

Part B Policy



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

01. Our Natural Community

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

02. Our Prosperous Community

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

03. Our Well Planned Community

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

04. Our Accessible Community

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

05. Our Resilient Community

Address Downtown's ability to bounce back and thrive in face of adversity.

06. Our Healthy Community

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

07. Our Safe Community

Enhance personal and community safety and security in Downtown.

08. Our Active Community

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

09. Our Creative Community

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





01



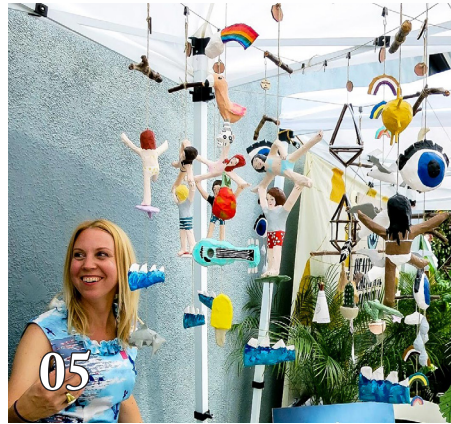
02



03



04



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08



09

Three lens filters identify policies that address specific interest to South Pasadena residents:

1. **Aging in Place** is preserving the ability for people to remain in their home or neighborhood as long as possible.
2. **Social Equity** seeks to integrate elders, youth, and the minority races more meaningfully into the civic discourse.
3. **Vision Zero** seeks to eliminate all traffic fatalities in South Pasadena, while increasing safe, healthy, equitable mobility for all.

The nine plan elements feature policies and actions.

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

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





1 OUR NATURAL COMMUNITY

A. Green Infrastructure

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

In the Downtown area the Green Infrastructure includes:

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



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

B. Air

The two main pollutants of concern in South Pasadena are ozone and suspended particulate matter. In South Pasadena, reducing air pollution is contingent on reducing the number of Vehicle Miles Traveled (VMT) in the City.

Promoting walkable and mixed-use development that is served by high quality transit service and promoting complete street policies that encourage walking and use of public transit, can reduce traffic congestion and improve air quality.

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

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

lanes are located closest to the street curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb outs at each intersection help slow traffic speeds. The bicycle lanes remain continuous across the bulb outs.

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



Bikeshare demonstration at South Pasadena station.

Policies and Actions

P1.1 Promote alternative transportation modes like walking, biking, and transit that reduce emissions related to vehicular travel.

- A1.1 Redesign Mission Street and Fair Oaks Avenue to promote walking, biking, ridesharing, public transit use, the use of alternative fuel vehicles, or other clean engine technologies. 🚶 🚲 🚗 🚘 🚙



Aging in Place



Social Equity



Vision Zero

C. Water

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

Green Streets: Green Streets incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff. This type of infrastructure can also be a design element that creates attractive streetscapes. The City should consider opportunities to implement green streets consistent with the City's Water Conservation Ordinance, where feasible.

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

Policies and Actions

P1.2 Promote and require the integration of Green Infrastructure into storm water management systems.

Incorporate natural systems into the Downtown built environment to promote a healthy and resilient ecosystem.

- A1.2a Review and revise development regulations to encourage a green approach in new developments. Minimize impervious areas. Develop new projects and retrofit existing surfaces to reduce runoff through infiltration. 🌿
- A1.2b Incorporate Green Street elements into the redesign of Mission Street and Fair Oaks Avenue. 🌿 🚲 🚶
- A1.2c Promote the use of green roofs, bio-swales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution. 🌿 🌿
- A1.2d Promote the use of captured rainwater, grey water, or recycled water. 🌿 🌿

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

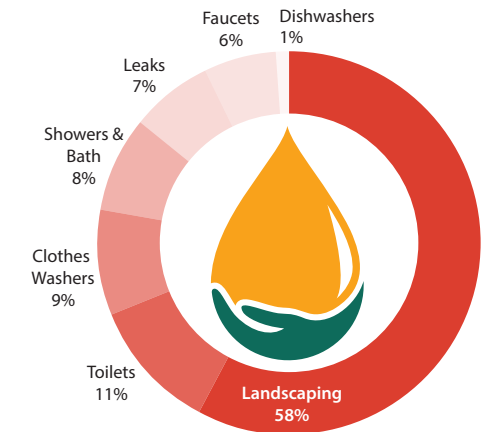


Figure B.1. Water Usage. Outdoor watering of lawns and gardens makes up approximately 58% of home water use. Source: South Pasadena Public Works.



D. Trees

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

The Mission Street conceptual redesign includes a tree-lined intimate Main Street with historic commercial buildings and parklets. Fair Oaks Avenue could be re-designed as a grand double-tree lined north-south arterial. Improving the urban forest and significantly increasing tree canopy in the Downtown area will require many new trees and an investment in infrastructure improvements to support them. Once adequate soil volumes are in place, and coordinated with private development and smart stormwater management strategies, the Downtown urban forest will be a sustainable amenity that delivers numerous social, environmental and economic benefits for generations to come.

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

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

Policies and Actions

P1.3 Preserve, manage, and grow the downtown tree canopy.

- A1.3a Preserve the existing Downtown canopy with continued maintenance and protection against tree removal. 🌳 🌳
- A1.3b Replace the dead, diseased, declining, or poorly structured, street trees. 🌳 🌳
- A1.3c Plant new trees annually on Downtown streets and parks. 🌳 🌳
- A1.3d Require smart irrigation controls for newly planted trees that adequately water the trees without wasting water. 🌳 🌳
- A1.3e Increase species diversity – encouraging the use of native, non-invasive, and water efficient species for a more resilient urban forest. 🌳 🌳
- A1.3f Craft appropriate incentives that encourage property owners to add green infrastructure on private property, including trees, living walls and green roofs. 🌳 🌳
- A1.3g Require new development to plant street trees along the property frontages. 🌳 🌳
- A1.3h Support BID as a funding source for maintaining trees in the Downtown area. 🌳 🌳
- A1.3i Explore alternate sources such as fundraising and private sector donations for planting and maintaining street trees. 🌳 🌳



Aging in Place



Social Equity



Vision Zero

2. OUR PROSPEROUS COMMUNITY

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

Existing Conditions

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

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

Downtown Los Angeles neighborhoods, such as Chinatown, Little Tokyo, and the Arts District.

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

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

This strategy provides a framework for the City to take advantage of the

aforementioned strengths to address the key limitations described above, improving the vibrancy of Downtown South Pasadena while enhancing the city's overall fiscal health and quality of life.

Community Feedback



Focus Group Meeting.

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

Market Overview

Mission Street and Fair Oaks Avenue have seen the bulk of new development

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

Mission Street and Fair Oaks Avenue also contain the majority of the City's retail space. Mission Street is composed of mostly small, storefront businesses, whereas Fair Oaks Avenue generally contains larger format retail. Within the last decade, no new shopping centers have been built in the City, but approximately 68,000 square feet of nonshopping center retail has been built, which the City has added at a faster rate than its Competitive Market Area. Approximately half of this new retail development has been in ground floor space in mixed-use buildings on Mission Street. Retail vacancy on Mission Street and Fair Oaks Avenue has remained below 5 percent over the past 10 years, as it has throughout the City. The market and demand analysis found that of the 175,000 to 260,000 square feet of retail space that the City could support over the next 20 years, approximately 55,000 to 80,000 square feet of that could be supported on Mission Street, and another 125,000 to 180,000 square feet could

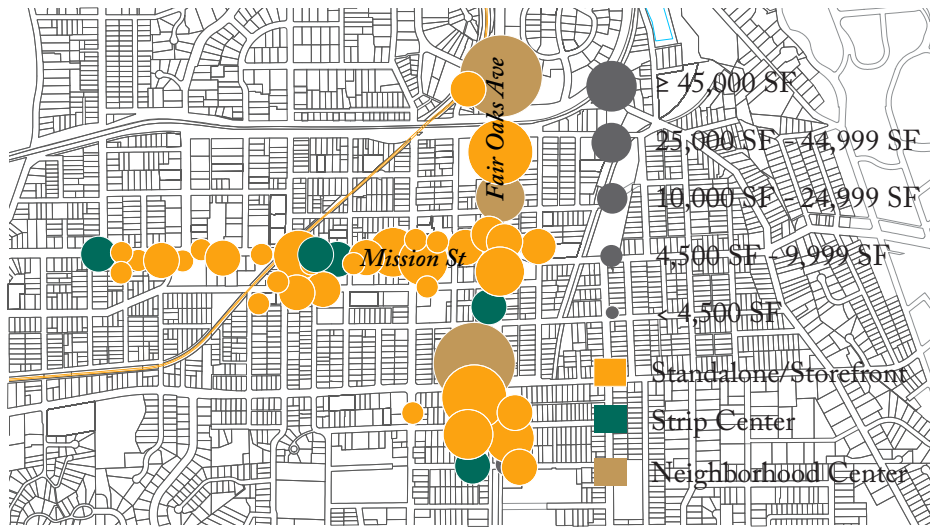


Figure B.2. Mission Street is the City’s historic ‘Main Street,’ with many small storefront businesses oriented around the South Pasadena Metro A Line station promoting walkability. Fair Oaks Avenue is wider and more auto-oriented, containing larger format retail uses, including a number of neighborhood serving shopping centers anchored by grocery stores.

be supported on Fair Oaks Avenue.

The majority of office space in the Specific Plan Area is located north of Mission Street on Fair Oaks Avenue, including South Pasadena’s only Class A office building at 625 Fair Oaks Avenue. Other office spaces in the Specific Plan Area are primarily smaller Class B, catering to small businesses and professional service providers. Rents are more affordable and vacancy is usually lower in South Pasadena in comparison with the surrounding competitive office submarkets, indicating that higher rents could potentially be achievable. Downtown South Pasadena is currently lacking in creative office space, which has been in high demand in nearby submarkets. Creative office spaces are typically larger commercial properties that offer flexible spaces to multiple tenants. Most creative offices are housed within refurbished

older buildings to maximize value via adaptive reuse. Such office developments are targeted toward boutique professional service firms, design firms and small entertainment and media companies. This type of creative space could serve the many South Pasadena residents who work in the creative sector. Prior to the pandemic, with its associated office closures, the performance of creative office properties elsewhere in South Pasadena, such as 1010 Sycamore Avenue, had been strong. Although it is still unknown whether the trend to work from home will remain strong and how much this will impact the traditional and creative office markets in a new era, it does seem that an opportunity exists to provide additional creative office space in the Specific Plan Area.

