger rail infrastructure. The neighborhood of Lamanda Park extends beyond the LPSP boundaries, encompassing areas roughly between Allen Avenue to the west, I-210 to the north, Eaton Wash to the east, and Del Mar Boulevard to the south. East of San Gabriel Boulevard, the community's boundaries extend further south to Sunnyslope Boulevard.

As part of the western portion of the Rancho Santa Anita land grant, Lamanda Park was further developed by L.J. Rose, a German settler who purchased the 1,960-acre Sunny Slope Ranch in 1858. Rose developed the ranch into the largest winery in Southern California. Nearly 1,000 acres of the ranch were vineyards, while the remainder were orchards. During the 1870s, Sunny Slope became a tourist attraction. Tourists visited the prize race horses, tasted wine, and picked oranges. When the San Gabriel Valley Railroad surveyed a route that cut off a narrow strip on the north side of the ranch, Rose decided to add a piece of the same size on the south. He subdivided and marketed this new land as Lamanda Park. The name stemmed from a combination of his first initial and his wife's first name, Amanda. Eventually, Rose's interest in breeding racehorses surpassed his interest in citriculture and viticulture, which spurred grape-inspired street names that remain in the area today including Del Vina, Vine, Vinedo, and Mataro. Sunny Slope was sold in 1887 to British buyers, and Rose moved to a horse ranch he had purchased near El Monte.

The area's connectivity to the broader region increased when the Atchison, Topeka, and Santa Fe Railway built a new passenger rail line running parallel to Walnut Street, serving a train station at Rose Avenue and Railroad Street (now San Gabriel Boulevard and Walnut Street). By 1887, six scheduled passenger trains a day were running on the new track. The station also became an essential distribution point for transporting oranges to the east, integral to the success of the area's key industry of lemon and orange packing. By the early 1890s, Lamanda Park expanded south to Blanche Street (now Del Mar Boulevard) became a destination for shipping goods that were produced in the agricultural region of East Pasadena.

Lamanda Park's development continued with additional transportation infrastructure, including the construction of connection and turnaround facilities to accommodate extended trolley service which, by the turn of the century, extended on Colorado Boulevard to Lamanda Park. Later, the intersection of Colorado Boulevard and Sierra Madre Boulevard became the junction of the Pacific Electric lines, which connected many nearby communities.

At the turn of the 20th Century, the Lamanda Park area was home to both Japanese and Mexican immigrant communities, primarily working for local orchards, vineyards, and packing houses. A small community of Japanese men working in the Lamanda Orange Growers Association packing house were the targets of anti-Japanese racism and ongoing hate crimes that drove them out of their housing. Around 1900, a community of Mexican American residents and Mexican Immigrants formed a colonia east of Eaton Wash, a local stream. The colonia, originally named Titleyville, was also known as "Chihuahuita" (Spanish for "Little Chihuahua") in homage to the Mexican state of Chihuahua, likely where many of its residents emigrated from. The colonia was generally bounded by Avocado Lane and Sierra Madre, Foothill, and Orange Grove Boulevards. Titleyville School, later known as Chihuahuita School, was located on the present-day site of Pasadena City College's Foothill Campus.

As one of the earliest Mexican American communities in Pasadena, Titleyville-Chihuahuita benefited from the influx of residents and workers. By the 1920s, the colonia was home to 350 Latino residents, comprising about 20 percent of Pasadena's Latino population. As urban development and residential suburbs expanded, the older rural communities of Titleyville-Chihuahuita and Lamanda Park were gradually absorbed into their surrounding fabric, and Lamanda Park was annexed by the City of Pasadena on December 27, 1920.

Grapes being prepared for shipment via rail from Lamanda Park to Pittsburgh, PA., 1920 (photo source: https://www.thewinecellarinsider.com/california-wine/california-wine-history-from-early-plantings-in-1800s-to-today/)

Lamanda Park's built environment continued to develop throughout the early 20th century. Although Lamanda Park experienced a building boom after World War I, which included the construction of commercial structures, a school, and a church, most buildings in the area were constructed after World War II. Many of these older buildings still stand, clustered near Colorado Boulevard, White Street, and Walnut Street. Other buildings – including remnants of the area's past as an independent city – have been lost, such as the post office, which stood until 1930 and a Santa Fe Railroad depot, demolished in 1971 as a result of freeway construction.

The construction and subsequent opening of the Foothill freeway (I-210) in 1976 caused significant changes to the area, including demolition of surrounding neighborhoods such as Titleyville. As vehicular-based travel modes increased, the existing railroad infrastructure changed - the original railroad tracks were rerouted, and the former rail right-of-way (ROW) was eventually sold to adjacent property owners. The former rail ROW is recognizable as a 60-foot setback along the north side of Walnut Street throughout the LPSP area.

Today, Lamanda Park is known for its science and technology-focused industries, which contribute to Pasadena's important role in the Los Angeles region's $61.5 billion life science industry.[1] With thriving networks of tech professionals buoyed by the nearby campuses of Pasadena Community College (PCC) and California Institute of Technology (Caltech), many science and technology companies find Pasadena, and Lamanda Park specifically, a particularly desirable location for their innovative work. Lamanda Park is home to at least ten science and technology businesses – from media companies to aerospace engineering, and beyond. Due to its industrial past, Lamanda Park's built environment is unique from much of Pasadena's. The area includes large warehouses, factories, lumber yards, and garages, perfect for the LPSP area's thriving automobile and construction focused businesses, which comprise an important part of the local economy.

Lamanda Park's connectivity also encourages the growing science and technological industries. The Metro A Line (opened in 2003 as part of the Gold Line) and bus routes throughout the area allow for a wide pool of talent to access Lamanda Park's job opportunities and contribute to the City's continued growth and prominence in the sector. The LPSP will help the City cultivate a thriving biotech and life science sector into the future, through land use and development standards that support innovative industry, and access to jobs, housing, transit, and amenities for employees.

[1] City of Pasadena - Science & Technology https://www.cityofpasadena.net/economicdevelopment/industry-overview/science-technology

2301 E Colorado Blvd. is eligible for local landmark designation.

Seraplex, Inc. is one of the many bioscience companies that call Lamanda Park their home.

Table 2.1-1: Lamanda Park Specific Plan Area Historic Resources

Landmark Buildings Designated Locally	
Lamanda Park Municipal Light and Power Station*	160 - 162 N. Altadena Dr.
Residence embodying "Boulder Bungalow" architecture	314 Del Rey Ave.
Avon Products Company Office Building	2940 E. Foothill Blvd.

* Appears eligible for listing in the National Register. These determinations will be re-evaluated as part of the citywide survey project.

Historic Signs	
Jesus Saves Sign	55 N. San Gabriel Blvd.
Fedde Furniture	2350 E. Colorado Blvd.
The Original Whistle Stop	2490 E. Colorado Blvd.
Foothill Liquors Delicatessen	2547 E. Foothill Blvd.
City Wholesale Electric	2573 E. Foothill Blvd.

Properties determined eligible for local landmark designation in 2001*	
Egyptian Theater	2300 E. Colorado Blvd.
First National Bank of Lamanda Park	2562 E. Colorado Blvd.
Denny's	2627 E. Colorado Blvd.
Swiss Lodge	2800 E. Colorado Blvd.
Astro Motel	2818 E. Colorado Blvd.
Bungalow	2415 E. Colorado Blvd.
Mutual Building & Loan Association	2569 E. Colorado Blvd.
Jack's Food Market	2634 E. Colorado Blvd.
Third Church of Christ Scientist Reading Room	2801 E. Colorado Blvd.
Serendipity	2966 E. Colorado Blvd.

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

Landmark building embodying "Boulder Bungalow" architecture located at 314 Del Rey Ave.

Retail use with historic sign located at the intersection of Colorado Blvd. and Sierra Madre Blvd.

LAMANDA PARK TIMELINE

1850s-1920s

- 1858 - L.J. Rose purchased the 1,960-acre Sunny Slope Ranch.
- 1870 - Sunny Slope Ranch becomes a tourist attraction, with horse racing and wine tasting.
- 1887 - Sunny Slope Ranch is sold. Santa Fe Railroad passenger trains begin running from the newly built station at Rose Avenue and Railroad Street (now San Gabriel Boulevard and Walnut Street).
- 1897 (ca.) - A cross-gable cottage at 2754 E. Walnut Street is the first building constructed in the plan area.
- 1900 (ca.) - Community of Titleyville-Chihuahita is established.
- 1904 - Pacific Electric Railway begins operating the Lamanda Park Line
- 1915 - Titleyville School is established.
- 1920 - The territory of Lamanda Park is formally annexed by Pasadena on December 27.

The Santa Fe Railroad passenger station located at San Gabriel Blvd. and Walnut St.

1930s-1960s

- 1930 - The Lamanda Park Municipal Light and Power Station (160 - 162 N. Altadena Drive) is built.
- 1941 - The Lamanda Park line of the Pacific Electric Railway closes.
- 1963 - Denny's (2627 E. Colorado Boulevard) is constructed.
- A majority of buildings in the plan area are constructed after World War II.
- Large footprint industrial and commercial buildings begin to be developed in the 1960s and 70s, particularly in the central portion of the plan area along Walnut Street.

Denny's located at 2627 E Colorado Blvd., built in 1963.

LAMANDA PARK TIMELINE

1970s-1990s

- Buildings are developed with setbacks and front parking lots throughout the plan area.
- 1976 - The Foothill freeway (I-210) opens through Pasadena, rerouting the existing railroad tracks.

Strip mall commercial retail and services located at 2690 E Colorado Blvd., built in 1987.

Commercial office at 2700 E Colorado Blvd., built in 1991.

2000-Present

- Primarily non-residential buildings are constructed throughout the LPSP area.
- 2015 - Pasadena's General Plan is adopted.
- 2018 - The Our Pasadena Specific Plan Update process begins.

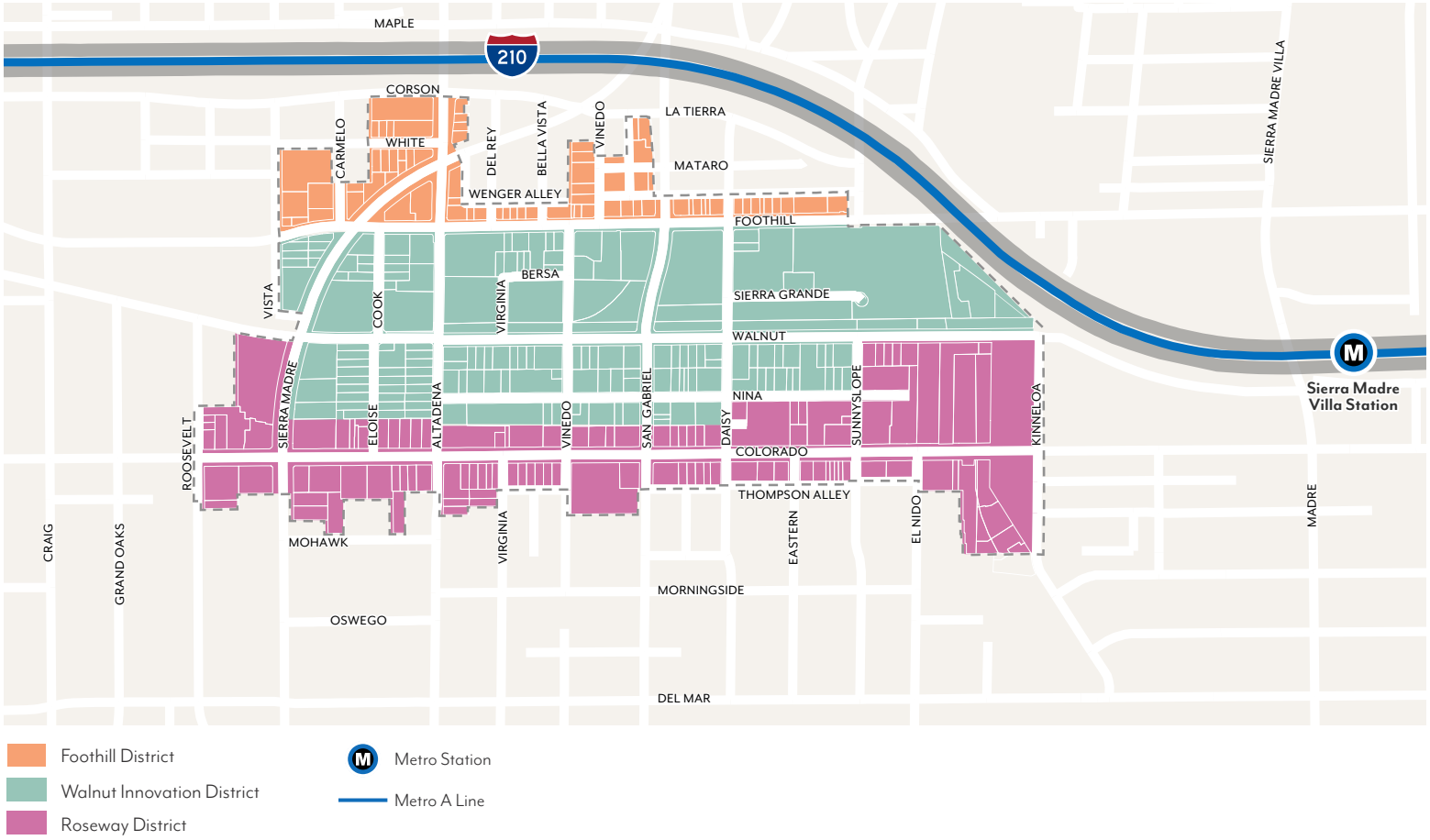
The Vons located at the intersection of Sierra Madre Blvd. and Colorado Blvd., built in 2011.

Ganahl Lumber on E Colorado Blvd., opened in 2012.

2.2 Existing Land Uses, Urban Form, and Public Realm

The LPSP area is organized into three subareas, distinguished by their existing conditions, the General Plan Land Use vision, and the Specific Plan's vision for their future. This section describes existing uses, character, and urban form within these areas. In Chapter 3, future-oriented goals and policies are introduced for each subarea.

Map 2.2-1: Lamanda Park Specific Plan Subareas



LAND USE

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

URBAN FORM

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

PUBLIC REALM

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

FOOTHILL DISTRICT

The Foothill District subarea acts as the northern border of the LPSP area. The subarea is generally bounded by Vista Avenue to the west, Sunnyslope Avenue to the east, and Foothill Boulevard to the south; the northern boundary varies between White Street, Corson Street, La Tierra Street, and Wenger Alley.

Sierra Madre Boulevard, located in the western portion of the subarea, has buildings that are varied in form including a mix of small-scale commercial and industrial buildings, many of which provide automobile services, such as a Volkswagon dealership. Commercial uses can be found in free-standing buildings as well as in former residential buildings; the standalone commercial developments typically have extensive parking lots. Large office developments, neighborhood commercial, small-scale vehicle-related uses, and restaurant uses characterize much of the district.

Along the north side of Foothill Boulevard, the scale and form of buildings are consistently one-story and form a semi-continuous street wall, broken up by driveways and surface parking lots. Many of the buildings were built between the 1930s and the 1960s, reflecting the development of the subarea as a neighborhood-serving commercial area that has evolved toward a focus on vehicle-related uses. Building setbacks vary from 0 to 5 feet, however, the commercial uses that occupy former residential buildings have greater street setbacks of approximately 15 feet.

Commercial use in the subarea near the intersection of Foothill Blvd. and Daisy Ave.

The subarea's public realm is generally auto-oriented, particularly in the western portion of the subarea, given Sierra Madre Boulevard's substantial street width and vehicle-oriented site design on adjacent properties. Along both Sierra Madre and Foothill Boulevards, sidewalk widths range from 10 to 12 feet with large block sizes and limited signalized crossing opportunities. Some businesses have enhanced the pedestrian experience by incorporating murals and landscaping to beautify blank walls and sidewalk-fronting parking lots.

Landscaping in the public realm varies throughout the subarea. Sidewalks include some pedestrian amenities such as a bus shelter located near the intersection of Sunnyslope Avenue and Foothill Boulevard. Some segments feature parkways or street trees, while others lack landscaping. The subarea does not currently include any publicly accessible open spaces.

A bus shelter along Foothill Blvd. provides shade and seating for bus riders.

Commercial use along Foothill Blvd.

Community-serving uses along Foothill Blvd.

WALNUT INNOVATION DISTRICT

The Walnut Innovation District subarea encompasses the central portion of the plan area. It is bounded by Foothill Boulevard to the north, Vista Avenue and Sierra Madre Boulevard to the west, Walnut Street, Nina Street, and mid-block parcel lines to the south, and Kinneloa Avenue to the east. Walnut Innovation District is mainly composed of commercial and industrial uses, with many in the science and technology sectors, but also contains clusters of residential uses.

Many parcels north of Walnut Street contain large one- to two-story warehouse-style commercial structures. The most prominent example of this development pattern is the Home Depot hardware store occupying an approximately 10-acre lot in the eastern portion of the subarea north of Walnut Street, in the former Avon distribution center facility. Also found north of Walnut Street are technology companies including Quiet Machines, MEMSDrive, Hyperion Energy Marketing, and Fast Detect, which use these larger warehouse-style buildings to house their headquarters.

Large parcels with landscaped setbacks and street-facing parking lot along the north side of Walnut St.

Public Storage facility located at the intersection of Daisy Ave. and Nina St.

Landscaped setbacks and parkways along Walnut St.

South of Walnut Street, the subarea typically features smaller scale, street-oriented mid-20th century developments. This historic character is demonstrated by buildings such as a historic cross-cable cottage (ca. 1897) and the Lamanda Park Municipal Light and Power Station (1933). On the western edge of the subarea, a cluster of single and multifamily residences create a uniquely residential character along Eloise Avenue. A small number of single-family homes are also found east of Altadena Drive, fronting Walnut Street and Nina Street, with several work/live units also located along Nina Street. A few commercial uses along Walnut Street occupy former residential structures.

Throughout much the subarea, site design is generally vehicle-oriented, with surface parking lots, blank walls, or fences fronting the sidewalk. These site design treatments, typical of the subarea's warehouse-style commercial and industrial uses, offices, car dealerships, and other automobile-related uses, create a sense of separation between the public and private realm. To enhance the interface between the sidewalk and private development, some property owners and businesses have incorporated high quality landscaping treatments into their setbacks (such as the Home Depot frontage along Walnut Street) and murals to enhance formerly blank walls including at 2830 Foothill Boulevard and 43 Altadena Drive.

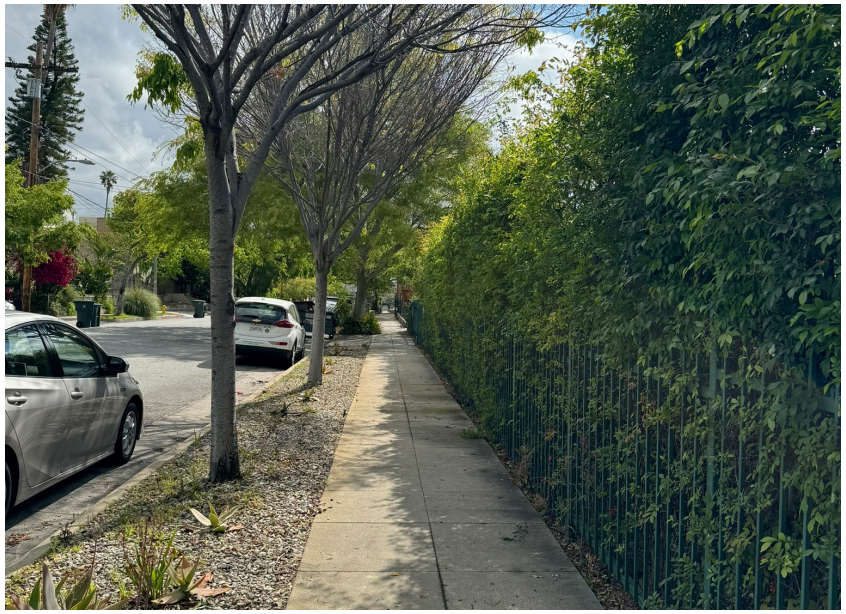
A mid-20th century development on Nina St. with landscaped setbacks.

The "Passage Through Pasadena" mural by local artist Victor Ving enhances the surface parking lot at 2830 Foothill Blvd. (photo source: Greetings Tour).

A flexible shared kitchen use at 45 N San Gabriel Blvd.

Along the subarea's major corridors of Sierra Madre Boulevard, Foothill Boulevard, Walnut Street, and San Gabriel Boulevard, sidewalk widths are typically between 10-12 feet with some amenities such as street trees, furniture, and lighting. Of these major corridors, Walnut Street has the most consistent street tree plantings. Between Foothill Boulevard and Walnut Street, San Gabriel Boulevard features mature street trees in the median, which improve roadway shade and visual interest. Sierra Madre Boulevard's median also provides pedestrian refuge islands at the intersection with Foothill Boulevard, helping to break up the street's long pedestrian crossing distances.

Along Nina Street and local north/south streets such as Eloise Avenue, Vinedo Avenue, Daisy Avenue, and Sunnyslope Avenue, public realm conditions are more pedestrian-friendly, featuring mature street tree canopies and landscaped parkways. Along Altadena Drive, sidewalks are relatively narrow, without room for tree plantings.



Parkways and street trees along Nina St., with landscaped fencing screening the surface parking lot on the adjacent property.

A neighborhood-serving small business on Altadena Dr. fronting a narrow sidewalk.

An office building located at the intersection of Nina St. and Vinedo Ave. includes a landscaped setback and an approximately 10 foot sidewalk with parkways and street trees.

ROSEWAY DISTRICT

The Roseway District subarea surrounds Colorado Boulevard across the entirety of the plan area, forming the southern edge of the LPSP area. The northern boundary is generally located along the rear parcel line of properties fronting Colorado Boulevard, however the subarea extends north to Nina Street between Daisy Avenue and Sunnyslope Avenue, and north to Walnut Street west of Sierra Madre Boulevard and east of Sunnyslope Avenue. The subarea is bounded by Roosevelt Avenue to the west and Kinneloa Avenue to the east.

The intersection of Colorado Boulevard and Sierra Madre Boulevard at the western end of the subarea is the corridor's main focal point of activity. It features historic street-facing building fronts reflecting various styles from mid-to-late 20th Century development and contemporary multi-tenant shopping centers with large surface parking lots. A mix of pedestrian-focused and vehicle-focused commercial uses are found in the subarea. Buildings of one to two stories characterize the subarea, including Pasadena Plaza, Walgreens, Ace Hardware, and a variety of neighborhood-serving small businesses. These commercial storefronts contribute to the "Main Street" character of the corridor. This area is home to arts and music uses such as the Pasadena Music Academy, fitness-related uses, eateries, breweries, auto-related uses, and science and technology companies such as hQPhotonics Inc.

Auto-related business located on Colorado Blvd.

Commercial business located at the intersection of Sierra Madre Blvd. and Colorado Blvd.

Local businesses and restaurants in the subarea with outdoor seating along Colorado Blvd.

Colorado Boulevard transitions to a more auto-oriented character east of San Gabriel Bouelvard, with several automobile sales and service shops, motels, strip malls, and other commercial and institutional uses with large, sidewalk-fronting surface parking lots. East of Sunnyslope Avenue, parcels between Colorado Boulevard and Walnut Street are substantially larger, with commercial uses such as Audi Pasadena and Ganahl Lumber, which feature large surface parking lots. The change in design and character east of Sunnyslope Avenue is magnified by the lack of a mature street tree canopy, compared to the western portion of the subarea.

Colorado Boulevard is a major corridor lined with a mature ficus tree canopy between Roosevelt Avenue and Sunnyslope Avenue. The ficus trees provide year-round shade and contribute to a unique street character due to their 60-foot height and expansive canopy that extends over much of the street width. East of Sunnyslope Avenue, street trees are generally smaller and planted with less frequency. Sidewalks in the subarea are generally 10-12 feet with landscaped parkways. There are also raised medians along much of the street and frequent driveways and curb cuts. Public street furniture and amenities in the subarea include benches located near the intersection of Colorado Boulevard and Altadena Drive, bike parking at Colorado Boulevard and Virginia and Vinedo Avenues, and bus shelters and trash receptacles including along Colorado Boulevard near its intersection with San Gabriel Boulevard.

Sidewalk on Colorado Blvd. with landscaped parkways and mature ficus trees.

A landscaped setbacks, bus shelter, and trash receptacle on Colorado Blvd.

Driveways, curb cuts, and a raised median along Colorado Blvd., with a large ficus tree providing shade coverage.

This page intentionally left blank

Ch. 3 Vision, Goals & Policies


STOP

Vision, Goals & Policies

CHAPTER OVERVIEW

The LPSP Vision, Goals, and Policies establish the desired outcomes of the Plan and provide general direction for achieving these outcomes.

VISION

» The vision characterizes the intended future of the LPSP area, as shaped by both the General Plan and extensive community input during the plan update process. This LPSP Vision contains an overarching vision statement and seven supporting vision objectives.

GOALS

» A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding.

POLICIES

» A policy is a clear statement that guides a specific course of action for decision-makers to achieve the associated goal.

The vision, goals, and policies in this chapter are presented in the following sections:

3.1 Vision

3.1.1 VISION STATEMENT

Lamanda Park will be a hub of research and development, light industrial and creative businesses, supported by flexible spaces and diverse housing opportunities near jobs, shops and services, all connected by a vibrant public realm.

3.1.2 VISION OBJECTIVES

1. Creativity & Innovation

Building design, streets, and placemaking that support research and development (R&D) and other employment uses, leveraging proximity to Caltech and innovative businesses.

2. Lively 'Main Street'

A reinvigorated Colorado Boulevard that entices locals with unique retail, restaurants, and other amenities that together foster an active and stimulating environment.

3. High-quality Housing

A variety of new housing options including multi-family, mixed-use, and work/live units in low- and medium-scaled buildings.

4. Walkable District

Streets and sidewalks designed for people's comfort, safety, and mobility, with a consistent tree canopy and multi-modal connections linking residents and employees to their daily needs.

5. Neighborhood Cohesion

A distinctive, coherent neighborhood character that honors its industrial heritage through building design and materials, blending old and new to create a strong urban fabric.

6. Sense of Place

Placemaking through gathering spaces and public art that celebrate Lamanda Park's identity, building community engagement and civic pride.

3.2 Goals & Policies

The goals and policies in this section provide policy direction for implementing the vision for the LPSP area and achieving the desired outcomes based on community input and General Plan guidance. Goals and policies also provide guidance to decision makers such as City staff, City Commissions, or City Council when reviewing development projects, and they can also help support grant funding efforts to supplement the City budget for public improvement projects.

The LPSP includes goals and policies that are applicable to specific subareas, as well as the entire plan area. The goals and policies for the entire plan area are organized by topic:

- Public Realm & Community Cohesion
- Development & Design
- Economic Development
- Subareas

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

Enhanced pedestrian crossing with accessibility improvements located along E.Walnut St.

PUBLIC REALM & COMMUNITY COHESION

Goal 1. A comfortable and well-connected community that encourages sustainable modes of travel such as walking, biking, rolling, and public transit.

Wide sidewalks with landscaped parkways and street trees create a comfortable pedestrian environment and encourage walking along Colorado Blvd.

Policies:

1.a. Multi-Modal Environment. Encourage walking, biking, rolling, and taking transit by providing multi-modal connections and sufficient space for amenities such as bus shelters and bicycle racks.

1.b. Pedestrian-Oriented Design. Support walkability through expanded sidewalks and pedestrian-oriented building design, with amenities that provide features such as shade, seating, and greening to enhance the pedestrian experience.

1.c. Enhanced Intersections. Encourage walking by adding pedestrian enhancements such as pedestrian refuge islands, enhanced crosswalks, and pedestrian bulb-outs at key intersections along San Gabriel Boulevard, Sierra Madre Bouelvard, Foothill Boulevard, Walnut Street, Vinedo Avenue, and Colorado Boulevard. *Refer to recommendations in Figure 3.1-1.*

1.d. Bicycle Connections. Support bicycle infrastructure such as buffered bike lanes in the LPSP area per the City's Bike Transportation Action Plan (or most up-to-date bicycle plan), and evaluate community-recommended bikeway connections for feasibility.

1.e. North-South Mobility. Support the addition of safe and accessible north-south pedestrian crossing opportunities across Foothill Boulevard, Walnut Street, and Colorado Boulevard as determined by the Department of Transportation (DOT).

1.f. Wayfinding. Incorporate signage that helps provide direction to nearby places of interest and identifies multi-modal connections.

1.g. Active Transportation Streets. Identify active transportation streets that are prioritized for pedestrian and bicycle activity through DOT study and consideration.

1.h. First/Last Mile Opportunities. Support pedestrian and bicycle infrastructure that improves access to Sierra Madre Villa Station and bus transit routes in the LPSP area.

PUBLIC REALM & COMMUNITY COHESION

Goal 2. An enhanced public realm, including sidewalks and gathering spaces, that are safe and accessible to the general public and contribute to Lamanda Park's overall identity and sense of place.

Policies:

2.a. Walkability. Provide an unobstructed path of travel for users that can reasonably accommodate pedestrian volumes throughout the LPSP area including along major thoroughfares such as East Colorado Boulevard, Foothill Boulevard, and Walnut Street.

2.b. Universal Design. Build an inclusive public realm that's accessible and functional for people of all ages, sizes, and abilities, eliminating barriers in the built environment.

2.c. Public Amenities. Designate a portion of the sidewalk for street furnishings such as bus shelters, bicycle parking, trash receptacles, tree well grates, and other amenities to contribute to the pedestrian environment.

2.d. Gathering Spaces. Support the creation of new gathering spaces and pocket parks to grow and activate the public realm, with amenities such as seating and landscaping.

2.e. Outdoor Dining. Encourage sidewalk cafes/dining consistent with the citywide design guidelines, while ensuring clear passage for pedestrians.

2.f. Lighting. Provide adequate pedestrian-scale lighting along sidewalks and in gathering spaces to enhance the safety and comfort of visitors, especially at night, using dark sky-friendly design to limit light pollution.

2.g. Signage. Incorporate signage that helps to build a sense of place, culture, history, and community.

Site design that integrates gathering spaces and pedestrian connectivity enhances the public realm. (Image Source: Balian Architects)

Outdoor dining activates the public realm and fosters a sense of community along Roosevelt Ave.

PUBLIC REALM & COMMUNITY COHESION

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

Landscaped medians improve streetscape visual quality and safety through traffic calming.

Policies:

3.a. **Parkways.** Incorporate parkways into the public sidewalk where feasible, providing opportunities for street tree planting, improving permeability for rain and stormwater capture, and cooling the sidewalk environment. Where sidewalk space is insufficient to accommodate a parkway, curb extensions or tree islands should be considered.

3.b. **Enhanced Medians.** Enhance existing medians with ornamental trees and/or low-maintenance, drought tolerant landscaping, prioritizing Altadena Drive, Sierra Madre Boulevard, Foothill Boulevard, San Gabriel Boulevard, and Colorado Boulevard. *Refer to recommendations in Figure 3.1-1.*

3.c. **Urban Greening.** Encourage more landscaping and vegetation throughout the area, including the possibility for vertical green walls and "green" gathering spaces to support permeability, sustainability, and the Pasadena Climate Action Plan (CAP).

3.d. **Street Trees**. Encourage street tree plantings that provide canopies appropriate to the scale and setbacks of each corridor while maintaining adequate visibility for businesses.

3.e. **Street Tree Distribution.** Increase the frequency and consistency of canopy trees to improve air quality and allow pedestrians to walk the neighborhood in a shaded environment.

