## VOLUME 2

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PASADENA PEDESTRIAN PLAN
VOLUME 2

SECTION 1
DETAIL DESCRIPTION OF CITYWIDE PEDESTRIAN-RELATED CAPITAL IMPROVEMENT PROGRAMS
# LIST OF PROJECTS

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### Streets and Streetscapes
### Wheelchair Ramps - City Wide

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**DESCRIPTION:** This is a fifteen-year project to install wheelchair ramps along arterial and collector streets throughout the City. The arterial and collector street system was targeted because of higher pedestrian volumes and its proximity to commercial and business districts. The Accessibility and Disability Issues Committee annually works with staff to identify specific corridors to address the needs for wheelchair ramp installation. Also, the program installs ramps in residential districts in response to specific requests from citizens.

**JUSTIFICATION:** When completed, this project will provide wheelchair ramps at locations necessary to provide proper access for the disabled with the initial focus on identified mobility corridors with specific emphasis around commercial and business districts.

**SCHEDULE:** This project began in FY 1994. To date, 800 ramps have been constructed as part of this program. Approximately 75 ramps were installed in FY 2005 and another 70 will be installed in FY 2006.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Land Use Element of the General Plan by increasing the accessibility of the City to all residents.

**IMPACT ON THE NORTHWEST:** A number of future wheelchair ramp locations are planned for Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created and received initial funding in FY 1994.
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DESCRIPTION: The Neighborhood Traffic Management Program (NTMP) is a comprehensive process for managing traffic volume, travel speeds, and traffic-related noise in the City's residential neighborhoods. The NTMP relies heavily on community input to determine the best-suited traffic management measures for a particular neighborhood. Specific measures include reconfiguration or installation of roadway striping, alteration of signal timing, installation of regulatory or warning signs, and installation of traffic-calming devices.

JUSTIFICATION: Through-traffic, the speed and noise of cars, and the lack of available on-street parking in neighborhoods negatively affect people living along a street. The negative impacts of excessive traffic, including noise, dust, air pollution, vibration, traffic accidents, and decreased bicycle and pedestrian safety, reduce the quality of life, particularly in residential areas. The NTMP was developed to address these concerns through the implementation of traffic-calming measures on local streets. Travel speeds and traffic volumes are generally reduced after traffic-calming measures are installed. These measures often result in fewer and less severe traffic accidents, and an increase in neighborhood activities such as walking, bicycling, and children playing in front yards.

SCHEDULE: In FY 2006, the following neighborhoods are scheduled for comprehensive traffic review, in addition to the current study areas:

1) Daisy Avenue/Villa Street Neighborhood bounded by Maple Avenue to the south, Orange Grove Avenue to the north, Sierra Madre Boulevard to the west, and Eaton Drive to the east;

2) Los Robles/Mountain Street Neighborhood bounded by Washington Boulevard to the north, Marengo Avenue to the west, Orange Grove Avenue to the south, and El Molino Street to the east;

3) Craig Avenue/Casa Grande Neighborhood bounded by north city limits, Allen Avenue to the west, Loma Vista to the south, and Altadena Street to the east; and

4) WCIU Neighborhood bounded by north city limits, Hill Avenue to the west, Washington Boulevard to the south, and Sierra Bonita to the east.
In addition, the program will continue to conduct speed hump reviews and installations; distribute NTMP handbooks; conduct preferential permit parking program studies as needed; perform traffic counts and speed surveys as needed; and install traffic equipment such as electronic speed signs, portable data collection devices, etc.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element of the General Plan by protecting neighborhood and helping to promote and improve traffic safety within the City.

**IMPACT ON THE NORTHWEST:** In FY 2006, the NTMP will address traffic concerns in three Northwest neighborhoods, including two that are in process and one that is programmed to begin.

**HISTORY:** This project was an expansion of the "Speed Hump" project which was created in FY 1984 (See Justification).
### FY 2006 - 2010 Capital Improvement Program
#### Traffic Control and Facilities
South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station

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**DESCRIPTION:** This project will provide a southern pedestrian bridge over the eastbound lanes of the Route 210 Freeway at the Sierra Madre Villa Light Rail Station. This bridge will provide a direct and safe approach for pedestrians and bus riders approaching from the south. It will supplement the north pedestrian bridge which provides access to a 1,000-car parking garage as well as facilitate pedestrians and bus riders approaching from the north.

**JUSTIFICATION:** The Sierra Madre Villa Station is the terminus for the Gold Line in Pasadena. It is anticipated that significant ridership will come from south of the Route 210 Freeway.

**SCHEDULE:** The environmental study and design were completed in FY 2004. A supplemental environmental study will be completed in FY 2006. Right-of-way acquisition will be completed in FY 2006.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with the Mobility Element of the General Plan by helping to coordinate and link Pasadena's transportation system with existing and planned regional systems, and participating in the planning of these systems.

**HISTORY:** This project was created as the "Column Enhancement at Sierra Madre Light Rail Station" in FY 2002. In January 2002, the project was modified to complete the pedestrian bridge and column as one project. This project was fully funded in FY 2006.

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5.6
## FY 2006 - 2010 Capital Improvement Program
### Traffic Control and Facilities
#### Lake Avenue Light Rail Enhancements

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**DESCRIPTION:** The Light Rail Station Review Committee recommended various architectural enhancements to the Lake Avenue light rail station. These enhancements will be completed in two phases, including but not limited to:

- **Phase I:**
  1. Installation of colored concrete sidewalk improvements, planters, and landscaping.

- **Phase II:**
  1. A clock tower on the east side of the bridge
  2. Pedestrian canopies on each side of the station entrances, which includes a photovoltaic system
  3. Additional bike rack areas

This project aims at integrating the entire bridge area with the light rail transit station design, providing a pedestrian-friendly entrance and creating a landmark as well as a gateway to the Lake Avenue business district.

