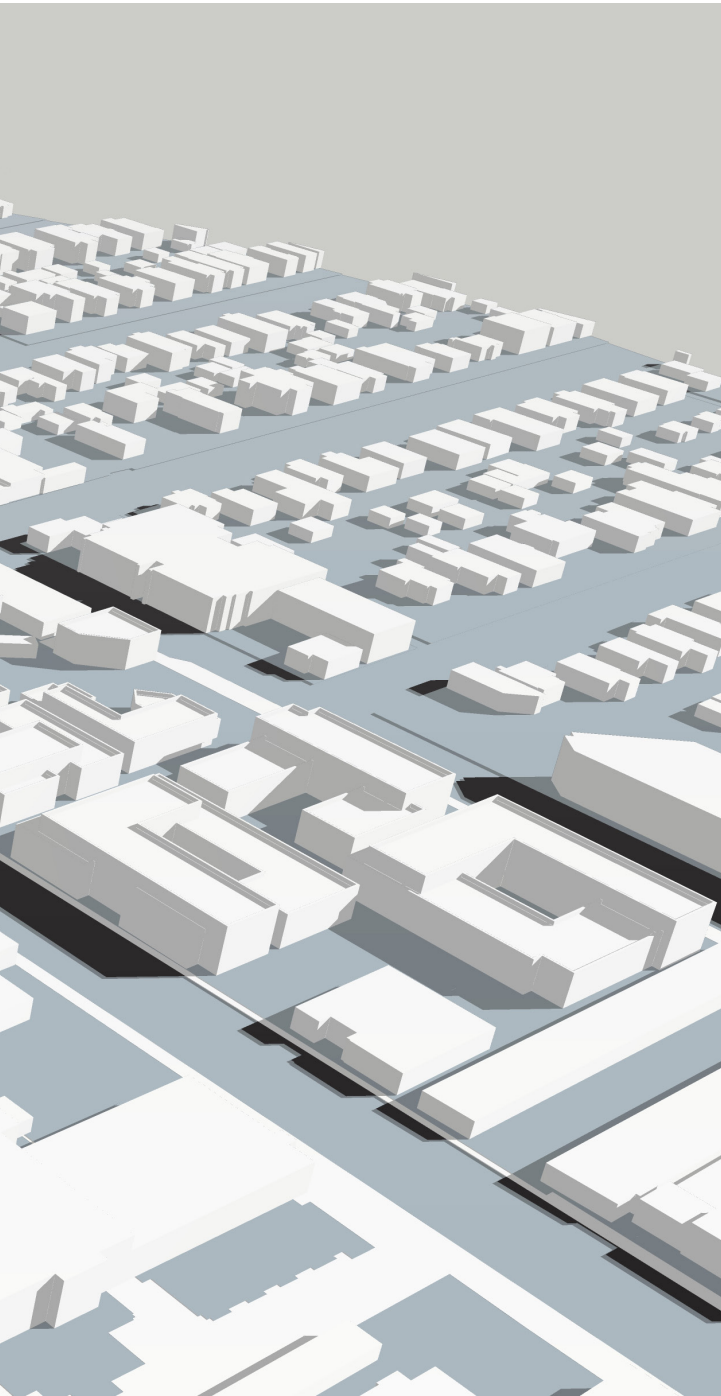


2. Vision



A. INTRODUCTION

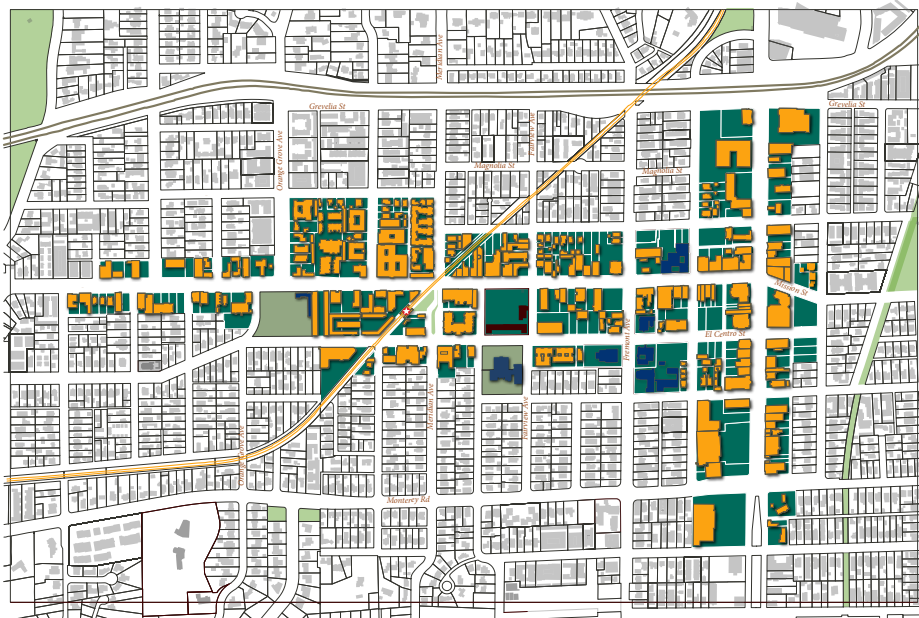


Figure A2.1. Downtown Boundary Map.

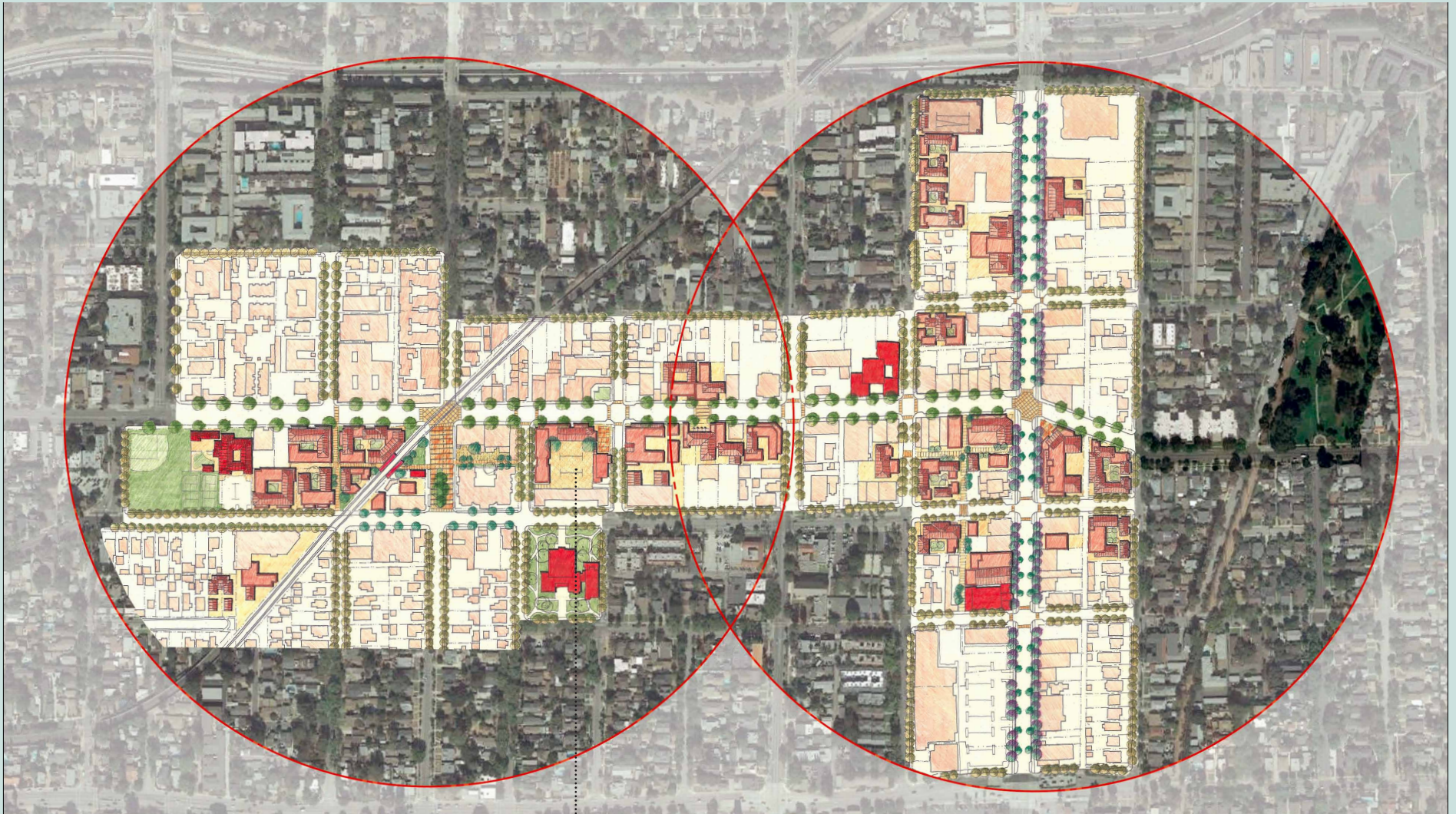
This Plan outlines a vision for the transformation of an approximately 20-block area of Downtown South Pasadena, located just south of the 110 Freeway and focused on Fair Oaks Avenue and Mission Street. Fair Oaks Avenue is a major north-south arterial that goes through the city. Mission Street is the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