3.f. **Tree Protection.** Require the protection and maintenance of mature and healthy trees, including the Ficus canopy along East Colorado Boulevard, which bring aesthetic, environmental, and economic benefits to the plan area through the Citywide Tree Protection Ordinance.

DEVELOPMENT & DESIGN

Goal 4. Creative building design and complementary building forms that fit the scale of the neighborhood while providing for more activity, creative design, and a sense of place.

Policies:

4.a. Architectural Diversity. Allow for a range of architectural styles and forms that provide visual interest and quality design through massing and façade standards that are compatible with the light industrial and mid-century architecture of the LPSP area.

4.b. Historic Resources. Preserve architecturally and culturally significant structures and signage and encourage future alterations or repairs to maintain the resource's character-defining features.

4.c. Design Flexibility. Enable design flexibility to accommodate creative uses such as co-working spaces, work/live uses, neighborhood services, and light industrial uses.

4.d. Modulated Forms. Shape new development with simple yet varied masses and articulated sub-volumes that add richness and depth to the building's facade.

4.e. Transparency. Require façade transparency, particularly on the ground floor, that improves architectural design and connection to the street, and restrict the use of blank walls in new development.

4.f. Enhanced Storefronts. Promote enhanced building frontages which engage with the public realm through articulated entrances, modulated façades, landscaping, and other pedestrian amenities adjacent to the sidewalk.

Updated architectural design that maintains an original brick structure, with enhanced lighting, landscaping, and entryway design.

Retail and dining storefronts in refurbished buildings with outdoor dining, shade structures, and landscaping to enhance the sidewalk environment.

DEVELOPMENT & DESIGN

Goal 5. Ample access to open space for both passive and active enjoyment, with a range of well-designed private, common, and public spaces.

Policies:

5.a. Residential Open Space. Incorporate private and common open space areas that correlate to a building's size and number of residents.

5.b. Creative Open Space. Promote publicly accessible open space that allows for flexible types of uses in different times of the day, including programming such as food trucks and community events.

5.c. Quality Design. Introduce open space design standards meant to create functional and usable open space for various activities and the interaction of residents, employees, and visitors.

5.d. Landscape Palette. Use plantings that reflect the history and climate of Pasadena through a rich palette of scale, texture, and color.

5.e. Comfortable Setting. Create a pleasant climate in open space areas, including shade from summer sun and access to sunlight in the winter.

5.f. Point of Interest. Consider adding a focal element, such as a sculpture, fountain, or art piece, to outdoor space.

5.g. Urban Greening. Use all open space area to further environmental goals – such as carbon sequestration and reducing the urban heat island effect – through tree planting, stormwater capture, and native landscaping.

Rooftops can be used for common open space and landscaping. (Photo Source: Balian Architects)

Flexible public open spaces provide community gathering places and a comfortable environment.

DEVELOPMENT & DESIGN

Goal 6. Site design that builds and improves connections between the private and public realm through sidewalk oriented entrances, and visual enhancements where buildings and sidewalks are separated by setbacks, surface parking, walls, or fences.

Sidewalk-fronting building entrances foster connections between the private and public realm.

Policies:

6.a. Development Siting. Encourage the siting of buildings to be accessible from the sidewalk and restrict street-facing surface parking lots. Where parking is fronting the sidewalk, add landscaping with sustainable and native plant materials.

6.b. Landscaped Setbacks. Incorporate thoughtful landscaping with sustainable and native plant materials in areas where wider, buffered setbacks are appropriate.

6.c. Parking Impacts. Employ design standards to reduce the visual impacts of parking lots and structures, and minimize the number of curb cuts to reduce intermodal conflicts.

6.d. Fences. Allow fences for the purposes of business security and resident privacy, but limit heights and incorporate landscaping to improve their curb appeal and minimize impacts on the public realm.

Landscaping enhances the public realm where surface parking abuts the sidewalk.

ECONOMIC DEVELOPMENT

Goal 7. A supportive environment for new development and businesses which reinforce the surrounding automobile, creative and R&D uses and bolster the local economy.

Historic buildings can be refurbished to house a variety of creative uses such as media production.

Policies:

7.a. **Innovation Center.** Support industries including light industrial, research and development, and creative industries to create new job opportunities for residents and support a vibrant economy.

7.b. **Adaptive Reuse.** Encourage reuse of existing buildings, such as motels/hotels, for new residential or commercial uses.

7.c. **Low Barriers to Entry.** Provide an entitlement concierge roadmap for assisting R&D projects.

7.d. **Local Employment.** Preserve light industrial areas that are sources of local-serving businesses and employment opportunities.

7.e. **Unbundled Parking.** Separate the cost of parking from the cost of housing to ensure that non-car owners do not pay for parking they do not need.

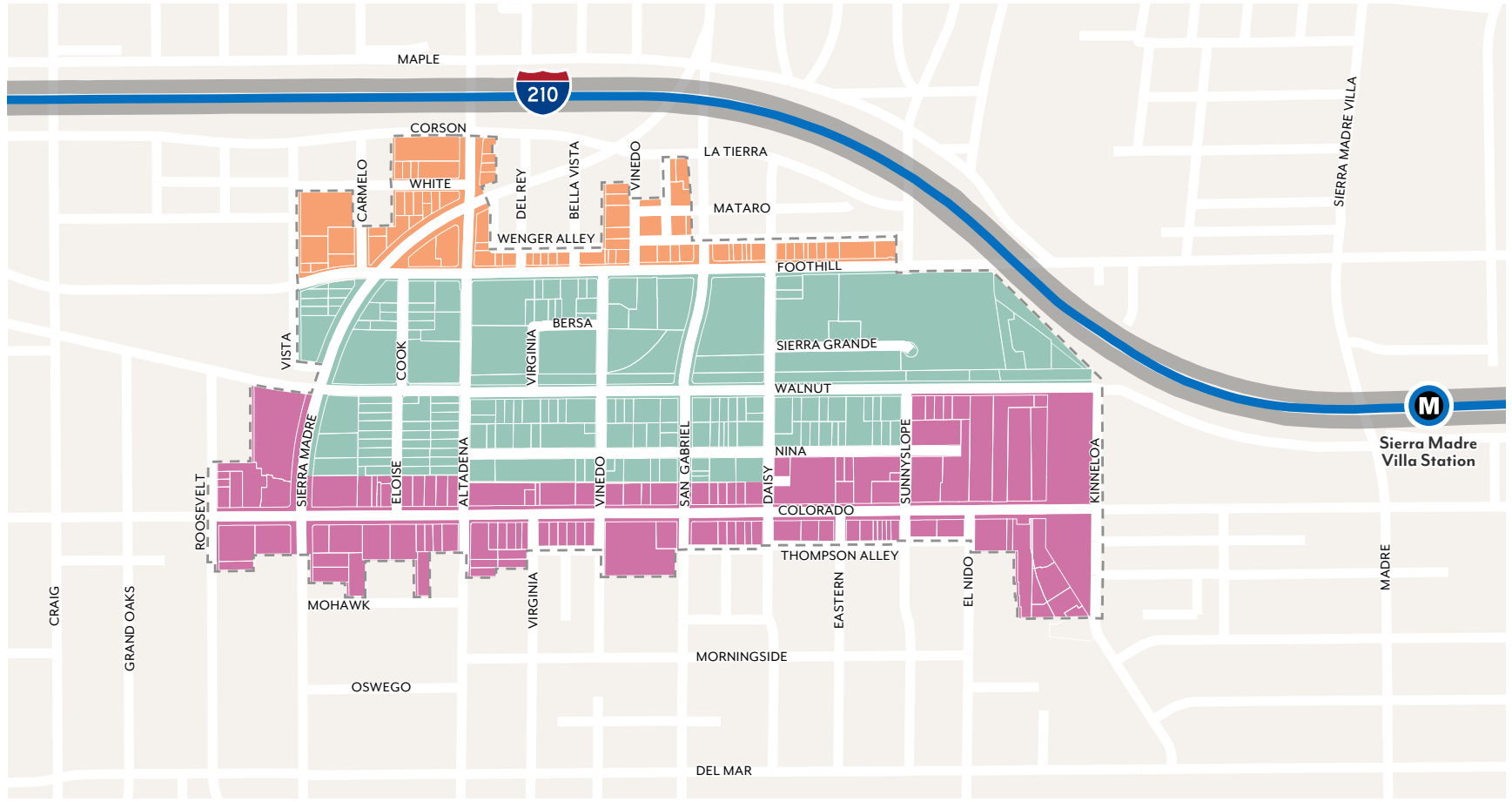
7.f. **Parking Reductions.** Reduce parking requirements to incentivize historic preservation, the provision of public open space, transit usage, and to lower the cost of development.

7.g. **Fiscal Sustainability.** Retain and attract businesses that provide local jobs and generate substantial sales tax revenue for the City, such as the automobile dealerships on Colorado Boulevard east of Sunnyslope Avenue.

7.h. **Access to Economic Opportunity and Activity**. Improve access to jobs and support economic activity in the LPSP area by enhancing first/last mile connections to transit and infrastructure for active transportation modes.

3.2.2 SUBAREA GOALS & POLICIES

Map 3.2-1: Lamanda Park Specific Plan Subareas



FOOTHILL DISTRICT

Goal 8. A mixed-use district with local shops, services and employment opportunities, featuring a transition from the western corridor's auto-oriented commercial variety toward a pedestrian-friendly neighborhood feel in the eastern portion of the corridor.

A local restaurant fronting the sidewalk with landscaped fencing on Foothill Blvd.

Policies:

8.a. Flexible and Compatible Commercial. Support existing viable commercial uses and foster emerging innovative businesses through flexible building types that are compatible with the mixed-use vision for the corridor.

8.b. Local Services. Focus on neighborhood-serving shops and services which will provide more amenities within walking distance for nearby residents and reduce traffic impacts in the area.

8.c. Residential Infill. Support low-scale residential infill development to the north of Foothill Boulevard with active frontages.

8.d. Enhanced Public Realm. Complement sidewalk improvements through pedestrian-oriented building design fronting the north side of Foothill Boulevard, including ground floor treatments and minimal setbacks.

8.e. Scaled Transitions. Provide appropriate interior upper floor stepbacks where new development is adjacent to lower density districts to the north of the plan area.

8.f. Landscaping Opportunities. Provide new opportunities for landscaping and tree islands through the addition of mid-block curb extensions where sidewalk space is limited.

Pedestrian-friendly commercial building design.

FOOTHILL DISTRICT

Conceptual illustration of new mixed-use development on Foothill Blvd. between Bella Vista Ave. and Vinedo Ave., with rooftop open space, enhanced pedestrian crossings, and street trees in mid-block curb extensions.

WALNUT INNOVATION DISTRICT

Goal 9. A modernized industrial employment hub north of Walnut Street that provides flexibility to foster research and development uses, while creating opportunities for gathering and programming.

Large industrial adaptive reuse building with a sidewalk-fronting entrance and materials that the complement the maintained original brick structure.

9.a. Industrial Uses. Promote long-term economic stability for the City by leveraging large-scale parcels north of Walnut Street for industrial uses.

9.b. Higher Education. Leverage proximity to higher learning and educational events on Pasadena City College and California Institute of Technology campuses to foster job opportunities and partnerships between R&D and technology businesses in the LPSP area and these campuses.

9.c. Screening and Landscaping. Encourage screening and landscaping to enhance the public-facing site conditions, particularly where sites include industrial facilities or large surface parking areas fronting the sidewalk.

9.d. Linear Park. Explore the possibility of developing pocket parks or linear open spaces within the former rail-of-way.

Industrial building with modern design, and landscaped screening to enhance the public-facing site condition.

WALNUT INNOVATION DISTRICT

Goal 10. An innovative entrepreneurial district south of Walnut Street that supports an eclectic mix of creative business endeavors, connected by a comfortable and active pedestrian environment.

Creative office use featuring unique architecture and landscaped setback.

10.a. Reuse of Existing Buildings. Enable reuse of properties to promote innovative and creative neighborhood-scaled light industrial uses, incubator spaces, retail, and work/live housing between Walnut Street and Nina Street through flexible use permissions.

10.b. Work/Live. Support the introduction of work/live units south of Walnut Street that provide flexible and affordable housing options for owners and operators of small, innovative businesses, while preserving the area's eclectic commercial and light industrial identity.

10.c. Historic Materiality. Encourage the use of materials compatible with existing industrial buildings, such as brick and stone, to encourage alignment with the existing and architecture and façades in the area.

Office with brick façade and landscaping between the sidewalk and parking.

WALNUT INNOVATION DISTRICT

Goal 11. A district that fosters creative sectors, showcases public art, and celebrates cutting-edge and unconventional building design.

A local business on Altadena Dr. with a mural celebrating Pasadena's city identity.

11.a. Creative Sectors. Retain and attract creative employment sectors such as artisan manufacturing, media, and design, by allowing flexible typologies such as work/live and accessory uses to provide cafes and dining options nearby.

11.b. Design and Screening. Encourage creative architecture and screening treatments to enhance the public-facing site conditions, conceal surface parking lots, and add to the area's eclectic visual character.

11.c. Murals. Encourage the use of murals to enhance blank walls, showcase local artists, and celebrate local history and culture.

11.d. Programming. Enable programming of parcels in the former rail right-of-way along Walnut Street, such as a food truck court for outdoor dining, and turf areas for play. Encourage creative food and beverage-oriented uses, recognizing the area's agricultural history.

Cafes in adaptively reused buildings can create a space for gathering and working for employees of creative sectors. (Photo source: Field Day Coffee)

WALNUT INNOVATION DISTRICT

Conceptual illustration looking east along Walnut St. at the intersection of Walnut St. and Vinedo Ave., with clean R&D buildings, landscaped surface parking buffers, murals, enhanced sidewalks and pedestrian crossings, and food trucks and seating in a creatively programmed space.

ROSEWAY DISTRICT

Street-level transparency provides a welcome connection between inside and out along Colorado Blvd.

A pedestrian-friendly sidewalk cafe adds vibrancy to the street on Colorado Blvd.

Goal 12. A vibrant corridor with an improved public realm that serve the residents living on the upper floors of commercial buildings and the adjacent neighborhoods with amenities and services.

Policies:

12.a. Pedestrian-Focused Design. Require development to be oriented to the sidewalk with inviting ground floor design treatments that encourage interaction between the private and public realm.

12.b. Activated Commercial Corridor. Provide for the evolution of strip corridor uses by clustering development into pedestrian-oriented activity nodes along Colorado Boulevard with amenities and jobs within walking distance.

12.c. Eclectic Neighborhood. Build on the existing business environment by supporting an eclectic mix of neighborhood-serving retail and dining uses fronting Colorado Boulevard.

ROSEWAY DISTRICT

Conceptual illustration looking east along Colorado Blvd. at the intersection of Colorado Blvd. and Sierra Madre Blvd., with public realm enhancements, landscaped medians, and new mixed-use development with a community-serving plaza.

ROSEWAY DISTRICT

12.d. Transitional Character. Reinforce the transition of Colorado Boulevard from a pedestrian-oriented area to the west of Sunnyslope Avenue to a more auto-oriented commercial area east of Sunnyslope Avenue.

12.e. Mid Century Design and Signage. Encourage the retention of architectural design and building signage which highlight the boulevard's history as a part of the Historic Route 66.

12.f. Infill Development. Encourage low- to medium-scale infill development along Colorado Boulevard between Altadena Drive and Sunnyslope Avenue to enhance the public realm and contribute to the corridor's activity.

12.g. Publicly Accessible Open Space. Require that larger developments create community serving plazas with seating and landscaping.

12.h. Tree Canopy and Greening. Improve sustainability and pedestrian comfort through street trees and other green infrastructure such as parks, vertical green walls, and fountains. Enhance and complement the mature Ficus canopy along Colorado Boulevard with additional shade trees.

12.i. Colorado Boulevard Stepback. Require setbacks and/or stepbacks for new developments to reduce conflicts with large street tree canopy.

12.j. Bicycle Improvements. Support the implementation of the City's Bikeway Transportation Action Plan by evaluating community recommended bikeway connections for feasibility.

12.k. Enhanced Visual Identity. Enhance the corridor's visual identity and placemaking through building design and addition of colorful vegetation and accent trees in existing raised medians at key intersections.

Tree canopy and greening through landscaped parkways and setbacks improve sustainability and the pedestrian experience on Colorado Blvd.

Mixed-use infill development with pedestrian-oriented ground floor entrances.

Figure 3.1-1: Vision Concept Map

This page intentionally left blank

Ch. 4 Zoning & Land Use

Photo source: Balian Architects


1660
ADT

Zoning & Land Use

CHAPTER OVERVIEW

The zoning and land use regulations in this chapter are intended to guide development and decision making to achieve the vision of the LPSP. While broad land use categories are assigned in the General Plan, the LPSP establishes a detailed list of allowed land uses and permit requirements for each zoning district within the plan area.

This chapter is organized into the following sections:

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

Mixed-Use

Commercial Retail Use

Commercial Flex Use

R&D Flex Use

4.1 Applicability

The applicability of the LPSP land use regulations and development standards are organized by zoning district and plan chapters (Table 4.1-1). Where LPSP standards do not apply, the relevant section of Pasadena Municipal Code (PMC) is referenced.

Table 4.1-1: Applicable Specific Plan Chapters

Zone	Specific Plan Chapters			
	Vision, Goals & Policies	Zoning & Land Use	Public Realm Standards	Development Standards
	3	4	5	6
LP-CF	✓	✓	✓	✓
LP-MU-G	✓	✓	✓	✓
LP-MU-N	✓	✓	✓	✓
OS	✓	17.26	✓	17.26
PD	✓	17.26	✓	17.26

4.2 Zoning Districts

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

LP-CF Commercial Flex

- Allow flexibility for light industrial, custom manufacturing, creative office and research & development uses along with compatible commercial enterprises
- Support projects that are entirely commercial and/or industrial, as well as work/live and caretaker's units

LP-MU-G Mixed-Use General

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

LP-MU-N Mixed-Use Neighborhood

- Promote the development of pedestrian-friendly neighborhoods with commercial uses that are sensitive to neighboring residents
- Support projects that are entirely commercial, entirely residential, or a mix of the two, integrated either horizontally or vertically, consistent with ground floor use requirements

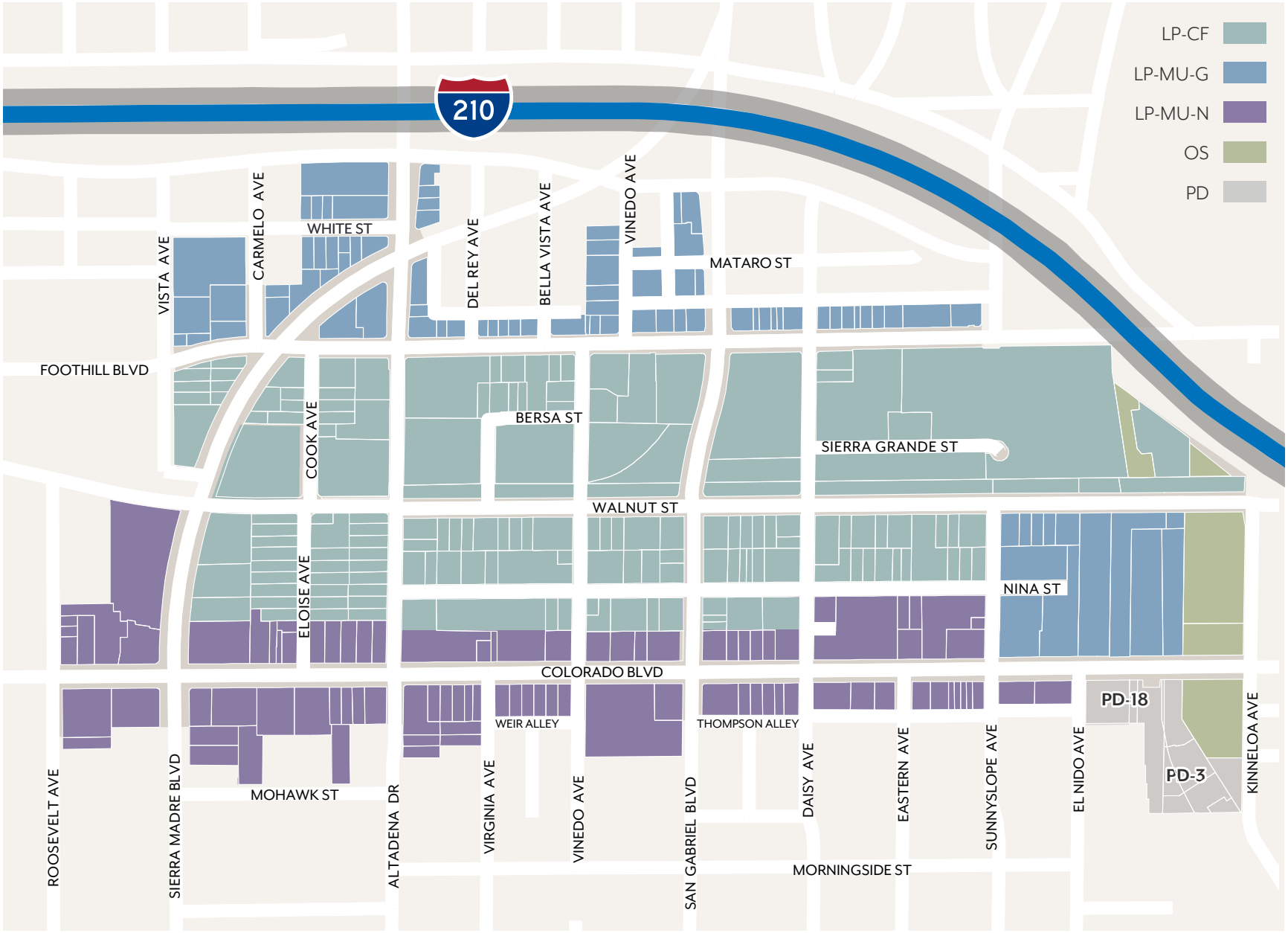
OS Open Space

- Provide areas of open space, which may include opportunities for parks and recreation, as well as space for utilities and other similar uses

PD Planned Development

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

Map 4.2-1: Zoning Districts



4.3 Allowable Land Uses

A. **Definitions.** Definitions of specific land uses are found in PMC 17.80.020.

B. **Permit Requirements.** Table 4.3-1 identifies the uses of land allowed, the land use permit required to establish each use, and limitations that may apply for a particular use.

C. **Standards for Specific Land Uses.** Additional standards may apply to specific land uses; refer to the PMC Section noted in the table.

   1. PMC 17.50.160 shall not apply to Mixed-Use Projects.

   2. PMC 17.50.350 shall not apply to Multi-Family Housing.

D. **Ground Floor Frontages.** In Mixed-Use zoning districts, additional commercial requirements and residential unit restrictions on the ground floor shall apply per Section 6.2.1.

   1. Limitations shall not apply for affordable housing developments on religious facility sites proposed in compliance with PMC 17.50.230.F.

E. **Major Construction.** For non-residential uses with a gross floor area of 25,000 square feet or greater, a Conditional Use Permit shall be required per PMC 17.61.050.J.2.

F. **Prohibited Uses.** Those uses not listed in Table 4.2-1 are prohibited by this Specific Plan, except as otherwise provided by PMC 17.21.030.A.

G. **Nonconforming Uses.** Existing uses which are made nonconforming by this Specific Plan shall be subject to PMC 17.71.

H. **Limited Hours of Operation.** Uses listed in Table 4.3-1 shall comply with limited hours of operation as required by PMC 17.40.070.

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

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

LIMITATIONS:

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

(L2) Use is not permitted south of Walnut Street.

(A) Use is only permitted as accessory to another permitted use.

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	LP-CF	LP-MU-G	LP-MU-N	
RESIDENTIAL USES				
Accessory Dwelling Unit	—	P	P	17.50.275
Boarding Houses[2]	—	P	P	
Caretaker's Quarters	MC	P	P	
Dormitories	—	P	P	
Fraternities / Sororities	—	P	P	
Home Occupations	P	P	P	17.50.110
Mixed-Use Projects	—	P	P	
Multi-Family Housing	—	P	P	
Residential Accessory Uses and Structures	—	P	P	17.50.250
Residential Care, General	—	C	C	
Residential Care, Limited	—	P	P	
Single-Room Occupancy	—	P	P	
Supportive Housing	—	P	P (L1)	
Transitional Housing	—	P	P (L1)	
COMMERCIAL USES				
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES				
Clubs, Lodges, Private Meeting Halls	C	C	C	
Colleges, Nontraditional Campus Setting	P	P	P (L1)	
Colleges, Traditional Campus Setting	—	C	—	
with Safe Parking	—	MC	—	
Commercial Entertainment	E	E	E	17.50.130
Commercial Recreation, Indoor	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	LP-CF	LP-MU-G	LP-MU-N	
Commercial Recreation, Outdoor	C	C	C	
Conference Centers	P	P	P	
Cultural Institutions	P	P	P	
Electronic Game Centers	—	P	P	17.50.100
Park and Recreation Facilities	P	P	P	
Religious Facilities	P	P	P	17.50.230
with Affordable Housing	P	P	P	
with Columbarium	MC	MC	MC	
with Safe Parking	MC	MC	MC	
with Temporary Homeless Shelter	MC	MC	MC	
Schools, Public and Private	C	C	C	17.50.270
Schools, Specialized Education and Training	P	P	P	
OFFICE, PROFESSIONAL & BUSINESS SUPPORT USES				
Automated Teller Machines (ATMs)	P	P	P	17.50.060
Banks and Financial Services	P	P	P	
with Walk-Up Services	P	P	P	17.50.060
Business Support Services	P	P	P	
Offices, Accessory	P	P	P	
Offices, Administrative Business Professional	P	P	P	
Offices, Government	P	P	P	
Offices, Medical	P	P	P	
Research and Development	P	P	P	17.50.240
Work/Live Units	P	P	P (L1)	17.50.370

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	LP-CF	LP-MU-G	LP-MU-N	
RETAIL SALES				
Alcohol Sales, Beer and Wine	C	C	C	17.50.040
Alcohol Sales, Full Alcohol	C	C	C	
Animal Services, Retail Sales	P	P	P	
Bars / Taverns	C	C	C	17.50.040, 17.61.050.J
with Live Entertainment	C	C	C	17.50.130
Building Material and Supply Sales	P	P	P	
Commercial Nurseries	P	P	P	
Convenience Stores	P	P	P	
Food Sales	P (A)	P	P	
Internet Vehicle Sales	P	P	P	
Liquor Stores	C (A)	C	C	17.50.040, 17.61.050.J
Pawnshops	—	—	C	
Restaurants, Fast Food	P (A)	P	P	17.50.260, 17.61.050.J
Restaurants, Formula Fast Food	P (A)	P	P	
Restaurants	P (A)	P	P	
with Limited Live Entertainment	P (A)	P	P	
with Walk Up Window	P (A)	P	P	
Retail Sales	P (A)	P	P	
Significant Tobacco Retailers	C	C	C	17.50.330, 17.61.050.J
Vehicle Services, Sales and Leasing	C	C	—	17.50.360
Vehicle Services, Sales and Leasing, Limited	P	P	P	
Vehicle Services, Service Stations	C	C	C	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	LP-CF	LP-MU-G	LP-MU-N	
SERVICES				
Adult Day Care, General	—	C	C (L1)	
Adult Day Care, Limited	—	P	P	
Animal Services, Boarding	P	P	P	
Animal Services, Grooming	P	P	P	
Animal Services, Hospitals	P	P	P	17.50.050
Catering Services	P	P	P (L1)	
Charitable Institutions	P	P	P	
Child Day Care Centers	P (A)	P	P	17.50.080
Child Day Care, Large	—	P	P	
Child Day Care, Small	—	P	P	
Drive-Through Businesses, Restaurants	—	C	—	17.50.090
Emergency Shelters	MC	MC	MC	
Emergency Shelters, Limited	P	P	P	17.50.105
Laboratories	P	P	P (L1)	
Life/Care Facilities	—	MC	MC (L1)	17.50.120
Lodging, Bed and Breakfast Inns	—	C	C	17.50.140
Lodging, Hotels and Motels	C	—	C	17.50.150
Low Barrier Navigation Centers	P	P	P	
Maintenance and Repair Services	C	C	C	
Massage Establishments	—	C	C	17.50.155
Medical Services, Extended Care	—	MC	MC (L1)	
Mortuaries, Funeral Homes	P	P	P	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	LP-CF	LP-MU-G	LP-MU-N	
Neighborhood Gardens	P	P	P	
Personal Improvement Services	P	P	P	
Personal Services	P	P	P	
Personal Services, Restricted	C	C	C	17.50.200
Printing and Publishing	P	C	C	
Printing and Publishing, Limited	P	P	P	
Public Safety Facilities	C	C	C	
Vehicle Services, Automobile Rental	C	C	C	
Vehicle Services, Vehicle/Equipment Repair	P	P	—	
Vehicle Services, Washing and Detailing	C	—	—	
Vehicle Services, Washing and Detailing, Small-scale	P	P	P	17.50.290
INDUSTRY, MANUFACTURING & PROCESSING USES				
Alcohol Beverage Manufacturing	C	C	C	17.50.040, 17.61.050.J
with Accessory Tasting Room	MC	C	MC	
Commercial Growing Area	P	—	—	
Custom Manufacturing / Artisan Production	P	P	P	
Industry, Restricted	P	—	—	
Industry, Restricted, Small-scale	P	P	P	
Industry, Standard	P (L2)	—	—	
Recycling Collection Facilities, Small	C (L2)	C	C (L2)	
Recycling Collection Facilities, Large	C (L2)	—	—	
Wholesaling, Distribution and Storage	P (L2)	—	—	
Wholesaling, Distribution and Storage, Small-scale	P (L2)	C	—	

ZONING DISTRICT LAND USES AND PERMIT REQUIREMENTS				
Land Use[1]	Permit Requirement			PMC Section / Notes
	LP-CF	LP-MU-G	LP-MU-N	
TRANSPORTATION, COMMUNICATIONS & UTILITY USES				
Accessory Antenna Array	P	P	P	
Alternative Fuel / Recharging Facilities	P	P	P	
Commercial Off-Street Parking	MC	MC	MC	
Communications Facilities	C	C	C	
Heliports	C	—	—	
Transportation Terminals	C	C	C	
with Safe Parking	MC	MC	MC	
Utility, Major	C	C	C	
Utility, Minor	P	P	P	
Wireless Telecom Facilities, Minor	MC	MC	MC	17.50.310
Wireless Telecom Facilities, SCL	P	P	P	
TEMPORARY USES				
Filming, Long-term	C	C	C	
Filming, Short-term	P	P	P	
Personal Property Sales	—	P	P	17.50.190
Seasonal Merchandise Sales	P	P	P	17.50.180
Street Fairs	P	P	P	
Tents	TUP	TUP	TUP	17.50.320
Other Temporary Uses	TUP	TUP	TUP	

NOTES:

[1] See PMC 17.80.020 for definition of the listed land uses.

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

Ch. 5 Public Realm Standards

Public Realm Standards

CHAPTER OVERVIEW

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

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

Walkable neighborhoods also have convenient and intuitive connections, and outdoor spaces to rest and gather. Features such as mid-block pedestrian crossings with pedestrian islands can reduce walking distance. Other public open spaces such as plazas create communal nodes in the public realm to sit and enjoy amenities such as shading, landscaping, and public art. While these connections and spaces are integral to the public realm, the standards and guidelines for public open spaces are set forth in Chapter 6.

The public realm standards and guidelines in this chapter address and regulate pedestrian infrastructure and amenities to support a safe, accessible, and comfortable pedestrian experience.