**JUSTIFICATION:** The Light Rail Station Review Committee found the original proposal for the Lake Avenue bridge approaches to the light rail station (in the median of the 210 Freeway) to be bleak and uninviting.

**SCHEDULE:** Phase I was completed in FY 2003 and design of Phase II was completed in FY 2005. Construction of Phase II will be completed in FY 2006.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with Objectives 19 and 20 of the Land Use Element of the General Plan and Objective 4.1 of the Mobility Element (increase the availability and use of transit) by improving pedestrian access and amenities for public transportation, thus helping to provide effective and convenient alternatives to using cars. Policy 20.4 of the Land Use Element specifically provides for the encouragement of transit use by improving services, stations, and connections.

**HISTORY:** This project was created in FY 1997 and fully funded in FY 2006.
FY 2006 - 2010 Capital Improvement Program
Traffic Control and Facilities
Gold Line Light Rail Station Enhancements
75021

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DESCRIPTION: This project involves planned betterments at various sites along the Gold Line Light Rail route. The betterments and their locations are:

- Allen Avenue Station - Retain and enhance architectural and art elements removed during cost reduction plus add street lights and landscaping. Estimated cost is $300,000.
- Sierra Madre Villa Station - Improve Halstead Street. Estimated cost is $275,000.
- Fillmore Station - Retain architectural and art components plus landscaping. Estimated cost is $200,000.
- Right-of-way Between Green Street and Holly Street - Improve old right-of-way with area lights, sidewalks, and landscaping. Estimated cost is $480,000.
- Arroyo Parkway at Del Mar Boulevard - Widen south side of Del Mar Boulevard. Estimated cost is $50,000.
- Widen Arroyo Parkway to provide a right-turn lane. Estimated cost is $150,000.
- Power plant private crossing. Estimated cost is $150,000.
- Citywide - Miscellaneous betterments at various locations. Estimated cost is $225,000.
- Design and construct a bike-transit facility near one or more of the Metro Gold Line Stations. Estimated cost is $200,000

JUSTIFICATION: This will make the Gold Line Stations and crossings friendly, safe, and accessible, thereby improving ridership.

SCHEDULE: The remaining work was designed in FY 2005 and will be constructed after the execution of an agreement with the MTA/Caltrans. The remaining work includes: Landscaping and bike racks at Allen Avenue Station; Right-of-way improvements between Green Street and Holly Street; and the Citywide miscellaneous betterments. In addition, in FY 2006, a bike-transit facility will be designed and construction will be completed in FY 2007.
RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with Objectives 19 and 20 of the Land Use Element of the General Plan and Objective 4.1 of the Mobility Element (increase the availability and use of transit) by improving pedestrian access and amenities for public transportation, thus helping to provide effective and convenient alternatives to using cars. Policy 20.4 of the Land Use Element specifically provides for the encouragement of transit use by improving services, stations, and connections.

HISTORY: This project was created in FY 2003 and fully funded in FY 2006.
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DESCRIPTION: This project provides for the following twelve enhancement projects along the Gold Line route and stations.

1. **Sierra Madre Villa Station - South Pedestrian Overcrossing**
   Completion of the southern access pedestrian bridge over the eastbound lanes of the 210 Freeway at the Sierra Madre Villa Light Rail Station along with the elevator/stair tower at the south end of bridge, and the necessary improvements and acquisition of a portion of the OSH property on Colorado Boulevard and Madre Street. The estimated cost is $6,500,000.
   
   This enhancement is a separate CIP project - “South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station” (page 5.6), and therefore not included in the Total Estimated Project Cost of this project.

2. **Fillmore Station Pedestrian Plaza - Raymond Avenue to Station and Fillmore Street Improvements**
   Closure of Fillmore Street from Raymond Avenue east to cul-de-sac to include the following: Remove existing street, modify existing drainage system, and construct decorative walkways, lighting, benches, bike racks, and kiosks for enhancement of the Fillmore Station. Install a new traffic signal at Fair Oaks Avenue and Fillmore Street for pedestrians traveling between the Fillmore Station and the Huntington Hospital area. The estimated cost is $500,000.

3. **Noise Mitigation for Freeway Stations**
   Mitigate the noise from the freeway for passengers waiting for Gold Line trains. The project will reduce noise levels to below the maximum acceptable noise thresholds at three Gold Line stations along the 210 Freeway: Lake Avenue, Allen Avenue, and Sierra Madre Villa Avenue. Potential solutions to reduce traffic noise levels at the station platforms include, but are not limited to: sound walls, platform enclosures and pedestrian shelters. This proposal will require MTA and Caltrans approval. The estimated cost is $3,000,000.

4. **Traffic Signal Upgrades for Automated Traffic Control System (ATCS) Intersections**
   Upgrade 20 signalized intersections with battery back-up, 8-inch to 12-inch traffic signal head conversion, and LED upgrades. This will improve traffic safety at three at-grade crossings (Del Mar Boulevard, California Avenue, and Glenarm Street) in case of power outages within the ATCS. The estimated cost is $400,000.
This project may also include installation of Flashing Yellow Arrow Protected/Permissive operations at two to three signalized intersections along Arroyo Parkway at Glenarm Street, Del Mar Boulevard, and California Boulevard. This operation will simplify traffic signal phase sequences needed to mitigate traffic queues upon train arrivals. This new signal display has also been demonstrated as less confusing and easily understood by motorists, and thus could improve traffic safety as well as intersection efficiency.