B. KEY IDEAS OF THE VISION

- 1. Two Distinct Districts** – The vision sees the study area as two distinct districts that are adjacent and complimentary to one another. Both districts have a clear historic center with commercial and retail uses surrounded by single and multi-family neighborhood fabric. The Mission District is centered on the light rail station. The Fair Oaks District is centered on the Fair Oaks – Mission street intersection. Both are enhanced in this vision.
- 2. Two Great Streets** – The vision is physically organized on the enhancement of Mission and Fair Oaks as two great streets. Mission is seen as a more intimate Main Street with historic commercial buildings and parklets. Fair Oaks is re-designed as grand double-tree lined arterial going from north to south.
- 3. Leveraging Public Transit and Multimodality** – The presence of the Metro A Line Station is enhanced and celebrated. The space around the station is enhanced as a plaza that announces a consciously designed sense of place to commuters getting on or off at this station. Additionally, both Fair Oaks Avenue and Mission Street are re-designed with bicycle lanes to encourage multi-modality.
- 4. An Intricate Network of Open Spaces** – This vision identifies existing open spaces within the study area and stitches them to new

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

- 5. Park Once, Pedestrian First** – The two districts are designed to be Park Once walkable places. Carefully located public parking places ensure parking distribution throughout the two districts, and encourages people to walk to various destinations throughout. All parking is designed to be subservient to the pedestrian and invisible from the public realm.
- 6. Responsible Infill Development** – This vision promotes selective and responsible infill development along both Mission and Fair Oaks in forms that are specific to their respective streets. The policies and regulations that accompany this vision build on this idea.
- 7. Preserving Historic Buildings** – This vision identifies and preserves all historic buildings on both Mission Street and Fair Oaks Avenue. New development on Mission Street, particularly east of the station is regulated to build on the character and quality of existing historic commercial and mixed-use buildings to preserve the historic character and quality of the historic character of street.



Alternate layout for SPUSD property that allows a larger building footprint (more leaseable area) within a three-story framework.

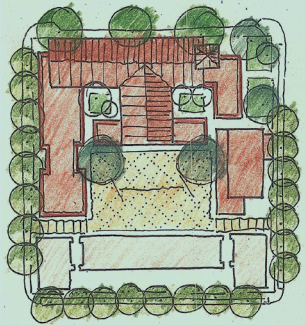


Figure A2.2. The Illustrative Master Plan is the summation of all the catalytic projects. It illustrates a hypothetical built out rendition for Downtown South Pasadena. It specifically shows how public and private improvements could over time, transform the downtown into a unique destination. It shows the various open spaces existing and proposed integrated into a single cohesive network. It shows the possible formal disposition of various infill projects that will transform the downtown.