This chapter is organized into the following sections:

- **5.1 Sidewalks**
- **5.2 Parkways & Street Trees**

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

Additional guidelines are included in the Appendix of the LPSP; refer to Design Guidance for Street Trees in Appendix 2. These guidelines will include guidance on opportunities to incorporate trees and landscaping in street medians and mid-block curb extensions.

Figure 5.1-1: Sidewalk Zones

IMPORTANCE OF SIDEWALKS

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

PASADENA STREET DESIGN GUIDE

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

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

- The **Amenity / Curb Zone (Amenity Zone)** is the portion of the sidewalk directly adjacent to the street right-of-way. This zone typically includes street trees, street lights, parkways, street furniture, bicycle parking, bus shelters, and other utility facilities.
- The **Walk Zone** is the portion of the sidewalk dedicated to pedestrian travel and shall be free of obstruction.
- The **Building Frontage Zone** is adjacent to private property and allows for outdoor furniture and shade structures. The LPSP does not require building frontage zones; however, property owners may choose to use their setback for amenities typically found within the Frontage Zone.

5.1 Sidewalks

These standards are intended to:

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

5.1.1 SIDEWALK WIDTH

A. **Dimension.** Projects shall provide sidewalks that meet the required widths per Map 5.1-1. Where the existing sidewalk right-of-way is less than the required width, the difference shall be provided through a private property dedication.

1. Sidewalks are measured from the Primary Curb Line of each block to the sidewalk line, as illustrated in Figure 5.1-2.
2. This area shall be paved for general use to the standards specified by Public Works, except for landscaped parkways per Section 5.2.
3. Within the sidewalk width, sidewalk zones shall be provided to the dimensions set in Figure 5.1-3.
4. Where the curb deviates (i.e., bulb-outs), exceptions in zone width are allowed and shall be determined by Public Works.
5. Driveways are allowed per Section 6.4.2.

B. **Maintenance.** Sidewalk improvements shall be installed and maintained by the abutting property owner.

Sidewalks with sufficient width can support pedestrian travel as well as space for landscaping

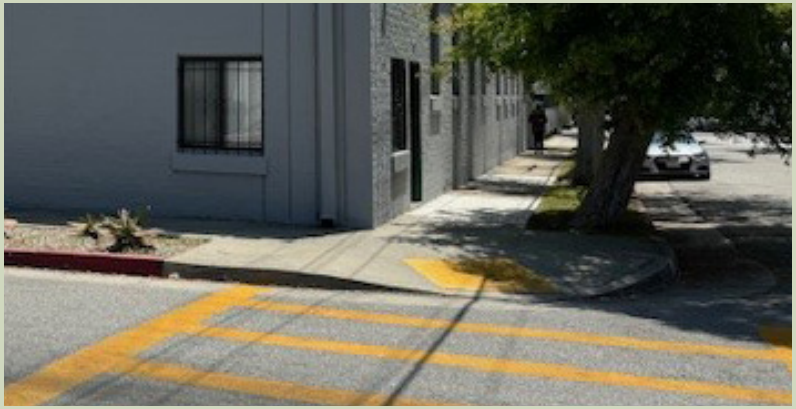
SIDEWALK WIDTHS & MOBILITY

Sidewalks are unifying elements that weave the fabric of the Lamanda Park; therefore, widths of at least 10 feet are required throughout the LPSP area to provide space for a clear walk zone and pedestrian amenities such as landscaping, lighting, signage, and bicycle parking. Active sidewalks, designed for commercial and mixed-use areas with more pedestrian activity, have wider Walk Zones, while those adjacent to residential development will have more landscaped parkways within the Amenity Zone. Consideration should be given to coordinated fixtures, including lighting, seating and wayfinding, to further establish individual neighborhood identities.

12' wide sidewalks with a landscaped setback contribute to softening the streetscape.

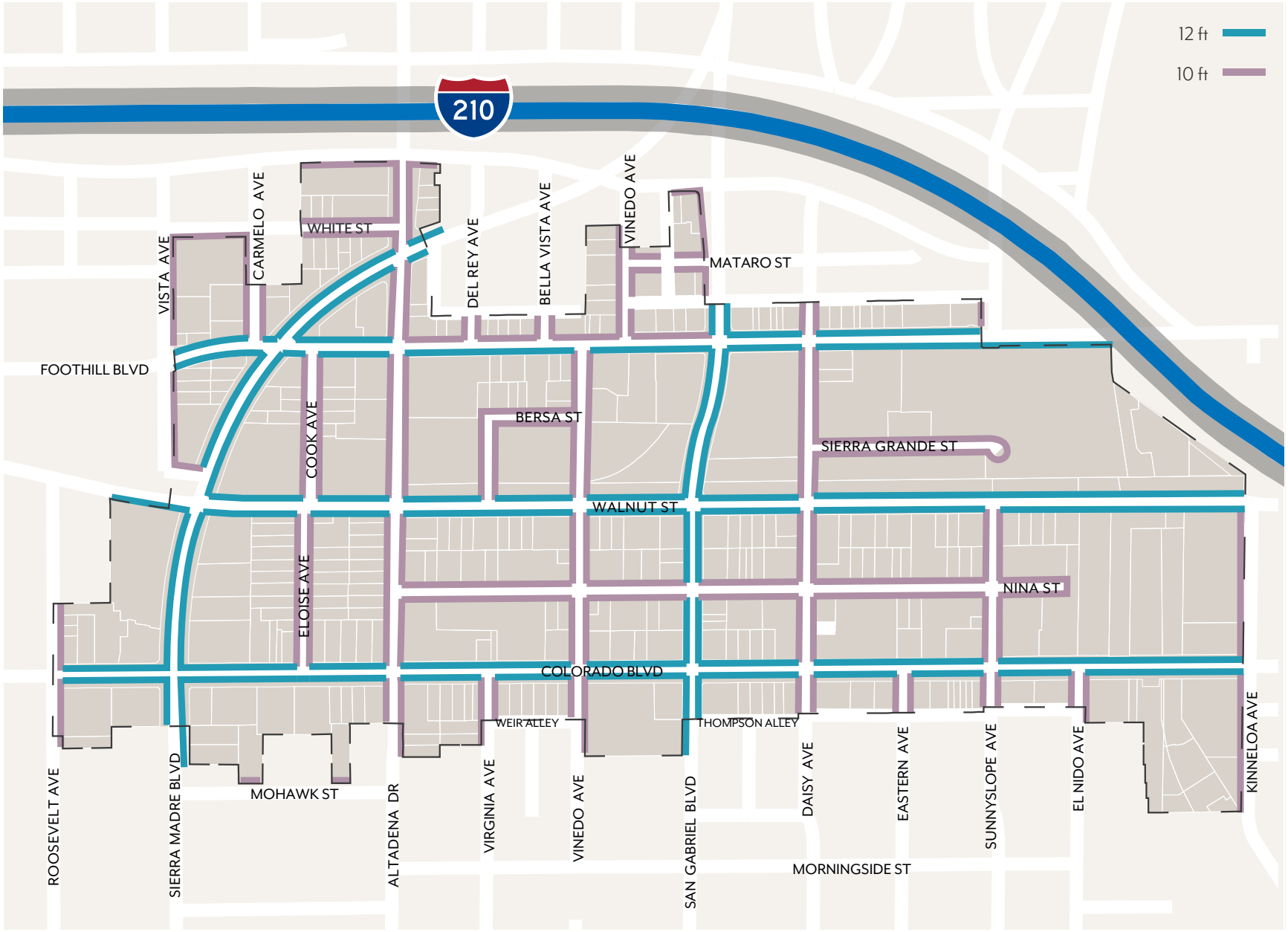
Ample sidewalk space to support local businesses with ample space for outdoor seating, planters, and street trees.

Streetscapes can communicate the quality of the neighborhood through maintained parkways and street trees.



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

Map 5.1-1: Sidewalk Widths



SIDEWALK ZONES & SETBACKS

Walking in Lamanda Park should be a pleasant and comfortable experience. To foster an active employment hub and support neighborhood residential and retail uses, the public realm should create a walkable environment through streetscape design and amenities that support pedestrian safety and comfort. Street furniture, when combined with street trees and proper lighting, humanizes the public realm. The LPSP requires Amenity and Walk Zones, which may be complemented by amenities such as landscaping and seating on private property within building setbacks.

AMENITY ZONE

Parkways in the amenity zone can be sustainably enhanced with drought-tolerant landscaping.

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

WALK ZONE

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

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

BUILDING SETBACKS

Portions of setbacks may be paved to accommodate outdoor dining.

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

5.1.2 SIDEWALK ZONES

A. **Amenity Zone.** Sidewalks shall provide an Amenity Zone consistent with the width illustrated in Figure 5.1-3, including the curb.

1. Projects shall meet minimum parkway and street tree requirements per Section 5.2.
2. The following elements are permitted in the Amenity Zone at the discretion of Public Works:
   a. Paved area for pedestrian mobility,
   b. Parkways and street trees,
   c. Seating/furniture,
   d. Outdoor dining (with a Public Works permit),
   e. Planters,
   f. Bicycle parking,
   g. Bus shelters, and/or
   h. Other utility facilities including streetlights, signals, meter/ sign poles, and pullboxes, etc.

B. **Walk Zone.** Sidewalks shall maintain a Walk Zone as a continuous path of travel for pedestrians at the width illustrated in Figure 5.1-3. This area shall be free of all furnishings, landscaping, or obstructions.

Figure 5.1-2: Sidewalk Width Measurement

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

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

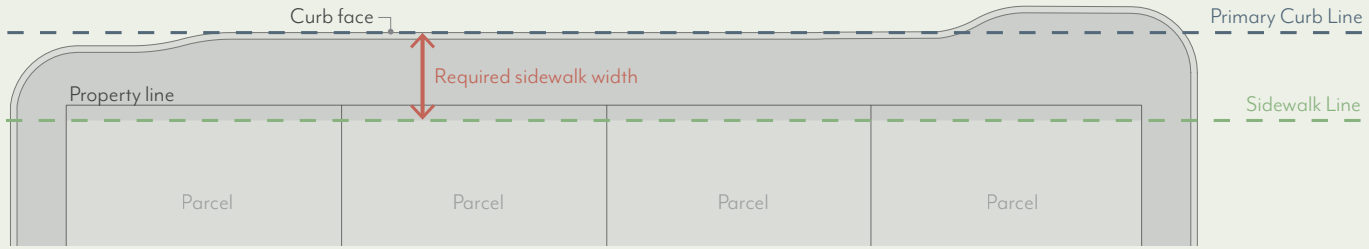


Figure 5.1-3: Sidewalk Zone Requirements

Diagram 1: 12' Sidewalks

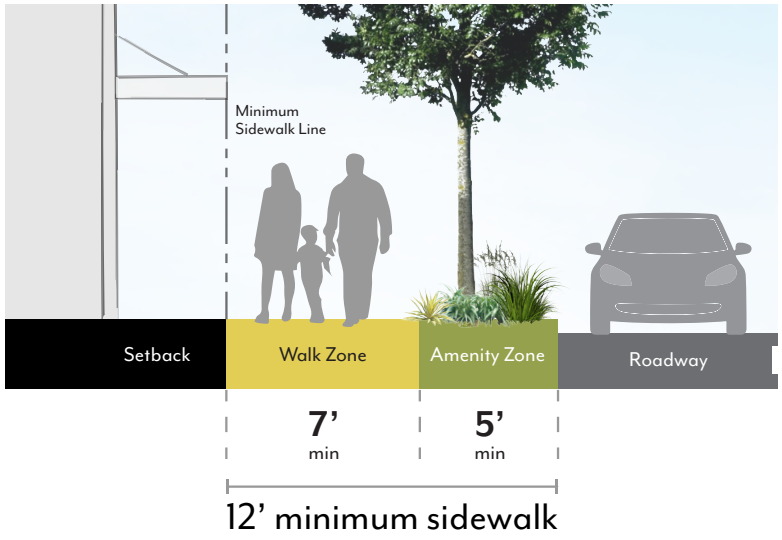


Diagram 2: 12' Sidewalks*

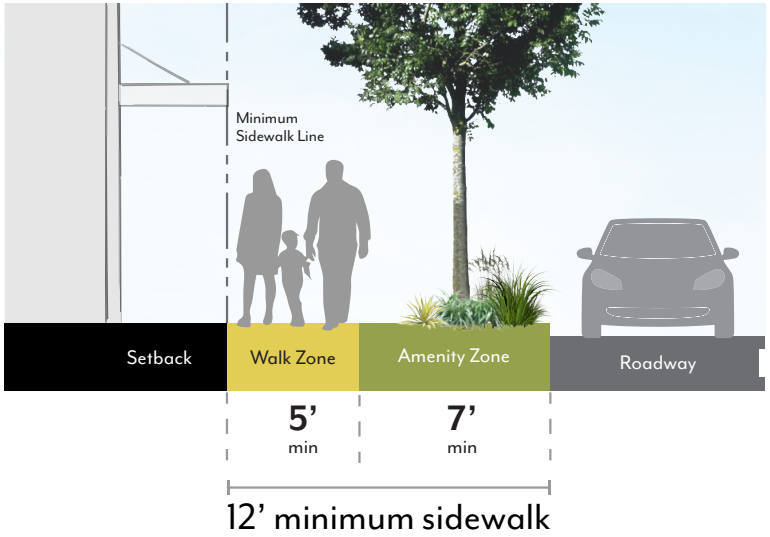
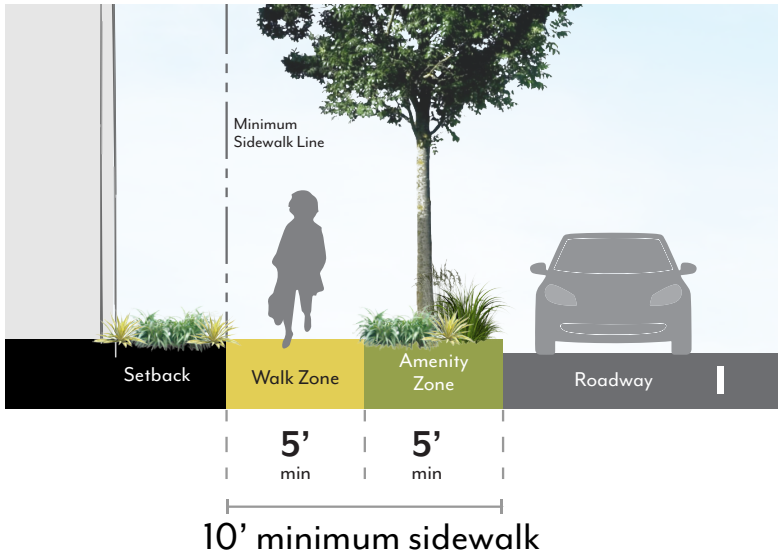


Diagram 3: 10' Sidewalks



**12' sidewalks on the northside of Walnut Street and the southside of Foothill Boulevard shall have a 5' Walk Zone and a 7' Amenity Zone.*

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

5.2 Parkways & Street Trees

These standards are intended to:

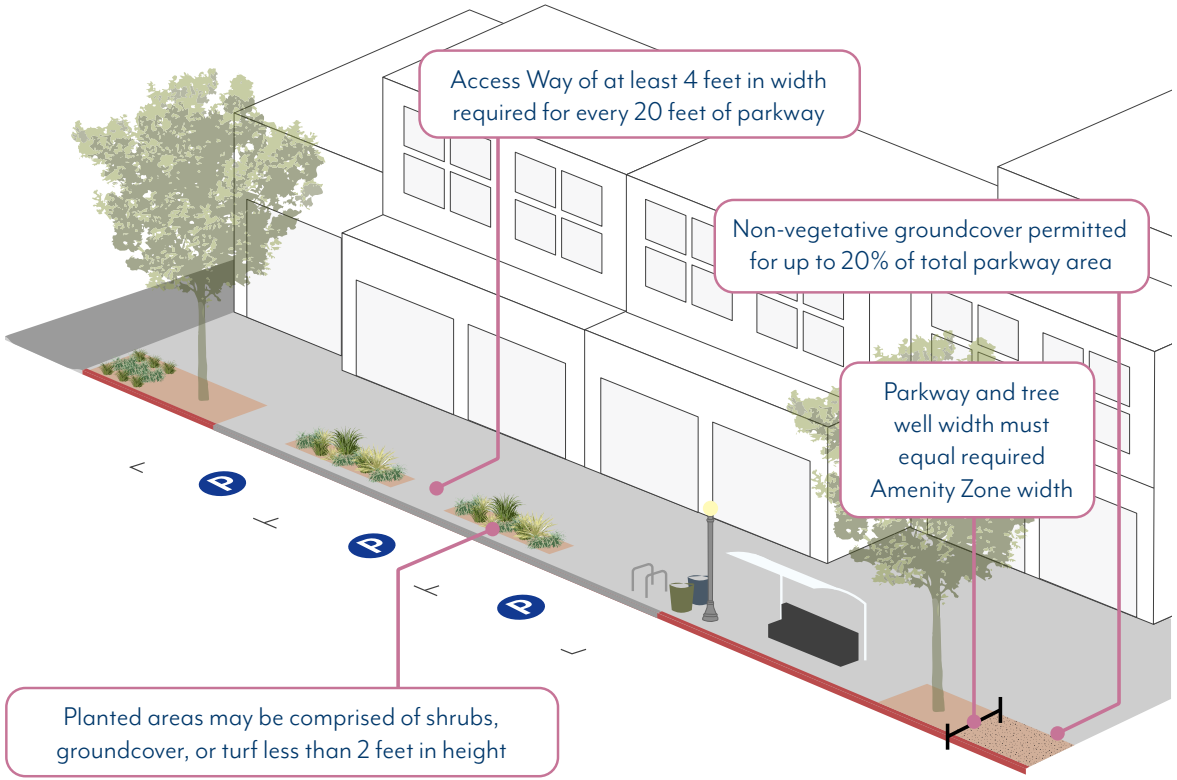
- Enhance pedestrian conditions through increased landscaping at sidewalk level;
- Provide a visual buffer between parking lane and sidewalk;
- Improve stormwater capture and increase permeability of sidewalk zone; and
- Improve street tree health and support the process of carbon sequestration.

5.2.1 PARKWAYS

A. **Required Parkways.** Projects shall include parkways within the Amenity Zone, except as approved by the Director of Public Works; see Figure 5.2-1.

1. Existing parkways shall be maintained.
2. For mixed-use and non-residential projects, parkway length shall be no less than 30 percent of street frontage.
3. For residential-only projects, parkway length shall be no less than 60 percent of street frontage.

Figure 5.2-1: Parkway Design Standards



IMPORTANCE OF PARKWAYS

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

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

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

1. When street parking is adjacent to the curb, a paved buffer with a minimum width of 18 inches is required, in addition to the 6-inch curb, except where tree grates are adjacent to the curb.
2. Barriers up to 24 inches high, such as low walls or fences, are permitted at the interior edge of the parkway but are not required.

C. **Access Ways.** Where on-street parking is permitted, access ways shall be provided at a minimum frequency of one per every 20 feet of continuous parkway.

1. Access ways shall be a minimum of 4 feet in width and provide a firm, uniform walking surface in all weather conditions from the curb to the Walk Zone.
2. The finished surface of access ways shall be in plane with both the adjoining top of curb and sidewalk.
3. Access ways shall be constructed of pavers, concrete, or stabilized decomposed granite.

Parkway with street trees and low perennial plantings.

D. **Planted Area.** A minimum of 80 percent of the total required parkway area for a given project shall be comprised of plant material.

1. Permitted materials include groundcovers, turf or turf substitutes, and shrubs or low perennials that are lower than 24 inches in height at full maturity.
   a. All plant material shall be native or climate appropriate and have a water use rating of Moderate, Low or Very-Low as defined by Water Use Classification of Landscape Species (WUCOLS) for the region. Plant water use requirements may be relaxed to maximize the efficiency of parkway stormwater capture systems per approval by the Director of Public Works.
   b. Plants with spines or thorns shall not be planted adjacent to any walkways or curbs.
   c. Edible plants are not permitted in parkways.
   d. Artificial turf is not permitted in parkways.
2. When removing existing plant material like turf grass from a parkway, there shall be no damage to the street tree roots. Parkway improvements involving excavation within an existing tree's root zone must be consistent with the City's Tree Protection Guidelines. Root pruning, if required and approved by Public Works, must be overseen by a Certified Arborist. Excavation within a tree's root zone must be replanted immediately to prevent the tree roots from exposure and undue harm.

MATERIALS & ACCESS GUIDELINES

» In areas with high pedestrian traffic, plant material should have a minimum height of 18 inches to discourage pedestrians from stepping on the parkway. Groundcover is discouraged unless it can withstand heavy foot traffic.

» Plants which require little or no irrigation are preferred.

PARKWAYS & STREET TREES

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

Existing parkways should be maintained or expanded with the use of California native plants.

Enhance streets with strategic placement of trees, benches, and planters along sidewalks to safeguard pedestrians from automobile traffic.

Consider planting street trees on mid-block curb extensions when sidewalk widths are limited.

Landscaping within the Amenity Zone can help soften the public realm and also provide opportunities for stormwater capture.

E. **Non-planted Area.** A maximum of 20 percent of the parkway area may be organic or inorganic cover.

1. Permitted materials include permeable pavers, decomposed granite, gravel, rocks, or mulch.

    a. Pavers are not allowed within 3 feet of any public streetlight pole or pull box or other utility facilities.

F. **Stormwater Management.** Parkways shall either meet the following basic stormwater standards, or propose a biofiltration planter or swale design based on local conditions per the approval of the Director of Public Works.

1. The parkway shall be at the same grade as the adjacent hardscape surface at the outer edge of the parkway and slope at a minimum of 1 percent towards the center of the parkway.

2. For parkways with a width greater than 5 feet, the center 2 feet of the parkway shall be depressed 3 to 4 inches to form a shallow swale to collect sidewalk stormwater. Alternative means of storing runoff, such as gravel sumps within the parkway, may be provided with review authority approval.

G. **Irrigation.** Irrigation systems in parkways shall be designed and constructed in a manner that will eliminate surface runoff onto any impermeable surface, public or private, under any condition.

1. Design of irrigation systems in parkways shall be in accordance with all local, state, and federal laws and regulations for water conservation.

2. Street tree roots shall not be damaged during the irrigation installation process.

H. **Maintenance.** Abutting property owner shall maintain the parkway in a condition so as not to endanger persons or property, and not to interfere with the public convenience.

STORMWATER & IRRIGATION GUIDELINES

» Parkways should be designed to treat and/or capture stormwater run-off from the adjacent sidewalk to the greatest extent feasible given soil conditions.

» Suspended pavement systems are encouraged as a means of controlling runoff volume and should be implemented under and adjacent to large pedestrian walkways.

» If impermeable surfaces are used within parkways, they shall be constructed to drain to permeable areas.

» Low-volume, sub-surface/drip irrigation or other non-spray irrigation systems or hand-watering is preferred where irrigation is needed.

Stormwater planters can be used as a means for capturing water runoff.

5.2.2 STREET TREES

A. **Species.**[1] Street tree species shall be selected according to the Master Street Tree Plan at the discretion of the Director of Public Works. Trees may be planted within parkways or tree wells.

B. **Spacing.** Street trees shall be planted at a spacing of one per 30 feet. Exceptions can be made by the Director of Public Works due to conflicts with street lights, bus shelters, utility boxes, other street amenities or species type. Closer spacing is encouraged where feasible/when appropriate for a particular tree type.

C. **Well Dimension.** Tree well width shall be equivalent to the required Amenity Zone, minus the 6-inch width required for the curb.

   1. If a paved buffer zone is required due to adjacent street parking, the tree well width may be reduced to accommodate this buffer strip. The minimum length of a tree well shall be 6 feet, parallel to the street.

   2. Street trees planted within tree wells must be installed according to the Department of Public Works Tree Planting in Tree Well Standard Plan.

D. **Well Frames.** Tree well frames, or tree grates, may be installed according to the Department of Public Works Tree Well Frame Installation Standard.

E. **Expanded Root Zone Cell.** Each street tree shall be provided with an uncompacted root zone volume of at least 800 cubic feet minimum. The root zone volume depth shall be 2 feet minimum and 3 feet maximum.

   1. Where this root zone volume cannot be provided within the parkway area, an expanded root zone cell volume shall be provided below adjacent pavement using a strategy such as structural soil or a suspended pavement system to provide an uncompacted soil area suitable for tree root growth.

   2. The root zone volume per tree requirement may be reduced by 10 percent where two or more trees share a contiguous root zone cell.

F. **Maintenance.** All street trees shall be maintained by the Department of Public Works.

[1] See **Appendix A.2** ***Design Guidance for Tree Selection*** for detailed recommendations to better align Lamanda Park's street tree species with the vision, goals, policies, and standards of this Specific Plan.

IMPORTANCE OF STREET TREES

Street trees play an important role in keeping cities livable, sustainable and resilient. Trees improve air quality, increase urban biodiversity, and help reduce carbon emissions. In addition to environmental benefits, trees provide health, social, economic, and aesthetic benefits to communities. Requirements based on guidance from the City's Master Street Tree Plan will increase street tree coverage and require the preservation or introduction of certain tree species. In adherence with these street tree standards and guidelines, new development will contribute to an enhanced shade canopy that helps to reduce the urban heat island effect, decrease sidewalk temperatures, enhance pedestrian comfort, and improve the visual experience of the street.

MID-BLOCK CURB EXTENSIONS AND STREET MEDIANS

Where sidewalk space is limited for street trees, the City's Department of Transportation may use parking lane space for mid-block curb extensions or "pinchpoints" with planting areas for trees and other landscaping. These curb extensions provide traffic calming and can enhance stormwater retention. Additionally, street medians may be used to incorporate landscaping. Flowering accent trees in street medians complement street tree recommendations, enhancing the streetscape's visual character.

Mid-block curb extensions used for street trees and stormwater retention.

Ch. 6 Private Realm Standards

Private Realm Standards

CHAPTER OVERVIEW

The private realm objective development and design standards in this chapter serve to implement the vision, goals, and policies of the LPSP as described in Chapter 3.

Table 6-1 provides abbreviated development and design standards by zoning district for the LPSP. Where the plan defers to Pasadena Municipal Code (PMC) for a particular standard, the relevant code section is provided; however, the City's code is updated periodically and exact code references may change. Checkmarks (✓) indicate where a Specific Plan standard applies, but the standard cannot be condensed into the table. **Complete standards shall be referenced within the relevant sections of Chapter 6.**

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

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

Per Section 4.1, development standards for the OS, PS, and PD zoning districts are not included in the LPSP. In these zones, development shall be subject to a Conditional Use Permit or Master Plan per PMC 17.26, or the standards outlined in the PD.

Projects should also consult Pasadena's *Design Guidelines for Neighborhood Commercial and Multi-Family Districts* for further guidance on building form and relationship to the surrounding neighborhood. Projects required to go through Design Review will be assessed based on the project scope and the standards and guidelines of the LPSP and other relevant planning documents.

This chapter is organized into the following sections:

Table 6-1: Summary of Private Realm Development & Design Standards

Standard	LP-CF	LP-MU-C	LP-MU-G
Scale			
Density			
Dwelling Units per Acre	N/A	Map 6.1-1	
Intensity			
Floor Area Ratio	Map 6.1-2		
Building Height			
Height	Map 6.1-3		
Setbacks			
All streets	Map 6.1-4		
Adjacent to RM/RS	15' min		
Other interiors	None required		
Stepbacks			
Colorado Boulevard	10' in depth after 20' in height		
Adjacent to RM	Figure 6.1-5		
Historic Adjacency			
Setbacks & Stepbacks	Figure 6.1-7		
Modulation			
Length	N/A	For facades over 150' in length, 10% or 20' break at least 10' in depth	
Area	20% of façade	25% of façade above first story	
Frontage			
Ground Floor Frontages			
Required Uses	Table 6.2-1 and Map 6.2-1		
Commercial Depth	35' average, 20' min.		
Ground Floor Design			
Height	15' min.; 12' for residential units		

Standard	LP-CF	LP-MU-C	LP-MU-G
Transparency			
Ground Floor	30% min.	60% min.; 15% min. for residential units	
Overall Façade	15% min.	30% min.; 15% min. for residential units	
Blank Walls	40' max.	20' max.	
Shade Structures	✓	✓	✓
Arcades & Galleries	✓	✓	✓
Exterior Fixtures	✓	✓	✓
Walls & Fences	✓	✓	✓
Balconies & Roof Decks	✓	✓	✓
Open Space			
Minimum Area			
Residential	125 sf per studio, 150 sf per 1-bed, 200 sf per 2-bed, 250 sf per 3+bed		
Publicly Accessible	None required		Table 6.3-2
Private Open Space	✓	✓	✓
Common Open Space	✓	✓	✓
Publicly Accessible Open Space			✓
Paseos	✓	✓	✓
Parking			
Minimum Parking	✓	✓	✓
Vehicle Access	✓	✓	✓
Layout & Design	✓	✓	✓

Standard	LP-CF	LP-MU-C	LP-MU-G
Other Applicable Standards [1]			
General Development [2]	PMC 17.40		
Inclusionary Housing	PMC 17.42		
Density Bonus	PMC 17.43		
Landscaping	PMC 17.44		
Parking & Loading	PMC 17.46		
Signs	PMC 17.48		
Specific Land Uses	PMC 17.50		

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

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

6.1 Scale

These standards are intended to:

- Implement the General Plan density (du/ac) and floor area ratio (FAR) values;
- Shape development in a manner that creates a defined public realm and appropriate scale of buildings for a visually appealing community;
- Reduce building massing through setback and stepback requirements that create appropriate transitions to residential neighborhoods;
- Support high-quality architecture and urban design through modulation requirements and a varied roof lines incentive;
- Encourage industrial growth in modern fields such as life sciences, production, research & development, and technology;
- Require appropriate transitions to designated historic resources; and
- Support opportunities to increase housing near transit, and require various unit sizes to support individuals and families.

A 3-story Work/Live building with ground floor workspaces.

6.1.1 DENSITY

A. **Residential Density.** Projects that include residential dwelling units shall not exceed the allowable dwelling units per acre (du/ac) set in Map 6.1-1.

1. Fractions shall be rounded to the nearest whole number; those at 0.50 shall be rounded up.
2. For projects utilizing state density bonus, refer to Government Code 65915.
3. The maximum is based on site area. If a dedication or easement is required, density shall be calculated using the size of the lot prior to the dedication or easement.