5. Information Kiosks
Install intermodal way-finding information kiosks at Gold Line stations. The City of Pasadena engaged the design services of an environmental graphic design firm to develop a free-standing information kiosk to be located adjacent to the six Pasadena Metro Gold Line stations and throughout the various business districts in the City. The kiosks will provide information related to the Gold Line transit system, directions to activities and events throughout the various business districts, and promote City of Pasadena-sponsored events. The kiosks will exhibit an electronic interface (i.e. LED monitor, CPU, input interface) and static graphic information. The kiosks will also provide storage areas for limited printed materials. The initial installation will focus on the six Pasadena Gold Line stations. The estimated cost is $90,000.

6. Improvement to MTA Right-of-Way Between Green Street and Holly Street
Improve MTA right-of-way with special colored concrete pavement, pedestrian lights, landscaping, benches, and trash receptacles per the Old Pasadena Streetscapes and Alley Walkways Plan. This will improve pedestrian travel from the Memorial Park Station into Old Pasadena. The estimated cost is $750,000 with a funding shortfall of $250,000. The "Gold Line Light Rail Station Enhancements" project (page 5.10) includes this enhancement but with an estimated cost of $500,000. The shortfall is included in the total estimated cost of this project.

7. Pasadena Light Rail Train (LRT) Tracking and Network Monitoring System
Upgrade the existing Pasadena LRT Automated Traffic Control System by integrating standard train-tracking capabilities as well as monitoring of all transportation systems associated with the Pasadena Metro Gold Line. This will be done by integrating all necessary transceivers, controls, and communication equipment from the SCADA system (the real-time train-tracking system used by the MTA) into strategic control cabinets along Arroyo Parkway and Raymond Avenue as well as the Traffic Management Center. The estimated cost is $400,000.

8. Street Improvements on Halstead Street from Electric Drive to Sierra Madre Villa Station
Improve safety and traffic circulation for pedestrian and vehicular access leading to the Gold Line station by doing the following:

5.12
A. Install electronic message boards for eastbound and westbound freeway traffic for parking accessibility at Sierra Madre Villa parking structure.

B. Remove existing cross and longitudinal gutters at Foothill Boulevard and Halstead and construct new cross gutters and other miscellaneous street improvements at the intersection.

C. Install landscaping, irrigation systems, and center fence on existing medians on Sierra Madre Villa Avenue between Colorado Boulevard and Foothill Boulevard. The estimated cost is $500,000.

9. **Pedestrian Lighting Near Gold Line Stations**
   Install pedestrian lighting on Raymond Avenue between Glenarm Street and California Boulevard, and on Allen between Colorado Boulevard and Corson Street. The estimated cost is $700,000.

   This enhancement is being done under two separate CIP projects - "South Fair Oaks Specific Plan" (page 2.20) and the "East Colorado Specific Plan" (page 2.21), and therefore not included in the Total Estimated Project Cost of this project.

10. **Allen Avenue Station Improvements**
    Install decorative tile and accents to entry-level walls to match outside tile and accents at the station and install landscaping and bike racks. The estimated cost is $150,000.

11. **Vehicle Arrival Information**
    Install the NextBus system at various stations throughout the city. NextBus provides actual arrival information, updated at regular intervals. Because traffic variations, breakdowns, and day-to-day problems can interrupt service, NextBus was designed to keep riders on schedule. NextBus uses satellite technology and advanced computer modeling to track vehicles on their routes. Each train is fitted with a satellite tracking system. The estimated costs is $600,000.

12. **Fence Line Landscaping and Irrigation between Fillmore and Del Mar Stations**
    Install landscaping and an irrigation system along Gold Line fences from Del Mar Boulevard to the South City Limits. The estimated cost is $500,000.

**JUSTIFICATION:** This project allows for enhancements that will improve safety and traffic circulation for pedestrian and vehicular traffic along Gold Line route and stations, thereby improving ridership.
SCHEDULE: The following work will be done in FY 2006:

1. Noise Mitigation Project - pending the determination of a feasible project alternative during the initial phase of the concept barrier study, the Caltrans project study report phase will be completed;
2. Improvements to MTA Right-of-Way between Green Street and Holly Street - This project will be completed;
3. Pedestrian Lighting near Fillmore and Allen Stations - Installation of lighting on Allen Street will be completed and the installation of lighting on Raymond Avenue will begin in FY 2006 and be completed in FY 2007;
4. Traffic Signal Upgrades for ATCS Intersections - This project will be completed; and
5. Street Improvements for Fillmore Plaza from Raymond Avenue to the Gold Line will be designed in FY 2006 and constructed in FY 2007.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with Mobility Element Objective 4.2 by improving the pedestrian environment, and Objective 4.5 by improving and stabilizing the flow of traffic on local streets. In addition, the project is also consistent with Land Use Element Policy 19.2 by reducing traffic congestion and protecting residential neighborhoods from traffic impacts.

SPECIAL CONSIDERATION: The total cost of all the enhancement projects is $12,590,000. Several of the enhancements listed in this project description are part of other projects in the CIP. The cost of those enhancements are included in the total project cost of those projects and therefore not included in the total estimated project cost of this project. On August 23, 2004, the City Council approved $5,415,000 of Gold Line Surplus Funds from the Los Angeles to Pasadena Metro Blue Line Construction Authority to be allocated to Gold Line projects. A total of $3,015,000 has been appropriated to this project and the remaining $2,400,000 was appropriated to the South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station project (75068).