Policies and Actions

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

- P2.1 Enhance internal and external economic development delivery capacity.**
- A2.1a** Designate a City staff member to oversee downtown economic development initiatives and partnerships.

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

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

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



Aging in Place



Social Equity

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

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

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

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

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

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

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

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

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



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



Aging in Place



Social Equity



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

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

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

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

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

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

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

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

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

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

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

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

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

A2.4c Link businesses to active transportation by considering the long-term implementation of the Bicycle Friendly Business Pilot Program. 🌐 🗺️

The City should consider transitioning the Bicycle Friendly Business Pilot Program into a permanent program, as it could be useful for attracting patrons from outside of the immediate community with minimal impact to parking demand as well as traffic.



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

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


A2.5 Pursue the appropriation of Metro funding resulting from the recently disbanded 710 freeway tunnel initiative for public realm objectives.  

The Board of the Los Angeles County Metropolitan Transportation Authority recently voted to drop their support of the 710 freeway tunnel and instead devote \$700 million to a range of transportation infrastructure improvements. The City should actively pursue this funding to mitigate the impact of the heavy northsouth through traffic that runs through South Pasadena.

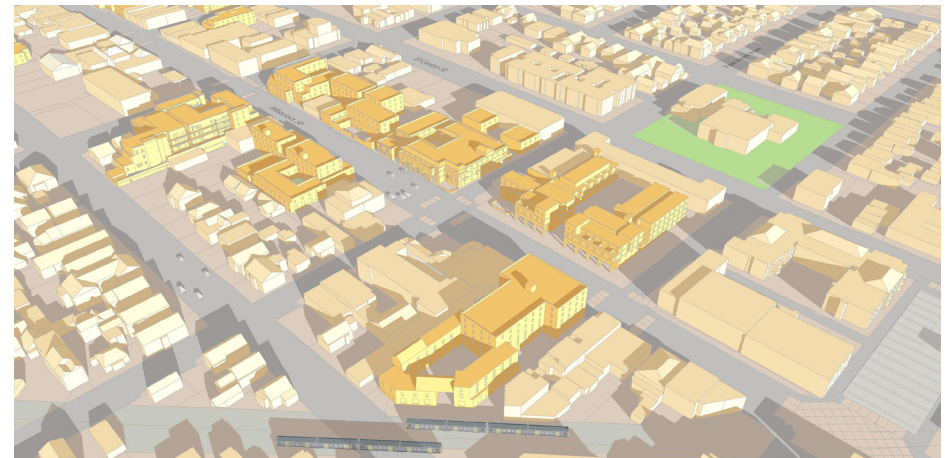
P2.6 Promote new development that supports existing market opportunities and strengths.

A2.6a Engage the development community and property owners to promote the redevelopment of single-use and single-story retail centers on Fair Oaks Avenue into mixed-use projects with shared parking.  

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

A2.6b Establish an inventory of vacant retail storefronts and vacant commercial parcels with all relevant parcel information, development and use potential, and make publicly available to ensure it is regularly updated. 

Creating such an inventory will make it easier to the City and brokers to actively engage with property owners as well as to promote the redevelopment of underutilized parcels or properties for more productive uses.



Infill development on Mission Street.

A2.6c Engage the development community and property owners to promote infill development on underutilized sites.  

Vacant and underutilized sites contribute little to the City's tax base and diminish the character and feel of the City. These are prime opportunities for redevelopment that offers new economic activity and housing, conforming to the City's urban design standards and context, and bolstering the City's tax base. The City can encourage development on these sites by engaging with property owners and developers to facilitate transactions and development activity, particularly with those who have expressed an interest in redevelopment. Early "proof of concept" projects will demonstrate feasibility, and can encourage others to follow suit.



Aging in Place



Social Equity

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

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

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

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

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

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

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

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

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



Gracefully courtyarded Mike & Anne's is much-loved in family-oriented restaurant in South Pasadena.









Aging in Place









Social Equity

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

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

- A2.8a Support the renovation and adaptive reuse of existing buildings.  
The adaptive reuse of older buildings can provide affordable options for creative office tenants. The City can educate developers and property owners on mechanisms to finance the rehabilitation of their buildings through the use of historic preservation tax credits and the Property Assessed Clean Energy (PACE) program.
- A2.8b Locate residential and employment growth in mixed-use buildings.  
The City should promote a mix of uses within both individual buildings and targeted districts. This will help to create an economically symbiotic relationship between residents, employees and businesses by creating a balance of daytime and night-time population fostering urban vitality and supporting retail activity.
- A2.8c Ensure that new development is not a fiscal burden to the City.  
The City should adopt a clear set of policies to ensure that new development does not impose any fiscal burdens to the City and does not take away resources from providing the current level of services. This is typically achieved by requiring proponents of new developments to provide a fiscal impact analysis of proposed projects, and have it peer reviewed by the City's independent consultants (compensated by the project proponents), prior to approving final entitlements. While it is not suggested that all projects be fiscally positive as a requirement for approval, as there may be projects considered by the City for their strategic importance or catalytic potential, it is important that the fiscal impacts of new projects are publicly circulated and reviewed as part of the City's decision-making process.

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

- A2.9a Use developer agreements to support the City's public realm improvement goals.  
New development projects in the Downtown Specific Plan Area should be leveraged to further public realm improvement goals through the use of developer agreements. Such agreements provide certainty to the developer that development standards will remain fixed for a particular site, while contracting the developer to provide benefits to the City, such as infrastructure improvements, public open space, or other public realm improvements.
- A2.9b Fortify the City's existing Development Impact Fee regime.  
South Pasadena's current development impact fees are well below what are found in neighboring municipalities. To most effectively leverage the positive impact of new development, the City must develop a rational nexus between desired public realm improvements and the scale of development that City will allow. Given the relatively high performance of real estate in the City, the City should consider significantly increasing the fees levied on new development.
- A2.9c Explore parking fees to enhance fiscal revenue.  
Parking fees are one of the few untapped sources of fiscal revenue in South Pasadena. The City should consider charging for parking on publicly owned property, including the SPUSD site, City Hall, and on-street spaces. The City should also consider charging a nominal fee for Preferential Parking District permits. This revenue could provide much needed fiscal revenue, while also serving as a security for General Obligation Bonds to fund major capital projects.



Aging in Place



Social Equity



GUIDING PRINCIPLES FOR DOWNTOWN

Create an Economically Healthy Downtown

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

Expand Housing Opportunities

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

Safe, Comfortable, and Walkable Streets

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

Leverage Transit

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

Get the Parking Right

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

Establish an Interconnected Open Space System

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

Animate the Public Realm

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

Contextual Buildings

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

Invest in Arts and Culture

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

3. OUR WELL PLANNED COMMUNITY

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

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

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

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

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

Policies and Actions

Contextual Infill

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

Sustainability

- P3.4** Encourage green projects and practices and support the inclusion of energy efficient design and renewable technologies in all new downtown public and private projects.
- A3.4a Require new and/or renovated buildings to meet USGBC LEED Silver rating or equivalent and advance the City’s sustainability goals. 🌿 🏡
- A3.4b Incentivize sustainable living and business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation. 🌿 🏡
- A3.4c Support solar panels on all new buildings. 🌿 🏡
- A3.4d Explore opportunity to develop a clean energy micro-grids. 🌿 🏡
- A3.4e Install Electric Vehicle (EV) chargers at public facilities in the Downtown area. Encourage property owners to install EV chargers at Downtown business and multifamily locations. 🌿 🏡

Affordability

In South Pasadena, 77% of extremely low-income renters and approximately 85% of extremely low-income homeowner households pay more than 30% of their income for housing. The Downtown area presents the greatest opportunity to provide transit-supportive affordable housing.

- P3.5** Provide high quality housing for current and future residents with a diverse range of income levels.
- A3.5a Provide for quality housing at a range of income levels and price points, emphasizing housing product that captures the underserved multi-family market. 🌿 🏡
- A3.5b Support workforce and market rate units that will expand and diversify Downtown’s housing stock, and support growth in Downtown employment. 🌿 🏡
- A3.5c Provide flexibility in development standards to encourage and facilitate nontraditional housing types and options, including co-housing, assisted living facilities, livework spaces, and artist lofts. 🌿 🏡



Aging in Place



Social Equity



Rialto Theater

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

The non-historic fixed seats on the auditorium floor (not the historic seats in the balcony) were removed in 2019. In the period 2019-2021, the exterior and interior of the building underwent complete restoration. The building has been leased to a church since 2018.

Policies and Actions

P3.6 Support and ensure restoration and reuse of the historic Rialto Theater.

- A3.6a Renovate and protect of the historic elements of the theater. 🌱 🌿
- A3.6b Interim uses should be mindful of the historical assets and do no harm. 🌱 🌿

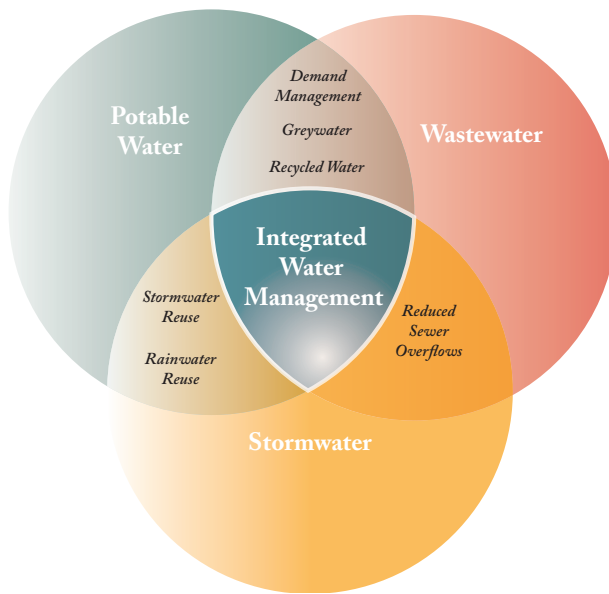


Aging in Place



Social Equity

Integrated Water Management



Potable Water

The Water distribution system serving the Downtown Specific Plan Area lies entirely within the Central Zone, one of the four pressure zones in South Pasadena's water system. Water is provided to this system by the Wilson Reservoir in San Gabriel, the Graves Reservoir in San Marino, the Garfield Reservoir on Garfield Avenue north of Hardison Street, the Grand Reservoir at the north end of Floral Park Terrace, and a connection to the Metropolitan Water District (MWD) line at Kolle Avenue south of Monterey Road. A comprehensive analysis of the overall system conducted previously identified a series of system-wide modifications required to improve the operation of the distribution system.