6.1.2 INTENSITY

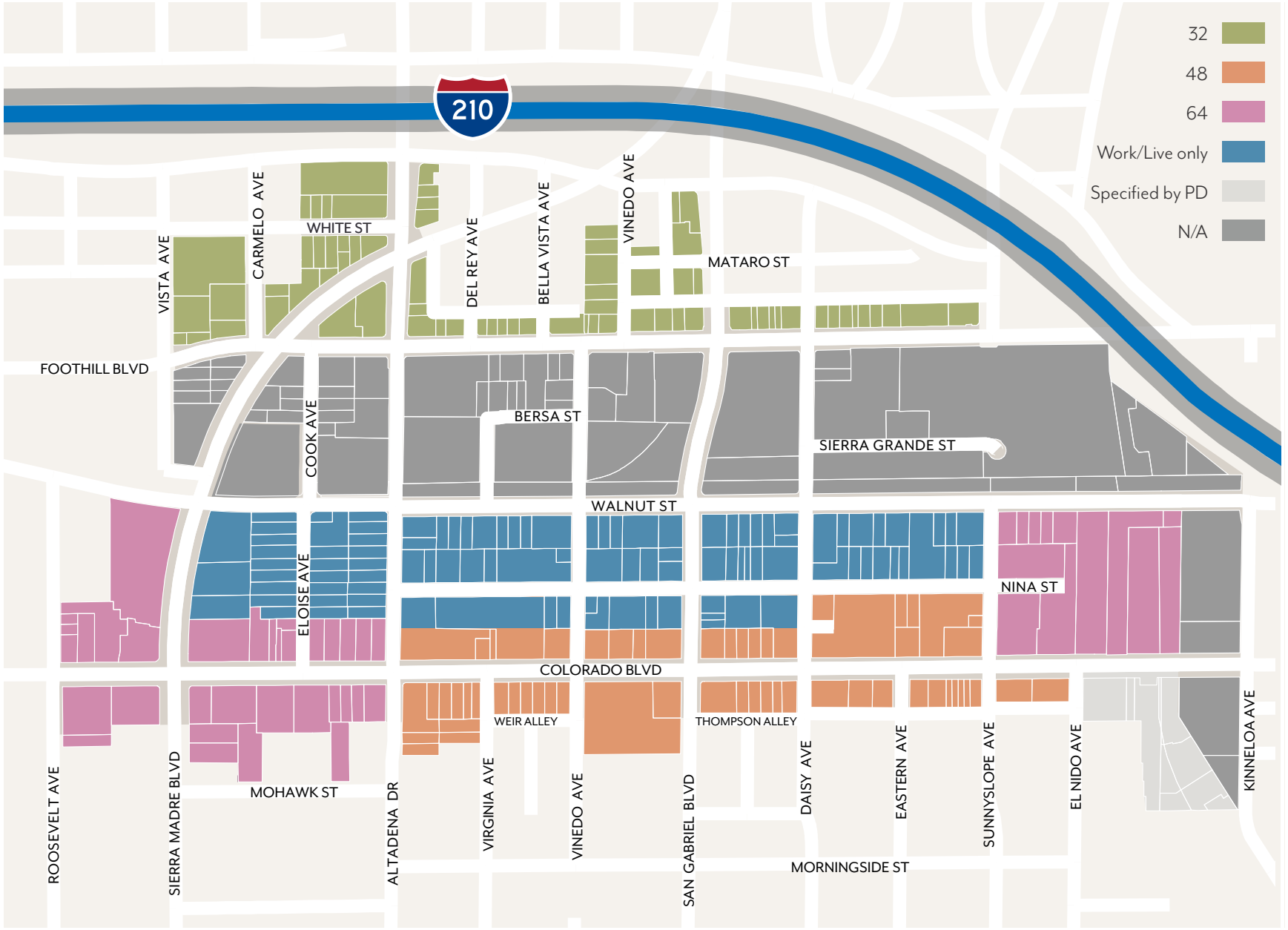
A. **Floor Area Ratio.** Projects that include non-residential space, including mixed-use, shall not exceed the allowable floor area ratio (FAR) set in Map 6.1-2.

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

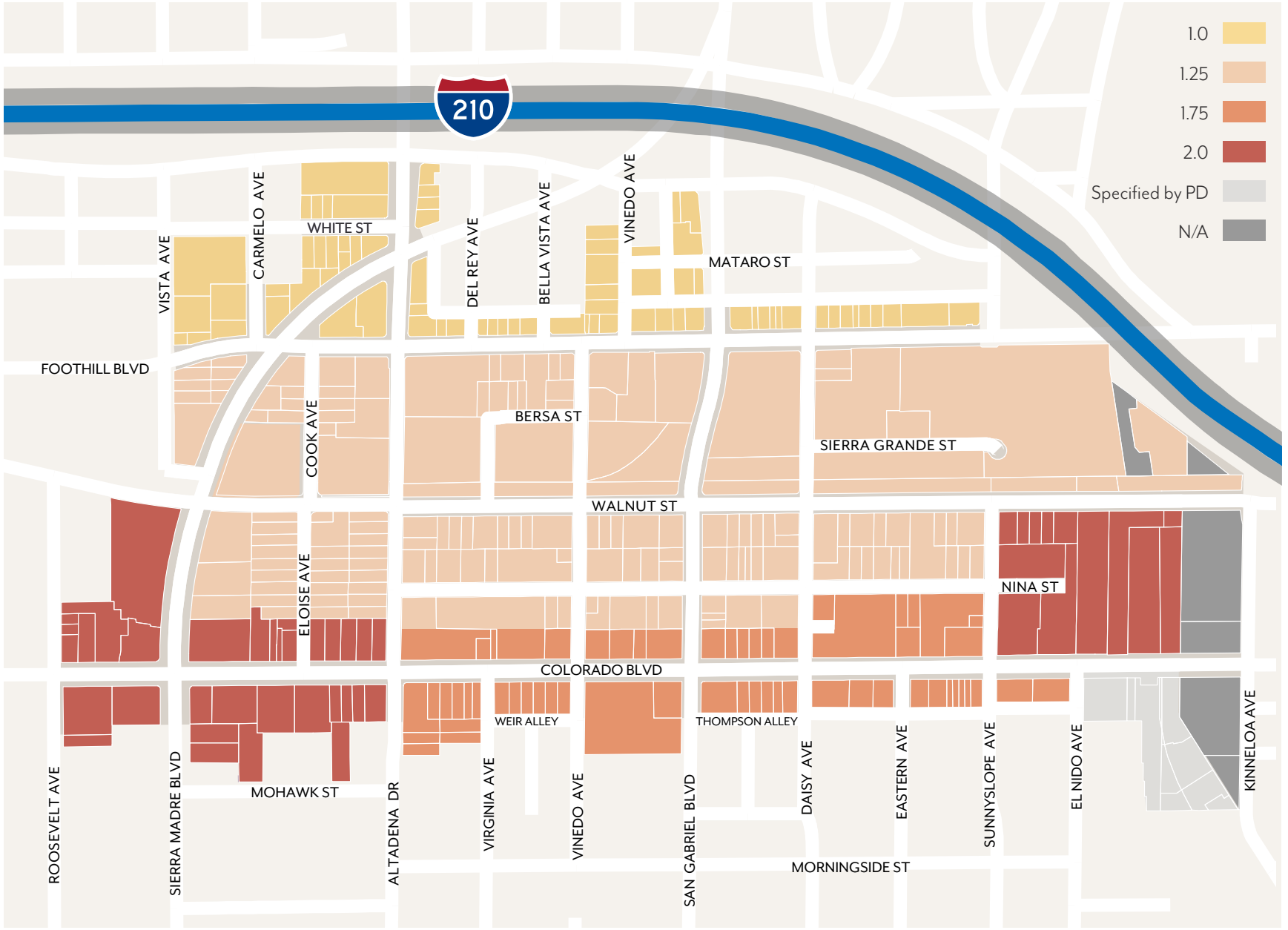
FAR EXEMPTIONS FOR R&D USES

For the purpose of calculating FAR, Research & Development uses may exclude mechanical space and appurtenances from gross floor area, per PMC 17.50.240.C.

Map 6.1-1: Residential Density



Map 6.1-2: Floor Area Ratio



6.1.3 HEIGHT

A. **Building Height.** Projects shall not exceed the height limits set in Map 6.1-3.

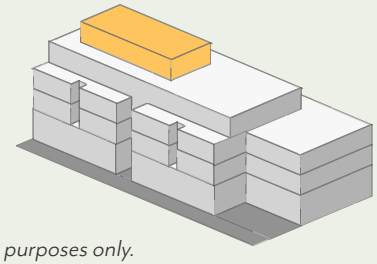
1. Height is measured per PMC 17.40.060.
2. Exceptions allowed for Varied Roof Lines (6.1.3.B) and projecting features such as appurtenances and railings per PMC 17.40.060.

B. **Varied Roof Lines.** A maximum of 30 percent of a building's footprint may exceed the height limit set in Map 6.1-3 by up to 12 feet.

1. This allowance is not applicable to other development standards relating to building scale such as stepbacks. It may not be used in combination with a concession for building height when utilizing PMC 17.43.

Figure 6.1-1: Varied Roof Lines

A building may exceed its height limit by a maximum of 12 feet for up to 30% of its footprint.

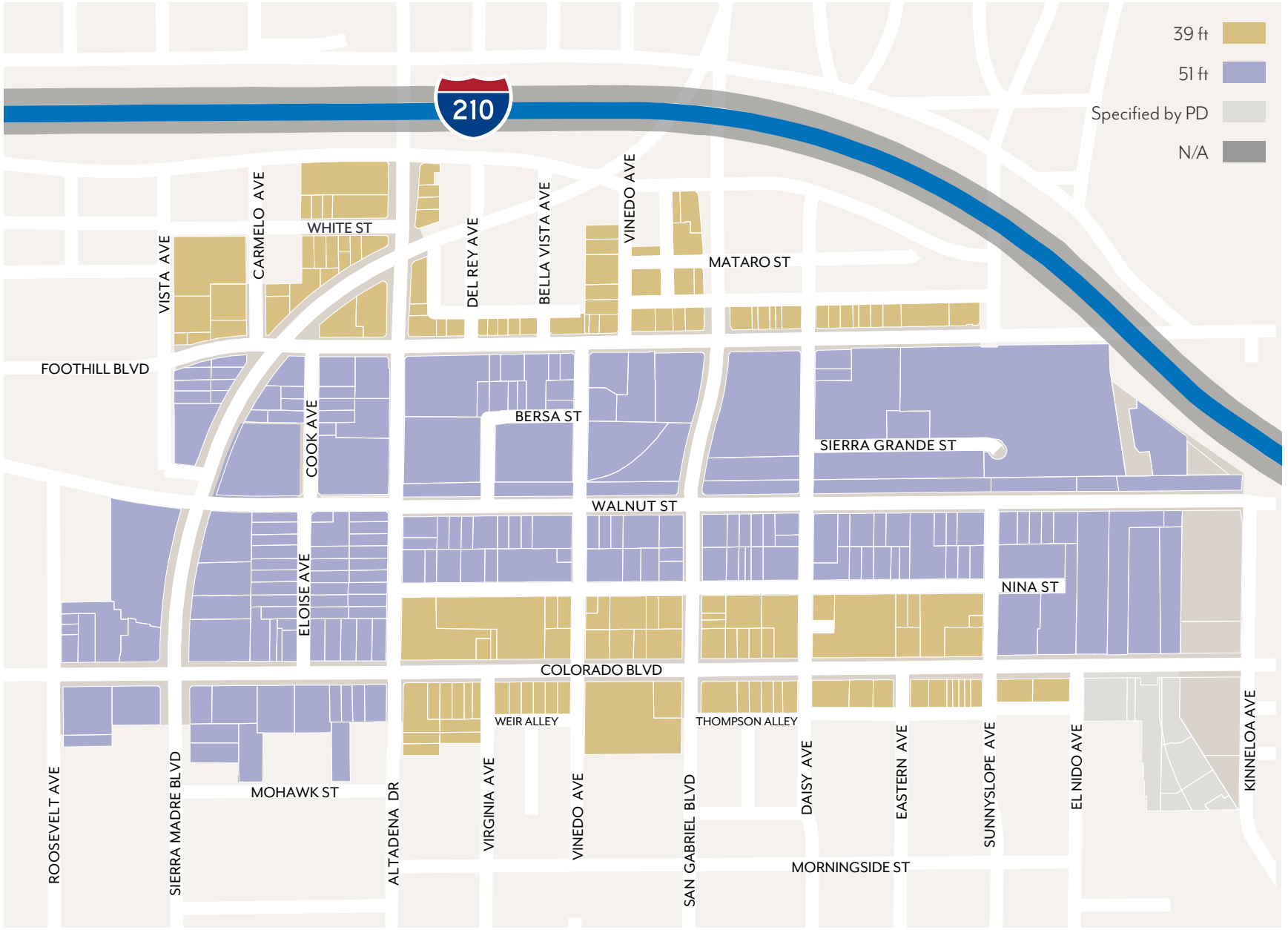


Note: Diagrams used for illustrative purposes only.

A 3-story Research and Development building approximately 45 feet in height.

A varied roof line on a 4-story building.

Map 6.1-3: Building Height

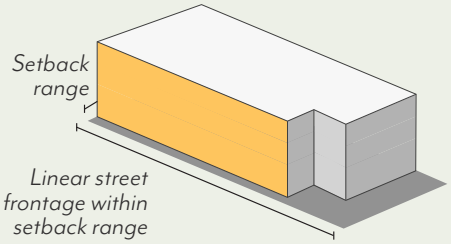


6.1.4 SETBACKS

A. **Street Setbacks.** Buildings shall comply with the street setbacks set in Map 6.1-4, except where modified for historic adjacency per Section 6.1.6. Setback ranges establish a minimum and maximum for the specified percentage of linear street frontage; see Figure 6.1-2.

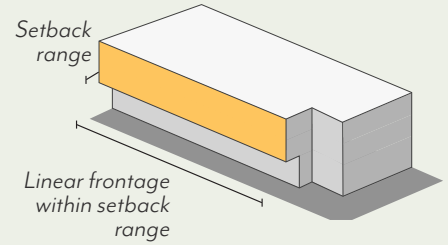
1. Street setbacks are measured from the sidewalk line; see Figure 5.1-2.
2. Minimum setbacks shall apply to all stories of a building; setbacks less than the minimum are prohibited. Maximum setbacks shall apply only to the ground floor and Streetwalls (Section 6.1.3.C), where applicable.
3. Exceptions allowed per PMC 17.40.160 (Table 4-1) and the following:
   a. Arcades and recessed ground floors up to 15 feet in depth, as well as parking entrances per Section 6.4.2, are allowed when a second story meets the specified setback; see Figure 6.1-3.
   b. The specified frontage percentage may be reduced for the provision of Publicly Accessible Open Space facing the street through the Design Review process.

Figure 6.1-2: Street Setbacks Percentage



A building must meet the setback range for at least the specified percentage of frontage. The remainder can be set back further.

Figure 6.1-3: Recessed Ground Floor



A building may have an arcade or recessed ground floor up to 15 feet in depth if a second story meets the required setback range.

Note: Diagrams used for illustrative purposes only.

4. Residential units on the ground floor, where permitted, shall have a minimum setback of 5 feet. Where elevated between 4 and 6 feet above sidewalk elevation, a minimum setback of 8 feet shall be required.
5. In MU-G and MU-N, for portions of buildings set back from the sidewalk line 5 feet or more, a percentage of the setback area shall be landscaped with trees, shrubs, and/or groundcover, either in the form of in-ground landscaping or planters:

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

6. In CF, all required setback areas shall be landscaped except walkways, driveways, and utilities required by Building Code.
7. Features allowed within the street setback include:
   a. Landscaping and planters per PMC 17.44;
   b. Hardscape (e.g., stoops, patios);
   c. Shade structures per Section 6.2.4;
   d. Arcades and galleries per Section 6.2.5;
   e. Walls and fences per Section 6.2.7;
   f. Seating and furniture including outdoor dining; and/or
   g. Other open space amenities per review authority approval.

B. **Interior Setbacks.** Projects shall have a minimum setback of 15 feet where adjacent to a RM/RS district. No setback is required along other interior property lines, except where modified for historic adjacency per Section 6.1.6.

1. Interior setbacks are those abutting other parcels along non-street side and rear property lines and are measured from the shared property line.
2. Exceptions allowed per PMC 17.40.160 (Table 4-1).

SETBACKS & STEPBACKS

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

A two foot setback allows for landscaping between the building and sidewalk.

A three-to-five foot setback allows for more significant landscaping at the sidewalk.

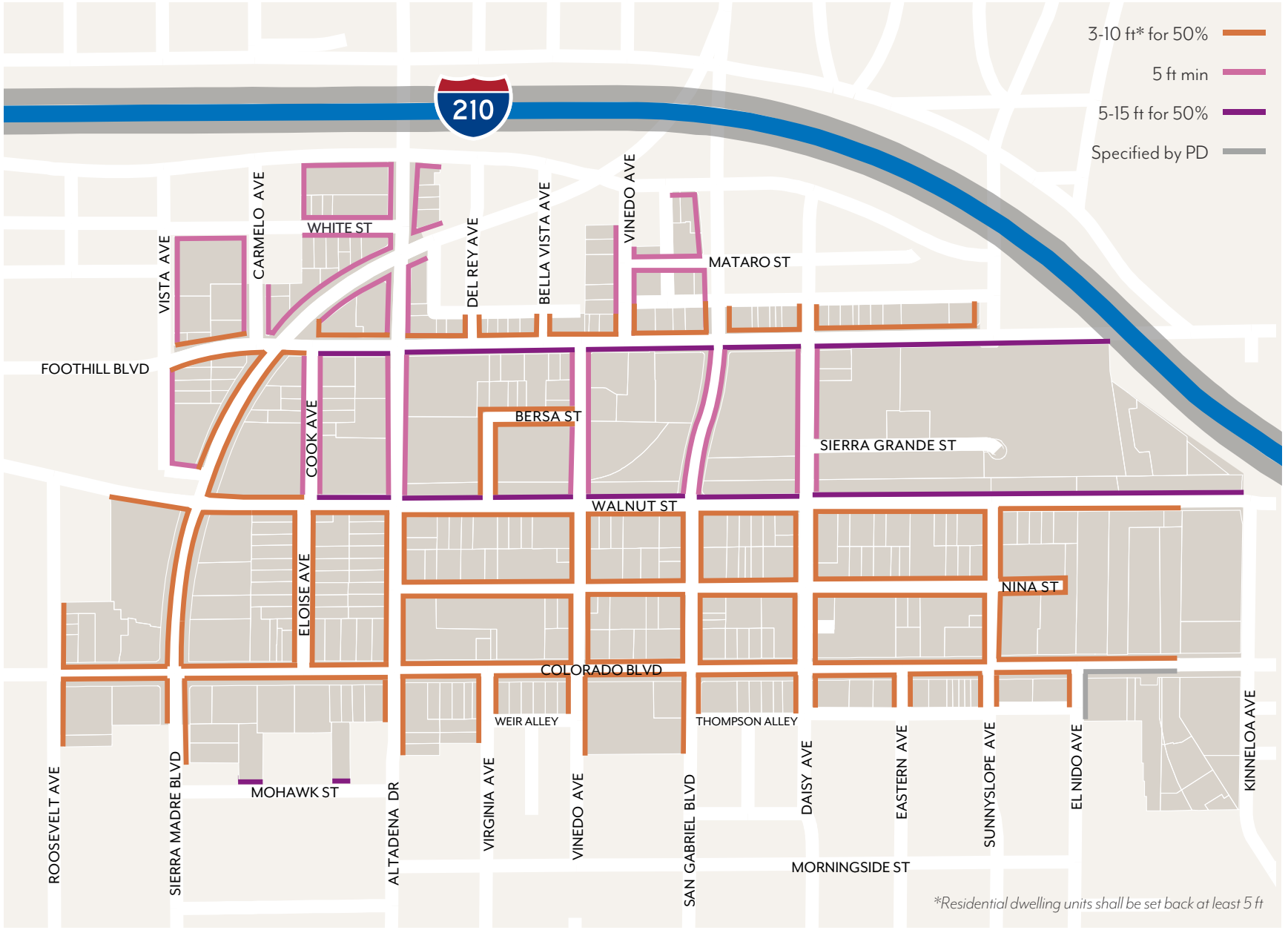
A ten foot setback can allow ample space for outdoor dining.

A recessed ground floor can provide additional shade for pedestrians or building users while allowing space for other amenities.

Awnings can provide additional shade for pedestrians or space for sidewalk cafes.

Upper story stepbacks help reduce the scale of development as seen from the street.

Map 6.1-4: Street Setbacks

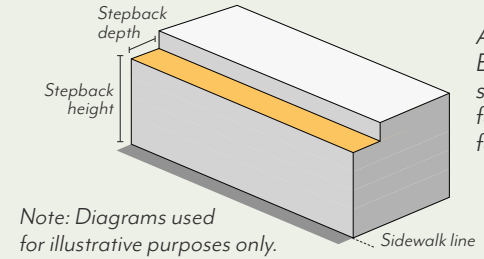


6.1.5 STEPBACKS

A. **Street Stepbacks.** Along Colorado Boulevard, buildings shall not exceed 20 feet in height before stepping back 10 feet in depth; see Figure 6.1-4.

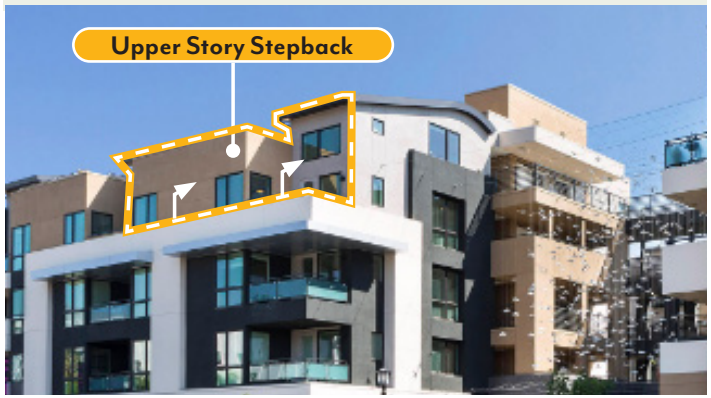
1. Street stepbacks are measured from the sidewalk line.
2. Uses allowed within the street stepback include:
   a. Open Space (e.g., balconies, terraces);
   b. Shade structures, trellises, and similar;
   c. Green roofs and photovoltaic panels; and/or
   d. Other open space features per review authority approval.

Figure 6.1-4: Street Stepbacks



Along Colorado Boulevard, projects shall step back 10 feet in depth at 20 feet in height.

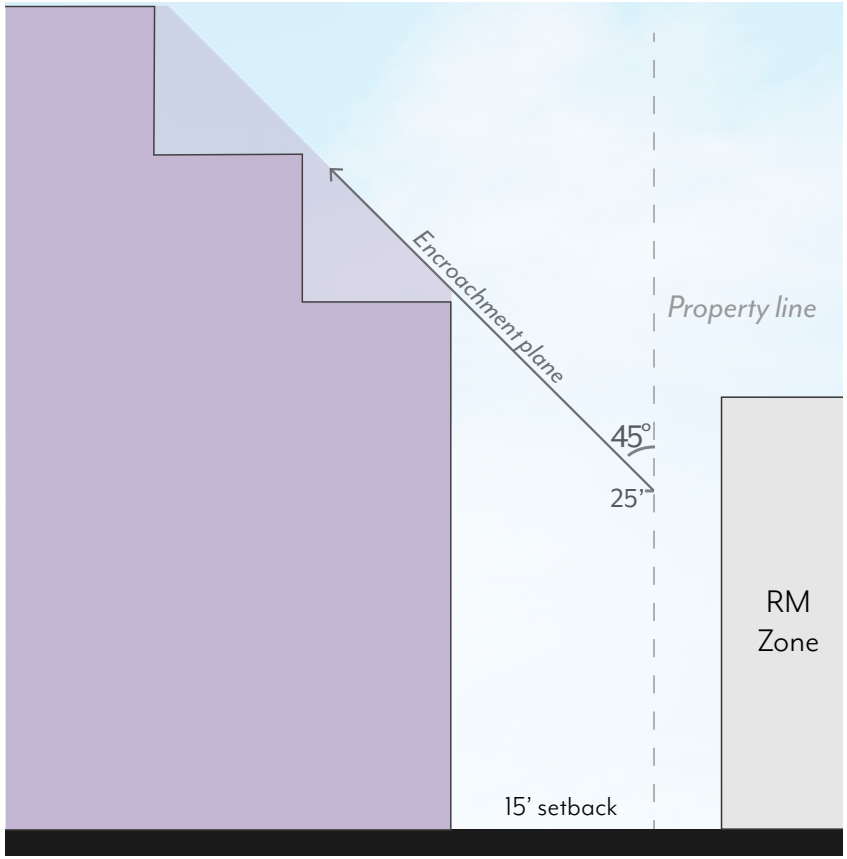
Note: Diagrams used for illustrative purposes only.



B. **Interior Stepbacks.** Adjacent to RM/RS zoning districts, buildings shall not be located within the encroachment plane sloping upward and inward at a 45-degree angle measured from the vertical, commencing 25 feet above the existing grade along the shared property line; see Figure 6.1-5.

1. Exceptions allowed per PMC 17.40.160 (Table 4-2.1).

Figure 6.1-5: Interior Stepbacks Adjacent to RM/RS Zoning Districts



6.1.6 HISTORIC ADJACENCY

A. **Landmark Properties.** Projects on parcels with a historic resource shall be subject to review for consistency with the Secretary of the Interior's Standards.

B. **Transition Massing.** Projects sharing a property line with a designated historic resource are subject to the following modified standards, see Figure 6.1-6.

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

HONORING HISTORIC SIGNIFICANCE

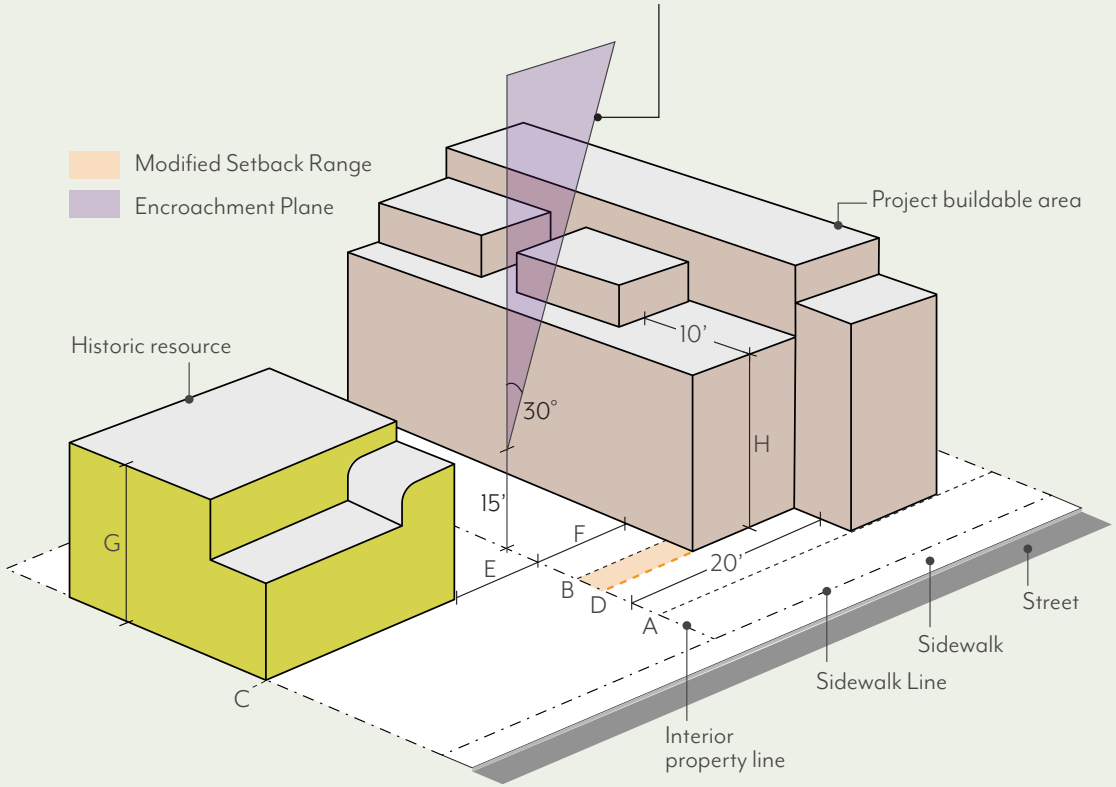
In addition to preserving historic landmarks throughout the district, modified standards for adjacent properties ensure that historic structures do not appear diminished or incongruous with new developments in the surrounding area. New projects should be designed to be compatible with the existing neighborhood character and complimentary of historical architectural styles, though references to period architecture can and should be interpreted in a contemporary manner.

Historic Fedde Furniture sign, 2350 E Colorado Blvd.

Foothill Liquor Building, 2547 E Foothill Blvd.

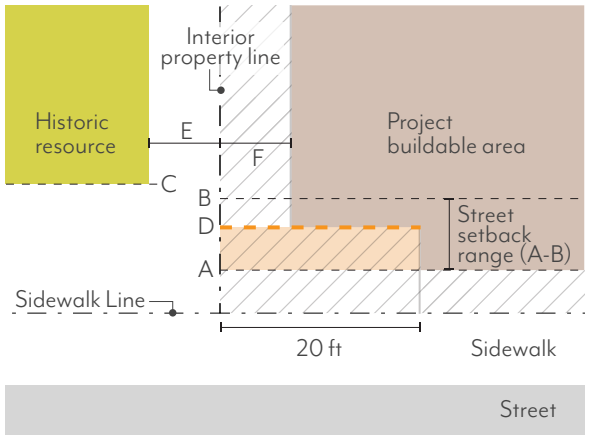
Figure 6.1-6: Historic Adjacency Transition Massing

The 30 degree historic adjacency encroachment plane is an imaginary inclined plane that slopes inward and extends along the length of the shared property line.

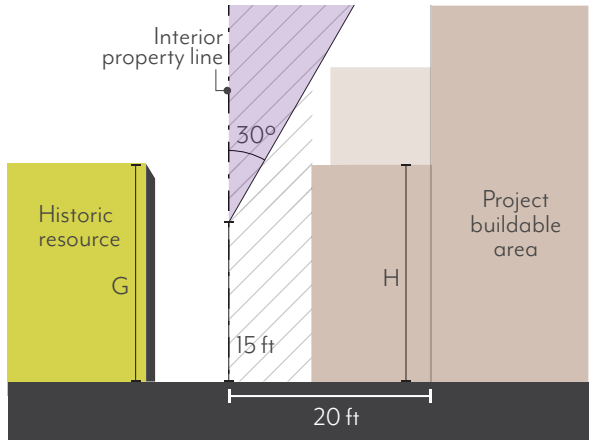


A: Minimum street setback from setback range
B: Maximum street setback from setback range
C: Street setback of historic resource
D: Modified minimum street setback (average of A & C) within 20' of Interior property line
E: Interior setback of historic resource
F: Interior setback of project
G: Height of historic resource
H: Maximum height before stepback of 10' in depth within 20' of Interior property line

PLAN VIEW



ELEVATION VIEW



Note: Diagrams used for illustrative purposes only.

6.1.7 MODULATION

A. **Façade Length**. In mixed-use districts, street-facing façades shall not exceed 150 feet in length before a minimum break of 10 percent of the building length or 20 feet, whichever is greater. This break shall be a minimum of 10 feet deep, open to the sky; see Figure 6.1-7. Projects in CF are exempt.

B. **Façade Area.** Street-facing façades that exceed 50 feet in length shall modulate a minimum percentage of façade area a minimum of 2 feet and a maximum of 12 feet in depth from the primary façade plane; see Figure 6.1-8. In mixed-use zoning districts, buildings with a total of 2 stories or less are exempt.

Table 6.2-1: Modulated Facade Area

	CF	MU-G	MU-N
Minimum percentage	20%	25%	
Facade area	Overall facade	Above the first story	

1. The primary façade plane is defined as the vertical plane with the greatest surface area above the ground floor.
2. Planes that are separated by a façade break (6.1.7.A) shall be considered separate façades for the purposes of this standard.
3. Modulation is not required to be continuous or open to the sky, and may be recessed or projected, but not past the sidewalk line.
4. Required stepbacks (6.1.5.A), required façade breaks (6.1.7.A), and projected balconies (6.2.8.A) shall not count toward the modulation requirement; balconies that are recessed a minimum of 2 feet shall qualify.

C. **Alternative Compliance.**

1. Eligibility. Modulation standards may be reduced or otherwise modified through the Design Review process if:
   a. A minimum of 50% of the provided parking is fully or partially subterranean;
   b. No other concessions, waivers, or incentives have been requested, including those associated with PMC 17.43 (Density Bonus), unless the project is designed to achieve LEED Gold certification; and
   c. The review authority makes all of the following findings.