HISTORY: This project was created and received initial funding in FY 2005.
**FY 2006 - 2010 Capital Improvement Program**  
**Traffic Control and Facilities**  
**Del Mar Station Public Plaza Betterments**  
75011

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**DESCRIPTION:**  This project provides for betterments at the Gold Line Del Mar Station Plaza. The betterments include:

1. Upgrade the paving in the general plaza area from colored, stamped concrete to natural cut stone with banding of precast concrete pavers.
2. Upgrade the paving in the specialty plaza areas from stamped, simulated terra cotta concrete to terra cotta tile paving over concrete.
3. Upgrade the finishes of three water features in the plaza from a plaster finish to use of ceramic tile emulating the historic character of fountains and walls found in the Pasadena area.
4. Upgrade metal furniture in the plaza including benches and informal café tables to period style teak furniture.
5. Upgrade the size of the trees planted throughout the plaza in order to provide immediate shade and a sense of maturity to the public spaces.

**JUSTIFICATION:**  This plaza will serve as a major light rail entry to the City in general, and Old Pasadena in particular, upgrading to a higher quality finish material will be more attractive and more in keeping with the historic depot.

**SCHEDULE:**  This project will be completed in FY 2006 by the Construction Authority's contractor.

**RELATIONSHIP TO THE GENERAL PLAN:**  This project is consistent with Objective 19 and 20 of the Land Use Element of the General Plan and Objective 4.1 of the Mobility Element by improving pedestrian access and amenities for public transportation, thus helping to provide effective and convenient alternatives to using cars. Policy 20.4 of the Land Use Element specifically provides for the encouragement of transit use by improving services, stations, and connections.

**HISTORY:**  This project was created and fully funded in FY 2003.
## Suggested Routes to School Program

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### DESCRIPTION:
This project provides for the establishment of a routes map to and from the fourteen public elementary schools located in Pasadena. Identification of suggested routes to school includes site visit to the schools, coordination with the Pasadena Unified School District (PUSD), and mapping of the routes in a GIS format. This is a collaborative effort between the Pasadena Unified School District and the City.

### JUSTIFICATION:
This project will provide routes to schools for the children of Pasadena.

### SCHEDULE:
This project began in FY 2005 and will be completed in FY 2006.

### RELATIONSHIP TO THE GENERAL PLAN:
This project is consistent with the Public Facilities Element Objective 6 by the continued provision of a high level of design quality in all public streets. It is also consistent with Land Use Element Policy 19.2 by reducing traffic congestion.

### IMPACT ON THE NORTHWEST:
This project will impact the schools located in Northwest Pasadena which is an area of the City that has been targeted for revitalization.

### HISTORY:
This project was created and fully funded in FY 2005.
### FY 2006 - 2010 Capital Improvement Program

#### Traffic Control and Facilities

*Safe Routes to School Project - Citywide*

**75601**

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**DESCRIPTION:** This project provides for improvements that will increase safety on routes to elementary schools in the City. The project will install additional sidewalk, gutter, and wheelchair access ramps; improve signage; and install bulb-outs and in-pavement lighted crosswalks at eligible elementary schools in Pasadena.

**JUSTIFICATION:** The improvements will enhance safety around local elementary schools.

**SCHEDULE:** This project will be designed in FY 2006 and construction will begin in FY 2007.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element Policy 3.5 by promoting safe travel in neighborhoods and enforcement of traffic regulations with particular attention given to sensitive uses such as schools, senior centers, hospitals, community services, and parks. This project is also consistent with Mobility Element Policy 3.7 by informing and involving neighborhood residents in transportation programs such as the Suggested Safe Routes to School Program to help ensure that students can safely walk or bicycle to and from school.

**IMPACT ON THE NORTHWEST:** Some route improvements will occur in Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created and fully funded in FY 2006.
## FY 2006 - 2010 Capital Improvement Program
### Traffic Control and Facilities
#### Pedestrian and Bicyclist Safety Enhancements - Safe Strides and Rides

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DESCRIPTION: This project provides for the enhancement of pedestrian and bicyclist safety and awareness through educational and engineering treatments. In-roadway lighting systems will be installed at two crosswalks in the City of Pasadena. The location of these crosswalks will be identified by the Department of Transportation as part of this project through a warrants analysis in high-density pedestrian areas. In addition, through a collaborative effort with other agencies, an educational video regarding safe walking and cycling tips will be developed. The video will be distributed to schools, youth centers, community centers and senior center assisted living developments. This project also provides funding to procure equipment such as bicycle helmets to be distributed at three bicycle rodeos, organized by the City.

JUSTIFICATION: Between January 2000 and January 2004, a total of 333 pedestrian-related and 339 bicycle-related traffic collisions were reported to the City of Pasadena Police Department. In July 2003, the University of California, Institute of Transportation Studies (ITS) completed a program evaluation of traffic safety to identify potential solutions to reduce the number of traffic collisions in the City. The ITS study stated that the "chance of a fatal or injury pedestrian involved collision occurring in Pasadena is about 35 percent higher than the statewide average." One of the many recommendations in the study was that the City should develop a pedestrian safety program. This project will assist the City in the development of this program through the implementation of engineering treatments such as in-roadway lights.

SCHEDULE: This project will be designed in FY 2006 and constructed in FY 2007.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with the Mobility Element Objective 4.2 by improving pedestrian environment, and Objective 4.5 by improving and stabilizing the flow of traffic on local streets. In addition, this project is consistent with the Land Use Element Policy 19.2 by reducing traffic congestion and protecting residential neighborhoods from traffic impacts.

IMPACT ON THE NORTHWEST: A portion of this project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: This project was created in FY 2005 and fully funded in FY 2006.
# FY 2006 - 2010 Capital Improvement Program
## Traffic Control and Facilities
### New Bus Benches, Passenger Alighting Pads and Other Stop Amenities
#### 75900

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**DESCRIPTION:** This project involves the installation of new bus benches, bus stop amenities, and concrete paving at various bus stop locations throughout the City.