The analysis indicated that water distribution within the Central Zone, which encompasses the Downtown Specific Plan area, can experience low pressures at less than 40 pounds per square inch (psi). To remedy the low pressures, the analysis recommended that the City of South Pasadena rezone the area experiencing low

pressures into an adjacent higher-pressure zone. Several modifications will need to be made to the potable water system to achieve this rezoning, including changing the state of several valves to be continually closed or open, and installing new pressure reducing stations and segments of pipe. These capital improvements are included in the City's planning documents, and will be represented in the City's Capital Improvement Program in future years. While the general low water pressure issues can only be addressed comprehensively through system-wide improvements, individual projects may need to include measures to ensure adequate water pressure exists to serve residents of upper floors.

Waste Water

A comprehensive analysis of the City's gravity sewer collection system was conducted to evaluate the adequacy of the sewer system's capacity under existing and future growth scenarios. Commercial wastewater flow is expected to steadily increase while residential wastewater demand is expected to decrease in the near term due to conservation, and then increase in the longer term as population grows. The existing and future evaluations demonstrated that the gravity sewer system contains sufficient capacity to accommodate current use and future growth projected through 2050. Ongoing improvements to the sewer system through the Capital Improvement Program will address repair and rehabilitation issues for the current or anticipated condition of sewer infrastructure.

Stormwater System

The Downtown Specific Plan Area's watershed is approximately 113 acres and is roughly bounded by Arroyo Drive to the west, Grevelia Street to the north, and Fair Oaks Avenue to the east. Storm water runoff generally flows in a southerly direction through the Specific Plan Area where a portion is intercepted by storm drains located in Orange Grove Avenue, Mission Street, Fremont Avenue and Fair Oaks Avenue. The remaining runoff flows to the south where it eventually

joins the Los Angeles River and then flows into the Pacific Ocean. There are two primary storm drain systems that serve the DTSP area. The first system runs south along Orange Grove Avenue to Mission Street where it turns west and flows to the Arroyo Seco channel. The second system runs south on both Fremont and Fair Oaks Avenues, and then east on Mission Street to Marengo Avenue. From there, stormwater flows south in the Marengo Avenue storm drain until it leaves the City limits, ultimately joining the Los Angeles River downstream. Storm drains do not exist on Mission Street generally between Orange Grove Avenue on the west and Fairview Avenue on the east. In this area, water flows from a high point at Meridian Avenue either easterly or westerly along Mission Street, until it enters the regional storm drain system.

There are no known municipal system flooding issues in the DTSP area. Given that the DTSP area is essentially built out, and that future projects would not involve the development of unpaved land, the implementation of the DTSP would not be expected to create substantial additional stormwater flows. The existing storm drain system appears to be adequate to handle the anticipated storm water runoff with only minor modifications.

Stormwater System Improvement Options

There are several rainwater management strategies that could alleviate pressures on the storm drain system and replenish the aquifer. Some of these include: tree pockets, tree zippers, green streets, and in-street retention/detention storage. These elements are discussed below and are included as possible options for future stormwater management.

Tree Pockets

Tree pockets could be considered between parking spaces in the parking lanes on streets with safety considerations as appropriate. This would involve saw-cutting the existing sidewalk or off-street pavement for the tree pocket, removing or augmenting the soil, and



refilling the planter area. This would leave the existing curb and gutter in place, with the exception of the new openings that will allow rainwater to flow into the tree pocket, allowing some water to percolate into the ground while excess water can flow out at the lower end.

Tree Zippers

Tree zippers can be installed in parking lanes by saw-cutting the entire strip of parking, excavating the planter area and installing appropriate soil, trees, and pervious pavers. Rainwater enters the pervious pavers from the street surface via gutter flow, and is absorbed by the trees and soils. Tree pockets and zippers help to define the outdoor street space, help to shade and cool paved areas, parked cars, and sidewalks, and absorb rainwater for tree evapotranspiration while allowing for infiltration.

Green Streets

Green Street techniques may include a slight modification of an existing street curb and adjacent planting area. A portion of the curb can either be replaced with a depressed top-of-curb section, or the curb face can be core-drilled. Both modifications allow rainwater to pass into the adjacent planting area, which has been slightly excavated and re-landscaped to accept the rainwater run-off. This area can be planted with indigenous, drought-tolerant landscaping and a permeable surface to allow the rainwater to re-enter the aquifer.

In-Street Detention Storage

In-Street Detention Storage can be used to detain rainwater runoff and release it slowly during and after peak storm flows to reduce flooding downstream. The process allows some infiltration to occur, which can help

recharge the aquifer. Depending on utility locations, some streets may have ample space in the center of the street that may accommodate this type of rainwater retention and treatment method.

Designing parking lots as plazas is another way stormwater can be temporarily stored and treated before being released slowly from a site. By replacing asphalt with trees, landscaping, and appropriate hardscape like pervious pavers and other permeable materials, a parking lot/plaza can capture rainwater, filter the run-off, and allow a portion of the water to percolate before leaving the site. The Downtown Specific Plan encourages low-impact development that allows the reuse and percolation for as much stormwater as possible, consistent with best management practices and state and local regulations. Also, the City is in the early planning stages for several stormwater projects, including Green Street/in-street detention, and infiltration installations.

P3.7 Ensure continuity of critical services.

A3.7 Require developers to pay their fair share for water, wastewater, and stormwater system upgrades beyond what is currently in place, to accommodate capacity needs created by growth. 🌱 🌍



Aging in Place



Social Equity



4 OUR ACCESSIBLE COMMUNITY



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

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

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

The City should pursue opportunities to improve multimodal access to the Metro A Line station, focusing on improvements to access pathways within the station's walkshed, bikeshed and

transit shed.

To support mobility and economic development, the City should seek to ensure the availability of public parking for residents and visitors within the context of safety and other needs. Before providing additional parking supply, the City should first seek to manage demand for its existing supply more efficiently, then look to partner with private entities to provide additional supply that is accessible to members of the general public. This strategy may be of particular value in the area along Mission Street. New technologies are emerging that may reduce future parking demand. Ride-share apps and autonomous (self-driving) vehicles would allow people to travel without needing a place to park. While these technologies could theoretically reduce the amount of needed parking, they can likewise complicate the management of curb space and street parking in

that riders would be dropped off or picked up in designated loading zones. As these technologies mature, the City should look to better utilize existing parking resources instead of pursuing new parking structures or lots. If new parking structures or lots are required, they should be designed so they can be repurposed should they not be needed in the future. Such design aspects may include level parking decks, higher clearances, and provisions to install wet and dry utilities, if needed.

A. Complete Streets

Opportunities exist to apply South Pasadena's recently enacted Complete Streets Policy to major local streets, reconfiguring them to more safely accommodate all users without significantly impacting traffic – and in doing so, to make South Pasadena more of a “complete city.” While on some major streets, traffic volumes are at or approaching the capacity of the roadway (Fremont Avenue, for example), on others including Mission Street there is excess capacity. On streets including Fair Oaks Avenue, meanwhile, traffic lanes are wider than they need to be, or should be for safety reasons. These streets also have among the City's highest rates of traffic collisions involving the most exposed users of the street, pedestrians and cyclists. On these streets, space that is not needed for traffic purposes may be put to other uses such as bike lanes, transit-only lanes, wider sidewalks, additional parking or landscaped medians.

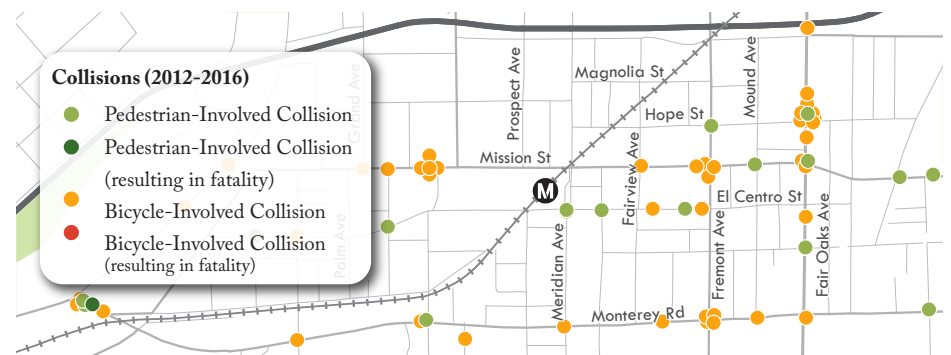


Figure B.3. Pedestrian and bicycle involved collisions (2012-2016) in Downtown South Pasadena.

Policies and Actions

P4.1 Support street designs that emphasize safety and that accommodate all users, including pedestrians and cyclists.

- A4.1a Ensure that streets are pedestrian-oriented, with complete sidewalks, regular crosswalks, and other measures to improve pedestrian safety and comfort such as compact corner radii, “bulb-out” sidewalk extensions at crosswalks, leading pedestrian intervals at signals, additional safety measures potentially including pedestrian-actuated signals at unsignalized crosswalks, other traffic calming measures, and increased investments in sidewalk maintenance and lighting. 🚶
- A4.1b Limit the widths of vehicular lanes to discourage speeding (on truck routes or streets on which public transit operates, ensure that lanes are wide enough to safely accommodate large vehicles passing one another in opposite directions, and that intersections can accommodate turns by large vehicles). 🚗
- A4.1c Conduct a study of potential speed management improvements to Fremont Avenue, with the objectives of a) establishing the need for safety improvements, and b) identifying improvements that would enhance safety while maintaining throughput levels compatible with neighborhood character. 🚶
- A4.1d Proceed with modifications to the bulb-out curb extensions on Fair Oaks Avenue. If some bulb-outs are removed as part of this process, implement alternative measures to protect pedestrians including leading pedestrian intervals and enhanced crosswalks. 🚶

P4.2 On streets identified as priorities for one mode of travel, such as bicycle routes, prioritize improvements for that mode.