Figure 6.1-7: Maximum Façade Length

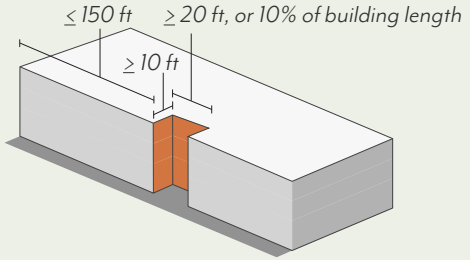
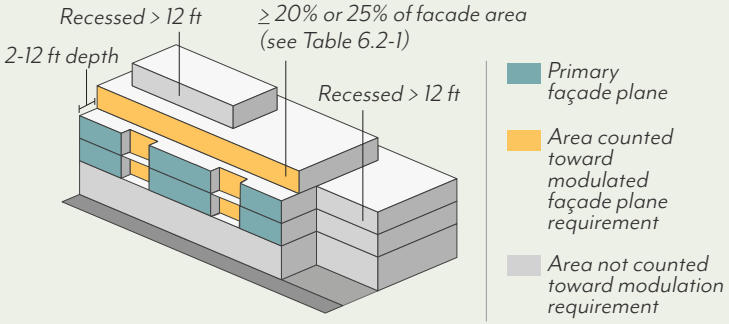


Figure 6.1-8: Modulated Façade Area



Note: Diagrams used for illustrative purposes only.

2. Required Findings.
   a. The building design provides modulation on each street-facing façade in a manner consistent with the project's architectural style and/or immediate context, including adjacent historic resources.
   b. The building design does not cause an adverse impact on the quality of the ground floor and public realm.
   c. The modification will not be detrimental to the health, safety, and welfare of the public.
   d. The building design is consistent with the objectives and policies of the General Plan and LPSP, as well as all other standards of the LPSP.

6.2 Frontage

These standards are intended to:

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

6.2.1 GROUND FLOOR FRONTAGES

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

A. **Commercial Uses.** Frontage types require a minimum percent of the building frontage to be comprised of, and designed for, commercial uses per Map 6.2-1 and Table 6.2-1; see Figure 6.2-1. Permitted commercial uses by zoning district are found in Table 4.3-1.

1. Entrances to non-ground floor uses, and/or entrances to uses prohibited within 35 feet of the sidewalk, shall not qualify toward the minimum commercial use percentage.
2. Commercial uses shall have an average interior depth of at least 35 feet and a minimum depth of 20 feet, measured wall-to-wall.

B. **Residential Uses.** Frontage types set limitations on ground floor residential uses facing the street per Map 6.2-1 and Table 6.2-1. Permitted residential uses by zoning district are found in Table 4.3-1.

1. Types 1, 2: Residential units on the ground floor shall be prohibited within 35 feet of the sidewalk line, inclusive of setbacks, per Table 6.2-1; see Figure 6.2-2.
2. Type 3: Residential units on the ground floor shall be permitted with direct access to the street and a minimum setback of 5 feet.
3. Residential common space on the ground floor shall be permitted per Table 6.2-1.

Figure 6.2-1: Ground Floor Commercial Uses

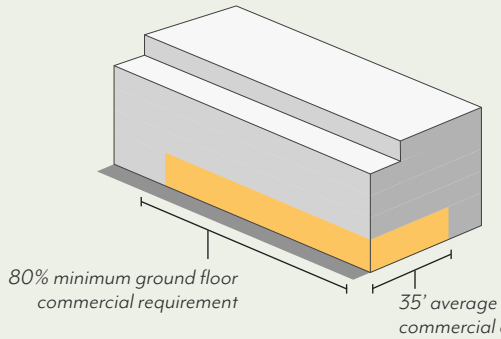
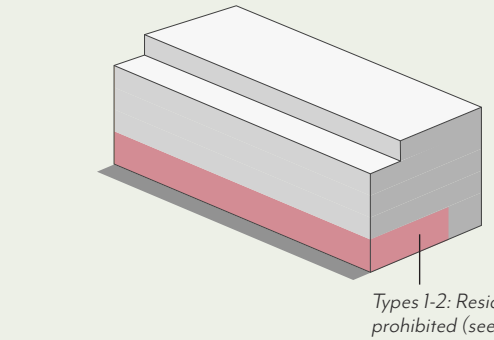


Figure 6.2-2: Ground Floor Residential Units



Note: Diagrams used for illustrative purposes only.

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

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

GROUND FLOOR FRONTAGES FOR MIXED-USE AREAS

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

Commercial ground floor with a comfortable and inviting environment.

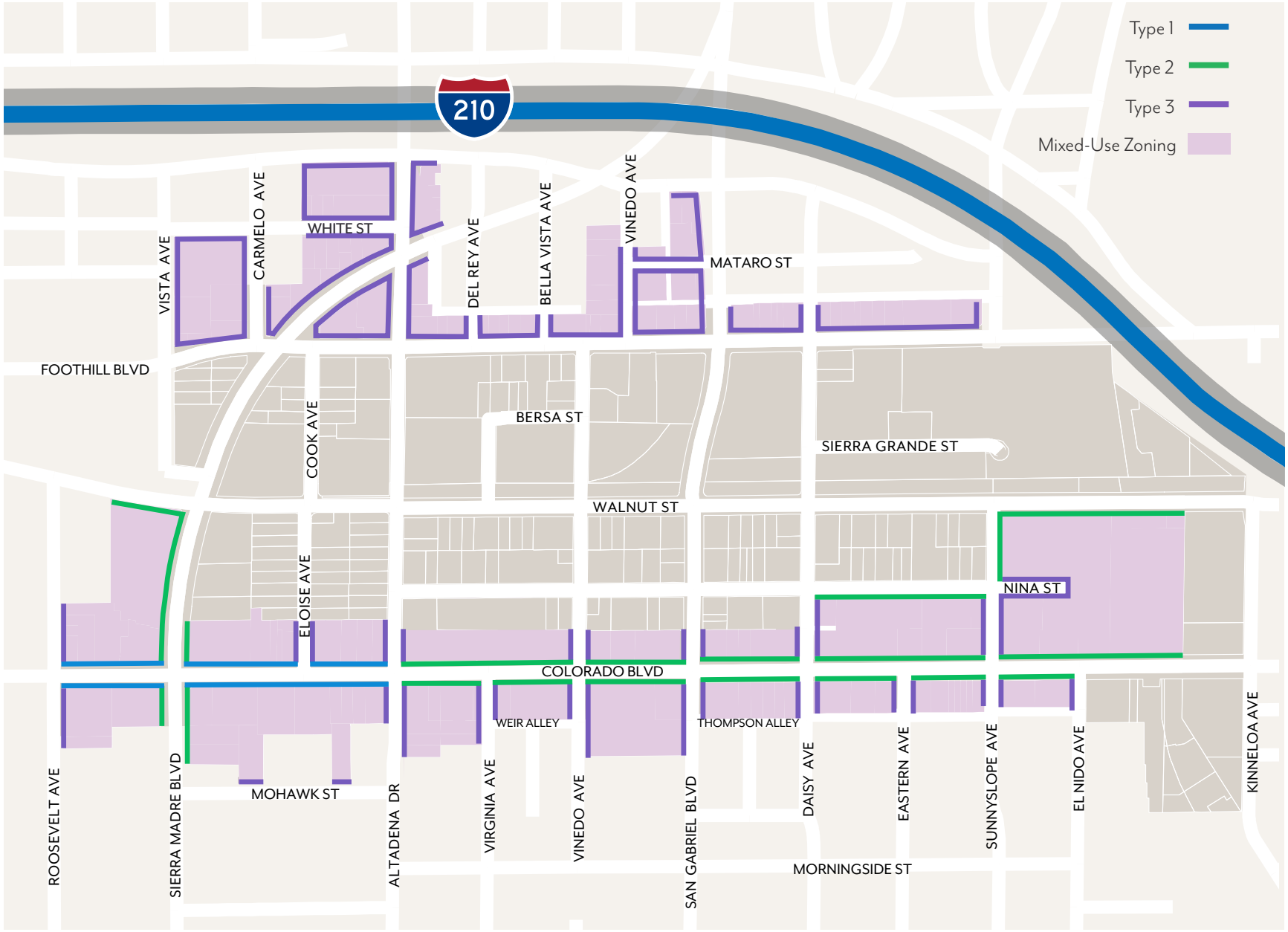
FRONTAGES TYPES

Type 1 frontages are required in high activity, commercially focused corridors and require new development to include commercial uses for at least 80% of the building frontage. A limited amount of residential common space (up to 20%) facing the street is permitted to accommodate entrances to upper floor residential. Dwelling units on the ground floor along the frontage are not allowed.

Type 2 frontages apply in high traffic areas where flexibility is allowed. Ground floors can be a mix of commercial and/or residential uses except individual units. These areas may have either a vertical or horizontal mix of residential and commercial on the ground floor. No percentage requirements apply. Parking structures are permitted as long as they are not the primary frontage of the development.

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

Map 6.2-1: Ground Floor Frontage Types for Mixed-Use Districts



6.2.2 GROUND FLOOR DESIGN

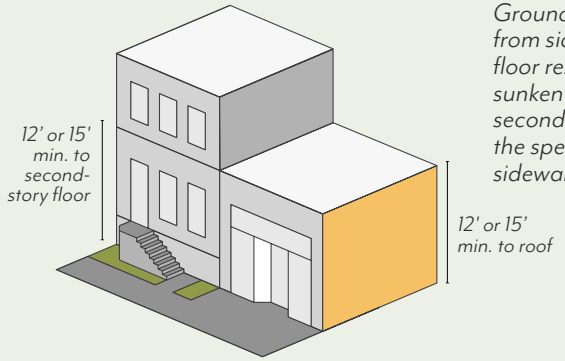
A. **Entrances.** A minimum of one primary entrance shall be located on the primary frontage within the setback range, connected by a pedestrian pathway a minimum of 4 feet in width that leads directly to the sidewalk.

1. Primary entrances shall be distinguished by architectural features or overhead projections, such as an awning or canopy.
2. On sites that have frontages on both Foothill Boulevard and Walnut Street, projects shall provide pedestrian pathways on both frontages.
3. All entrances shall be recessed a minimum of 30 inches from the sidewalk line.

B. **Minimum Height.** Buildings shall have a minimum ground floor height of 12 feet, except those facing Colorado Boulevard, Foothill Boulevard, Sierra Madre Boulevard or Walnut Street, which shall have a minimum ground floor height of 15 feet. This height is measured from sidewalk elevation closest to the primary entrance to the second story floor or roof of a one-story building; see Figure 6.2-3.

1. For residential units, the first habitable floor shall be located between 6 feet above and 2 feet below sidewalk elevation.
2. For non-residential and residential common space uses, the primary entrance of the first habitable floor shall be located at existing grade along the sidewalk line.
   a. Exception: In CF, the primary entrance of the first habitable floor shall be located between 4 feet above and 2 feet below sidewalk elevation.

Figure 6.2-3: Ground Floor Height



Ground floor height is measured from sidewalk elevation. Ground floor residential units may be sunken or elevated but the second story must start at least the specified height above sidewalk elevation.

Note: Diagrams used for illustrative purposes only.

INVITING GROUND FLOORS

Designing a vibrant and safe pedestrian environment involves several key strategies. Multiple storefronts and easily distinguishable entrances create a dynamic atmosphere, sustaining attention and encouraging foot traffic. Retail entrances should be placed at street corners, with lobby entries mid-block, to optimize accessibility. Ground floor amenities like cafes and benches near the sidewalk attract pedestrians and encourage lingering. Ground floor amenities like cafes and benches near the sidewalk attract pedestrians.

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

Design elements such as separate storefronts add visual interest.

6.2.3 TRANSPARENCY

A. **Windows & Doors.** Street-facing façades shall incorporate glass providing views into work, display, sales, lobby, or similar active areas. The minimum transparency requirement is set in Table 6.2-1.

1. For non-residential and residential common space uses, ground floor transparency is measured as the percentage of building frontage that consists of transparent openings between a height of 2 feet and 10 feet above sidewalk elevation.
2. Overall façade transparency is measured as the percentage of building frontage area, viewed in elevation and excluding any coverage of shading devices.
3. Windows shall be recessed a minimum of 2 inches, measured from the outside wall to the frame of the window (mullion, muntin or similar element). Flush windows shall be permitted where exterior shading devices cover a minimum of 25 percent of the window surface area or per review authority approval.
4. The use of tinted, mirrored, or highly reflective glass is prohibited.
5. Street-facing transparency that is obstructed by walls or fences taller than 42 inches will not be counted toward the required transparency.
6. Blinds, drapes, posters, and shelving for product displays visible to the public right-of-way may obscure a maximum of 10 percent of the transparent areas of each respective storefront or 50 percent for medical office uses.

B. **Blank Façades.** Windowless expanses of street-facing façades shall not exceed 20 feet in length.

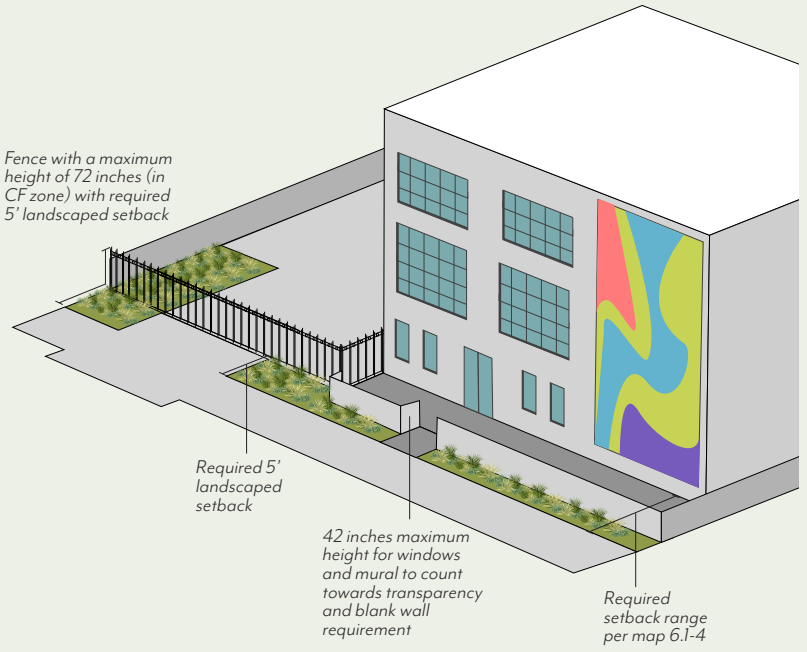
1. Exception: In CF zoning districts, windowless expanses of street-facing façades shall not exceed 40 feet in length. Blank façades shall include a minimum of one 24-inch box tree for every 15 linear feet of blank façades, except where public art (e.g., a mural) is provided per PMC 17.40.100.

C. **Security Bars.** Any exterior or interior security bars shall be designed to be fully hidden from view during business hours with devices such as concealed side pockets and ceiling cavities.

Table 6.2-1: Minimum Transparency by Use

Type	Non-residential, Mixed-Use and Residential Common Space			Residential Units		
	CF	MU-G	MU-N	CF	MU-G	MU-N
Ground Floor	30%	60%		N/A	15%	
Overall Façade	15%	30%		N/A	15%	

Figure 6.2-4: Fences, Walls, and Transparency



Note: Diagrams used for illustrative purposes only.

6.2.4 SHADE STRUCTURES

A. **Awnings & Canopies.** Any ground floor shading shall project a minimum of 3 feet from the façade and allow a minimum of 8 feet of vertical clearance from sidewalk elevation.

1. Shade structures shall not conflict with existing trees; exceptions to the depth requirement shall be subject to review authority approval.

B. **Colorado Boulevard.** For projects on the north side of Colorado Boulevard, shade structures are required and shall project a minimum of 7 feet, up to a maximum of 10 feet, into the public right-of-way for a minimum of 70 percent of the building frontage.

1. Where an arcade or recessed ground floor provides a minimum of 5 feet of unobstructed pedestrian clearance, shade structures are not required.

Awnings enhancing outdoor dining space by providing shade.

6.2.5 ARCADES & GALLERIES

A. **Arcades.** Any arcades shall be located behind the minimum setback.

1. Arcades shall be a minimum of 8 feet from back of column to building façade.
2. The distance between columns shall be equal to or greater than the arcade depth dimension, as measured from the column center.
3. The façade within the arcade shall meet the ground floor transparency set in Section 6.2.3.
4. Uses allowed within arcades include:
   a. Pedestrian travel,
   b. Seating/street furniture,
   c. Outdoor dining,
   d. Landscape planters, and/or
   e. Bicycle parking.

B. **Galleries.** Any galleries shall be located behind the sidewalk line.

1. Galleries shall be limited to one-story in height and 50 percent of the building frontage.
2. Galleries shall allow a minimum of 10 feet of vertical clearance from sidewalk elevation.

6.2.6 EXTERIOR FIXTURES

A. **Ground Floor Façade Lighting.** Lighting shall be located on façades facing streets and public open spaces at a frequency of every 30 feet or less.

1. Lighting shall be full cutoff (directing light downward and outward).
2. Fixtures shall be located between 8 and 15 feet above sidewalk elevation, and shall not project more than 30 inches from the façade.
3. Ground floor residential units shall be able to operate façade lighting attached directly to their unit.
4. Façade lighting shall not be required on designated historic resources and districts.

6.2.7 WALLS & FENCES

A. **Walls & Fences.** Freestanding walls, fences, and raised/landscape planters shall be permitted within the required street setback.

1. Walls and fences shall have a maximum height of 48 inches above sidewalk elevation.

   a. Exception: In CF, walls and fences shall have a maximum height of 72 inches above sidewalk elevation. Walls and fences over 48 inches in height shall be set back a minimum of 5 feet from the sidewalk line, separated by planted area.

   b. In MU-G and MU-N, walls and fences taller than 42 inches shall be a minimum of 50 percent transparent and set back a minimum of 18 inches from the sidewalk line, separated by planted area. Walls and fences 42 inches or less in height do not have a transparency or setback requirement.

2. Walls and fences shall not block required transparency per Section 6.2.3.A or murals per Section 6.2.3.B.

3. Walls and fences used to enclose outdoor dining may be located at the sidewalk line and are not required to provide a planted area if the wall or fence is 36 inches or less and more than 50 percent transparent.

4. Guardrails may exceed the maximum height to the extent required by the Building Code. The guardrail shall be a minimum of 50 percent transparent.

B. **Stoops & Patios.** The side of a patio or stoop (when parallel to a sidewalk) taller than 30 inches in height shall be set back a minimum of 18 inches from the sidewalk line, separated by planted area.

6.2.8 BALCONIES & ROOF DECKS

A. **Balconies.** Balconies may project a maximum of 4 feet from the building façade but shall not extend beyond the sidewalk line or within 6 feet of any interior property line.

B. **Roof Decks**. The sum of all roof decks on a single building shall not exceed a maximum coverage of 60 percent of the roof area.

1. Roof deck railings above the top floor shall be placed behind a parapet wall of at least the same height or set back a minimum of 5 feet from the façade.

Side of a stoop set back from the sidewalk.

GUIDELINES FOR INDUSTRIAL/R&D BUILDING DESIGN

New construction oriented towards the sidewalk creates a streetwall.

Adaptive reuse of existing building with high level of transparency.

Orientation

- **Streetwall.** Define the public realm through the creation of a streetwall by locating buildings near the sidewalk.
- **Continuity.** Use decorative gates and fences in combination with landscaping to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.
- **Human scale.** Maintain a comfortable human scale near the sidewalk using ground floor design treatments and architectural features such as canopies, awnings, upper-level overhangs, datum lines, etc.
- **Entrances.** Provide pedestrian pathways that are direct and easily visible; multiple entries should be placed around larger developments.
- **Transparency.** Incorporate windows to the extent feasible, especially at ground level, and avoid large, monotonous walls. Place active uses such as lobbies and offices at the street edge to facilitate creation of openings along the streetwall.
- **Variation.** Differentiate the ground floor from upper floors.

Metal shading provides a human-scale to this industrial building.

Functional open space can be used by tenants.

Building Form

- **Reuse.** Adapt old buildings for new uses whenever possible to maintain industrial or historic character, where relevant, and to reduce carbon emissions associated with using new building materials.
- **Rhythm.** Vary building form and facades to create a rhythm and reduce impacts of blank walls.
- **Articulation.** Where the building mass cannot be broken up due to unique use constraints, such as manufacturing or warehouse space, building walls should be articulated through the use of texture, color, material changes, shadow lines, windows, and other façade treatments.
- **Transitions.** Step down portions of buildings near adjacent uses to be more compatible with the existing scale of the neighborhood.
- **Rooflines.** On larger buildings, create varied roof lines through the use of sloping roofs, modulated building heights, or other innovative architectural solutions.

Materials & Landscaping

- **Materials.** Employ durable, quality materials such as brick and stone to construct a sense of permanence and/or relate to older, adjacent industrial buildings.
- **Artistic enhancements.** Integrate artwork or design elements into building and site design where publicly visible blank walls cannot be avoided; for example, use murals or other creative treaments to transform these spaces into visually engaging features.
- **Greenery.** Use landscaping to add natural texture to building setbacks and visual interest to open spaces within the site. Climbing vegetation and green walls are encouraged on fences, walls, and facades.
- **Open space.** Incorporate shaded open space, such as plazas, courtyards, pocket parks, and terraces, in new large-scale industrial developments.
- **Parking and loading.** Position parking, loading, and utility zones away from the public realm wherever possible.

Colorful murals enliven the streetscape.

Landscaping softens facades of industrial and office buildings.

6.3 Open Space

These standards are intended to:

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

Private Open Space (Balconies).

IMPORTANCE OF OPEN SPACE

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

TYPES OF OPEN SPACE

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

Common Open Space (Courtyard).

6.3.1 MINIMUM AREA

A. **Private & Common Open Space.** Projects shall provide the minimum area of Open Space based on use and size. Areas used regularly for parking, loading or storage shall not count towards minimum Open Space requirements.

1. **Residential.** Projects with dwelling units shall provide the minimum area of Open Space per Table 6.3-1 as a combination of Private and Common Open Space.
2. **Mixed-use.** Projects shall comply with requirements applicable to each type of use above.

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

Number of Bedrooms	0	1	2	3+
Per unit, sq ft	125	150	200	250

B. **Publicly Accessible Open Space (PAOS).** In MU-N, projects with more than 80,000 square feet of gross floor area (GFA) shall provide Publicly Accessible Open Space based on a percentage of GFA set in Table 6.3-2.

1. PAOS shall be provided in addition to Private and Common Open Space requirements.
2. Projects shall comply with PAOS standards per Section 6.3.4 and Paseo standards per Section 6.3.5 where relevant.
    a. PAOS and Paseo standards may be modified through the Design Review process, if the review authority finds that the modified design continues to be accessible to the public, functional, and includes features such as landscaping, trees, and outdoor seating.
3. Research and Development uses may reduce Open Space requirements by a maximum of 60 percent. Research and Development projects (or the Research and Development portion of a project with multiple uses) shall exclude mechanical space from floor area for the required Open Space.

Private Open Space (Patio).

Publicly Accessible Open Space (Courtyard).

6.3.2 PRIVATE OPEN SPACE

A. **Dimensions.** A minimum area of 40 square feet with a minimum dimension of 5 feet in each direction is required to qualify as Private Open Space.

B. **Distribution.** A maximum of 40 percent of the required residential Open Space set in Table 6.3-1 shall be Private Open Space.

1. All Private Open Space shall be outdoors.
2. Private Open Space may be located within a required setback.

6.3.3 COMMON OPEN SPACE

A. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 15 feet in each direction is required to qualify as Common Open Space.

B. **Distribution.** A minimum of 60 percent of the required residential Open Space set in Table 6.3-1 shall be Common Open Space shared among tenants.

1. A minimum of 70 percent of Common Open Space shall be outdoors, and a minimum of 80 percent of outdoor Common Open Space shall be open to the sky.
2. A maximum of 30 percent of Common Open Space may be indoors. Indoor Common Open Space shall not include spaces used primarily for circulation.

C. **Access.** Common Open Spaces may be accessible to the public.

D. **Hardscape.** A maximum of 25 percent of Common Open Space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.

E. **Landscape.** A minimum of 25 percent of Common Open Space shall be planted area with a minimum dimension of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.050.

F. **Trees.** A minimum of one 24-inch box tree per project or for every 500 square feet of outdoor Common Open Space, whichever is greater, shall be planted within the Common Open Space. For projects with 2 or more trees, a minimum of 50 percent of trees planted shall be shade trees.

G. **Water Features.** Fountains, reflecting pools, or other decorative water features shall not exceed 5 percent of the required Common Open Space. Swimming pools are not considered water features for the purposes of this standard.

COMMUNITY GATHERING SPACES

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

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

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

6.3.4 PUBLICLY ACCESSIBLE OPEN SPACE (PAOS)

A. **Area.** Minimum PAOS requirements are set in Section 6.3.1.A and Table 6.3-2, and may be contiguous or noncontiguous, subject to the dimension and elevation standards.

B. **Dimensions.** A minimum area of 400 square feet with a minimum dimension of 20 feet in each direction shall be required for PAOS.

C. **Access.** A maximum of 20 percent of the PAOS may be used as outdoor dining for a restaurant subject to review authority approval; a minimum of 80 percent of the PAOS shall be accessible to the general public.

D. **Signage.** PAOS shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing accessible hours.

E. **Hours.** At a minimum, PAOS shall be open to the general public from 8am to 8pm. Any gated ingress or egress points shall not be closed or locked during these hours.

F. **Elevation.** A minimum of 3,000 square feet of PAOS shall be at sidewalk elevation. If less square footage is required, then all required PAOS shall be at sidewalk elevation.

G. **Hardscape.** A maximum of 25 percent of PAOS shall be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, concrete with exposed or special aggregate. Alternative paving may be allowed per review authority approval.

H. **Seating.** Seating shall be provided at a minimum of 1 seat per 300 square feet of required PAOS. Fractions shall be rounded down to the nearest whole number.

   1. Benches shall be calculated as 1 seat per 24 linear inches.

Table 6.3-2: Required Publicly Accessible Open Space

Project Size (GFA)	80,000-159,999 sq ft	160,000+ sq ft
Per Project, sq ft	2%	3%

I. **Landscape.** A minimum of 25 percent of PAOS shall be planted area with a minimum dimension of 30 inches in length, width, and depth. Landscaping shall comply with PMC 17.44.

J. **Trees.** A minimum of one 24-inch box tree per project or for every 750 square feet of PAOS, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.

   1. Trees planted in pots on the ground floor shall not be counted towards the tree requirement.

K. **Blank Walls.** PAOS shall adhere to the blank wall standards defined in Section 6.2.3, or provide one of the following mitigations:

   1. Green wall, vines, or other vertical landscaping element that covers a minimum of 75 percent of blank wall area.
   2. Public art including, but not limited to, murals.

L. **Common Open Space Credit.** PAOS in excess of the minimum may count towards a maximum of 30 percent of the Common Open Space requirement at a 1:1 ratio.

GUIDELINES FOR PUBLIC OPEN SPACES

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

Framing & Dimensions

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

Public open spaces can break up the massing of larger block-long developments.

Accessibility & Safety

- Open spaces should include a sufficient amount of lighting for safe and comfortable night-time use.
  - Lighting should be an integral component of the overall open space design and is encouraged to be incorporated in public art.
  - Lighting should be pedestrian scaled, including both low-level pathway lighting and overhead wall mounted fixtures.
- Storefronts, stoops, and other entries facing the open space should be designed and lighted to prevent hiding spaces.

Amenities & Programming

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

Public open space with retail storefronts and pedestrian-scale lighting.

6.4 Parking

These standards are intended to:

- Reduce the visual impacts of parking;
- Regulate appropriate parking supply and location in a manner that prioritizes pedestrian access and multi-modal activity;
- Encourage change of use and adaptive reuse of existing buildings through parking reductions and exemptions;
- Promote a more efficient use of parking spaces through shared parking among multiple uses within a project; and
- Increase design standards for surface and structured parking.

IMPORTANCE OF PARKING STANDARDS

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

6.4.1 MINIMUM PARKING

A. **Number of Spaces.** Projects shall provide off-street parking spaces per Table 6.4-1 based on general use classifications, and subject to the standards of PMC 17.46.

1. Where parking minimums in this Section conflict with state law, state law shall control.
2. For projects within one-half mile of a Metro station, a maximum number of parking spaces shall apply per PMC 17.50.340.
3. Bicycle parking shall be required per PMC 17.46.320.

B. **Shared Parking.** Parking may be shared among multiple uses per PMC 17.46.050.

C. **Unbundled Parking.** For any building with new residential units, automobile parking spaces shall be leased or sold separately from the rental or purchase fees, such that renters or buyers have the option of renting or buying the unit at a lower price than if the parking were included.

1. For deed-restricted affordable units, one parking space shall be included in the base rent of each unit. The tenant may choose to receive the parking space or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space. Tenants of affordable units shall not sublease their parking spaces.
2. Renters or buyers have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease or purchase parking built for their unit.

6.4.2 VEHICLE ACCESS

A. **Driveways.** For Projects with less than 200 feet of primary street frontage, a maximum of one two-way driveway shall be permitted. For sites with more than 200 feet of primary street frontage, a maximum of 2 two-lane driveways shall be permitted.

1. Driveways are not permitted on primary frontages of less than 200 feet where there is access from a secondary street or alley.
2. The Zoning Administrator shall determine the primary frontage for purposes of compliance with this subsection.

B. **Gates.** Controlled entrances to parking shall be located a minimum of 20 feet from the property line to allow for a queuing vehicle without blocking the public right-of-way.

1. Gates at parking entrances shall be designed to conceal associated mechanical equipment from the public right-of-way in compliance with PMC 17.40.150.

Table 6.4-1: Minimum Parking by Land Use

Use Classification[1]	Number of Spaces	Notes	
Residential, excluding SRO	≤1-bedroom: 1 per unit ≥2-bedroom: 1.5 per unit	Plus 1 per 10 units for guests, which may be shared with commercial parking in mixed-use projects[2]	No new parking required for: • Projects within designated historic resources, excluding additions • Changes of use in structures built prior to 1970
Single-Room Occupancy (SRO)	PMC 17.46.040		
Live/Work Units	1.5 per unit		
Recreation, Education & Public Assembly	PMC 17.46.040		
Commercial Entertainment	2 per 1,000 sf	No parking required for: • First 5,000 sf of a project, and • First 500 sf of outdoor dining per tenant	
Office, Professional & Business Support			
Retail Sales, including Restaurants			
Services, excluding Lodging			
Lodging	0.5 per room	Plus 5 per 1,000 sf of assembly, banquet or meeting space; no parking required for first 15,000 sf	
Industry, Manufacturing & Processing	2 per 1,000 sf		
Transportation, Communications & Utility	PMC 17.46.040		

[1] Use classifications correspond to general use categories in Table 4.3-1. The number of spaces listed shall apply to all uses listed in these categories, with the exception of uses where the parking requirement is lower per PMC 17.46.040.

[2] No shared parking agreement is required; each guest space shall count as 1 commercial space.