**JUSTIFICATION:** These bus stops are currently located in unimproved parkways. The benches will provide seating for the bus riders. The concrete bus pads will provide safe footing for passengers as they enter and exit the buses. Other amenities include bus stop signage to clearly identify stop locations.

**SCHEDULE:** This is an ongoing annual project. Work will be completed on an as-needed basis.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element in decreasing reliance on automobiles by providing street amenities such as shelters, benches, etc.

**IMPACT ON THE NORTHWEST:** Some of these improvements will take place in Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created and received initial funding in FY 2000.
### FY 2006 - 2010 Capital Improvement Program

**Traffic Control and Facilities**

**Traffic Signal System Enhancement for Pedestrian Connectivity and Safety - Phase I**

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**DESCRIPTION:** This project provides for the first phase of pedestrian-related traffic signal enhancements related to pedestrian presence, control and safety at signalized or unsignalized locations. The enhancements will include, but are not limited to: the upgrade of pedestrian indicators, pedestrian push buttons, pedestrian detection systems, battery backup, count-down pedestrian signals when warranted, implementation of Leading Pedestrian Level phase, enhanced signing for pedestrian safety, and other newly approved technologies that aim towards betterment of pedestrian mobility.

**JUSTIFICATION:** This project is part of the 2004 General Plan Mobility Element. To achieve the City's Guiding Principle that Pasadena will be "a community where people can circulate without cars," the 2004 Mobility Element places greater emphasis on transportation programs that will promote a livable community and encourage non-auto travel. Pedestrian improvements and safety are an integral part of the citywide transportation implementation programs. This project will promote pedestrian connectivity and improve intersection safety throughout the City.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element Objective Policy 2.7 by promoting improvements for pedestrians to support vibrant and active streets and major places of activity. In addition, this project is consistent with the Public Facilities Element Objective 6 by the continued provision of a high level of design quality in all public streets.

**IMPACT ON THE NORTHWEST:** Some improvements will occur in Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created in FY 2006 and is currently unfunded.

---

5.52
### FY 2006 - 2010 Capital Improvement Program

**Streets and Streetscapes**

#### Civic Center/Mid-Town Public Improvements and Related Components

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#### DESCRIPTION:

The goal of the Civic Center/Mid-Town District Public Improvements Project is to design and implement pedestrian and transportation enhancements within the public spaces of Pasadena’s historic Civic Center District. This area includes Centennial Square, Holly Street, Garfield Avenue Promenade including the Civic Auditorium and Central Library forecourts, Thurgood Marshall Street and Colorado Boulevard.

These improvements will include streetscape and walkway elements such as street and sidewalk paving, landscaping and street trees, lighting, signage, graphics, street furniture, and gateway elements.

#### JUSTIFICATION:

These public improvements will enhance the light rail transit gateway at the Memorial Park Gold Line Light Rail station by furnishing a pleasant, safe and efficient pedestrian connection throughout the Civic Center for Light Rail patrons to the District’s civic, commercial, and retail uses while encouraging patrons to walk, bicycle and use other modes of transportation downtown. The project will further enhance and preserve the historic 1920’s Beaux-Arts Civic Center district design elements.

#### SCHEDULE:

The Concept Plan was completed in FY 2002 and the Design Development documents were completed in FY 2004. Current grant and match funding will allow for implementation of the following Phase 1-3 District improvements:

- **Phase 1 - Colorado Boulevard**: Street trees, lighting and site amenities (benches, trash cans, bike racks);
- **Phase 2 - Garfield Avenue**: (between Union and Ramona Streets) Pedestrian amenities include historic sidewalk repair, irrigation, street trees and landscaping, street lights, trash cans, temporary parking/crosswalk striping, parking meter relocation, Union Street signal relocation, Thurgood Marshall signs for one-way conversion, storm drainage system, signage (watermarks/historic building markers) and related demolition, grading and patching.
Phase 3 - Holly Street: New brick & concrete sidewalks; street trees & landscaping; street lighting, gateway & tree up-lighting; site amenities (benches, trash cans, bike racks); gateway entry elements, and related demolition, grading and patching.

Phases 4-11 improvements will be designed and constructed as future funding becomes available.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with Objectives 2, 5, 6, 10, 12, 19, 20, 21 and 22 of the Land Use Element of the General Plan by incorporating accessible urban open spaces; preservation of Pasadena's character and scale, including its traditional urban design form and historic character; promotion of historic preservation within the District; promoting a diverse economic base; enhancement of the City's dynamic social and cultural life; encouraging retention and creation of job opportunities for residents and encouraging a business climate that contributes to the City's fiscal well-being; promoting the relationship of land use and transportation; encouraging and supporting development of transit-oriented and pedestrian-oriented development; and coordinating development between transit oriented and pedestrian districts.

SPECIAL CONSIDERATION: An MTA Grant for $2.7 million has been approved and is expected to be received in FY 2007.

HISTORY: This project was created and received initial funding in FY 2002.
South Lake Streetscapes Improvements

**DESCRIPTION:** This project provides for the installation of pedestrian lighting, electrical upgrades, and landscaping of the median island on South Lake Avenue between Green Street and California Boulevard.

The total estimated cost of the project is as follows:
- 280,000 - Pedestrian Lighting Costs
- 275,770 - Electrical Upgrades
- 305,000 - Landscaping and Irrigation Costs

Total Costs $860,770

**JUSTIFICATION:** This project will result in a more pleasant pedestrian environment and reinforce the South Lake Business District's image as a unique retail and entertainment area.

**SCHEDULE:** This project will be scheduled when funding becomes available.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element Objective 4.2 by improving the pedestrian environment. It is also consistent with the Land Use Element Policy 24.2 by enhancing the identity of specialized districts in the City, such as the South Lake Avenue Business District.