- A4.2a Ensure that bicycle facilities provide a high level of separation from traffic using buffers, vertical elements, or parked cars wherever possible; and consider speed limit adjustments pursuant to Assembly Bill 43. 🚲
- A4.2b Proceed with implementation of Bicycle Master Plan projects. 🚲



Vision Zero

B. Mobility

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

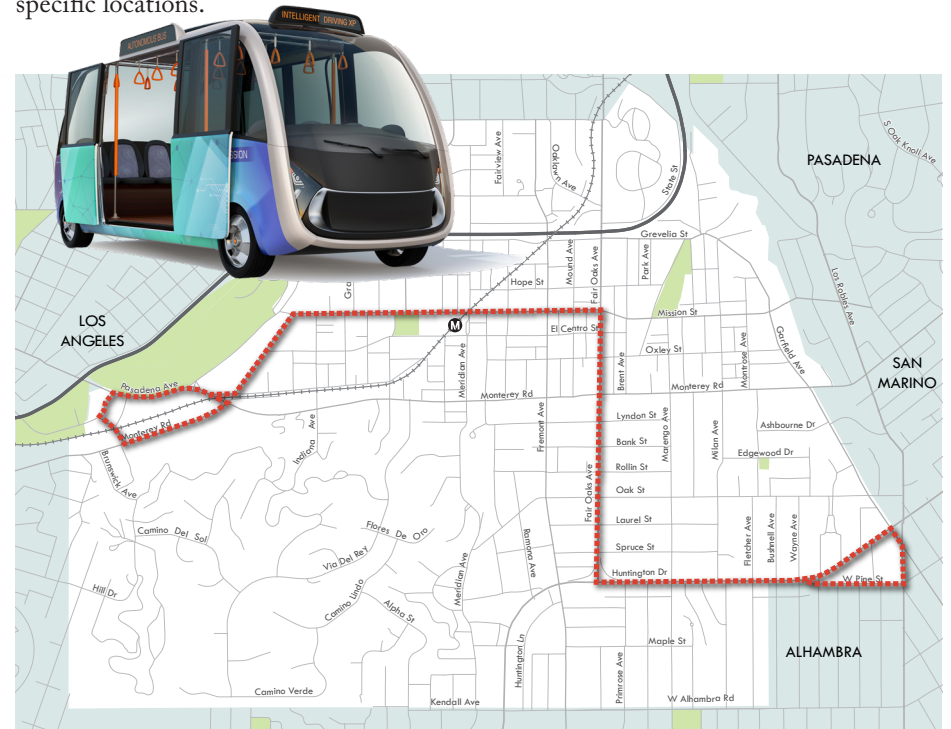


Figure B.4. One of the possible circulator shuttle route.

Policies and Actions

- P4.3** Reduce traffic congestion by reconfiguring outmoded interchanges and traffic signals rather than adding lanes to streets.
- A4.3a Synchronize traffic signals wherever possible to optimize traffic flow at safe speeds. 🚦
- A4.3b Work with Metro and the California Public Utilities Commission to reduce signal delay at the A Line crossing of Mission and Meridian while maintaining safety. 🚦
- P4.4** Explore options to improve transit service within South Pasadena, including City programs, public/private partnerships and/or partnerships with Metro.
- A4.4a Maintain the City’s existing Dial-A-Ride program. 🚗 🚲
- A4.4b Initiate a partnership with Metro to pilot microtransit on-demand service using smartphone apps. 📱 🚲
- P4.5** Seek resiliency in transportation investments.
- A4.5a Evaluate, design, and maintain critical components of the transportation system to be fail-safe, self-correcting, repairable, redundant, and autonomous. 🚗 🚲
- A4.5b Develop a well connected multi-modal transportation network that provides multiple options to access Downtown destinations. 🚗 🚲
- This could include a possible circulator shuttle route that connects various Downtown assets (see Figure B.4).*
- A4.5c Support development of diverse and competing transportation services, such as ride-sharing, delivery services, and use of telecommunications to substitute for physical travel. 📱 🚗 🚲



Aging in Place



Social Equity



Vision Zero

C. Metro A Line Access

The Metro A Line South Pasadena Station at Mission Street and Meridian Avenue is an existing mobility asset that could be better leveraged. There are many popular destinations within a half-mile of the station. In fact, most of Downtown South Pasadena is within the walkshed of the Metro A Line station, creating opportunities for improved “first/last mile” options to make its use more convenient. First/last mile connections would support increased transit ridership and create a more walkable Downtown. Better access and pedestrian amenities could also improve safety and mobility for non-transit users who pass through the station area.

Some possible improvements, such as grade-separation of the Metro A Line at locations where it acts as a barrier, would be expensive because they would require extensive engineering, property takings, and substantial construction. Lower-cost improvements could also be implemented, possibly using regional funding that Metro has made available for projects to improve mobility in the former 710 freeway extension corridor. The A Line is a valuable asset to Downtown, though the rail line also has impacts. Moving forward, the City should explore ways to reduce noise and traffic impacts while taking advantage of the benefits the Metro A Line brings to the community.

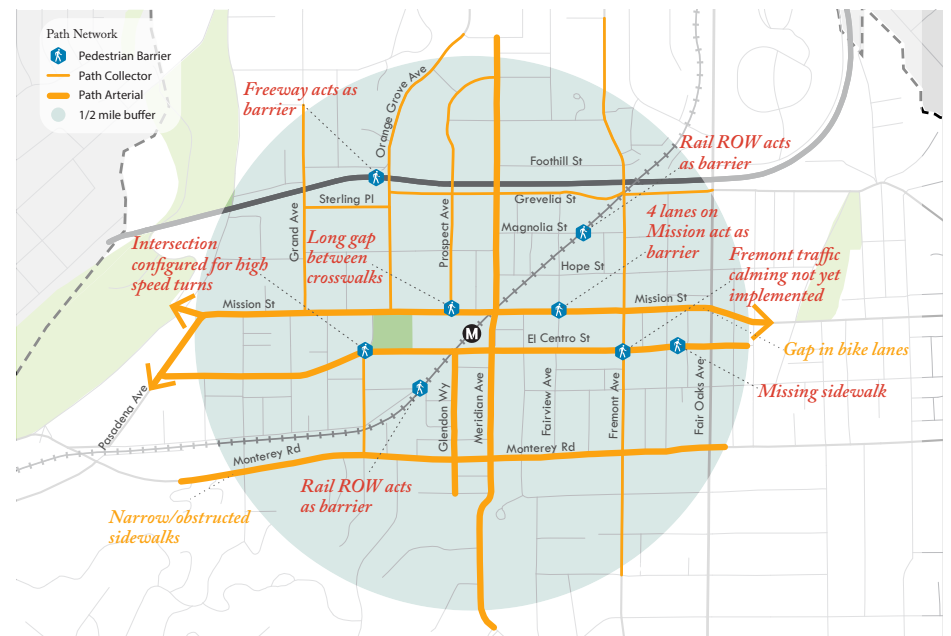


Figure B.5. Recommended improvements within the transit shed.



Policies and Actions

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



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Social Equity



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D. Parking

To ensure vehicular access to businesses, homes and other destinations when developing parking policy, the City should focus on availability of parking rather than supply. The supply of public and private parking in an area should be proactively managed as a shared resource. This would avoid situations where one parcel has a vacant parking lot while the parcel next door has a parking shortage. Finally, the City should remain aware of potential impacts including spillover demand where parking for businesses and nonresidential uses spills over into residential areas. As the DTSP is implemented, the City should monitor traffic congestion, explore options to reduce VMT, increase safety, and ensure all parking regulations and policies are consistent with State law.

Policies and Actions

- P4.8 Proactively manage public and private parking supply within a common area as a shared resource, and focus on measures to ensure availability and access rather than simply increasing supply.**
- A4.8a Explore opportunities to increase availability of public parking through private development. 🗺️ 🚗 🚶
 - A4.8b Seek to balance the need for vehicular access to properties with other imperatives, such as the need to reduce traffic for purposes of safety and environmental impact. 🗺️ 🚗 🚶
 - A4.8c Review the time limits and other regulations for on-street parking supply in Downtown and streamline regulations to improve the ease of interpreting parking rules. 🗺️ 🚗 🚶
 - A4.8d Develop an enhanced wayfinding system of signage directing motorists to public parking lots in Downtown. 🗺️ 🚗 🚶
 - A4.8e Periodically monitor parking availability in Downtown. If parking availability becomes a significant access challenge, consider demand management measures combined with an associated benefit district. 🗺️ 🚗 🚶
 - A4.8f Develop a simplified process to permit the use of curbside and on-site parking areas for outdoor dining and other amenities with possible differentiation of standards for improvements on Mission Street and Fair Oaks Avenue, compatibility with traffic flow and bicycle lanes, and flexibility to adjust over time due to experience in implementation. 🗺️ 🚗 🚶



Aging in Place



Social Equity



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5 OUR RESILIENT COMMUNITY

Over the years, South Pasadena downtown has endured suburbanization, economic recessions, and more recently competition from online shopping. Downtowns that failed to successfully respond to the changing trends continue to decline. Resilient downtowns have been able to successfully adapt to these changes and to even develop the capacity to overcome future hardships.

Resilience in Downtown South Pasadena means tackling systemic, interdependent challenges, such as allowing contextual infill development that preserves the small town character, with thriving retail, access to affordable housing and transit, and vibrant infrastructure to better prepare us for shocks like earthquakes and stressors like climate change.



By leveraging our collective resources and fostering a culture of responsive government centered around residents' needs and robust, green infrastructure development we can address any weakness today and become strong and well prepared for any future adversity. This section considers the resiliency challenges in the eight General Plan focus areas.

A. Our Natural Community

Majority of new growth will be directed to the Downtown Area. New development provides an opportunity to enhance the natural environment. Walkable mixed-use development could reduce the need for driving thereby improving air quality. Green roofs, planters, swales, rain gardens, and subsurface drains can constrain, disperse, and reduce the quantity and increase the quality of stormwater on and off-site, and replenish groundwater. Downtown streets can reconnect rainfall to the environmental life of the city.

The threats of drought, disease, and pests will pose a challenge on maintaining the aesthetic and environmental benefits gained from the tree cover. New insect and disease resilient trees planted by the public and private sector would keep South Pasadena “The Tree City” well into the foreseeable future.

Policies and Actions

- P5.1** Incorporate natural systems into the Downtown built environment to promote healthy and resilient ecosystem.
- A5.1a Integrate green infrastructure into Mission Street and Fair Oaks Avenue alongside transit infrastructure and providing safe places for people walking and biking. 
- A5.1b Adopt an Urban Forest Management Plan that prescribes resilient and drought tolerant trees to plant and maintain on Downtown public and private property. 