C. CATALYTIC PROJECTS

1. Public Improvement Projects

- A. **Fair Oaks & Mission Intersection Enhancement** – This project enhances the intersection of Mission Street & Fair Oaks Avenue into a pedestrian-friendly crossing and a visually attractive place. It repaves the entire intersection to define the crossing as a definitive center. The southeast and southwest parcels at this intersection are envisioned with new infill buildings with a quality and character appropriate to enhancing this place.
- B. **Parklets on Mission Street** – To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, a series of parklets are proposed to be distributed throughout the street. Parklets would occupy the space of parallel parking stalls, and are designed as intimate places for outdoor gathering. The introduction of parklets along Mission Street in place of on-street parking received a jump start during the COVID-19 pandemic triggered by the need for restaurants to provide more outdoor dining space. Parklets are envisioned to be less prevalent in the tree-lined formality of Fair Oaks Avenue.
- C. **Mid-block crossings on Mission Street** – These crossings help break the large block lengths and encourage pedestrian activity along and across the street. Mid-block crossings should be added where locations meet the City-established thresholds for safety and pedestrian activity.
- D. **Mission Street Mobility Enhancement** – Pending further study, Mission Street could become a Main Street with two travel lanes, two bicycle lanes, and parallel parking on both sides. This would reinforce the character of Mission Street as a bicycle-friendly street connecting the Metro A Line station to Fair Oaks Avenue.
- E. **Fair Oaks Avenue Mobility Enhancement** – Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It could be restriped to have four travel lanes, two bi-



Figure A2.3 Open Space and Amenity Map.

- cycle lanes and parallel parking on both sides. The bicycle lanes are located closest to the street curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb outs at each intersection could help slow traffic speeds but must be designed to work with the bike lanes for continuous bicycle accessibility.
- F. **Metro Area Enhancement** – The area around the Metro A Line station is significantly enhanced. The existing triangular park to the east of the station should be retained. The asphalted road to the east of the station could be redesigned as a paved plaza. The existing historic monuments and Oak trees in this space should likewise be retained. The intersection of Mission Street and Meridian Avenue could be paved to enhance pedestrian connectivity on both sides of Mission Street. The station platform should be directly connected to open spaces on both west and east by stairs or ramps directly from the platform.
- G. **Pico Alley enhancement** – The existing alley east of the station could be paved and enhanced with string lights. The alley could become a gathering space as well as an important pedestrian connection from the station to the eastern blocks, as an alternative to Mission Street.
- H. **Edison Lane enhancement** – The existing alley behind the Rialto Theater could be paved and enhanced with trees and string lights to become a distinct north-south pedestrian connection between the Rialto Theater and Mission Street.