**HISTORY:** This project was created in FY 2005 and is currently unfunded.
FY 2006 - 2010 Capital Improvement Program
Streets and Streetscapes
Arroyo Parkway Enhancement
73201

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DESCRIPTION: This project provides improvements on Arroyo Parkway between Colorado Boulevard and Glenarm Street and on Arroyo Parkway/SR 110 between Glenarm Street and State Street. The improvements on the portion between Colorado Boulevard and Glenarm Street include pavement reconstruction/rehabilitation, modification of the median island to add/lengthen left-turn pockets and to widen through-traffic lanes, parkway and median landscaping, pedestrian lighting, crosswalk treatments, pedestrian amenities, and miscellaneous sidewalk and curb and gutter reconstruction.

Proposed improvements on Arroyo Parkway/SR 110 between Glenarm Street and State Street include new fences, screening, landscaping, and street lighting.

This project will be constructed in three phases. Phase I and II include roadway improvements between Colorado Boulevard and Glenarm Street such as pavement reconstruction/rehabilitation; median island modifications; sidewalk, curb and gutter reconstruction; aesthetic enhancements and gateway treatments for which funding is currently available. Phase III includes all of the proposed improvements on SR 110 south of Glenarm Street and any additional aesthetic enhancements and gateway treatments. Phase III will be implemented as funding becomes available.

JUSTIFICATION: These improvements will bring the facilities along Arroyo Parkway up to or beyond Pasadena’s minimum standards for a major arterial street. Several of the improvements would bring the street, sidewalk, and curb and gutter to a state of good repair following the relinquishment of the parkway by the State. Other improvements provide mobility and safety enhancements for both motorists and pedestrians and create a more pedestrian-friendly atmosphere along Arroyo Parkway, which is directly adjacent to two Light Rail stations. The project also provides enhanced aesthetics for this important gateway into the City.
This project is also part of the SR710 mitigation program funded by the federal government. This project will enhance pedestrian safety on Arroyo Parkway and will facilitate more efficient movement of traffic.

**SCHEDULE:** This project will be completed in three phases:

Phase I (Colorado to California):
Environmental and design of roadway improvements were completed in FY 2004
Design of aesthetic elements will be completed in FY 2006
Construction will begin in FY 2007

Phase II (California to Glenarm):
Environmental and design of roadway improvements were completed in FY 2004
Design of aesthetic elements will be completed in FY 2006
Construction will begin in FY 2007

Phase III (Glenarm to State Street):
Environmental to begin when funds are available

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with Objective 4.2 of the Mobility Element of the General Plan by improving the pedestrian environment and street aesthetics of Arroyo Parkway. Additional lighting will also help improve the environment so that Pasadena residents can enjoy personal safety and security, consistent with Goal 2.0 of the Seismic and Safety Element of the General Plan.

**HISTORY:** This project was created and received initial funding in FY 2002.
## FY 2006 - 2010 Capital Improvement Program
### Traffic Control and Facilities
#### Old Pasadena Traffic Improvement

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**Description:** This project provides for mitigation of parking and traffic impacts and issues that may be needed in the Old Pasadena Parking Meter Zone District. This may include: (1) special traffic control devices; (2) installation of special signs, striping, and traffic signal operations; (3) on-street parking related enhancements; and/or, (4) construction of traffic islands and minor curbside traffic improvements.

**Justification:** Due to the increase in business and special-event activity in the Old Pasadena area, additional traffic mitigation and parking management measures are frequently requested by the businesses in the area or are identified by staff.

**Schedule:** This is an ongoing project funded on an annual basis. In FY 2005, the following work was performed: Update of signal equipment such as pedestrian signal displays to international symbols and the installation of audio-tactile pedestrian push buttons. In FY 2006, work will begin on the upgrading of existing parking meters and the installation of new parking meters.

**Relationship to the General Plan:** This project is consistent with the Mobility Element by improving the safety of the pedestrian environment.

**Special Consideration:** The private capital is from Legacy Partners and is for a portion of the cost of a parking study.

**History:** This project was created and received initial funding in FY 1994.
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**DESCRIPTION:** This project will provide the infrastructure to develop a traveler information website for the Arroyo Verdugo Area. The system will enable collection and dissemination of multi-modal, real-time traveler information in the region. The project includes a website and ancillary computer equipment, and the installation of a traffic volume and speed data collection system to complement the existing Traffic Management Center (TMC) system detectors. Pasadena will receive seven traffic count stations and data server equipment to interface with the website.

**JUSTIFICATION:** This project will significantly improve the capability of the TMC, provide traveler information, and expand system capabilities to respond to changing traffic conditions. The new signal detector stations will enable more responsive signal control on Orange Grove Boulevard, Fair Oaks Avenue, Arroyo Boulevard, and California Boulevard. Expanded traveler information systems will enable travelers to select the shortest, most efficient route and travel mode.

**SCHEDULE:** This project is anticipated to be completed by the end of FY 2006. The City of Glendale is the lead agency on this project.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with Objective 22, Mobility Element, and Policy 22.4, Mitigation Measures, of the General Plan by supporting the development of transit-oriented and pedestrian-oriented developments while adopting and implementing mitigation measures as necessary to resolve significant existing traffic or other infrastructure capacity constraints.

**SPECIAL CONSIDERATION:** This is a joint effort between the cities of Pasadena, Glendale, and Burbank.

**HISTORY:** This project was created and fully funded in FY 2001.
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**DESCRIPTION:** This project will provide for the design and installation of street trees, tree grates, street lighting, trash receptacles, and other elements including benches, signage, bicycle racks, and public art in the Playhouse District.