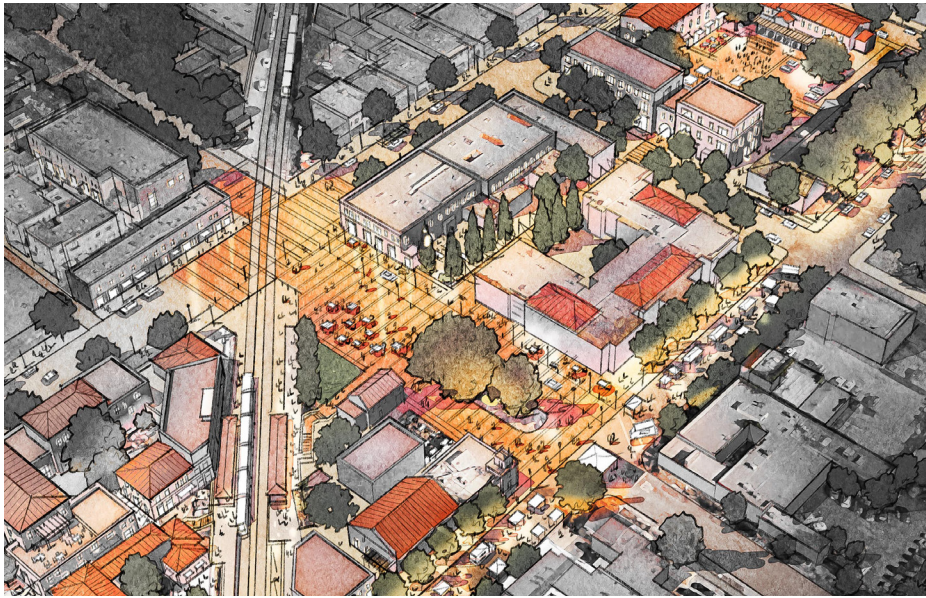
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Social Equity



Vision Zero



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

B. Our Prosperous Community

A focus on the unique features of Downtown, building on existing assets, and using them to attract new investment and strengthen existing businesses offers benefits that extend far beyond enticing visitors, entrepreneurs, small businesses, and corporations.

Downtown South Pasadena can harness the power of place-making to give local amenities a dual purpose: enhancing quality of life for all residents and attracting investment. Place-making is a method for capitalizing on existing strengths for the purpose of developing a resilient economy.

Policies and Actions

- P5.2** **Preserve, enhance, and build on existing downtown assets to harness the power of place-making.**
- A5.2a Evaluate the potential for incentives together with a developer-supported fund to assist with preservation activities in the Downtown area. 🌱
- A5.2b Support restoration and adaptive reuse of the historic Rialto Theater. 🎭
- A5.2c Enhance creative and cultural uses, including affordable live-work space for artists, and consider development of an “Art Center” in the Downtown area. 🎨 🌱



Aging in Place



Social Equity

C. Our Well Planned Community

The economy changes quickly. To better respond to changing market conditions flexible land use and zoning policies and regulations in the Downtown area will allow the City to better capture demand from emerging industries, providing opportunities to enhance its tax base.

Affordability: The Downtown area presents the greatest opportunity to provide transit supportive affordable housing.

Infrastructure: The Water distribution system serving the Downtown Specific Plan Area lies entirely within the “Central” water system. Water is provided to this system by the Wilson Reservoir in San Gabriel, the Graves Reservoir in San Marino, the Garfield Reservoir on Garfield Avenue north of Hardison Street, the Grand Reservoir at the north end of Floral Park Terrace, and a connection to the Metropolitan Water District (MWD) line at Kolle Avenue south of Monterey Road. A comprehensive analysis of the overall system conducted previously identified a series of system-wide modifications required to improve the operation of the distribution system.

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

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

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

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

Policies and Actions

- P5.3** Support the production of new affordable housing projects through standards and process incentives.
- A5.3a Adopt flexible regulations that can respond to market changes in emerging industries, and attract contextual development. 🌱 🏠
- A5.3b Leverage Metro A Line Station for walkable mixed-use development opportunities on nearby catalytic sites to provide variety of affordable housing types, local employment, community benefits, and application of extensive TDM measures. 🌱 🏠 🚶
- A5.3c Provide contextual reductions in building mass for properties that abut existing residential districts. 🌱 🏠
- P5.4** Ensure continuity of critical services.
- A5.4 Require developers to pay their fair share for water, wastewater, and stormwater system upgrades beyond what is currently in place. 🌱 🏠
- P5.5** Support the inclusion of energy efficient design and renewable technologies in all new downtown public and private projects.
- A5.5a Require solar panels on all new buildings. 🌱 🏠
- A5.5b Explore opportunity to develop a clean energy “micro-grids”. 🌱 🏠
- A5.5c Install Electric Vehicle (EV) chargers at public facilities in Downtown area. Encourage property owners to install EV chargers at Downtown business and multifamily locations. 🌱 🏠



Aging in Place



Social Equity



Vision Zero

Stormwater System Improvement Recommendations

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



Green Street is a slight modification of an existing street curb and adjacent planting area. A portion of curb can either be replaced with a depressed top-of-curb section, or the curb face can be simply core-drilled. Both modifications allow rainwater to pass to the adjacent planting area, which has been slightly excavated and re-landscaped to accept the rainwater run-off. This area can be planted with indigenous, drought-tolerant landscaping and a permeable surface to allow the rainwater to re-enter the aquifer.



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

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

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

In-Street Detention Storage can be used to detain rainwater runoff and release it slowly after the peak flows to reduce flooding downstream. Some infiltration can also be accomplished. Depending on utility locations, some streets may have room in the center of the street and may be conveniently located for this rainwater treatment.

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

D. Our Accessible Community

Resilience at a community level requires a transportation system that can withstand changes in technology, new options for people to get around, unexpected conditions, or extreme demands from equipment failure or disasters. At an individual level, resiliency could mean being able to get around when the car breaks down, or if their income decreases, or if they are disabled. Transportation systems evacuate people from danger and emergency services to reach the areas in need. Diverse, redundant,



and efficient transportation system can continue functioning if one of its links is broken, and accommodates a wide range of user needs and conditions.

Policies and Actions

P5.6 Seek resiliency in transportation investments.

- A5.6a Evaluate, design, and maintain critical components of the transportation system to be fail-safe, self-correcting, repairable, redundant, and autonomous. 🌐 🚗 🚚
- A5.6b Develop a well connected multi-modal transportation network that provides multiple options to access Downtown destinations. 🌐 🚶 🚲 🚗
- A5.6c Support development of diverse and competing transportation services, such as ride-sharing, delivery services, and use of telecommunications to substitute for physical travel, etc. 🌐 🚶 🚲 🚗



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E. Our Healthy Community

The actions identified to build a connected and prepared community are designed to result in multiple benefits, including improved physical safety, which will result in reduced loss of life and injury in the event of a disaster; increased social cohesion; increased access to services; improved environmental performance of critical City facilities; and improved ability to minimize economic disruption.

Small local food systems like the farmers market and community garden are better able to withstand shocks than their massive counterparts. Because food travels shorter distances, locally grown produce is able to conserve nutrients



better, making it more nutritious and tastier, which encourages people to eat more of it. Better nutrition means better public health—a cornerstone of disaster resilience. By reducing the miles between farm and fork, local food systems also limit greenhouse gas emissions.

Policies and Actions

P5.7 Promote mix of uses within a walking and biking environment that encourage physical activity.

- A5.7a Require active and engaging ground floor frontages to increase visual interest and promote walkability. 🌐 🚶 🚲
- A5.7b Repurpose Mission Street and Fair Oaks Avenue to include safe and wellconnected street networks for walking and biking. 🌐 🚶 🚲
- A5.7c To increase pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, provide a series of parklets distributed throughout the street. 🌐 🚶 🚲

P5.8 Encourage local food production, processing, and distribution to the greatest extent possible.

- A5.8 Continue to support farmers' market, fresh food stands, community gardens, community kitchens, and other local initiatives to provide healthy foods, promote food security, and build resilience. 🌐 🚶 🚲



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F. Our Safe Community



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

Policies and Actions

- P5.9** Minimize personal and property damage resulting from seismic hazards.
- A5.9** Require structural reinforcement of all inventoried unreinforced masonry structures.  



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G. Our Active Community

The new infill development Downtown presents the strongest opportunity for integrating natural and built systems. Public and private open spaces can be conceived as multifunctional green infrastructure that makes the downtown area more resilient.



Policies and Actions

- P5.10** Maximize the efficiency and productivity of parks and open spaces to provide multiple benefits.
- A5.10** Expand the function of parks and open spaces beyond recreation, to store and clean water, filter air, help improve public health, and provide habitat and connectivity to increase biodiversity.  



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H. Our Creative Community

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



Jikits booth will be at South Pasadena Eclectic Music Festival and Art Walk.

Policies and Actions

P5.11 Link climate and cultural resilience through creative place-making.

A5.11 Integrate arts, culture, and creative activities within community development efforts. 🌱 🎨

P5.12 Support funding for arts and cultural groups.

A5.12a Document compelling stories supported with facts on economic, social, and environmental benefits of arts and culture in South Pasadena. 🌱 🎨

A5.12b Leverage city funds for private and public sector support including donors, sponsors, and grants. 🌱 🎨



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"Astride-Aside": The figure accentuates the pedestrian nature of the Mission Street area, and encourages commuters to disembark and visit the diverse shops and restaurants within walking distance of the stop.

6 OUR HEALTHY COMMUNITY

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

A. Active Living

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

Policies and Actions

P6.1 Promote higher density mix of uses that encourage physical activity.

A6.1a Provide a mix of land uses within new infill projects. 🚶 🚲 🏠

A6.1b Activate the ground floor uses along Mission Street and Fair Oaks Avenue with attractive and engaging store frontages, and maximize transparency of facades at ground level to increase visual interest and promote walkability. 🚶 🚲 🏠

P6.2 Lead with roadway design that prioritizes safety. Promote safe networks of complete streets that facilitate safe and comfortable walking and biking.