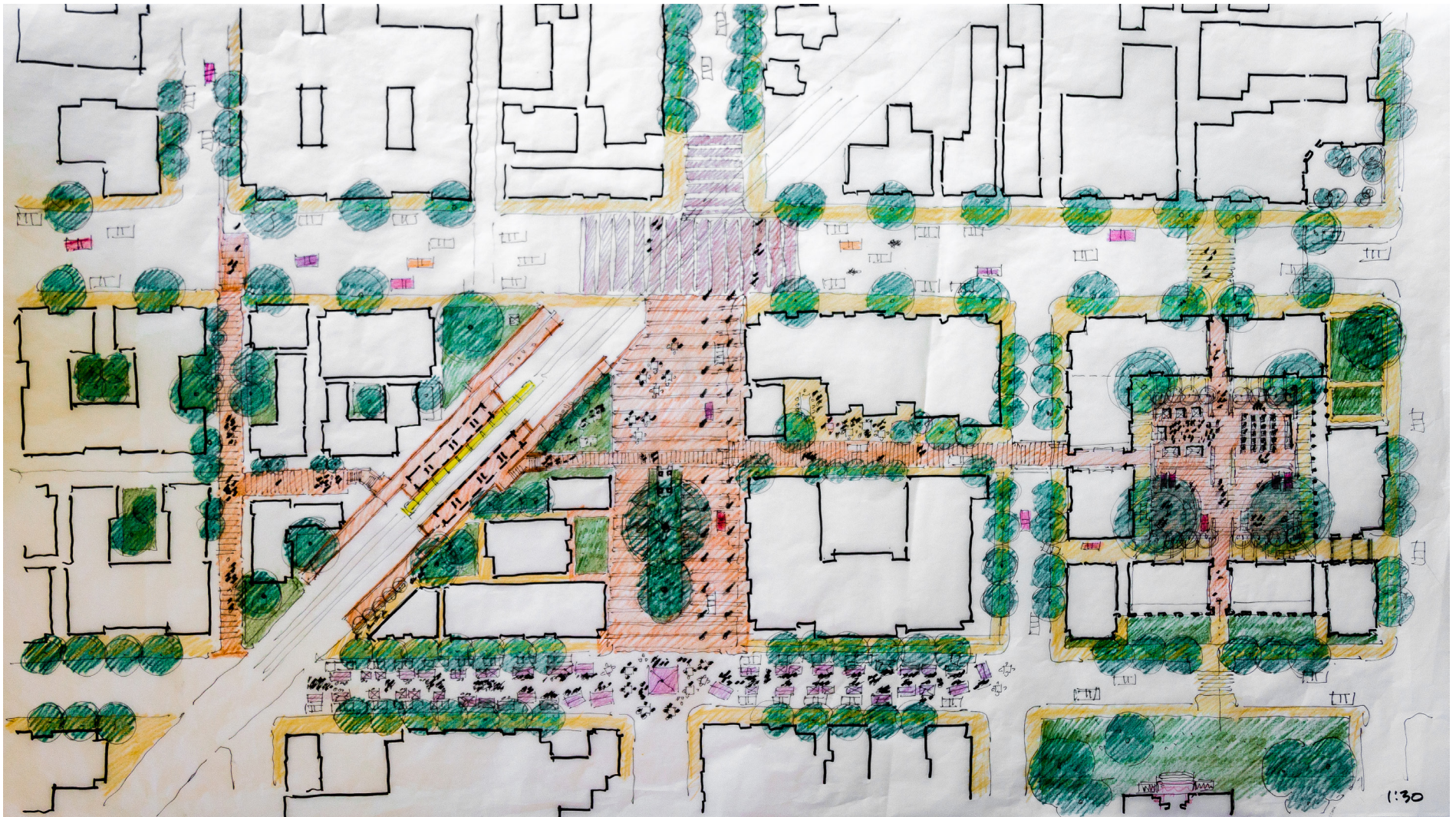


Figure A2.4. Illustrative Plan for Metro Station Area.