6.4.3 LAYOUT & DESIGN

A. **Surface Parking.** Parking lots shall comply with PMC 17.46.230 with the following exceptions:

1. Parking shall be set back a minimum of 30 feet from the primary frontage, a minimum of 10 feet from any secondary frontage, and a minimum of 5 feet from RM zoning. Exception: In CF and the area east of Sunnyslope Avenue/ north of Colorado Boulevard, parking shall be set back a minimum of 5 feet from all street frontages.
2. Parking shall be buffered by permitted non-parking uses or a landscaped setback adjacent to the sidewalk line, except for driveways or pedestrian access to the parking area.
    a. Landscaped setbacks shall include a row of hedges or shrubs with a minimum height of 3 feet at the time of planting that form a continuous visual screen to block vehicle headlights.

B. **Entrances to Structured Parking.** For structured and subterranean parking, vehicular entrances shall employ the same materials and architectural style as the primary building.

1. Exterior building materials shall wrap into parking entrances/exits for a minimum of 20 feet from the building façade, except areas not visible from public streets.
2. Entrances shall not be larger than the necessary clearance area.

C. **Structured Parking.** Along primary frontages in the MU zoning districts, all floors of parking structures shall be lined with building floor area (e.g., commercial or residential uses) or Publicly Accessible Open Space for a minimum of 35 feet in depth. Along secondary frontages and along all street frontages in CF, parking structures shall be set back a minimum of 5 feet. Pedestrian access and driveways in compliance with Section 6.4.2 are excluded from this requirement.

1. Parking structure façades visible from public streets, excluding alleys, shall employ the same materials and architectural style as the primary building.
    a. Open areas on the façade shall be designed as windows or screened using heavy-gauge metal, precast concrete panels, laminated glass, green walls, photovoltaic panels or other material per review authority.

D. **Underground Parking.** Subterranean parking shall be set back a minimum of 5 feet from Colorado Boulevard and RM/RS zoning. Otherwise, it may extend up to the property line.

PARKING & DRIVEWAYS

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

Landscaped setbacks around parking soften the environment and provide permeability.

Garage entrance without screening or façade integration.

This page intentionally left blank

Ch. 7
Implementation & Administration


Zephyr
OPEN
18

Implementation & Administration

CHAPTER OVERVIEW

The LPSP will be primarily implemented through the adoption of the plan's new Land Use, Public Realm, and Development regulations, which align private sector investment with the plan's vision, goals, and policies. In addition, public sector improvements and programs funded through the City and outside sources, can further implement the plan, particularly where redevelopment is less likely to occur.

This chapter includes targeted implementation actions intended to help guide and prioritize the implementation of the LPSP. It also provides an overview of existing services, plans, and programs, all of which can be leveraged to help implement the plan. A summary of funding sources is also included to guide the City in understanding and selecting available funding sources to implement the improvements and programs identified in the LPSP. Infrastructure facilities for transportation and traffic, wastewater, water supply, solid waste, stormwater, and electricity are also identified in this chapter for the purposes of meeting the anticipated growth. This chapter concludes with plan administration.

This chapter is organized into the following sections:

- **7.1 Implementation Actions**
- **7.2 Citywide Implementation Overview**
- **7.3 Funding**
- **7.4 Infrastructure**
- **7.5 Administration**

Implementation actions help create vibrant, green streetscapes through public investment in active transportation and complete streets facilities and enhanced landscaping features.

7.1 Implementation Actions

Specific Plans are used by various City departments to review projects, seek funding, and to understand the vision, goals, and policies of specified geographic areas to guide improvements and programming. Implementing a specific plan requires collaboration across City departments and coordination with existing citywide implementation programs, plans, and efforts. See Section 7.2 for an overview of Citywide programs that can intersect with specific plan implementation.

The following implementation actions are intended to guide the City in implementing the LPSP over time with generalized timeframes as follows:

- **Ongoing**: Periodic or on a continuing basis
- **Immediate**: Upon adoption of the LPSP
- **Near-Term**: 0-5 years
- **Medium-Term**: 5-10 years

As changes in City priorities, economic conditions, and market trends occur over time, the City may need to revisit and reprioritize the implementation actions. Table 7.1-1 and the following sections outline implementation actions for the LPSP, including description, timeframe, and responsible parties for each action. Information included for each action is intended to help guide the City in taking next steps, which will include additional planning, coordination, community input, and public processes.

RESPONSIBLE AGENCIES:

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

Table 7.1-1: Lamanda Park Specific Plan Implementation Actions

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

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

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
Infrastructure, Mobility, and Sustainability (IMS)				
IMS-1: Master Street Tree Plan	Review street tree palette from the Master Street Tree Plan to consider tree designations that better address Specific Plan and Climate Action Plan objectives for climate resilience, shading, urban cooling, and carbon sequestration, and which are complementary to adjacent development and uses. Community discussions, including organizations that are experts in this field, should be involved in the review process. Refer to the LPSP Appendix 2 (Design Guidance for Tree Selection) for additional information.	Near-Term	General Fund Street Tree Replacement Deposit CIP: • Tree Replacement/Planting Citywide FY 2024-2028 (78959) [1]	PWD
IMS-2: Complete Street Program Improvements	Identify opportunities for safety and mobility improvements consistent with DOT's Complete Streets program, such as signalized and scrambled crosswalks, curb extensions (bulb-outs), medians, bus shelters and bicycle racks. Projects should incorporate best practices in universal design and sustainable elements like bioswales, and cooling strategies like green infrastructure, cool pavements, shade trees, and other cooling amenities. Enhanced major pedestrian crossing treatments are recommended for consideration at the intersections of Foothill Blvd., Walnut St., and Colorado Blvd. with Sierra Madre Blvd., Altadena Dr., and San Gabriel Blvd. Crosswalk upgrades for pedestrian safety and visibility are recommended for consideration on: • Foothill Blvd. at Daisy Ave. • Walnut St. at Daisy Ave. and Kinneloa Ave. • Colorado Blvd. at Daisy Ave., Eastern Ave., Sunnyslope Ave., and Kinneloa Ave. New crosswalks are recommended for consideration on: • Foothill Blvd. at Bella Vista Ave. and Vinedo Ave. • Walnut St. at Eloise Ave./Cook Ave. • Nina St. at Altadena Dr. and San Gabriel Blvd. • Colorado Blvd. at Roosevelt Ave., Eloise Ave., and Vinedo Ave.	Near-Term	Gas Tax Traffic Reduction Fee CIP: • Citywide Complete Streets Program FY 2025-2029[2] • Curb Ramp ADA Improvements Program FY 2022-2026 (73937) [3] • Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program FY 2025-2029 [4] • Citywide Continental Crosswalk Implementation (75917)	PWD, DOT, P&CDD

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
IMS-3: Pedestrian Transportation Action Plan (PTAP)	Support implementation of pedestrian infrastructure in alignment with the PTAP. Study Foothill Blvd. and San Gabriel Boulevard as priority corridors identified in the PTAP for pedestrian safety and accessibilty improvements, and develop concept corridor improvement plans specifying types and locations of improvements in coordination with the community. When funding becomes available, use concept corridor plans to develop design packages for construction bidding to implement the improvements.	Near-Term	CIP: • Citywide Complete Streets Program FY 2025-2029 [2] • Curb Ramp ADA Improvements Program FY 2022-2026 (73937) [3] • Citywide Leading Pedestrian Interval/Accessible Pedestrian Signals Implementation Program FY 2025-2029 [4] • Pasadena Pedestrian Plan – Outreach and Conceptual Design (75511) [5] • Citywide Continental Crosswalk Implementation (75917)	PWD, DOT
IMS-4: Bicycle Transportation Action Plan (BTAP)	Support implementation of bicycle infrastructure in alignment with the BTAP. Evaluate community recommended bikeway connections in the LPSP area for feasibility, with a preference toward protected bicycle lanes, and develop concept corridor improvement plans specifying types and locations of improvements in coordination with the community. When funding becomes available, use concept corridor plans to develop design packages for construction bidding to implement the improvements.	Near-Term	ARPA ATP Gas Tax Measure R Transportation Fund MTA Grant Private Capital Sewer Fund Surface Transportation Program TDA Article 3 Traffic Reduction Fee CIP: • Citywide Complete Streets Program FY 2025-2029 [2]	DOT
IMS-5: Citywide Active Transportation Plan (ATP)	Develop the Citywide ATP consistent with the future vision and development standards established in the LPSP. Identify, evaluate, and prioritize walking and biking routes and improvements to major transit stops including the Metro A Line Sierra Madre Villa Station.	Medium-Term	ATP	DOT

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
IMS-6: Streetscape Programs	Explore opportunities to develop streetscape programs installing ADA compliant ramps where there are none at street corners and installing new sidewalk and replacing uplifted sidewalk, with improvements that address pedestrian safety, comfort, and amenities, including for: • Colorado Blvd. • Sierra Madre Blvd. • San Gabriel Blvd. • Foothill Blvd. Plans should complement surrounding areas and be cohesive with the East Colorado Specific Plan and East Pasadena Specific Plan, and priorities identified for the LPSP area in the PTAP, BTAP, and ATP. Review and update existing streetscape plans as need and opportunity arise.	Medium-Term	Commercial Development Fee Community Development Block Grant CIP: • Curb Ramp ADA Improvements Program FY 2022-2026 (73937) [3] • Annual ADA Sidewalk Improvement Program (73913) • Pasadena Pedestrian Plan – Outreach and Conceptual Design (75511) [5]	DOT, PWD, P&CDD
IMS-7: Median Enhancements	Explore opportunities to enhance medians with ornamental trees and/or low-maintenance, drought tolerant landscaping, prioritizing Altadena Dr., Sierra Madre Blvd., Foothill Blvd., San Gabriel Blvd., and Colorado Blvd.	Near-Term	CIP: • Citywide Complete Streets Program FY 2025-2029 [2] • Sierra Madre Blvd. Median Enhancements FY 2025-2029	PWD PR&CS
Community Identity, Programming and Public Art (PA)				
PA-1: Pedestrian-Oriented Art in Public Realm	Explore opportunities for pedestrian-oriented art on commercial and mixed-use portions of streets in the plan area through artist-designed crosswalks, utility boxes and murals, as well as enhancements to blank facades, light poles, medians and parking strips.	Ongoing	Public Art Program	A&CAD
PA-2: Temporary Art Installations in Empty Storefronts	Connect building owners with arts organizations to develop new temporary art installations in empty storefronts along streets in the plan area.	Ongoing	BID Membership Fees Cultural Affairs Annual Grant Program	A&CAD
PA-3: Citywide Rotating Public Art Program	Consider placing temporary public art within the plan area as part of the Citywide Rotating Public Art Program.	Ongoing	Rotating Public Art Exhibition Program Cultural Affairs Annual Grant Program	A&CAD
PA-4: Pocket Park	Explore potential siting opportunities for new parks north of Colorado Blvd., particularly within the former rail right-of-way on the north side of Walnut St. Work with Parks, Recreation, and Community Services and other relevant departments to implement the park as an appropriate site is identified.	Near-Term	Residential Impact Fee Development Agreements Community Development Block Grant Non-Profit partners (e.g., Pasadena Recreation and Parks Foundation, Pasadena Beautiful Foundation)	P&CDD PR&CS

Action	Description	Timeframe	Potential Funding Sources / Relevant CIP Programs	Responsible Agencies
PA-5: Business Improvement Districts	Engage BIDs, including Pasadena Tourism Business Improvement District (PTBID) to strengthen opportunities for placemaking and community identity, potentially including the commissioning of public art as a suggested use of membership fees.	Ongoing	BID Membership Fees	EDD
PA-6: Historic Resources Survey	Conduct a historic resources survey in the plan area to identify and evaluate potentially eligible historic resources, including buildings, districts, structures, objectives, and sites.	Near-Term	General Fund	P&CDD

GLOSSARY:

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

[1] This project will provide for the replacement, planting, and watering of public trees citywide. It will allow City staff to apply for grant funding to help finance the planting and watering of trees that need to be replaced. 100 trees will be planted with 40 weeks of watering in FY 2024.

[2] The Citywide Complete Streets Program is a comprehensive process for managing traffic volume, travel speeds, and traffic-related noise in the City's residential neighborhoods. The program relies heavily on community input to determine the traffic management measures that are best suited for a particular neighborhood. Specific measures include reconfiguration or installation of roadway striping, alteration of signal timing, installation of regulatory or warning signs, and installation of traffic calming devices.

[3] This project will provide for the installation of new curb ramps along arterial, residential and collector streets that currently lack curb ramps in order to eliminate the City's back of over 600 high priority locations.

[4] This project provides for the installation of leading pedestrian interval and audible pedestrian signals at approximately 70 signalized intersections, including along the corridors of Colorado Boulevard and Walnut Street. Construction will begin in FY 2024.

[5] This project provides for the implementation of the Pasadena Pedestrian Plan. The plan has identified ten opportunity corridors with suggestions on pedestrian safety enhancements throughout the City. Corridors include Foothill Boulevard and San Gabriel Boulevard. This project will allow for a conceptual design and public outreach for each of the corridors identified in the plan beginning in FY 2024.

7.2 Citywide Implementation Overview

The City of Pasadena currently provides a wide variety of services and programs either directly or through partnerships with local non-profits, many of which can support the implementation of Specific Plans. Services and programs relevant to the LPSP that are implemented through citywide methods are listed in the following section. Learn more about the organization of the City of Pasadena, including how various City departments are structured and connected in Figure 7.2-1.

EQUITABLE IMPLEMENTATION

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

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

1. General Fund

WHO: Mayor & City Council

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

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

LEARN MORE HERE:
https://www.cityofpasadena.net/finance/general-fund/

2. Capital Improvement Program

WHO: Department of Public Works

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

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

LEARN MORE HERE:
https://www.cityofpasadena.net/public-works/engineering-and-construction/capital-improvement-program/

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

3. Master Street Tree Plan

WHO: Urban Forestry Program, Department of Public Works

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

WHEN: Periodically

LEARN MORE HERE:
https://www.cityofpasadena.net/public-works/urban-forestry/#master-street-tree-plan

4. Tree Protection Ordinance

WHO: Urban Forestry Program, Department of Public Works

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

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/public-works/urban-forestry/#pasadena-tree-ordinance

5. Complete Streets Program

WHO: Department of Transportation

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

WHEN: Ongoing

LEARN MORE HERE:

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

6. Water Conservation, Recycling, Stormwater Management

WHO: Department of Water and Power

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

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

LEARN MORE HERE:
https://ww5.cityofpasadena.net/water-and-power/uwmp/

7. Energy and Energy Efficiency

WHO: Department of Water and Power

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

WHEN: Ongoing

LEARN MORE HERE:
https://ww5.cityofpasadena.net/water-and-power/power/

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

8. Climate Action Plan

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

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

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/planning/planning-division/community-planning/climate-action-plan/

9. Development Impact Fees

WHO: Planning and Community Development Department

WHAT: The City charges development impact fees on new development to offset the cost of public facilities related to the development, in turn helping to fund implementation actions such as improvement projects. While impact fees associated with new development are updated periodically, current fees include Public Works' Residential Impact Fee to fund affordable housing, Department of Transportation's Traffic Reduction & Transportation Improvement fee, Public Works' Sewer Facility Charge, and Arts and Cultural Affairs Division's fees to fund public art. Pasadena's development impact fees are calculated based on the number of bedrooms or gross built area (for the residential and transportation fees) or estimated project value (for public art fees). Impact fees are directed to the General Fund, which funds initiatives in the associated fee categories.

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/planning/permit-center/fee-schedules/

10. Parks, Recreation and Community Services

WHO: Parks, Recreation and Community Services

WHAT: Provides the City with recreational and human service programs focused on preserving and improving the physical, social, and economic health of Pasadena neighborhoods. The parks and recreation portion of the Department is guided by the City's General Plan Green Space, Parks and Recreation Element and Master Plan (2007), which work together to assess existing facilities and programs, identify additional needed parking facilities or recreation programs, and recommend best methods to meet needs. New park projects, including planning and design studies for new parks and the construction of green spaces, facilities, and community centers are funded in part through the CIP, in addition to other funding sources.

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/parks-and-rec/

11. Public Art Program

WHO: Arts and Cultural Affairs Division

WHAT: The Public Art Program focuses on building a publicly available collection of contemporary art. The Cultural Nexus Plan (2004) and the Public Art Master Plan (2014) guide the Public Art Program through established cultural policies and a vision for new public art development in Pasadena, supported by goals and objectives with strategies for implementation. The City's Public Art Program includes Public Art Requirements that focus on two areas: new private development and City construction (CIP) projects. The requirements may be satisfied by the creation of a site-specific public art or by payment in-lieu of artwork. In addition, the Public Art Program includes a Rotating Public Art Exhibition Program that complements the permanent artworks commissioned by the City's Public Art Requirements by temporarily installing contemporary sculptures in each of Pasadena's seven Council Districts.

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/planning/arts-and-cultural-affairs/public-art-program/

12. Economic Development Division

WHO: Economic Development Division

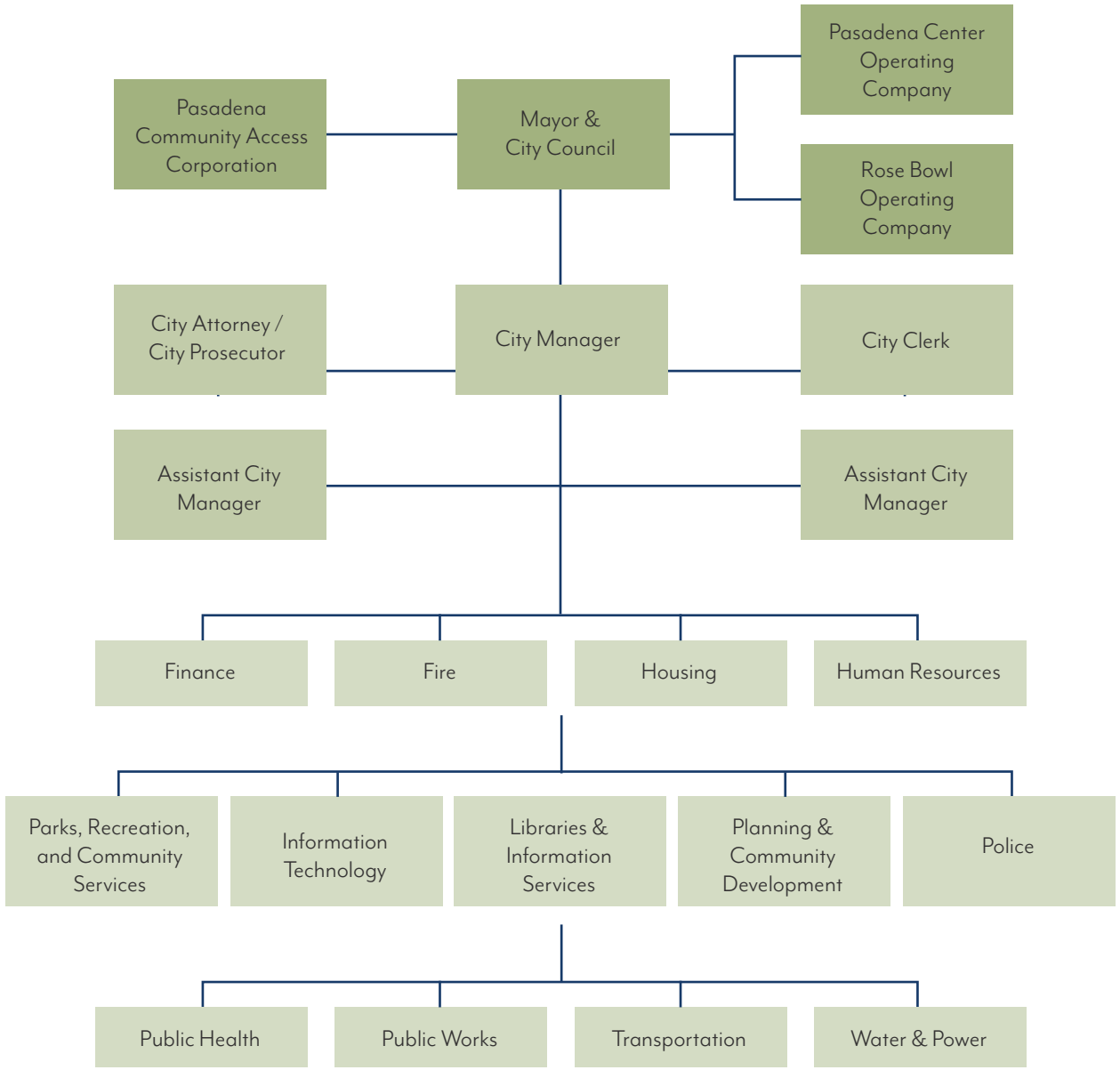
WHAT: The Economic Development Division spurs and facilitates citywide economic opportunities and strives to secure ongoing local investment that sustains a healthy job market, provides high quality commercial districts, and creates stable tax revenues. The Division's strategic plan, completed in the summer of 2024, focuses on six guiding principles which will guide the division's priorities, programs, and services for the next five years.

1. Build Systems And Partnerships For Success
2. Champion Life Sciences and Cultivate a Deep Tech Ecosystem
3. Invest in Neighborhoods and Small Businesses
4. Reinforce Pasadena as a Destination for Culture and Entertainment
5. Expand and Streamline Workforce Opportunities
6. Prioritize Place and Accessibility Investments

WHEN: Ongoing

LEARN MORE HERE:
https://www.cityofpasadena.net/economicdevelopment/

Figure 7.2-1: Pasadena City Organization Chart



The City of Pasadena organization is included for educational purposes and represents the current organization at the time of writing this plan.

7.3 Funding

This section summarizes a variety of potential funding sources and financing measures that may help the City and community to implement the actions outlined in Table 7.1-1 and support the Specific Plan vision, goals, and policies. While some implementation actions can be implemented incrementally, others occur with development projects, and some others will require capital funding from a variety of sources. It is helpful to have outside funding to expedite implementation of the LPSP improvements as City revenues and fees summarized in the previous section are limited.

Typical outside sources of funding for pedestrian enhancements, streetscape improvements, public art, and affordable housing applicable to the LPSP are summarized in Table 7.3-1 and described in further detail in the following section including:

1. Land-secured financing
2. Development and private sources
3. Regional and state programs

This list of sources is not exhaustive but is intended to provide a starting point for developing a funding strategy for the LPSP improvements and programs. The programs listed in this chapter are relevant as of the time of Plan adoption, and funding programs are subject to change. As noted in the following section, grant applications for projects in the LPSP may be more successful if "bundled" with projects in other parts of the city.

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

Funding Source Category	Funding Source	Improvement Category			
		Pedestrian Enhancements	Streetscape	Public Art	Affordable Housing
Land-Secured Financing	Business Improvement District (BID)/Property-Based Business Improvement District (PBID)	✓	✓	✓	
	Community Facilities Districts (Mello-Roos)	✓	✓		
Development and Private Sources	Development Agreement (DA) and Disposition and Development Agreement (DDA)	✓	✓	✓	✓
	Foundation and Corporate Sponsorships	✓	✓	✓	✓
Regional, State, and Federal Programs	Affordable Housing and Sustainable Communities Program	✓	✓		✓
	Sustainable Communities Competitive Grants	✓	✓		
	Active Transportation Program (ATP)	✓	✓		
	Urban Greening Program	✓	✓		
	Environmental Enhancement and Mitigation (EEM) Program	✓	✓		
	California Infrastructure and Economic Development Bank (I-Bank)	✓	✓		✓
	Community Development Block Grant (CDBG) Program	✓	✓		✓
	Metropolitan Transportation Authority (Metro) Call for Projects	✓	✓		✓
	New Markets Tax Credit (NMTC)	✓	✓	✓	✓

7.3.1 LAND-SECURED FINANCING

Land-secured financing tools in California include the formation of benefit assessment districts, business or property-based business improvement districts, community facilities districts (CFDs), and others described below. Assessment tools and CFDs leverage the value of new development to capture additional tax revenues to finance infrastructure. The assessments can either be used to pay for improvements over time as the funds are collected, or can be bonded to make larger, up-front investments. One advantage of land-secured financing tools is that they can be applied toward district-wide improvements and are designed to ensure that properties benefiting from improvements also contribute to those public investments.

BUSINESS IMPROVEMENT DISTRICT (BID)/ PROPERTY-BASED BUSINESS IMPROVEMENT DISTRICT (PBID)

A BID is formed through assessments on businesses within the district, and a PBID is formed through assessments of property owners alone. Both BIDs and PBIDs are public/private partnerships created to support the revitalization of commercial neighborhoods. Establishing a BID is voluntary and subject to a majority vote of the area businesses or property owners. BIDs are somewhat limited in their ability to leverage funding and therefore typically provide a narrow scope of services. These may include marketing (e.g., signage, advertising), programming (e.g., street fairs), security (to supplement local police), and sanitation (to supplement local services). The four existing PBIDs in Pasadena are in the Central District Specific Plan area, and each is organized around an established commercial area: Old Pasadena, Pasadena Playhouse District, South Lake Property Business Improvement District, and the Pasadena Tourism Business Improvement District.

COMMUNITY FACILITIES DISTRICTS (MELLO-ROOS)

Mello-Roos financing is a discretionary financing mechanism that applies to real property owners within a Mello-Roos District, which is also known as a Community Facilities District (CFD). A CFD may be enacted by a two-thirds majority approval of residents living within the district boundaries or by two-thirds majority vote of landowners when there are fewer than 12 residents. A special tax, which is separate from property taxes, is imposed on real property in an area that benefits from the public improvement. The amount of the tax is determined by the real property owners and is usually less than one percent of the home value at the time the home value was assessed for CFD funding. The newly formed district then seeks public financing through the sale of tax-exempt bonds that are serviced using the special taxes paid by homeowners over the course of the bond's term (typically 20 to 30 years). Through Mello-Roos, a project developer or property owner can access capital to build infrastructure and public improvements at below-market rates. The debt associated with those capital investments recourses back to the property owners rather than to the City.

7.3.2 DEVELOPMENT AND PRIVATE SOURCES

DEVELOPMENT AGREEMENT (DA) AND DISPOSITION AND DEVELOPMENT AGREEMENT (DDA)

A DA is a voluntary but binding contract between a property owner and the jurisdiction in which the property is located that lays out the rules and conditions for development. A DA can give the jurisdiction greater control over the development process to define the form and nature of the development and to specify provision of community benefits such as affordable housing or off-site infrastructure improvements. For the developer, a DA may provide a level of certainty about the land use requirement and assurance the project will be exempt from future changes in the regulatory code. Benefits to both public and private parties include greater latitude in approval methods for new and creative local land use and flexibility in meeting regulatory requirements. The complexity and time required to negotiate a DA makes it appropriate mainly for larger-scale multi-phase projects.

A DDA is also a voluntary binding contract between a developer and jurisdiction. Like a DA, it provides flexibility to tailor a project to meet both developer and jurisdictional needs. A DDA differs from a Development Agreement in that it also entails the sale or lease of City-owned land. A DDA is necessary for disposition of former redevelopment properties held by successor agencies.

FOUNDATION AND CORPORATE SPONSORSHIPS

Private funds may also be raised for a specific use that implements the vision for the Specific Plan. A variety of foundations provide funding for community-based planning, resilience and sustainability initiatives, art installations, and other programs, including the Kresge Foundation, the National Endowment for the Arts, Kaiser Permanente, Citi Foundation, and Bloomberg Philanthropies.

7.3.3 REGIONAL, STATE, AND FEDERAL PROGRAMS

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

The AHSC Program funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. Administered through the California Department of Housing and Community Development (HCD), funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive Cap-and-Trade auction proceeds. AHSC funds are split between Affordable Housing Developments or Housing Related Infrastructure and Disadvantaged Communities. The Plan area may qualify for Affordable Housing Developments or Housing Related Infrastructure funding. A contiguous area with at least one transit station/stop must be established for eligibility, including a flexible transit service route.

SUSTAINABLE COMMUNITIES COMPETITIVE GRANTS

The Sustainable Communities Competitive Grants fund transportation planning activities such as planning for active transportation, safe routes to schools, transit services, vision zero, complete streets, freight corridors, social equity, and integrated land use and transportation planning. Grants are available on an annual basis and through a competitive application process managed by Caltrans.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP funds projects that encourage increased use of active modes of transportation to increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, enhance public health, ensure that disadvantaged communities fully share in the benefits of the program, and provide a broad spectrum of projects to benefit many types of active transportation users. ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.

URBAN GREENING PROGRAM

The Urban Greening Program funds a variety of improvement projects, including urban heat island mitigation and energy conservation efforts, green streets and alleyways, non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers and schools, and others. The program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

If several improvement projects were bundled together, there is potential for the Urban Greening program to fund some LPSP area improvements if the project can demonstrate improved multi-modal safety or quality of life.

CAP-AND-TRADE PROGRAMS

The State administers a growing number of grant and loan programs, collectively known as the California Climate Investments Program (CCIP), that provide funding for projects and programs that reduce greenhouse gases (GHGs) and provide health, mobility, economic, and other co-benefits to communities throughout the state. Cap-and-Trade provides funding in three primary areas:

1. Transportation and Sustainable Communities
2. Clean Energy and Energy Efficiency Funding
3. Natural Resources and Waste Diversion Funding

Under each of these funding areas are numerous programs that have funding available for projects and programs that would either be contained within the LPSP or benefit the City as a whole. Programs with high applicability to the LPSP are summarized in this section, including the AHSC Program and Urban Greening Program.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM

The EEM Program was established by the Legislature in 1989 to fund environmental enhancement and mitigation projects directly or indirectly related to transportation projects. EEM Program projects must fall within one of three categories: highway landscape and urban forestry; resource lands; or roadside recreation. Projects funded under this program must provide environmental enhancement and mitigation over and above that otherwise called for under the California Environmental Quality Act (CEQA).

CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)

The I-Bank finances public infrastructure and private development through issuing tax-exempt and taxable revenue bonds, providing financing to public agencies, providing credit enhancements, acquiring or leasing facilities, and leveraging State and federal funds.

The Infrastructure State Revolving Fund (ISRF) Program provides financing to public agencies and non-profit corporations for 18 categories of infrastructure and economic development projects. ISRF Program funding is available in amounts ranging from $50,000 to $25,000,000, with loan terms of up to 30 years.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The CDBG Program funds revitalization of neighborhoods, expansion of affordable housing and economic opportunities, and/or improvements of community facilities and services, principally to benefit low- and moderate-income persons or neighborhoods. Also eligible are the building of public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities.

Operated by the U.S. Department of Housing and Urban Development (HUD), the Community Development Block Grant (CDBG) Program is a federal program that provides grants for economic development, public facilities, and housing rehabilitation. CDBG funds must provide benefits to low- or moderate-income individuals, prevent or eliminate slums or blight, or may be used for other emergency community needs, such as those related to a natural disaster. CDBG funds can be used for development purposes within low- or -moderate income census tracts, or, if the development or activity is located outside of a low- or moderate-income census tract, funds must provide benefits to low- or moderate-income households.

METROPOLITAN TRANSPORTATION AUTHORITY (METRO) CALL FOR PROJECTS

Every other year, the Metro Call for Projects funds projects across seven modal categories, including pedestrian improvements, which is applicable for the LPSP. Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects. Local jurisdictions, transit operators, and other public agencies are eligible to submit applications proposing projects for funding.

NEW MARKETS TAX CREDIT (NMTC)

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

NEW AND FUTURE RESOURCES

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

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

7.4 Infrastructure

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

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

7.4.1 TRANSPORTATION

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

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

7.4.2 WASTEWATER SYSTEM

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

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

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

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

[1] City of Pasadena Sewer System Management Plan (2018) https://www.cityofpasadena.net/wp-content/uploads/sites/29/Sewer-System-Management-Plan-SSMP-Final-Report.pdf

7.4.3 WATER SYSTEM

PWP, a community-owned utility and a not-for-profit public service owned and operated by the City, serves as the water service provider in the Specific Plan area. The PWP water system includes 14 reservoirs with total storage capacity of 110 million gallons, 17 active wells, 19 booster stations, and 1 treatment plant (Monk Hill Water Treatment Plant).[2] PWP obtains a portion of its water from the local Raymond Basin and purchases imported water from the Metropolitan Water District of Southern California (MWD).