A6.2a Repurpose Mission Street and Fair Oaks Avenue to include safe and well-connected street networks for walking and biking, and to improve access to destinations and other community services. 🚶 🚲 🏠

A6.2b Partner with law enforcement and community groups to reduce the frequency of crime and traffic safety problems. 🚶 🚲 🏠

A6.2c Augment pedestrian activity and social interaction along Mission Street; provide more sidewalk space, and provide a series of parklets distributed throughout the street. 🚶 🚲 🏠

A6.2d For blocks over 400 feet long on Mission Street, provide mid-block crossings that encourage pedestrian activity along and across the street. 🚶 🚲 🏠

A6.2e Pave and enhance Pico Alley with string lights, east of the Metro A Line station, so it becomes a gathering space as well as an important pedestrian connection from the station to the eastern blocks, as an alternative to Mission Street. 🚶 🚲 🏠

A6.2f Pave and enhance with trees and string lights Edison Lane, behind the Rialto, so it becomes a distinct north-south pedestrian connection, connecting the Rialto to Mission Street. 🚶 🚲 🏠



Senior Prom

P6.3 Increase infrastructure that supports biking.

A6.3a Encourage existing and new development to provide secure indoor bicycle parking in the form of indoor racks or storage rooms to ensure security and weather protection, and provide outdoor bike racks. 🚶 🚲 🏠

A6.3b Set up a bike-share program in the downtown area to provide access to bikes for residents or tenants on an as-needed basis. 🚶 🚲 🏠

P6.4 Repurpose vacant and underutilized spaces that detract from the vitality in the Downtown area for active living.

A6.4 Collaborate with downtown residents and merchants to leverage and repurpose vacant and underutilized lots with temporary or permanent active living and mental wellbeing activities such as community gardens, open spaces, or pop-up events and festivals. 🚶 🚲 🏠

P6.5 Promote a healthy community by providing for Aging in Place in residential development designs.

A6.5 Encourage a mix of housing types and housing units that are inclusive and increase the proportion of areas usable by a wide spectrum of people, regardless of age or ability. 🚶 🚲 🏠

P6.6 Design buildings to encourage physical activity.

A6.6 Encourage aesthetic treatments such as vivid colors, artwork, and music; and treat stairs with the same finishing standards as other public corridors in the building. 🚶 🚲 🏠



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B. Mental Well-Being

Social interaction builds self-esteem, self-confidence, and increases sense of belonging in a community, which helps people cope with life's challenges, and mitigates feelings of loneliness, anxiety and isolation. A walkable Downtown provides opportunities for natural, daily social interaction. Mixed-use development with welcoming shopfronts and nearby amenities, allows people to browse and interact with others. Parklets and benches along street frontages and multi-use public open spaces where people can get together for cooperative community events, increase opportunities for conversation, civic participation, and a stronger community identity.

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

Urban environmental conditions such as stress from commuting, street danger, lack of physical activity, or contact with nature, can affect one's mood and wellbeing. Because people spend approximately 90 percent of their time indoors, buildings can play a critical role in minimizing exposure to toxins and protecting the health of occupants. Noise pollution and poor lighting can take their toll on stress levels, whereas the restorative effects of natural environments, natural light/ventilation, and quiet spaces, can positively affect physical and mental health. Noise levels can affect mental health. Although noise is part of the urban environment, unhealthy noise levels are detrimental to the wellbeing of the community. Landscape maintenance machines (mowers, leaf blowers) operate at levels up to 110 decibels. This is not only unhealthy for the worker who operates the equipment, but also for the surrounding community. South Pasadena adopted an ordinance prohibiting gas-powered landscape equipment in favor of quieter electric tools. The City should continue to implement this and other policies that promote a quieter, healthier community.

Policies and Actions

P6.7 Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities and events.

A6.7 Engage older residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community. 🌱 🌳 🐾

P6.8 Expand the opportunities in the Downtown area to interact with nature within the streets, open spaces, and buildings.

A6.8a Incorporate street trees, street side planters, and parklets into street design. Incorporate appropriate landscaping features in alley design wherever possible. 🌱 🌳 🐾

A6.8b Develop a network of public and private green space. 🌱 🌳 🐾

P6.9 Harness naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.

A6.9 Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings. 🌞 🌬️

P6.10 Maintain noise levels that are appropriate for nearby residential uses.

A6.10 Manage relationship between homes and major noise sources through zoning and environmental review and design measures.



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Social Equity



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Pet Therapy



C. Access to Nutritious and Affordable Food

Food is as essential to health and well-being as air and water. People choose among foods that are readily available. Information about nutrition helps residents make healthier food choices. The downtown area has access to several grocery stores located on Fair Oaks Avenue and Mission Street.

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

Community gardens help increase the availability and appreciation for fresh fruits and vegetables; and provide an opportunity for exercise, green space, and a place for community gatherings.

Policies and Actions

- P6.11 Support efforts to expand access to affordable and nutritious food for all people in South Pasadena.**
- A6.11a Identify vacant lots for community gardens. 🌱 🌳
 - A6.11b Incorporate trees, planters, parklets into street and alley design. 🌳 🌱
 - A6.11c Identify and inventory potential community garden sites on existing parks, public easements and right-of-ways, and schoolyards, and prioritize site use as community gardens in appropriate locations. 🌱 🌳
 - A6.11d Evaluate new building construction standards to incorporate green roofs, and encourage conversions of existing roof space to green roofs. 🌱 🌳
- P6.12 Encourage local food production, processing, and distribution to the greatest extent possible.**
- A6.12a Continue to support farmers' market, fresh food stands, community gardens, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community. 🌱
 - A6.12b Encourage restaurants to serve locally sourced foods and provide nutritional information. Support businesses that offer healthy foods. 🌱 🌳
- P6.13 Avoid a concentration of unhealthy food providers within the Downtown area.**
- A6.13a Ban drive-through food outlets within Downtown area. 🌳
 - A6.13b Restrict approvals of new liquor stores or retailers that sell alcohol for off-site consumption. 🌳



Aging in Place



Social Equity

7. OUR SAFE COMMUNITY

Public safety is a critical component of City services. In 2022, the Police Department's \$11.2 million budget included 34 sworn officers, 18 full-time civilian employees, four part-time employees, four reserve officers and two volunteers. The fire department staff includes 21 sworn personnel. Because the Downtown area is built-out with limited growth opportunities, the Specific Plan does not anticipate that additional facilities and/or public safety employees will be required to serve the Downtown area.

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

A. Natural Surveillance

The objective is to provide surveillance opportunities from buildings and public streets to discourage anti-social activity. For example: shopfront windows, balconies, entries, allow building occupants and passersby to observe on-site and street activities for the purpose of informal surveillance. Mixed uses,

particularly at street level, add vitality at different times of the day and night.

B. Pedestrian and Bicycle Safety

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

- Pending further study, Mission Street should be re-striped with two travel lanes, two bicycle lanes and parallel parking on both sides. This reinforces the character of Mission Street as a pedestrian and bicycle-friendly street connecting the light rail station to Fair Oaks Avenue.
- Pending further study, Fair Oaks Avenue should be configured as a double-tree lined street that maintains the four travel lanes, with bicycle lanes located closest to the curb and separated from the parallel parking by potted plants in the initial phases and permanent planters in the eventual phases. Bulb-outs at intersections help slow traffic speeds, but bicycle lanes should remain continuous across the bulb-outs.
- Mid-block crossings on Mission Street help break up the longer block

“In general, life and people themselves, make the city more inviting and safe in terms of both experienced and perceived security.”

— Jan Gehl, Cities for People





Policies and Actions

P7.1 Make Downtown streets safe for pedestrians and bicyclist.

- A7.1a Carry out the safety enhancements recommended by the Downtown Vision for Mission Street and Fair Oaks Avenue. 🚶 🚲 🚦
- A7.1b Add mid-block crossings and parklets on Mission Street. 🚶 🚲 🚦
- A7.1c Amend the development codes to allow context sensitive street types. 🚶 🚲 🚦

P7.2 Employ a range of contextual lighting options to promote safety and security on downtown streets.

- A7.2a Identify downtown public streets and open spaces that are poorly lit and install context sensitive street lights. 🚶 🚲 🚦
- A7.2b Install string lights in alleys that provide connections to destinations. 🚶 🚲
- A7.2c Require new development to submit a lighting plan that demonstrates an appropriate level of lighting in the public and private realm. 🚶 🚲

P7.3 Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.

- A7.3 For new infill development and major rehabilitation, incorporate natural surveillance principles and best practices into development codes and review processes. 🚶 🚲

D. Seismic Retrofitting

Over the years, a number of unreinforced masonry buildings have been seismically retrofitted. Four buildings remain to be retrofitted. The City provides a transfer tax rebate to lower the cost of seismic retrofits. The City is developing an inventory of vulnerable apartment buildings with “soft stories,” and will draft an ordinance mandating the retrofitting of these structures.

Policies and Actions

P7.4 Minimize personal and property damage resulting from seismic hazards.

- A7.4 Require structural reinforcement of all inventoried unreinforced masonry structures. 🚶 🚲

- lengths and encourage pedestrian activity along and across the street.
- A clear and safe alley system could enhance pedestrian routes. The Pico Alley east of the Metro A Line station, and Edison Lane, behind the Rialto Theatre, are recommended to be decoratively paved and enhanced with string lights to provide safe and charming gathering spaces and walking routes.

C. Lighting

Appropriate and context-sensitive lighting can be used to welcome people into public spaces that would otherwise be dark and intimidating. Improving street lighting can reduce the prevalence of crime. Downtown will attract pedestrians with flattering full-spectrum, low-watt lamps on short poles. Besides street lamps, lighting can be mounted on buildings and, where appropriate, light facades, or can be integrated into bollards, feature lights, and streetscape elements.

An appropriate lighting level depends on the context of the specific location. In Downtown, it is preferable to increase the number of lights rather than to have fewer, brighter lights. Street lights should be frequent and support nighttime activity. In residential areas, lighting can be limited with well-lit intersections.



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8. OUR ACTIVE COMMUNITY



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

The public space network in Downtown South Pasadena needs interesting, inviting, and varied public spaces. The Library Park is an open lawn area around the library. Orange Grove Park is largely dedicated to league baseball and soccer activities. Places for quiet reflection, physical activities, and play are less available. Downtown could benefit from more active public life culture throughout the year and more locations for these activities to take place.