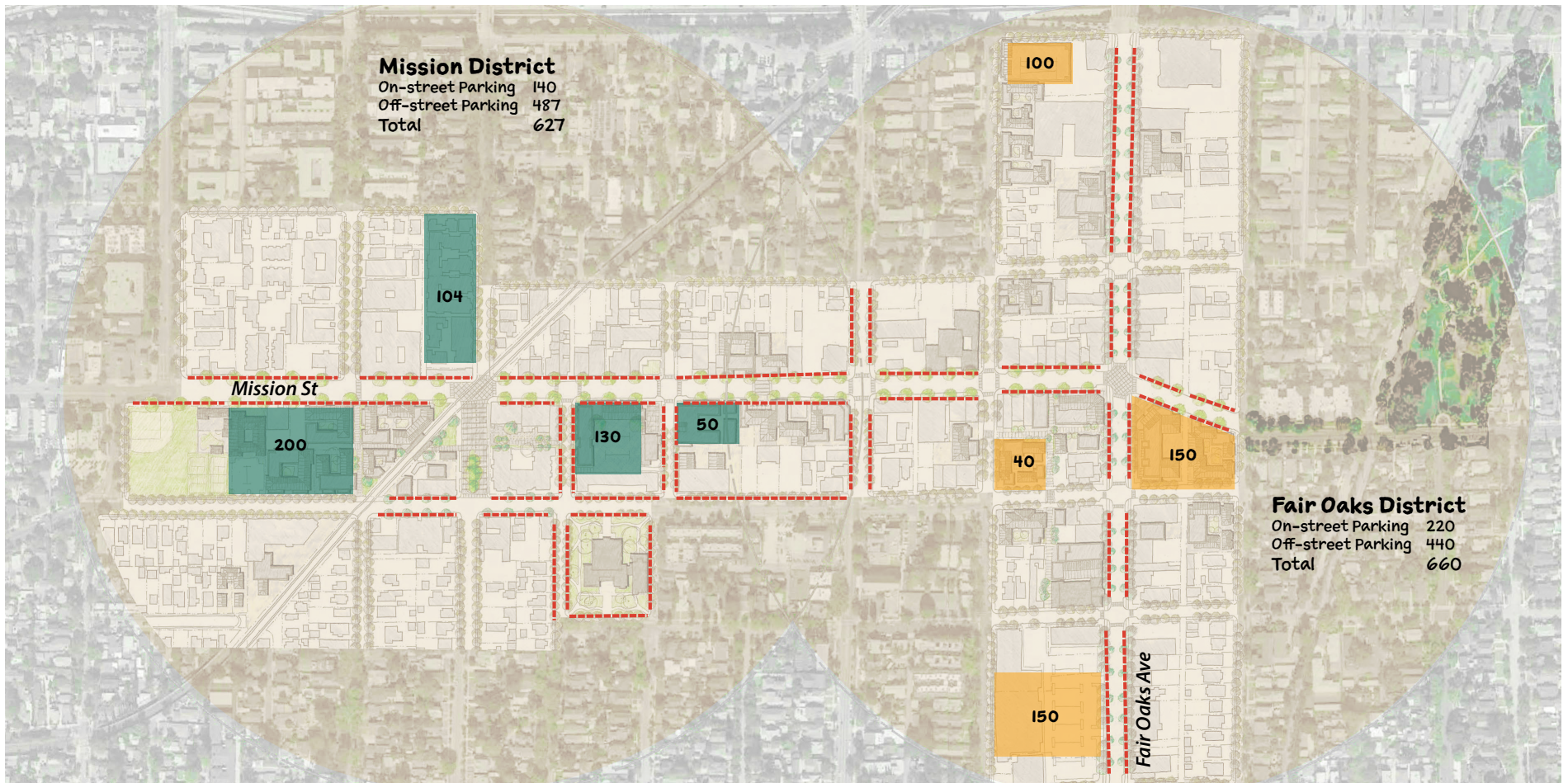


Figure A2.5. The diagram shows the envisioned distribution of public parking within the two districts. The parking – as part of individual private developments – can over time create a balanced and evenly distributed series of concentrated public parking locations all within a ¼ mile, 5-minute walk shed from the center of each of the districts.

2. Public Improvement Projects with Private Collaboration

1. **Parking Structure adjacent to freeway** – The plan envisions a “park-once” parking structure to serve the northern area of the Fair Oaks Avenue zone. The structure could be located in the vicinity of the 110 Freeway.
2. **Various parking garages as part of infill projects** – The plan encourages private infill development to facilitate public access to parking for a fee. Providing public parking in this manner allows the City to reduce its own expenditures on public parking garages. It also serves to distribute public parking throughout the district and makes private development a part of the solution by providing for the needs of a walkable commercial district.