PWP is responsible for evaluating the current and projected needs of customers for potable and non-potable water in the City. The WSRP provides screening of alternatives to meet future demands with necessary infrastructure within operational and financial constraints. PWP's WSRP includes considerations for water quality, greater dependency on local water, groundwater basin stability, reliability of the distribution system, affordability, climate change uncertainties, and legislative and regulatory requirements as well as the treatment of wastewater, primarily residential.

In addition, every five years the City updates its Urban Water Management Plan (UWMP) as required by the California State water code, which includes an analysis of long-term water supply and demand planning for PWP. The 2021 UWMP update included the population projections and land use changes based on the most recent General Plan Update and identified that supplies will exceed demands under all hydrologic scenarios with implementation of additional supplies, such as recycled water and potable reuse, as well as with conservation measures.

7.4.4 SOLID WASTE SYSTEM

The Department of Public Works (DPW) collects solid waste from residences in Pasadena and competes with private haulers for commercial collection. Refuse hauling companies providing commercial solid waste collection are listed on the Department of Public Works Franchise List. Solid waste is disposed of at the following facilities: Calabasas Sanitary Landfill, Scholl Canyon Landfill, Puente Hills Material Recovery Facility, Southeast Resource Recovery Facility, Commerce Refuse-to-Energy Facility, Olinda Alpha Sanitary Landfill, and Frank Bowerman Landfill. All landfills are required to comply with numerous landfill regulations from federal, state, and local regulatory agencies and are subject to regular inspections from CalRecycle and the local enforcement agency, the California Regional Water Quality Control Board, and the South Coast Air Quality Management District.

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

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

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

7.4.5 STORMWATER SYSTEM

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

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

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

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

7.4.6 ELECTRIC SYSTEM

PWP provides electric services in the Specific Plan area with an energy system consisting of 16,58 linear miles of overhead and underground power line, 11,163 poles, and 11 substations.[3] The City owns and operates the Glenarm Power Plant that includes two power generating facilities. The system meets the City's power demand with 10 percent coming from PWP-owned generating facilities and the rest purchased from varied sources, both conventional and renewable, or through the wholesale energy market.[4] Electrical infrastructure in the Plan area is located above ground on utility poles as well as below ground.

The Power Integrated Resources Plan (PIRP) is the PWP's guiding document for achieving internal power supply goals while upholding local, state, and federal mandates. The state requires that the PIRP be updated on a regular basis in conformance with the California Energy Commission regulations. The PIRP speaks to the City's commitment to shift the energy supply portfolio to low-carbon and renewable resources as well as exceeding state mandates for Renewable Portfolio Standard increase and greenhouse gas emissions reduction targets.[5] The City also has an adopted Climate Action Plan that continues efforts to promote energy efficiency and reduce the City's dependency on traditional energy sources.

New developments in the Plan area would be required to comply with the California Energy Code, Part 6 of the California Building Standards Code (Title 24), CALGreen standards, the City's CAP, and the City's Green Building Standards Code, which collectively would increase efficiency and decrease consumption levels. Any new developments in the Plan area would require lateral connections to mainlines in coordination with existing utility service providers.

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

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

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

SOURCES

City Climate Action Plan (2018). Available: https://www.cityofpasadena.net/wp-content/uploads/sites/30/Final-Pasadena-Climate-Action-Plan_3.5.2018.pdf?v=1619109098768 (Accessed June 2023).

City Power Integrated Resources Plan (2018). Available: https://ww5.cityofpasadena.net/water-and-power/wp-content/uploads/sites/54/2018/12/Pasadena-Water-and-Power-2018-IRP-Final.pdf (Accessed June 2023).

City PWP 'Where Our Power Comes From' Webpage. Available: https://ww5.cityofpasadena.net/water-and-power/power/ (Accessed June 2023).

City Capital Improvement Program Fiscal Years 2024-2028 (2024). Available: https://www.cityofpasadena.net/public-works/engineering-and-construction/capital-improvement-program/#adopted-program (Accessed June 2024).

City Sewer Master Plan (2019). Available: https://www.cityofpasadena.net/public-works/wp-content/uploads/sites/29/Sewer-Master-Plan-Report.pdf (Accessed June 2023).

City Sewer System Management Plan (2019). Available: https://www.cityofpasadena.net/wp-content/uploads/sites/29/Sewer-System-Management-Plan-SSMP-Final-Report.pdf (Accessed June 2023).

About PWP. Available: https://ww5.cityofpasadena.net/water-and-power/whoweare/ (Accessed June 2023).

Where our Water Comes From. Available: https://ww5.cityofpasadena.net/water-and-power/water/(Accessed June 2023).

City Water System and Resources Plan (2020). Available: https://ww5.cityofpasadena.net/water-and-power/wp-content/uploads/sites/54/2021/03/WSRP-Final-Report-Upload.pdf (Accessed June 2023).

City Urban Water Management Plan (2015). Available: https://ww5.cityofpasadena.net/water-and-power/uwmp/ (Accessed June 2023).

Los Angeles County Sanitation Districts Fact Sheet (2019). Available: https://www.lacsd.org/home/showpublisheddocument/102/637619781703200000 (Accessed June 2023).

7.5 Administration

7.5.1 GENERAL

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

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

7.5.2 AUTHORITY

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

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

7.5.3 APPLICABILITY

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

7.5.4 INTERPRETATION, CONFLICT AND SEVERABILITY

A. **Interpretation**

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

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

B. **Conflict**

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

C. **Severability**

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

7.5.5 REVIEW AND APPROVAL PROCESS

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

Appendices

A.1 Definitions

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

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

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

Curb zone: See 'amenity zone'.

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

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

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

Frontage zone: See 'building frontage zone'.

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

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

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

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

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

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

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

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

Primary frontage: the portion of a site adjacent to the street. For a site with multiple street frontages, the primary frontage is determined by the Zoning Administrator. There shall be only one primary frontage per site.

Project: Refer to PMC 17.80.020.

Residential common space: Those portions of a residential use building not dedicated to residential units that provide common services for residents. This may include spaces such as, but is not limited to, lobby or common building entry, leasing center, gyms/exercise space, shared kitchen, recreation center, screening or living room, business center, mail room, or library. These spaces/portions of the building may be permitted on the ground floor where residential units are not permitted subject to Specific Plan standards.

Setback: The horizontal distance by which a structure, parking area, or development feature is required to be separated from the property line or the sidewalk line where applicable. In some cases superseded by Setback range.

Setback, interior: Non-street side or rear setback measured at a right angle from the nearest point of the property line abutting another parcel or alley to the nearest portion of the structure, excluding any porches.

Setback, street: Front or street-side setback measured at a right angle from the nearest point of the sidewalk line to the nearest portion of the structure, excluding any porches.

Setback range: Minimum and maximum horizontal distances by which a structure or development feature is required to be separated from the sidewalk line. This measurement is similar to a "build-to" line.

Sidewalk line: The line parallel the property line accommodating the required sidewalk width, measured from the curb face. Where a sidewalk width is not specified, the sidewalk line is the property line.

Sidewalk zones: The three portions of a sidewalk that together comprise the public realm between a building and the street. Sidewalk zones are defined by the Pasadena Street Design Guide and regulated by the Specific Plan.

Shared property line: The property line separating adjacent parcels.

Stepback: The horizontal distance by which an upper story structure or development feature is required to be separated from the property line or the sidewalk line where applicable. Regulated above a specified vertical distance.

Street frontage: The horizontal distance along the street, measured at grade, between property lines (or sidewalk line where applicable) that are perpendicular to the adjacent street.

Streetwall: Any building façade that faces a street within 10 feet of the minimum sidewalk line.

Streetwall height: The portion of the street-facing building façade that rises from the sidewalk level to the required height without an additional setback or stepback.

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

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

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

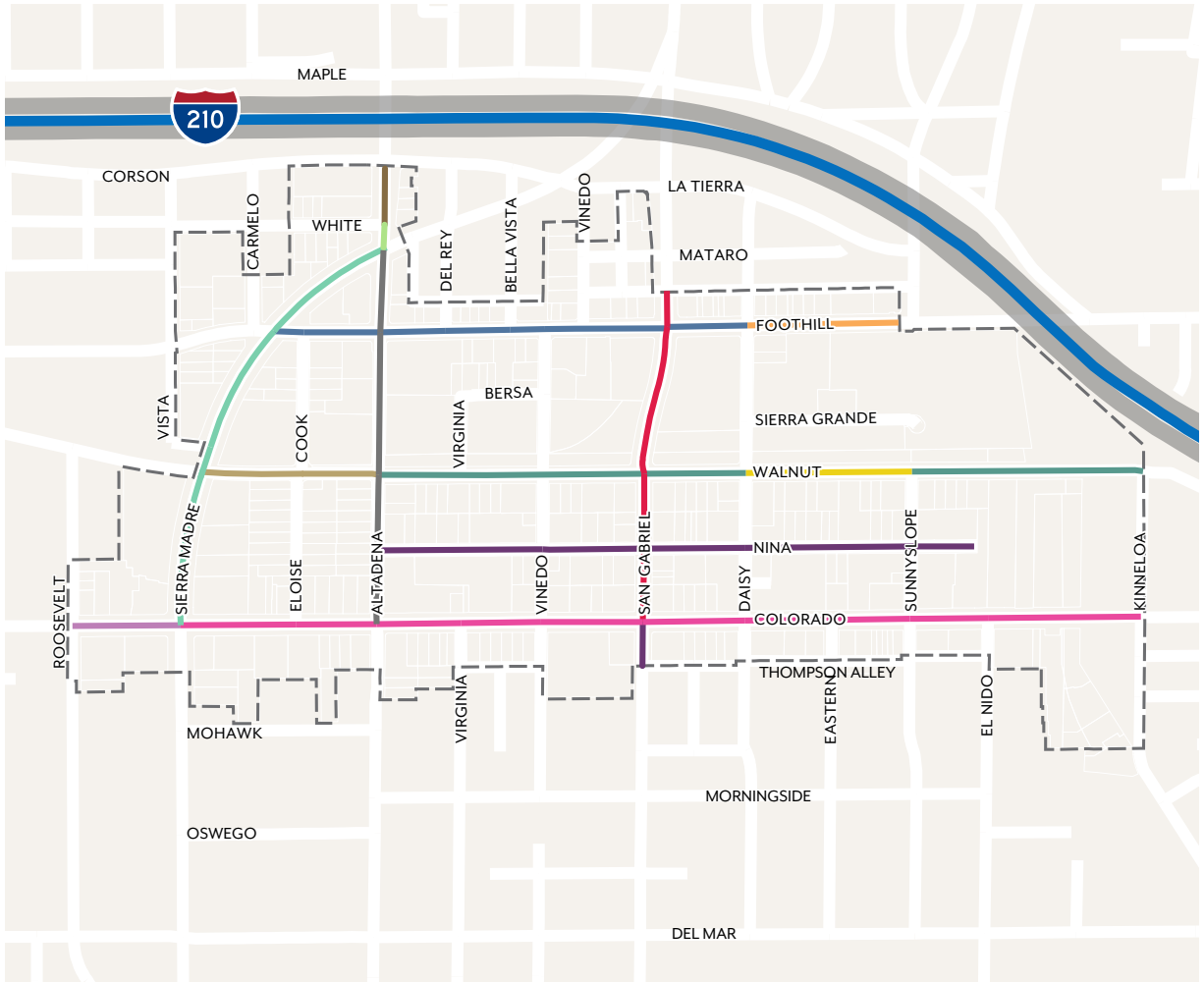
Walk zone: The portion of the sidewalk dedicated to pedestrian movement, clear of any obstructions.

A.2 Design Guidance for Tree Selection

While the City of Pasadena Department of Public Works' Master Street Tree Plan (MSTP) ultimately determines what tree species is planted in public right-of-way, this appendix to the Lamanda Park Specific Plan (LPSP) is intended to guide discussions between the City and community when updating the Master Street Tree Plan for the Area. During the Specific Plan update process, opportunities were identified to better align Lamanda Park's street trees with the vision, goals, and policies in the LPSP related to shade, climate resilience, stormwater capture, and supporting a vibrant public realm. This appendix includes a description of the existing street trees and recommendations for potential new species along seven key streets in the LPSP area that have the greatest need to enhance canopy, and which are not managed through an adopted streetscape plan already. While the guidance in this appendix focuses primarily on street trees located in parkways and tree wells, this appendix also provides guidance on opportunities to incorporate trees and landscaping in street medians and mid-block curb extensions.

Chinese Flame tree located at 153 N Daisy Ave.

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



Pasadena Master Street Tree Plan

- Yew Pine
- Species 1: King Palm
  Species 2:Gold Medallion Tree
  Species 3: Lavender Bloom
- Species 1: Chinese Flame Tree
  Species 2: Date Palm
  Species 3: Chinese Pistache
- Species 1: Live Oak
  Species 2: Cork Oak
- Live Oak
- Cork Oak
- Cajeput Tree
- Species 1: Bronze Loquat
  Species 2: Cajeput Tree
- Species 1: Mexican Palo Verde
  Species 2: Cajeput Tree
- Chinese Elm
- Bronze Loquat
- No room for replant
- No designated species at this site
- Specific Plan Area
- Metro A Line

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

American Sweetgum (*Liquidambar styraciflua*)

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

Bronze Loquat (*Eriobotrya deflexa*)

The Bronze Loquat is an evergreen tree that is known for its oblong and shiny dark green leaves. Native to Taiwan and South Vietnam, the tree can grow up to a height of 25 feet with a tree canopy width of 25 feet. During the spring, the Bronze Loquat produces clusters of fragrant white flowers. The Bronze Loquat looks best with proper maintenance such as regular pruning to maintain its shape and regular watering.

Cajeput (*Melaleuca quinquenervia*)

The Cajeput is an evergreen tree that is known for its white flowers and attractive bark which can be peeled off like paper. Native to Australia, the Cajeput Tree is suited to warmer climates. The Cajeput Trees can grow up to a height of 40 feet with a tree canopy width of 15 to 25 feet.

Camphor (*Cinnamomum camphora*)

The Camphor is an evergreen tree that is known for its fissured bark, stout branches, and pale green glossy leaves. The tree produces camphor oil when distilled from wood chips. These rounded trees can grow up to 70 feet with a canopy width of 50-60 feet. Camphor Trees are known to lift sidewalks and curbs due to their strong branches and trunks.

Carolina Laurel Cherry (*Prunus caroliniana*)

The Carolina Laurel Cherry is an evergreen tree that is often selected for its shiny green foliage. However, the flowers and fruits that the tree produces will require constant cleaning in order to avoid unwanted reseeding. Carolina Laurel Cherry trees can grow up to a height of 30 feet with a tree crown spread (tree canopy width) of 15 to 25 feet. Once established, the tree is durable and can withstand hot, dry, and windy conditions.

Chinese Elm (*Ulmus parvifolia*)

The Chinese Elm is a deciduous tree species native to China and is known for its grayish-green mottled bark that sheds with age. The tree produces glossy, delicate, and dark green with an alternating leaf arrangement. Once established the tree can grow up to 60 feet in height with a tree canopy width of 50-70 feet. The Chinese Elm is drought tolerant and provides expansive seasonal shade canopy.

Chinese Flame (*Koelreuteria bipinnata*)

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

Chinese Pistache (*Pistacia chinensis*)

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

Coast Live Oak (*Quercus Agrifolia*)

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

Cork Oak (*Quercus suber*)

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

Crape Myrtle (*Lagerstroemia indica*)

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

Date Palm (*Phoenix dactylifera*)

The Date Palm is an evergreen tree native to Northern Africa and the Arabian Peninsula. The Date Palm is characterized by the fruit that the tree produces. Beyond the edible fruit that the tree produces, the Date Palm is known for its utilitarian value as firewood, timber, and their fiber that is used to make items such as baskets and paper. Once established, these trees can grow up to 100 feet in height with a tree canopy width of 40 feet.

Desert Willow (*Chilopsis linearis* Art's Seedless)

The Desert Willow is a small, multi-trunked or low-branching deciduous tree native to western North America. Between spring and fall, the tree features clusters of pink flowers, creating a lovely visual accent and attracting bees, hummingbirds, and other birds. The tree is drought-tolerant, thriving in dry climates and requiring little water. The 'Art's Seedless' cultivar is specifically recommended to avoid maintenance issues related to the tree's prolific seeding.

Gold Medallion (*Cassia leptophylla*)

The Gold Medallion is a semi-deciduous tree native to Brazil. The tree is often characterized by its flower blooms that feature a vibrant deep yellow that typically occur during the summer months. Once established, these trees can grow up to 25 feet in height with a tree canopy width of 30 feet. The Gold Medallion is drought tolerant and can be an ideal accent tree to provide seasonal colors.

Golden Trumpet (*Tabeuia chrysotricha*)

The Golden Trumpet is a semi-deciduous tree native to Brazil and northeast Argentina. The tree is characterized by its bright yellow trumpet shaped flowers that bloom during the early spring. Once established, these trees can grow up to 30 feet in height with a tree canopy width of 30 feet. When used as a street tree, the Golden Trumpet Tree can create a beautiful visual throughout the seasons. The Golden Trumpet tree grows well in urban environments, as it can thrive in warm conditions.

Holly Oak (*Quercus ilex*)

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

Indian Laurel Fig a.k.a. Ficus (*Ficus microcarpa*)

The Indian Laurel Fig (also known as Ficus) is an evergreen tree characterized by its rounded tree canopy and oval shaped leaves. Native to the Malaysian peninsula to Borneo, can tolerate warm conditions. In humid conditions, the tree produces aerial roots. Once established, the tree can grow up to 35 feet in height with a tree canopy width of 40 feet. The Ficus tree is not a suitable street tree due to its expansive roots that can potentially buckle sidewalks and cause accessibility issues. The ground area surrounding the Ficus tree also requires frequent cleaning due to the tree's messy fallen fruit, which can also create unsafe conditions for pedestrians and people using wheeled devices.

King Palm (*Archontophoenix cunninghamiana*)

The King Palm is an evergreen palm tree that is native to Australia. The King Palm can grow up to 70 feet in height with a tree canopy width of 15 feet. The King Palm is characterized by the "crown" feature which is the smooth green to purplish-brown portion of the trunk that is located 3 feet below the fronds.

Lavender Bloom (a.k.a. Pink Trumpet) (*Tabebuia avellanedae or impetiginosa*)

The Pink Trumpet is a large deciduous tree that is native to Central and South America. The tree is known for its showy characteristics such as ovate leaf shapes and pink flowers during the spring and summer. Once established, the tree can grow up to 30 feet in height with a tree canopy width of 15-25 feet.

Lemon Bottlebrush (*Callistemon citrinus*)

The Lemon Bottlebrush is an evergreen tree that grows upright and is known for its red brush like flowers hanging in clusters. The leaves are known to have a lemon-like scent when crushed. Native to the eastern region of Australia, the Lemon Bottlebrush tree is well suited to warmer climates. Once established, the Lemon Bottlebrush tree can grow up to a height of 25 feet with a tree canopy width of 25 feet. As resilient evergreen species, the Lemon Bottlebrush tree can be an ideal choice as a street tree or screening uses.

Mesa Oak a.k.a. Engelmann Oak, Pasadena Oak (*Quercus Engelmannii*)

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

Mexican Fan Palm (*Washingtonia robusta*)

The Mexican Fan Palm is an evergreen palm tree that is native to northwest Mexico. The Mexican Fan Palm can grow up to 100 feet with a canopy width of 5-10 feet. The fronds are typically dark green and the tree produces black pea shaped fruit.

Mexican Palo Verde a.k.a Jerusalem Thorne (*Parkinsonia aculeata*)

The Mexican Palo Verde (also known as Jerusalem Thorne) is a deciduous tree that grows in an upright rounded manner. The Mexican Palo Verde is native to the Southwestern region of the United States and Mexico. It is characterized by its unusually air, light-textured foliage. The tree can grow up to a height of 25 feet with a tree canopy width of 25 feet. Once established the tree can tolerate high temperature and dry conditions, and looks best in full sun. The tree can provide seasonal shade for pedestrians.

Queensland Pittosporum (*Auranticarpa rhombifolialia*)

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

Sawtooth Zelkova (*Zelkova serrata*)

The Sawtooth Zelkova is a deciduous tree that grows in an upright and rounded manner. The Sawtooth Zelkova is native to Eastern Asia and characterized by its oblong-ovate leaves that feature a serrated teeth pattern. The tree can grow up to a height of 70 feet and a tree canopy width of 65 feet. During the fall months, its leaves features a variety of colors such as yellow, bronze, and reddish colors. Once established, the Sawtooth Zelkova is drought resistant and can provide extensive seasonal shade.

Southern Live Oak (*Quercus Virginiana*)

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

Southern Magnolia (*Magnolia grandiflora*)

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

Yew Pine (*Podocarpus macrophyllus*)

The Yew Pine is an evergreen tree that grows upright in a conical manner. The Yew Pine is native to China and Japan. Yew Pines can grow up to 30 feet, and a tree canopy width of 20 feet. Once established, the tree can grow well in urban conditions. Yew Pines are suitable for privacy screening; the tree crown spread does not provide expansive shade for pedestrians.

A.2.2 STREET SEGMENT EXISTING CONDITIONS

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

- **Sierra Madre Boulevard (Colorado Boulevard to Altadena Drive)**
- **Foothill Boulevard (Sierra Madre Boulevard to Sunnyslope Avenue)**
- **Colorado Boulevard (Roosevelt Avenue to Kinneloa Boulevard)**
- **Walnut Street (Sierra Madre Boulevard to Sunnyslope Avenue)**
- **Nina Street (Altadena Drive to Sunnyslope Avenue)**
- **San Gabriel Boulevard (Foothill Boulevard to Thompson Alley)**
- **Altadena Drive (Corson Street to Colorado Boulevard)**

SIERRA MADRE BOULEVARD (COLORADO BOULEVARD TO ALTADENA DRIVE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Sierra Madre Blvd (Colorado Blvd. to Altadena Dr.)			
Colorado Blvd. to Altadena Dr.	Yew Pine	Yew Pine	18

Consistent with the current MSTP designation, the Yew Pine is the only street tree species planted along Sierra Madre Boulevard between Colorado Boulevard and Altadena Drive. While the Yew Pines planted along Sierra Madre Boulevard provide some shade where currently planted, the corridor lacks consistent stree tree plantings as a whole, with long stretches of unshaded sidewalk detracting from the pedestrian experience.

Yew Pine

18 Yew Pine trees (*Podocarpus macrophyllus*) are planted along Sierra Madre Boulevard within the LPSP area, with heights ranging from 10 to 20 feet and tree canopies typically ranging from 15 to 18 feet. As a smaller evergreen tree, the Yew Pine provides the most effective shade coverage when planted closely together in groups. An example of this can be seen with the five trees planted outside of the business park located at 147 N Sierra Madre Boulevard.

Yew Pine trees planted at 147 N Sierra Madre Blvd.

FOOTHILL BOULEVARD (SIERRA MADRE BOULEVARD TO SUNNYSLOPE AVENUE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Foothill Blvd (Sierra Madre Blvd. to Del Mar Avenue)			
Sierra Madre Blvd. to Daisy Ave.	Live Oak, Cork Oak	Holly Oak	7
		Chinese Elm	2
		Live Oak	2
Daisy Ave. to Sunnyslope Ave.	Live Oak	Chinese Elm	4
		Holly Oak	1

The MSTP currently designates the Live Oak and Cork Oak tree species, which are partially reflected in existing plantings of Holly Oak, Chinese Elm, and Live Oak trees along Foothill Boulevard between Sierra Madre Bouleard and Sunnyslope Avenue. While existing street trees along this corridor are typically mature with large canopies that provide pedestrian shade coverage, the trees do not follow a consistent planting pattern along the corridor, and are particularly sparse west of Vinedo Avenue due to narrow sidewalks without space for parkways or tree wells.

Holly Oak

Eight Holly Oak trees (*Quercus ilex*) are currently planted along Foothill Boulevard within the LPSP area, with heights ranging from 15 to 30 feet and canopy widths ranging from 10 to 30 feet. As a large evergreen tree, the Holly Oak provides consistent shade coverage throughout the year. A large tree canopy can be achieved if allowed to fully grow unobstructed as in the case with the Holly Oak tree located on 2688 E Foothill Boulevard.

Chinese Elm

Six Chinese Elm trees (*Ulmus parvifolia*) are currently planted along Foothill Boulevard with the LPSP area, with heights ranging from 35 to 55 feet and canopy widths ranging from 25 to 65 feet. As a large deciduous tree, the Chinese Elm can provide consistent shade coverage for most of the year. Most of the Chinese Elm trees along Foothill Boulevard appear healthy, with large, rounded canopies due to the spacious conditions which has encourages growth allowed by building setbacks and lowered building heights.

Live Oak

Two Live Oak trees (*Quercus agrifolia/Quercus virginiana*) are currently planted along Foothill Boulevard between Vinedo Avenue and San Gabriel Boulevard, with the heights ranging from 15 to 30 feet and canopy widths ranging from 20 to 40 feet. As a large evergreen tree, the Live Oak Tree can provide extensive street shade throughout the year. The Live Oak tree located at 2700 E Foothill Boulevard has been able to grow to maturity with an expansive canopy.

Live Oak tree at 2675 E Foothill Blvd.

Chinese Elm tree at 2731 E Foothill Blvd.

COLORADO BOULEVARD (ROOSEVELT AVENUE TO KINNELOA BOULEVARD)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Colorado Boulevard (Roosevelt Avenue to Kinneloa Boulevard)			
Roosevelt Ave. to Sierra Madre Blvd.	King Palm, Gold Medallion, Lavender Bloom	Indian Laurel Fig	4
		Lavender Bloom	1
Sierra Madre Blvd. to Kinneloa Blvd.	Chinese Flame, Date Palm, Chinese Pistache	Indian Laurel Fig	58
		Chinese Pistache	33
		Chinese Flame	18
		Carrotwood	2
		Camphor Tree	1

Of the seven existing street tree species planted along Colorado Boulevard between Roosevelt Avenue and Kinneloa Boulevard, only the Chinese Pistache, Chinese Flame, and Lavender Bloom trees are consistent with the MSTP's designations for the corridor. Notably, Indian Laurel Fig trees, which provide expansive shade coverage and visual consistency throughout much of the corridor west of Sunnyslope Avenue, are not designated in the MSTP. The street tree environment changes considerably to the east of Sunnyslope Avenue, where Chinese Pistache and Chinese Flame trees provide less expansive but still relatively consistent pedestrian shade coverage.

Indian Laurel Fig

62 Indian Laurel Fig trees (*Ficus macrocarpa*) are planted along Colorado Boulevard between Roosevelt Avenue and Kinneloa Boulevard, contributing substantially to the street's visual character and pedestrian experience. As a large evergreen with heights up to 65 feet and canopy widths up to 85 feet, Indian Laurel Fig trees provide consistent shade coverage throughout the year as demonstrated by the trees that are planted along Colorado Boulevard. While the tree provides expansive tree canopies, the tree's large branches and root systems can conflict with adjacent buildings and cause damage to sidewalk paving.

Chinese Pistache

33 Chinese Pistache trees (*Pistacia chinensis*) are planted along Colorado Boulevard between Roosevelt Avenue and Kinneloa Boulevard, with heights ranging from 10 to 30 feet and canopy widths ranging from 5 to 30 feet. As a medium sized deciduous tree, the Chinese Pistache can provide ample shade coverage when planted in bundles as demonstrated by the mature trees located at 2882 E Colorado Boulevard.

Chinese Flame

18 Chinese Flame trees (*Koelreuteria bipinnata*) are planted along Colorado Boulevard between Roosevelt Avenue and Kinneloa Boulevard. The trees vary in maturity, ranging from 5 to 35 feet in height and canopy width. As a medium sized deciduous tree, the Chinese Flame Tree can provide ample shade that brings pops of seasonal color with yellow flowers in the summer months that transform into orange, red, or salmon-colored seed capsules. An example of a successful planting can be found at 2588 E Colorado Boulevard.

Carrotwood

Two Carrotwood trees (*Cupaniopsis anacardioides*) are planted along Colorado Boulevard between Roosevelt Avenue and Kinneloa Boulevard. The trees' heights range from 15 to 20 feet and both trees having a similar canopy of 20 feet. As an evergreen tree, the tree has potential to provide shade coverage year-round. Conditions throughout the Colorado Boulevard corridor appear to benefit the Carrotwood trees. Current plantings of the tree appear healthy and can provide consistent shade. However, with potential significant growth, the Carrotwood trees may begin to conflict with taller adjacent structures as they mature.

Camphor

One Camphor Tree (*Cinnamomum camphora*) is planted along Colorado Boulevard between Roosevelt Avenue and Kinneloa Boulevard, with a tree height of 50 feet and a tree canopy of 60 feet. As a large evergreen tree, the Camphor Tree can provide expansive shade coverage throughout the year. The Camphor Tree located on 2415 E Colorado Boulevard appears to be healthy due to the spacious conditions that have allowed for the tree to mature.

Lavender Bloom

One Lavender Bloom tree (*Tabebuia avellandae*) is planted along Colorado Boulevard. The tree is fairly young with a height of 10 feet and a canopy of 5 feet. Based on existing conditions surrounding the tree, there is ample room for canopy growth as the tree matures.

Indian Laurel Fig trees at 2555 E Colorado Blvd.

Chinese Pistache Trees at 2965 E Colorado Blvd.

Chinese Flame trees at 2588 E Colorado Blvd.

WALNUT STREET
(SIERRA MADRE BOULEVARD TO SUNNYSLOPE AVENUE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Walnut Street (Sierra Madre Boulevard to Sunnyslope Avenue)			
Sierra Madre Ave. to Altadena Dr.	Cajeput Tree	Cajeput Tree	50
		Flax-Leaf Paperbark	6
Altadena Dr. to Daisy Ave.	Bronze Loquat, Cajeput Tree	Cajeput Tree	12
		Crape Myrtle	2
Daisy Ave. to Sunnyslope Ave.	Mexican Palo Verde, Cajeput Tree	Cajeput Tree	40
		Chinese Elm	1
		Lemon Bottlebrush Tree	1

Cajeput Trees at 2670 E Walnut St.

Generally consistent with the current MSTP designations, the Cajeput tree is the predominant street tree species planted along Walnut Street between Sierra Madre Boulevard and Sunnyslope Avenue. The Cajeput trees provide a uniform visual character along Walnut Street.

Cajeput Tree

102 Cajeput trees (*Melaleuca quinquenervia*) are planted along Walnut Street between Sierra Madre Avenue and Sunnyslope Avenue. The trees vary in maturity, ranging from 5 to 45 feet in height and 5 to 35 feet in canopy width. As a large deciduous tree, the Cajeput tree can provide some street shade if allowed to mature. Many of the trees located from Daisy Avenue to Sunnyslope Avenue have reached maturity, providing expansive shade canopies. The Cajeput trees located at 2670 E Walnut Street are examples of successful plantings.

Chinese Elm

One Chinese Elm tree (*Ulmus parvifolia*) is planted along Walnut Street between Sierra Madre Avenue and Sunnyslope Avenue. As a large evergreen tree, the Chinese Elm has a height of 40 feet with a tree canopy width of 40 feet. The Chinese Elm can provide consistent shade coverage for majority of the year. The single Chinese Elm tree located on 2858 E Walnut Street appears healthy with large, rounded canopy and sufficent space for growth. There may be potential conflicts with future growth of the tree due to the presence of electrical powerlines above.