In general, Downtown has wide, good quality sidewalks with marked crossing and pedestrian signals. This provides a safe walking environment. There are many popular destinations in

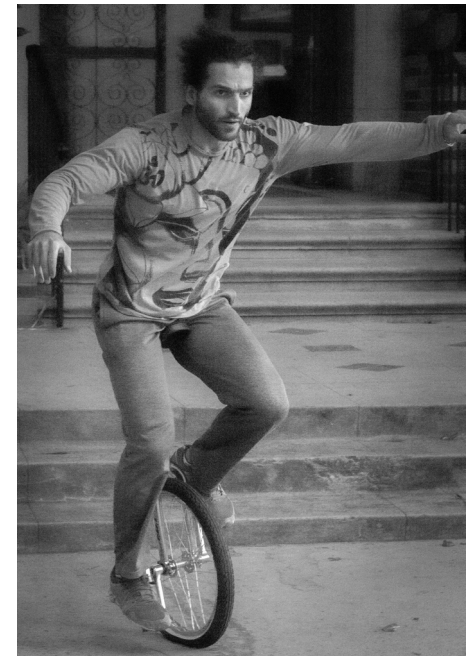
Downtown, but they are poorly connected. Downtown has two pulse points of activity: the Metro A Line Station area, and the central node at the intersection of Mission Street and Fair Oaks Avenue. In between these two pulse points, the walking experience on Mission Street Avenue is not as pleasant as it could be due to inactive frontages, vacant parcels, and poor lighting. With the exception of a few blocks, the pattern of development on Fair Oaks Avenue is largely designed for vehicular traffic. To invite more people to walk, active and attractive ground floor facades, invitations to sit and rest along the streets, pedestrian scale street lighting, and clear organization of the sidewalk space to enable unobstructed walking, are needed.

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

Issues and Opportunities

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

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



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



VISION

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

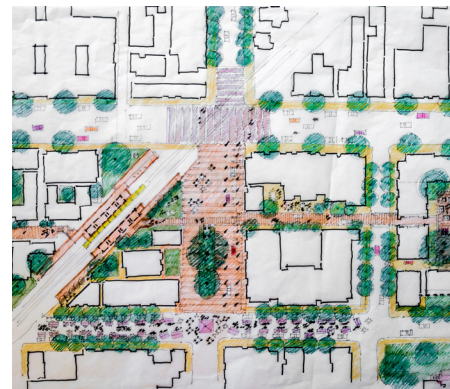
Network of Open Spaces: The vision identifies existing open spaces within the study area and stitches them to new open spaces creating a rich tapestry of parks, plazas, enhanced alleys, parklets and mid-block crossings that will increase the overall amount of open spaces in downtown, and provide visitors, workers, and residents with an appealing, thermally comfortable outdoor environment.

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

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

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

The proposed Community Center and redesigned Orange Grove Park will increase opportunities for both active



and passive recreation activities.

Redesign Orange Grove Park: Orange Grove Park's frontage along Mission Street is screened by a fence and shrubs, closing off the park from the main thoroughfare. The fence keeps baseballs and soccer balls inside the park, but creates a dull, inactive frontage that blocks the view of the park space. A new community center is proposed for Orange Grove Park. During construction of the new Community Center, the softball and soccer field will be used as a construction staging area. The reconstruction of the sports fields presents an opportunity to improve the edge treatment, improve sight lines to make the park and adjacent areas safe and more inviting, and provide a wide linear path along the edge with amenities including public art.

Redesign Station Area Plaza: The open space around the Metro A Line station is proposed to be 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 could likewise be retained. The intersection of Mission Street and Meridian Avenue could use decorative paving and incorporate new wayfinding signage to enhance pedestrian connectivity on both sides of Mission Street. The station platform should be connected to open spaces on both west and east by stairs or ramps directly from the platform.

Parklets: Parklets provide pedestrian amenities such as seating, landscaping,

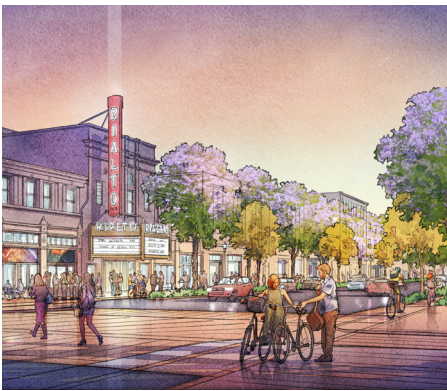


and bike parking. To augment pedestrian activity and social interaction along Mission Street, and to provide more sidewalk space, a series of parklets are proposed to be distributed throughout the street. During the Covid-19 pandemic, temporary parklets were successfully installed on Mission Street and were popular with the public. The City will pursue permanent parklets through the Slow Streets and Open Streets program that was approved by the City Council in October 2022.



All parking is designed to support the pedestrian environment and should be screened from public view.

Mid-block Crossings: Mid-block crossings on Mission Street will help break up the large block lengths and encourage pedestrian activity along and across the street. Mid-block crossings should be added where they meet City-established thresholds for safety and pedestrian activity.

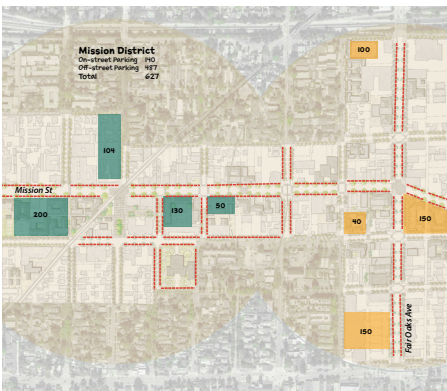


Two Great Streets: Pending further study, Mission Street is envisioned to be re-striped as a Main Street with two travel lanes, two bicycle lanes, and parallel parking on both sides. This reinforces the character of Mission Street as a bicycle-friendly street connecting the light rail station to Fair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

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



Untapped Potential of Alleys: Downtown alleys have the potential for strengthening the public realm and to increase pedestrian connectivity. Pico Alley, east of the Metro A Line Station, and Edison Lane behind the Rialto Theater, are human scaled and have the potential for more active pedestrian use. The challenge will be to retain the utilitarian functions of the alleys while providing improvements to accommodate pedestrian activity, retail, and other uses.



Park Once: The Downtown area will become a Park Once walkable place. Carefully located public parking facilities ensure parking distribution throughout the two districts and encourage people to walk to various destinations throughout.



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

Reimagining Streets for Active and Healthy Living



626 Golden Streets, Downtown South Pasadena.

626 Golden Streets

Open Street events such as CicLAvia or the 626 Golden Streets event, temporarily open stretches of Mission Street in Downtown South Pasadena and beyond for people to walk, jog, skate, bike, and more. This event allows people to take over the roadway and enjoy the street as a valuable open space asset, if only for a day. These events create an appetite for more pedestrian and bike infrastructure for everyday use.

Farmers Market

The South Pasadena Farmers' Market is a popular event held every Thursday evening on Meridian Avenue and El Centro Street (between Diamond Avenue and Glendon Way). The Farmers' Market has more than 70 vendors, and allows residents to picnic as they listen to live music on the lawn adjacent to the Metro

A Line Station.

Park(ing) Day to Parklet

PARK(ing) Day could be an annual event where on-street parking spaces are converted into park-like public spaces. The event shows that car space is also public space that can be used for people activities. PARK(ing) Day encourages collaboration amongst local citizens to create thoughtful, albeit temporary, additions to the public realm. Given the increased use of curb space for dining that got underway during the COVID-19 pandemic, the community has become more used to this concept, but the temporary repurposing of parking spaces for a day might build further support for more permanent parklet-type outdoor dining spaces and other creative use of public space.

Policies and Actions

- P8.1 Encourage the dynamic and flexible use of existing open spaces and promote a variety of new recreation and open space uses, where appropriate.**
 - A8.1a Explore ways to use the public rights of way as active open space, such as parklets and exercise amenities or for special events. Redesign the open space around the Metro A Line Station to create a large, cohesive, and central civic amenity, improve pedestrian and vehicular flow, and improve the paved surface aesthetics. 🚶 🚲 🛴
 - A8.1b Redesign Orange Grove Park with enhanced sight lines and an active, accessible, and visually engaging perimeter design. Explore possible use of Orange Grove for other uses in addition to AYSO & Little League. 🚶 🚲 🛴
 - A8.1c Continue to partner with the owner of the South Pasadena School District site for the use of their central court to host a variety of public events and festivals. 🚶 🚲 🛴
 - A8.1d Amend the standards to require and/or encourage private development to provide a range of public and private open spaces on the block, lot, and building. 🚶 🚲 🛴
 - A8.1e Develop long-term funding mechanisms for maintenance, operation, renovation and acquisition of open space and recreation. 🚶 🚲 🛴
- P8.2 Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all residents.**
 - A8.2a Provide a range of recreational activities and programs that are responsive to community needs and changing demographics. 🚶 🚲 🛴
 - A8.2b Support the expansion of the library and identify a sustainable way to fund expanded operations and maintenance. 🚶 🚲 🛴
- P8.3 Promote a new balanced traffic culture including walking and cycling for all age groups.**
 - A8.3a Support and develop existing publicly-owned right-of-ways and streets into temporary and permanent open spaces like parklet, curb extension, mid-block crossing, sidewalk extension, shared street, and temporary open street or street park. 🚶 🚲 🛴
 - A8.3b Transform Mission Street and Fair Oaks Avenue into complete streets that promote safe walking and cycling. 🚶 🚲 🛴



Aging in Place



Social Equity



Vision Zero



9 OUR CREATIVE COMMUNITY

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

Existing Conditions

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

live music, hands-on art activities for children, and typically features many group shows and exhibitions.