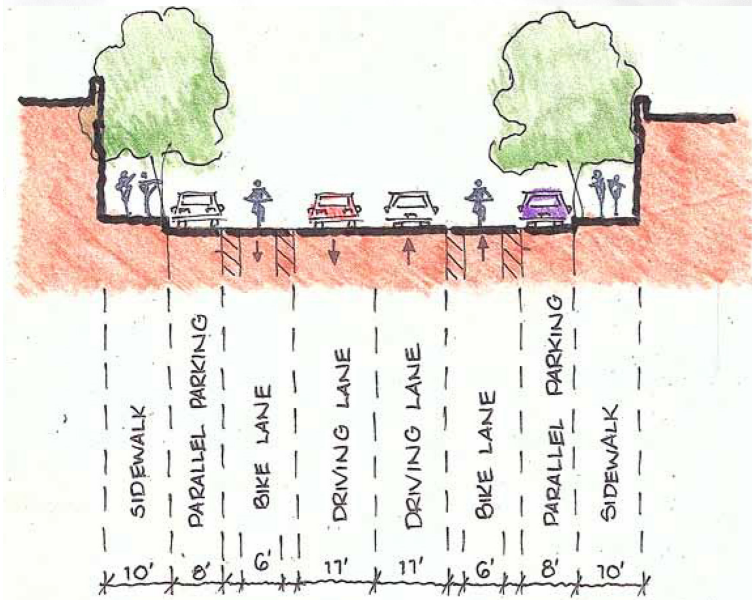


Infill along Mission Street.

3. Private Projects with Municipal Collaboration

1. **Various Infills along Fair Oaks Avenue**– The plan envisions various mixed-use infill developments along Fair Oaks Avenue. These infills will be up to 4 to 6 stories tall, with active ground floors lining the sidewalks. In order to ensure that the form and character of these new buildings is not monolithic, a number of standards and guidelines are provided as part of this vision to enable contextually sensitive development.
2. **Various Infills along Mission Street** – New infill along Mission Street will be up to 4 to 5 stories tall with a two-story base with active ground floor, keeping the existing scale of Mission Street. To enable new buildings to preserve the historic two-story context of Mission Street, building frontage along Mission Street will have a two-story base. The massing for additional floors will provide a stepback of six feet.
3. **SPUSD site development with central parking plaza** – This is a mixed-use development with retail at the street level facing Mission Street, and residential uses at the upper floors. The historic buildings are preserved. It is possible for this project to retain the existing central parking lot in part or whole. This space is currently used as flex space both for public parking as well as an event space on various occasions. The lot could be paved and converted into an attractive plaza like space used flexible for parking and other uses.
4. **Plaza at corner of Fair Oaks Avenue and Mission Street** – This triangular plaza could be done as part of the private infill development on the parcel at the southeast and southwest corner of Fair Oaks Avenue and Mission Street.





Left Page: Rendering of parklet on Mission Street.

Top Figure A2.6. Illustrative Plan showing Mission Street mobility enhancements.

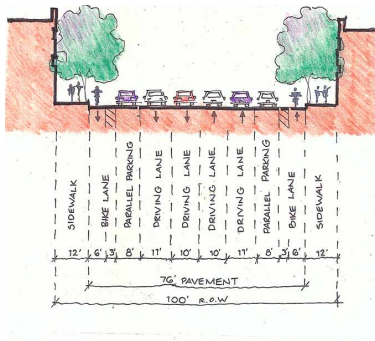
Left Figure A2.7. Proposed section of Mission Street.



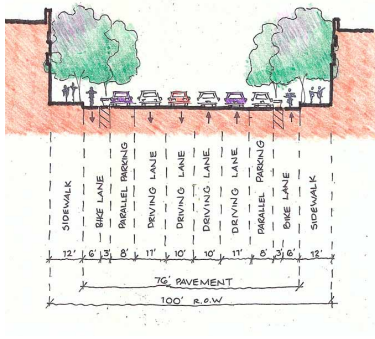


Left Page Figure A2.8. Illustrative Plan for the intersection of Fair Oaks Avenue and Mission Street.

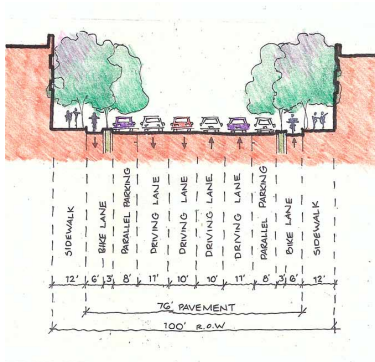
Figure A2.9. Aerial rendering of the Fair Oaks Avenue and Mission Street intersection.



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



Fair Oaks Avenue Option 2:
Painted bike lanes with potted plants in separator



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

Figure A2.10. Phased improvements on Fair Oaks Avenue.