1. Street Lighting - Install pedestrian lighting and/or upgrade existing lighting at the following locations:
   a. Colorado Boulevard from Los Robles Avenue to Lake Avenue - COMPLETED
   b. El Molino Avenue from Green Street to Union Street - COMPLETED
   c. Green Street from Los Robles Avenue to Lake Avenue - COMPLETED

   In addition, streetlight poles will be painted.

2. Street Trees and Landscaping - Install street trees and tree grates at the following locations:
   a. Colorado Boulevard from Los Robles Avenue to Lake Avenue - PHASE I COMPLETED
   b. El Molino Avenue from Green Street to Union Street - COMPLETED
   c. Prune trees on Green Street from Los Robles Avenue to Lake Avenue - ONGOING

3. Streetscapes - Install trash receptacles and benches at the following locations:
   a. Colorado Boulevard between Los Robles Avenue and Lake Avenue - COMPLETED
   b. El Molino Avenue between Green Street and Union Street - COMPLETED
4. Signage and graphics
   a. Install district identification signs, remote district directional signs and directional parking signs - COMPLETED
   b. Install small and large banners on light poles - COMPLETED
   c. Remove, refurbish and reinstall historic Pasadena Playhouse sign - COMPLETED

JUSTIFICATION: This project will result in a more pleasant pedestrian environment and the reinforcement of the Playhouse District's image as a unique retail, cultural, entertainment and historic area.

SCHEDULE: In FY 2006, streetlight poles will be painted at the following locations: Green Street - Lake Avenue to Hill Avenue; Green Street - Los Robles Avenue to Lake Avenue; El Molino Avenue - Union Street to Green Street; and Colorado Boulevard - Los Robles Avenue to Lake Avenue. Phase II of the tree removal and replanting along Colorado Boulevard will be reviewed in FY 2006.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with objectives 2, 5, 6, 10, 12, 19, 20, 21, and 22 of the Land Use Element of the General Plan by incorporating accessible urban open spaces; preservation of Pasadena's character and scale, including its traditional urban design form and historic character; promotion of historic preservation within the District; promoting a diverse economic base; enhancement of the City's dynamic social and cultural life; encouraging retention and creation of job opportunities for residents and encouraging a business climate that contributes to the City's fiscal well-being; promoting the relationship of land use and transportation; encouraging and supporting development of transit-oriented and pedestrian-oriented development; and coordinating development between transit-oriented and pedestrian districts.

SPECIAL CONSIDERATION: This project is being administered by the Planning and Development Department.

HISTORY: This project was created in FY 1996 and is fully funded.
FY 2006 - 2010 Capital Improvement Program  
Streets and Streetscapes  
Playhouse District Streetscapes, Walkways and Alleys - Phase II  
73125

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**DESCRIPTION:**  
The second phase of this project will provide for paved pedestrian crossings at the intersection of Colorado Boulevard and El Molino Avenue; new street lighting on the north/south streets and Union Street; as well as new trees, street furniture, banners, and public art on selected streets within the district. The improvements include:

1. Street Lighting - Install pedestrian lighting at the following locations:
   a. Union Street from Los Robles to Lake Avenue  
   b. Oakland from Union to Green Street  
   c. Madison from Union to Green Street  
   d. Oak Knoll from Union to Green Street  
   e. Hudson from Union to Green Street  

2. Street Trees and Landscaping - Install street trees and tree grates at the following locations:
   a. Union between Los Robles and Lake Avenue  
   b. Oakland between Los Robles and Lake Avenue  
   c. Madison between Los Robles and Lake Avenue  
   d. Oak Knoll between Los Robles and Lake Avenue  
   e. Hudson between Los Robles and Lake Avenue  

3. Streetscapes - Install bike racks on Green Street between Los Robles Avenue and Lake Avenue, and El Molino Avenue between Green Street and Union Street; and trash receptacles at the following locations:
   a. Green Street between Los Robles and Lake Avenue  
   b. Union Street between Los Robles and Lake Avenue  
   c. El Molino between Green and Union Street  
   d. Oakland between Green and Union Street  
   e. Madison between Green and Union Street  
   f. Oak Knoll between Green and Union Street  
   g. Hudson between Green and Union Street  

2.27
4. Street construction - Install special paved crosswalks at the intersection of Colorado Boulevard and El Molino Avenue.

JUSTIFICATION: This project will result in a more pleasant pedestrian environment and the reinforcement of the Playhouse District's image as a unique retail, cultural, entertainment, and historic area.

SCHEDULE: This project will be designed in FY 2006 and construction will begin in FY 2007.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with objectives 2, 5, 6, 10, 12, 19, 20, 21, 22, 25 and 26 of the City's Comprehensive General Plan, by incorporating accessible urban open space; preservation of Pasadena's character and scale, including its traditional urban design form and historic character; promotion of historic preservation within the District; promoting a diverse economic base; enhancement of the City's dynamic social and cultural life; encouraging retention and creation of job opportunities for residents and encouraging a business climate that contributes to the City's well-being; promoting the relationship of land use and transportation; encouraging and supporting development of transit-oriented and pedestrian-oriented development; coordinating development between transit-oriented and pedestrian-oriented districts; and providing information to encourage more citizen involvement and participation in planning decisions in the City.

SPECIAL CONSIDERATION: This project is being administered by the Planning and Development Department. An MTA grant has been approved and is expected to be received in FY 2007.