Eclectic Music Festival and Art Walk

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

Community Issues

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



ArtsCrawl: Twice annually, the South Pasadena Chamber of Commerce hosts the ArtsCrawl event to showcase artists and musicians, and highlight downtown businesses. Businesses along Mission Street, Fremont Avenue, Fair Oaks Avenue and Hope Street participate in the event, with many boutiques offering deals on merchandise and extending their hours. This free event allows people to hop between gallery openings, hear



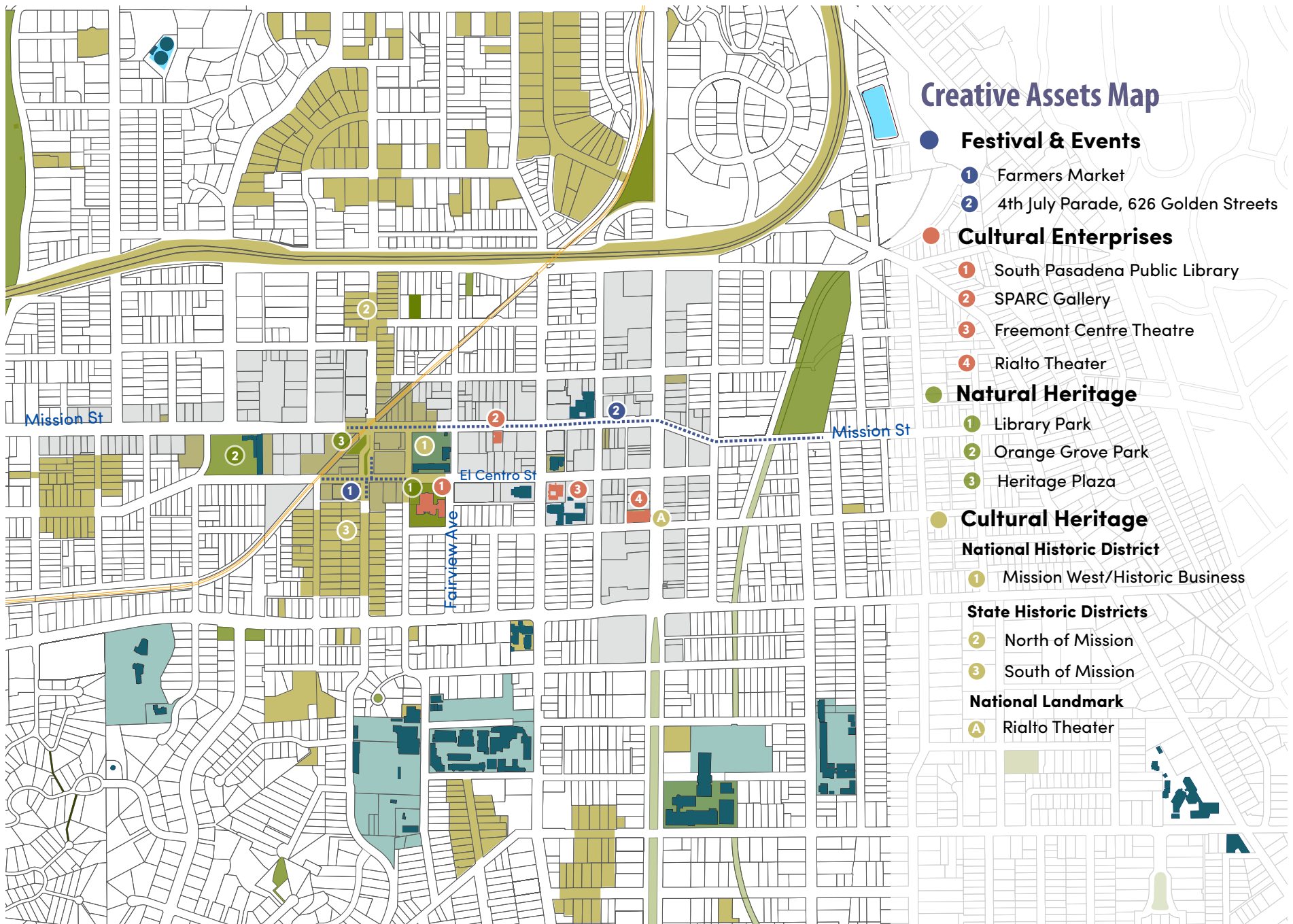


Figure B.6. Downtown Asset Map.



Green Broom Academy

VISION

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

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

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



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



South Pasadena Unified School District Administration building

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

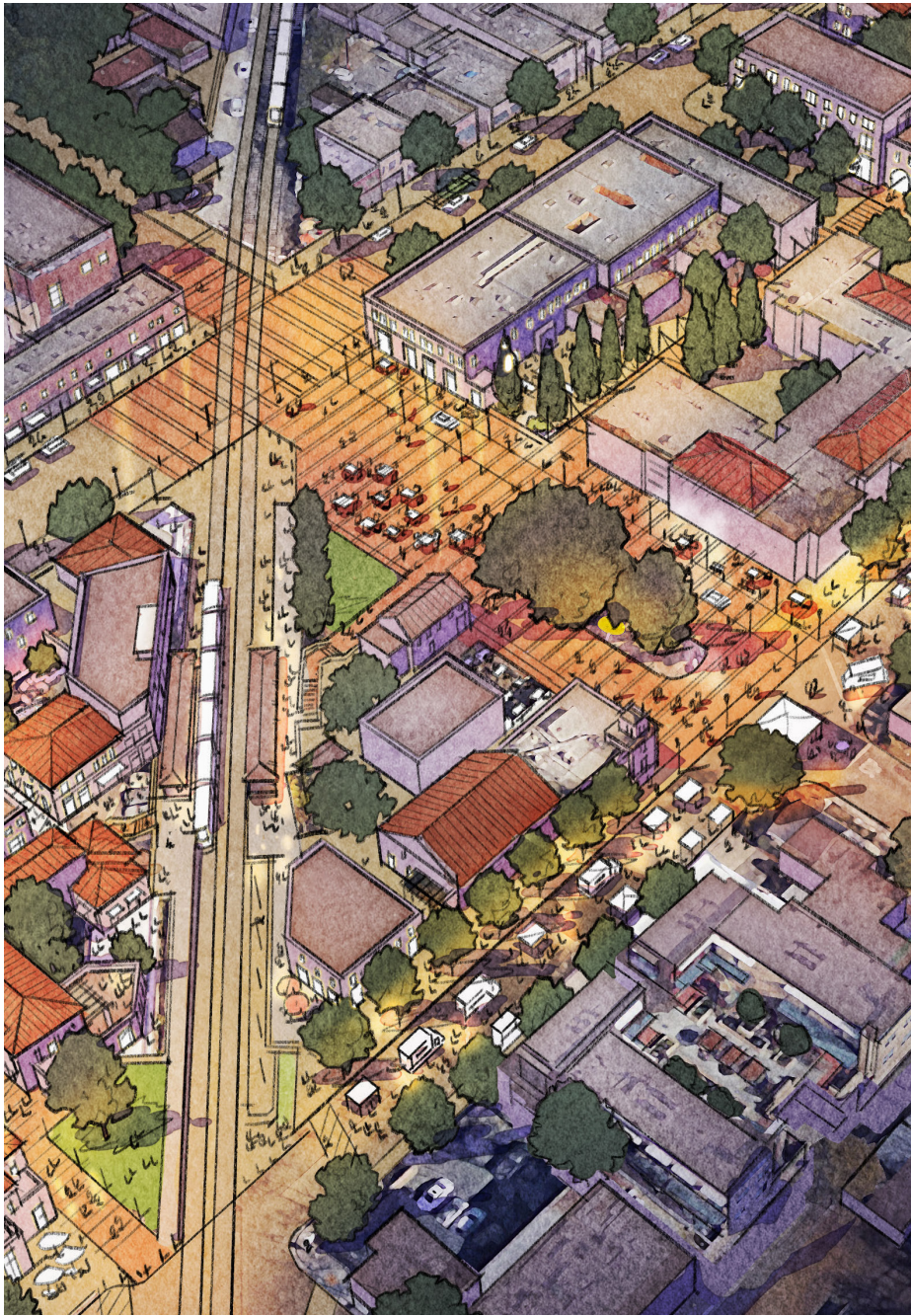
Arts and Cultural District: Downtown South Pasadena has a high concentration of cultural resources and activities. South Pasadena should evaluate designating the Downtown area as a local cultural district. The designation would increase public awareness of cultural activities, attract more cultural tourists,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

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

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



City Hall activity during ArtsWalk.



Redesign Station Area Plaza

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

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

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

Parklets: A series of parklets are proposed to be distributed throughout Mission Street. The parklets could be venues for rotating public art installations designed by artists whose works are featured in the galleries on Mission Street.

Orange Grove Park Public Art Walk — The reconstruction of the sports fields at Orange Grove Park following the construction of the new Community Center presents an opportunity to improve sight lines into the park, to make the park and

adjacent areas safe and more inviting, and provide a wide linear public art walk along the park edge.

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

Policies and Actions

Creative Prosperity

P9.1 Creative businesses have places to work, live, gather, and promote their art in Downtown.

- A9.1a Work to ensure South Pasadena’s creative sector has adequate and inviting spaces to create, sell their products, and network. 🌍 🎨
- A9.1b Identify opportunities to build an Arts Center that offers physical and virtual space for South Pasadena’s creative sector to connect, create, and promote their art. 🌍 🎨
- A9.1c Establish an arts incubator/accelerator spaces to provide office space, management assistance, technology, and access to funding opportunities. 🌍 🎨

P9.2 Facilitate use of vacant retail space by arts and cultural groups.

- A9.2a Provide opportunities for artists with temporary use of such spaces and venues as vacant walls, storefronts, empty buildings, and open spaces. 🌍 🎨
- A9.2b Provide building owners with tax incentives, grants, loans, and streamlined permitting process to renovate buildings that can be used as live/work spaces by artists. 🌍 🎨
- A9.2c Work with the owners and the developers to put a variety of pop-up art events, exhibits, performances, and temporary retail in their empty spaces that will enliven the street. 🌍 🎨

P9.3 Link climate and cultural resilience through creative place-making.

- A9.3 Integrate arts, culture, and creative activities within community development efforts. 🌍 🎨

P9.4 Support funding for arts and cultural groups.

- A9.4a Document compelling stories supported with facts on economic, social, and environmental benefits of arts and culture in South Pasadena. 🌍 🎨
- A9.4b Leverage city funds for private and public sector support including donors, sponsors, and grants. 🌍 🎨

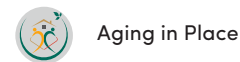
Cultural Tourism

P9.5 Develop effective tools to promote arts, cultural, and heritage attractions in Downtown.

- A9.5a Coordinate marketing so visitors and locals can readily find information about Downtown arts, heritage and cultural attractions/events. Create a master calendar and post events and attractions on local and regional travel websites, travel apps, and social media sites. 🌍 🎨
 - A9.5b In the short-term, locally designate downtown as a Cultural District. In the longterm, pursue, state-level Cultural District designation. 🌍 🎨
 - A9.5c Partner with local businesses to showcase the art of talented, emerging artists in downtown cafes, restaurants, and boutique stores. 🌍 🎨
- P9.6 Leverage the Metro A Line Station and the potential Metro Bike Share Center at the Station to promote creative attractions/events.**
- A9.6 Partner with Metro to advertise Downtown events and attractions to riders. 🌍 🎨

Public Art

- P9.7 Integrate public art into the development review and capital improvement program.**
- A9.7 Embed artists in planning projects and initiatives in City agencies, such as Community Development, Public Works, and Community Services Departments. 🌍 🎨



Aging in Place



Social Equity