Crape Myrtle

Two Crape Myrtle trees (*Lagerstroemia indica*) are planted along Walnut Street between Sierra Madre Avenue and Sunnyslope Avenue, with heights ranging from 13 to 15 feet and canopy widths ranging from 12 to 15 feet. The Crape Myrtle is a smaller deciduous tree that has potential to provide effective shade coverage, especially when grouped closely together. Crape Myrtles also produce bright pink flowers typically in the early summer months, creating an attractive visual accent. The Crape Myrtle trees located at 2546 E Walnut Street appear to be thriving with expansive, rounded canopies.

Flax-Leaf Paperbark

Six Flax-Leaf Paperbark trees (*Melaleuca linariifolia*) are planted along Walnut Street between Sierra Madre Avenue and Sunnyslope Avenue, with heights ranging from 10 to 35 feet and canopy widths ranging from 5 to 15 feet. The Flax-Leaf Paperbark is an evergreen tree that can provide effective shade coverage year-round. The showy white flower the species produces during the spring months can provide some accents of color. The Flax-Leaf Paperbark trees planted in a row at 2467 E Walnut Street appear to be growing in a healthy manner and have been given ample room for the trees to continue maturing.

Flax-Leaf Paperbark trees at 2467 E Walnut St.

Lemon Bottlebrush Tree

One Lemon Bottlebrush Tree (*Callistemon citrinus*) is planted along Walnut Street between Sierra Madre Avenue and Sunnyslope Avenue, with a tree height of 15 feet and a tree canopy of 20 feet. As a medium sized evergreen tree, the Lemon Bottlebrush Tree can provide some street shade throughout the year. The one Lemon Bottlebrush Tree located at 2801 E Walnut Street appears to be growing in a healthy manner but may require the occasional trimming to reduce potential conflict with the overhead powerlines.

Lemon Bottlebrush Tree at 2801 E Walnut St.

NINA STREET
(ALTADENA DRIVE TO SUNNYSLOPE AVENUE)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Nina Street (Altadena Drive to Sunnyslope Avenue)			
Altadena Dr. to Sunnyslope Ave.	Chinese Elm	Chinese Elm	51
		Sawtooth Zelkova	20
		Mexican Fan Palm	17
		Queensland Pittosporum	4
		Crape Myrtle	2
		American Sweetgum	1
		Canary Island Date Palm	1
		Mesa Oak	1
		Southern Magnolia	1

Of the nine street tree species currently planted along Nina Street, the Chinese Elm is most prevalent, and also the only species currently designated in the MSTP. The Chinese Elm trees, complemented by other species such as the Sawtooth Zelkova, offer excellent shade coverage along the extent of Nina Street between Altadena Drive and Sunnyslope Avenue. Sidewalk conditions along Nina Street typically allow for healthy tree growth, with most sidewalk segments featuring parkways planted with multiple street trees. While the overall tree canopy is consistent, the presence of driveways and utility poles contribute to occasional gaps in shade coverage.

Chinese Elm

51 Chinese Elm trees (*Ulmus parvifolia*) are planted along Nina Street. With heights up to 40 feet and canopy widths up to 60 feet, the Chinese Elm trees have contributed greatly to a cohesive shaded environment along Nina Street. The Chinese Elm trees appear to be healthy, with expansive canopies. An example of a healthy planting can be found at 2575 Nina Street.

Chinese Elm tree at 2575 Nina St.

Sawtooth Zelkova

20 Sawtooth Zelkova trees (*Zelkova serrata*) are planted along Nina Street. The Sawtooth Zelkova trees range from 10 to 30 feet in height and 5 to 30 feet in canopy width, with leaves providing touches of seasonal colors during the fall months. An ideal environment would allow for the tree to grow outward. An example of potential growth for the tree can be found at 2956 Nina Street. Due to current conditions such as wide sidewalks and large setbacks, the young tree has sufficient space for its canopy to grow outward as it matures.

Mexican Fan Palm

17 Mexican Fan Palm trees (*Washingtonia robusta*) are planted along Nina Street, within the LPSP. With heights up to 85 feet and canopy widths ranging only from 5 to 15 feet, the Mexican Fan Palms do not provide sufficient shade. The Mexican Fan Palms, such as those planted at 2685 Nina Street, appear to be used as decorative street trees providing minimal shade.

Sawtooth Zelkova tree at 2682 Nina St.

American Sweetgum

One American Sweetgum tree (*Liquidambar styraciflua*) is currently planted along Nina Street, with a height of 30 feet and a canopy width of 20 feet. As a large, deciduous tree, the American Sweetgum can provide expansive shade coverage for most of the spring, summer, and fall months. The American Sweetgum tree located on 2877 Nina Street appears to be growing in a healthy manner and maintaining its conical canopy shape.

Canary Island Date Palm

One Canary Island Date Palm tree (*Phoenix canariensis*) is currently planted along Nina Street between San Gabriel Boulevard and Vinedo Avenue, with a height of 50 feet and a canopy width of 20 feet. The Canary Island Date Palm at 2685 Nina Street appears to be growing in a healthy manner but is utilized as a decorative street tree, providing minimal shade.

Canary Island Date Palm and Mexican Fan Palms at 2685 Nina St.

Crape Myrtle

Two Crape Myrtle trees (*Lagerstroemia indica*) are planted along Nina Street between San Gabriel Boulevard and Daisy Avenue, with heights ranging from 10 to 15 feet and canopy widths ranging from 10 to 20 feet. The Crape Myrtle is a smaller deciduous tree that has a potential to provide effective shade coverage, especially when grouped closely together. The Crape Myrtle can provide attractive visuals during the summer months when it produces bright pink flowers. The Crape Myrtle trees located at 2754 Nina Street appear to be thriving with rounded canopies.

Mesa Oak

One Mesa Oak tree (*Quercus engelmannii*) is currently planted along Nina Street between San Gabriel Boulevard and Daisy Avenue, with a height of 40 feet and a canopy width of 55 feet. As an evergreen tree, the Mesa Oak tree can provide year-round shade coverage. The Mesa Oak tree located at 2745 Nina Street appears to be growing in a healthy manner that allows for its tree canopy to grow outward.

Crape Myrtle tree at 2786 Nina St.

Queensland Pittosporum

Four Queensland Pittosporum (*Pittosporum rhombifolium*) are planted along Nina Street between Vinedo Avenue and Sunnyslope Avenue, with heights ranging from 25-35 feet and canopy widths ranging from 15-30 feet. As an evergreen tree, the Queensland Pittosporum can provide expansive year-round shade coverage. The Queensland Pittosporum located at 2848 Nina Street appears healthy, however its canopy may potentially conflict with overhead powerlines upon future growth.

Southern Magnolia

One Southern Magnolia (*Magnolia grandifloral*) is currently planted along Nina Street between Altadena Drive and Vinedo Avenue with a height of 40 feet and a tree canopy of 35 feet. As a large evergreen tree, the Southern Magnolia can provide expansive year-round shade coverage. However, the Southern Magnolia located at 2525 Nina Street has experienced limited outward tree growth due to the form and proximity of adjacent development.

Queensland Pittosporum tree at 2848 Nina St.

SAN GABRIEL BOULEVARD (FOOTHILL BOULEVARD TO THOMPSON ALLEY)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Nina Street (Altadena Drive to Sunnyslope Avenue)			
Foothill Blvd. to Colorado Blvd.	Bronze Loquat	Bronze Loquat	20
		Cajeput Tree	5
		Carolina Laurel Cherry	1
Colorado Blvd. to Thompson Alley	Chinese Elm	Chinese Elm	2

Bronze Loquat trees are the most prevalent species planted along San Gabriel Boulevard between Foothill Boulevard and Colorado Boulevard, aligning with the designation set in the MSTP. The Bronze Loquat trees, along with a group of Cajeput trees, contribute to a partially shaded sidewalk environment between Foothill Boulevard and Walnut Street, but the two-block stretch of San Gabriel Boulevard between Walnut Street and Colorado Boulevard lacks trees or shading. For the short stretch of San Gabriel Boulevard extending south of Colorado Boulevard and slightly beyond Thompson Alley, the two Chinese Elm trees align with the existing MSTP designation.

Bronze Loquat tree at 199 N San Gabriel Blvd.

Bronze Loquat

20 Bronze Loquat (*Eriobotrya deflexa*) trees are planted along San Gabriel Boulevard between Foothill Boulevard and Thompson Alley, with heights ranging from 15-30 feet and canopy widths ranging from 10-35 feet. The Bronze Loquat can create pops of color during the spring and fall months. As a medium sized tree, the Bronze Loquat can provide seasonal shade coverage when grouped together. A cluster of Bronze Loquat trees located on 199 N. San Gabriel Boulevard appear to be growing in a healthy manner.

Cajeput Tree

Five Cajeput Trees (*Melaleuca quinquenervia*) are planted along San Gabriel Boulevard between Foothill Boulevard and Thompson Alley, with heights averaging around 35 feet and canopy widths ranging from 20-25 feet. The Cajeput Trees produces showy flowers during the summer and fall months. The Cajeput Trees located at 162 N. San Gabriel Boulevard appear to be healthy with ample space for canopy growth.

Cajeput Trees at 162 N San Gabriel Blvd.

Carolina Laurel Cherry

One Carolina Laurel Cherry sapling (*Prunus caroliniana*) is planted at 71 San Gabriel Boulevard between Foothill Boulevard and Colorado Boulevard, with a height of approximately of four feet and a canopy width of one foot.

Chinese Elm

Two Chinese Elm (*Ulmus parvifolia*) trees are planted along San Gabriel Boulevard slighly south of Thompson Alley on the west side of the street. At 45 feel tall with a 60 foot canopy, the mature Chinese Elm tree provides seasonal shade throughout the year. The younger Chinese Elm does not yet provide substantial shade coverage, but appears to be growing in a healthy manner.

Carolina Laurel Cherry sapling at 71 N. San Gabriel Blvd.

ALTADENA DRIVE (CORSON STREET TO COLORADO BOULEVARD)

Street Segment	MSTP Designation(s)	Existing Tree Species and Count	
Altadena Drive (Corson Street to Colorado Boulevard)			
Corson St. to White St.	No Tree at Site	Golden Trumpet	4
		Southern Magnolia	2
White St. to Sierra Madre Blvd.	Cork Oak	No tree planted	
Sierra Madre Blvd. to Colorado Blvd.	No room for replant	No tree planted	

Currently, street trees planted along Altadena Drive do not align with MSTP designations. The Southern Magnolia and Golden Trumpet Tree are both planted along this segment of Altadena Drive, despite neither being designated in the MSTP. The three blocks between Sierra Madre Boulevard and Colorado lack a designated street tree, with the MSTP indicating "no room to replant" for this portion of the street. Opportunities for tree plantings are currently limited along other portions of Altadena Drive due to existing development and narrow sidewalk widths.

Southern Magnolia

Two Southern Magnolia trees (*Magnolia grandiflora*) are planted along Altadena Drive within the LPSP area, with heights ranging from 5 to 10 feet and canopy widths of approximately three feet. As large evergreen trees at maturity, Southern Magnolias can provide expansive year-round shade coverage, however the two Southern Magnolias planted at 325 N Altadena Drive are relatively young with limited canopy width at the time of assessment.

Golden Trumpet Tree

Four Golden Trumpet trees (*Tabebuia chrysotricha*) are planted along Altadena Drive within the LPSP area, with heights ranging from 5 to 15 feet and canopy widths ranging from 5 to 15 feet. As smaller as a deciduous tree, the Golden Trumpet Tree is used as an accent street with its showy bright yellow blossoms. A cluster of Golden Trumpet Trees planted in the median at 304 N Altadena Drive appear healthy with ample room for canopy growth.

Golden Trumpet trees at 325 N Altadena Dr.

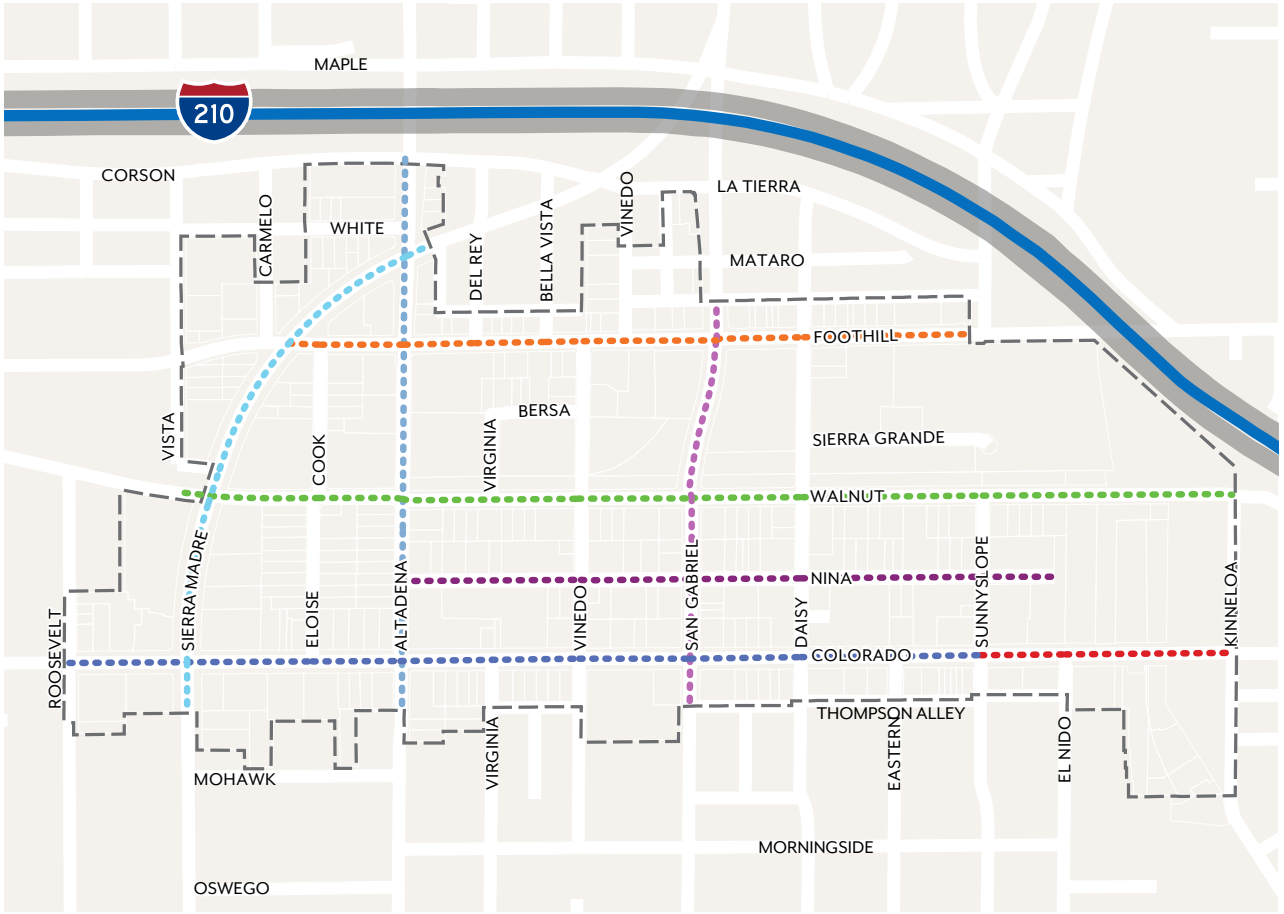
A.2.3 GUIDANCE FOR FUTURE TREE SELECTION

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

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

Street Segment	Tree Species
» Sierra Madre Boulevard (Colorado Blvd. to N. Altadena Dr.)	» Yew Pine (*Podocarpus macrophyllus*) » Chinese Flame Tree (*Koelreuteria bipinnata*) » Desert Willow (*Chilopsis linearis* Art's Seedless)
» Foothill Boulevard (Sierra Madre Blvd. to Sunnyslope Ave.)	» Various Oak Species (*Quercus spp.*) » Chinese Elm (*Ulmus parvifolia*)
» Colorado Boulevard (Roosevelt Ave. to Sunnyslope Ave.)	» Fern Pine (*Afrocarpus gracilior*) » Chinese Pistache (*Pistachia chinensis*) » Chinese Flame Tree (*Koelreuteria bipinnata*)
» Colorado Boulevard (Sunnyslope Ave. to N. Kinneloa Ave.)	» Chinese Pistache (*Pistachia chinensis*) » Chinese Flame Tree (*Koelreuteria bipinnata*) » London Plane (*Plantus x hispanica*)
» Walnut Street (Sierra Madre Blvd. to Sunnyslope Ave.)	» Cajeput Tree (*Melaleuca quinquenervia*) » Alternate: Flax-Leaf Paperbark (*Melaleuca linariifolia*) » London Plane (*Plantus x hispanica*)
» Nina Street (Altadena Dr. to Sunnyslope Ave.)	» Chinese Elm (*Ulmus parvifolia*) » Sawtooth Zelkova (*Zelkova serrata*)
» San Gabriel Boulevard (Foothill Blvd. to Thompson Alley)	» Cajeput Tree (*Melaleuca quinquenervia*) » Chinese Flame Tree (*Koelreuteria bipinnata*) » Pink Trumpet (*Handroanthus heptaphyllus*)
» Altadena Drive (Corson St. to Colorado Blvd.)	» Australian Willow (*Geijera parviflora*) » Maidenhair Treet (Ginkgo) (*Ginkgo biloba*)

Map A.2-2: Recommended Street Trees



Species 1: Yew Pine
Species 2: Chinese Flame
Species 3: Desert Willow (Art's Seedless)

Species 1: Various Oak Species
Species 2: Chinese Elm

Species 1: Fern Pine
Species 2: Chinese Pistache
Species 3: Chinese Flame

Species 1: Chinese Pistache
Species 2: Chinese Flame
Species 3: London Plane

Species 1: Cajeput
Species 2: Flax-Leaf Paperbark (Alternate)
Species 3: London Plane

Species 1: Chinese Elm
Species 2: Sawtooth Zelkova

Species 1: Cajeput
Species 2: Chinese Flame
Species 3: Pink Trumpet

Species 1: Australian Willow
Species 2: Maidenhair (Ginkgo)

Specific Plan Area

Metro A Line

Note: Dots indicate recommended tree species, but are diagrammatic and do not reflect actual recommended tree spacing.

Map A.2-3: Opportunities for Landscaped Medians and Mid-block Curb Extensions

Existing street medians with landscaping opportunities

Opportunities for mid-block curb extensions with landscaping and tree islands

Specific Plan Area

Metro A Line

Note: Dashes indicate recommended locations for mid-block curb extensions for tree island plantings, but are diagrammatic and do not reflect actual recommended tree plantings.

SIERRA MADRE BOULEVARD (COLORADO BOULEVARD TO ALTADENA DRIVE)

- Yew Pine (*Podocarpus macrophyllus*)
- Chinese Flame (*Koelreuteria bipinnata*)
- Desert Willow (*Chilopsis linearis* Art's Seedless)

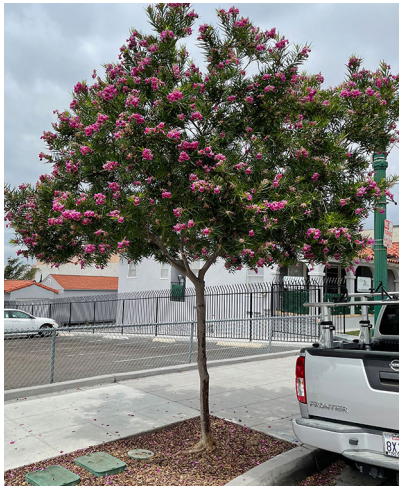
The existing Sierra Madre Boulevard streetscape is characterized by the Yew Pine tree, which creates a consistent street tree environment as the single street tree designated along this segment of Sierra Madre Boulevard.

It is recommended that the Yew Pine remain as a designated species along this street segment due to the success of existing plantings, complemented by additional tree species to provide variety and visual accent. It is recommended that the Chinese Flame be added as a designated shade and accent tree for Sierra Madre Boulevard, due to its success where currently planted in various locations throughout the LPSP area. The Desert Willow (Art's Seedless variety) is also recommended, to promote the introduction of native species and biodiversity, and to serve as a smaller shade and accent tree featuring pink flowers.

While the MSTP does not apply to street medians, it is recommended that the medians along Sierra Madre Boulevard are enhanced to accommodate vegetative landscaping and trees, consistent with or complementary to these recommendations. Flowering accent trees are recommended for street medians to enhance the streetscape's visual character.

An example of a Chinese Flame Tree.

Yew Pine tree located at 145 N Sierra Madre Blvd.



Desert Willow Tree (Photo source: SelecTree. UFEI. Cal Poly State University, San Luis Obispo)

FOOTHILL BOULEVARD (SIERRA MADRE BOULEVARD TO SUNNYSLOPE AVENUE)

- Various Oak species (*Quercus spp.*)
- Chinese Elm (*Ulmus parvifolia*))

The Foothill Boulevard corridor features a mix of evergreen and deciduous trees, with Chinese Elm and various Oak Species being prominent. Despite Foothill Boulevard being an auto-oriented corridor, the Chinese Elm and Oak species are performing a positive shade function for the benefit of the streetscape.

Various Oak trees exist successfully along Foothill Boulevard, therefore it is recommended these species remain designated within this area on the MSTP. In considering future development along Foothill Boulevard, it is important to account for space needs of these Oak species. At maturity, Oak species require generous setbacks for their expansive canopies and should be planted accordingly. As an alternative shade tree, the Chinese Elm is recommended due to its success in the LPSP area, and because It provides contrasting colors that complement existing Oak trees.

While the MSTP does not apply to street medians, it is recommended that the existing medians along Foothill Boulevard are enhanced to accommodate vegetative landscaping and trees, consistent with or complementary to these recommendations. Colorful accent trees are recommended for street medians to enhance the streetscape's visual character. These recommendations also apply to tree islands within mid-block curb extensions, which should be considered for portions of Foothill Boulevard where sidewalk width is limited for tree planting.

Chinese Elm trees at 2895 Nina St.

An example of a Live Oak tree.

An example of a Holly Oak tree.

COLORADO BOULEVARD (ROOSEVELT AVENUE TO KINNELOA BOULEVARD)

- Fern Pine (*Afrocarpus gracilior*)
- Chinese Pistache (*Pistachia chinensis*)
- Chinese Flame (*Koelreuteria bipinnata*)
- London Plane (*Plantus x hispanica*)

The Colorado Boulevard corridor contains a mix of deciduous and evergreen trees, including Chinese Flame Tree, Chinese Pistache, and Indian Laurel Fig trees. The Indian Laurel Fig tree is most prevalent, with a combined total of 62 trees.

Future street plantings should aim to address pedestrian shade on this key pedestrian corridor, while transitioning away from the aging Indian Laurel Fig trees which are expected to reach the end of their lifespan over the coming 30 years. While the Indian Laurel Fig trees have been successful in providing expansive shade coverage, they are susceptible to fungus, and bring accessibility and maintenance issues due to their aggressive root systems and leaf and fruit litter. The Fern Pine (*Afrocarpus gracilior*) is recommended to replace the Indian Laurel Fig as the primary evergreen shade tree on Colorado Boulevard from Roosevelt Avenue to Sunnyslope Avenue, given its similarity in appearance, form, and character to the Indian Laurel Fig, without its problematic features. Successful plantings of the Fern Pine can be found throughout the greater Los Angeles Basin.

The Chinese Pistache and Chinese Flame Trees are recommended to remain as designated trees along the corridor given their success as both shade and accent trees, partiuclarly east of Sunnyslope Avenue. For the portion of Colorado Boulevard between Sunnyslope Avenue and Kinneloa Boulevard only, it is recommended the London Plane (*Plantus x hispanica*) also be added as a designated street tree. The London Plane is a resilient species that can thrive in urban environments, and will add visual variety and expansive shade coverage to the eastern portion of Colorado Boulevard. As a nod to the native California Sycamore (*Platanus racemosa*), a closely related species often found near streams, the London Plane is recommended specifically where the Eaton Wash passes under the LPSP area. The currently designated King Palm and Date Palm species are not recommended for future plantings due to their limited shade benefits.

While the MSTP does not apply to street medians, it is recommended that the existing medians along Colorado Boulevard are enhanced to accommodate vegetative landscaping and trees, consistent with or complementary to these recommendations. Colorful accent trees are recommended for street medians to enhance the streetscape's visual character.

An example of London Plane trees.

An example of Fern Pine trees.

WALNUT STREET (ROOSEVELT AVENUE TO KINNELOA BOULEVARD)

- Cajeput (*Melaleuca quinquenervia*)
- Alternate: Flax-Leaf Paperbark (*Melaleuca linariifolia*)
- London Plane (*Plantus x hispanica*)

The Walnut Street corridor contains a diverse mix of evergreen and deciduous trees, such as the Cajeput Trees, Sawtooth Zelkovas, and Mexican Fan Palms. The Cajeput is the most prevalent species with 102 trees.

For future plantings, the Cajeput should remain a designated species, as it is currently successfully contributing to the Walnut Street streetscape. As an alternative, the Flax-Leaf Paperbark is recommended for designation to improve biodiversity along Walnut Street and offer seasonal interest with different flowering seasons compared to the Cajeput. The London Plane is also recommended for designation as a resilient species that can provide expansive shade coverage. As a nod to the native California Sycamore (*Platanus racemosa*), a closely related species often found near streams, the London Plane is recommended for Walnut Street where the Eaton Wash passes under the LPSP area.

Cajeput tree at 2670 E Walnut St.

An example of a London Plane tree.

NINA STREET
(ALTADENA DRIVE TO SUNNYSLOPE AVENUE)

- Chinese Elm (*Ulmus parvifolia*)
- Sawtooth Zelkova *(Zelkova serrata*)

The existing Nina Street streetscape between Altadena Drive to Sunnyslope Avenue contains a strong presence of Chinese Elm and Sawtooth Zelkova trees. Both trees provide ample shading along Nina Street. The Chinese Elm is the most prevalent species with a total of 51 trees.

To complement existing plantings and reinforce the consistent tree canopy along Nina Street, it is recommended that the Chinese Elm remain designated due to compatibility with existing plantings and anticipated development typologies. It is also recommended that the Sawtooth Zelkova be added as a designated tree for this segment due to their existing plantings along Nina Street. Both tree species provide warm fall colors adding visual interest to the urban landscape. Establishing a mix of these tree species will add subtle variation between trees and improve biodiversity.

Clusters of Chinese Elm trees.

Sawtooth Zelkova tree at 2659 Nina St.

SAN GABRIEL BOULEVARD (FOOTHILL BOULEVARD TO THOMPSON ALLEY)

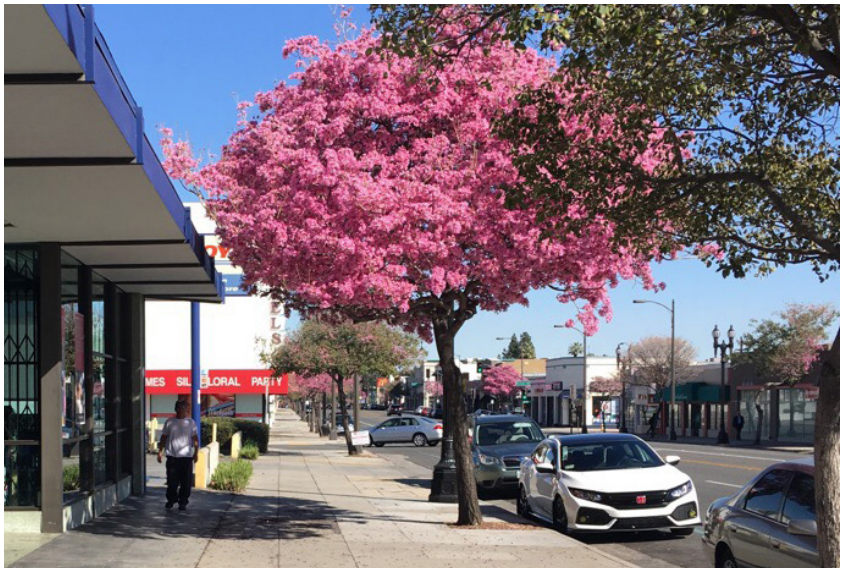
- Cajeput Tree (*Melaleuca quinquenervia*)
- Chinese Flame Tree (*Koelreuteria bipinnata*)
- Pink Trumpet (*Handroanthus heptaphyllus*)

The San Gabriel Boulevard streetscape benefits from existing groups of Bronze Loquat and Cajeput trees, but as a wide arterial corridor, the street lacks a consistent and substantial tree canopy to provide pedestrian shade and comfort.

For future plantings, there are opportunities to create a cohesive streetscape experience along San Gabriel Boulevard. As a medium sized courtyard tree without high drought tolerance, the Bronze Loquat is not recommend to remain as a designated species along the corridor. Cajeput, Chinese Flame, and Pink Trumpet trees are recommended for planting throughout the corridor due to their success along other corridors throughout the LPSP area. To complement the Cajeput trees' evergreen canopies, the Chinese Flame and Pink Trumpet trees will provide accents of seasonal color throughout the year. The Chinese Flame Tree is a drought-tolerant tree with yellow floral blooms in the summer that transform into orange, red, or salmon-colored papery seed capsules. The Pink Trumpet tree is known for its showy, trumpet-shaped flowers that bloom in vibrant shades of pink, typically in late winter to early spring. Its ability to tolerate a range of soil conditions and moderate drought tolerance makes it a versatile choice for enhancing the San Gabriel Boulevard streetscape.

While the MSTP does not apply to street medians, it is recommended that the medians along San Gabriel Boulevard are enhanced to accommodate vegetative landscaping and trees, consistent with or complementary to these recommendations. Pink Trumpet trees are recommended for street medians to enhance the streetscape's visual character.

Cajeput Tree at 98 N San Gabriel Blvd.



An example of a Pink Trumpet tree.

ALTADENA DRIVE (CORSON STREET TO COLORADO BOULEVARD)

- Australian Willow (*Geijera parviflora*)
- Maidenhair Tree (Ginkgo) (*Ginkgo biloba*)

The Altadena Drive streetscape features a mix of deciduous and evergreen trees with the Golden Trumpet as the most prevalent species along the street segment. The Cork Oak is designated by the MSTP but is absent from this this stretch of Altadena Drive. The existing streetscape from Sierra Madre Boulevard to Colorado Boulevard lacks street trees due to narrow sidewalks and existing development. However, with the LPSP's updated development standards for sidewalk widths, setbacks, and stepbacks, the streetscape will be able to accommodate mature street trees more successfully as redevelopment occurs.

It is recommended that the Maidenhair (*Ginkgo biloba*) and the Australian Willow (*Geijera parviflora*) be designated as street trees along Altadena Drive. Maidenhair trees produces lush, bright green leaves in the spring and summer, and brilliant golden leaves during the fall and winter months. The Maidenhair tree also serves as a both a shade and accent tree, with a less disruptive planting area and a smaller canopy width that is less likely to conflict with adjacent development. The Australian Willow is an evergreen tree that produces small white flowers, and its graceful, weeping shape creates visual interest in the urban environment.

While the MSTP does not apply to street medians, it is recommended that the existing medians along Altadena Drive are enhanced to accommodate vegetative landscaping and trees, consistent with or complementary to these recommendations. Maidenhair trees are recommended for street medians to enhance the streetscape's visual character. These recommendations also apply to tree islands within mid-block curb extensions, which should be considered for portions of Altadena Drive where sidewalk width is limited for tree planting.

An example of Maidenhair trees (Ginkgo).

An example of a Australian Willow tree.