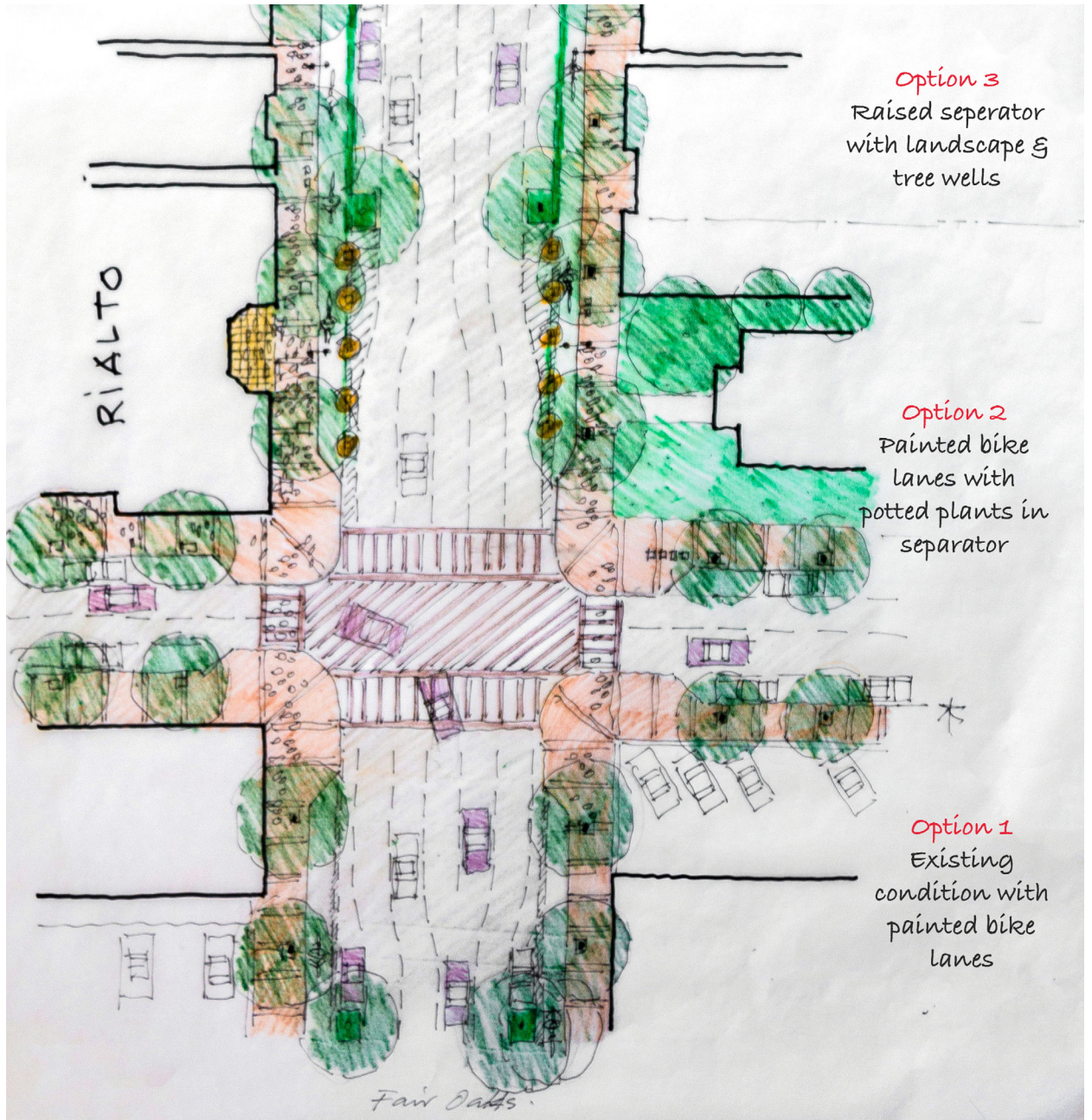


Figure A2.11. Illustrative plan for Fair Oaks Avenue. The bicycle lanes are located closest to the street curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases.



Figure A2.12. Fair Oaks Avenue is envisioned to be configured as a grand double-tree lined north-south arterial. It will be restriped to have four travel lanes, two bicycle lanes, and parallel parking on both sides.