HISTORY: This is Phase II of a project that was created in FY 1996 and received initial funding in FY 2002.
**South Fair Oaks Specific Plan Area**

**DESCRIPTION:** This project provides for implementation of various public improvements described in the adopted South Fair Oaks Specific Plan which encompasses two subareas: 1) General Industrial Subarea; and 2) Huntington Memorial Hospital Subarea. Proposed projects include:

1. **Street Trees and Landscaping** - Install street trees and landscaping in the form of shrubs, ground cover and/or vines at the following locations:
   - Major Streets
     a. Fair Oaks Avenue from the South City Limits to California Boulevard
     b. Raymond Avenue from Glenarm Street to California Boulevard
     c. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way
   - District Streets
     d. Glenarm Street from Alarcon Place to the Metro Gold Line right-of-way
     e. Pico Street from Fair Oaks Avenue to Metro Gold Line right-of-way
     f. Bellefontaine Street from Pasadena Avenue to Fair Oaks Avenue
     g. Metro Gold Line right-of-way from the South City Limits to California Boulevard

2. **Street Lights** - Implement comprehensive street lighting improvements to increase pedestrian activity, promote safety, aid in orientation, and enhance area ambiance at the following locations:
   - Major Streets
     a. Fair Oaks Avenue from the South City Limits to California Boulevard
     b. Raymond Avenue from Glenarm Street to California Boulevard
     c. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way
   - District Streets
     d. Glenarm Street from Alarcon Place to the Metro Gold Line right-of-way
3. Decorative Crosswalks - Install decorative pedestrian crosswalks at the following intersections:

   Major Streets
   a. Fair Oaks Avenue at California Boulevard, Congress Street, Fillmore Street, Bellefontaine Street and Glenarm Street
   b. Raymond Avenue at California Boulevard, Fillmore Street and Glenarm Street

4. Sidewalk Repair/Improvements - Improve and/or repair sidewalks in conformance with City engineering standards and with texture and scoring patterns as set forth in the specific plan. Sidewalk repair/improvements shall be implemented at the following locations:

   Major Streets
   a. Fair Oaks Avenue from the South City Limits to California Boulevard
   b. Raymond Avenue from Glenarm Street to California Boulevard
   c. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way

   District Streets
   d. Glenarm Street from Alarcon Place to the Metro Gold Line right-of-way
   e. Pico Street from Fair Oaks Avenue to Metro Gold Line right-of-way
   f. Bellefontaine Street from Pasadena Avenue to Fair Oaks Avenue

5. Streetscapes - Install trash receptacles at the following locations:

   Major Streets
   a. Fair Oaks Avenue from the South City Limits to California Boulevard
   b. Raymond Avenue from Glenarm Street to California Boulevard
   c. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way

   District Streets
   d. Glenarm Street from Alarcon Place to the Metro Gold Line right-of-way
   e. Pico Street from Fair Oaks Avenue to Metro Gold Line right-of-way
   f. Bellefontaine Street from Pasadena Avenue to Fair Oaks Avenue

6. Fillmore Street Improvements - The following improvements shall be implemented on Fillmore Street between Fair Oaks Avenue and Raymond Avenue:
   a. Install sidewalk trees.
   b. Install street trees between parking spaces. The in-street trees shall be placed in
a planter with shrubs and/or ground cover to form a dense planting area.

c. Implement comprehensive street lighting improvements to increase pedestrian activity, promote safety, aid in orientation, and enhance area ambiance.

d. Improve and/or repair sidewalks in conformance with City engineering standards and with texture and scoring patterns as set forth in the specific plan.

e. Install street furnishing to include trash receptacles and benches. Benches shall be wood and/or metal. Concrete benches shall not be used.

f. Install a traffic signal at the Fillmore Street and Raymond Avenue intersection - COMPLETED

7. Fillmore Station Plaza - Fillmore Street between Raymond Avenue and the Metro Gold Line right-of-way shall be closed to create a public pedestrian plaza. The following improvements shall be implemented on the Fillmore Station Plaza:

a. Install a single row of trees and shrub/ground cover planting to match the “in-street” trees on Fillmore Street west of Raymond Avenue.

b. Provide paving for the Station Plaza designed as one integrated area preferably utilizing a combination of concrete and decorative paving materials. Existing curbs and sidewalks should be removed.

c. Install lighting to include uplighting for roof structures and pedestrian-scale decorative features.

d. Install street furnishing to include trash receptacles and benches. Benches shall be wood and/or metal.

8. Miscellaneous

a. Widen the south side of California Boulevard at the Fair Oaks Avenue intersection to provide an eastbound right-turn-only lane on California Boulevard to southbound Fair Oaks Avenue - COMPLETED

b. Widen the east side of Fair Oaks Avenue at the Glenarm Street intersection to provide a northbound right-turn-only lane on Fair Oaks Avenue to eastbound Glenarm Street.

JUSTIFICATION: The intent of the South Fair Oaks Specific Plan is to create an attractive environment for businesses. In addition, the Plan strives to integrate land use and transportation programs while supporting the enhancement of local businesses.

SCHEDULE: In FY 2006, the installation of street trees and landscaping, street light improvements, and sidewalk repairs/improvements will be completed on Glenarm Street from Alareon Place to the Metro Gold Line right-of-way as part of the SR 710 Mitigation Project. In FY 2007, the Raymond Avenue street and pedestrian lighting will be done as part of the Raymond Avenue Widening Project. The Fillmore Station Plaza will also be completed in FY 2007 as part of
the Gold Line Phase I - Project Enhancements Project. The street trees and landscaping, sidewalk repair/improvements and decorative crosswalks on Raymond Avenue between Del Mar Boulevard and Glenarm Street will be completed in FY 2007 as part of the SR710 mitigation project.

RELATIONSHIP TO GENERAL PLAN: The South Fair Oaks Specific Plan was identified in the General Plan. The Specific Plan combines the economic development, mobility, historic preservation and neighborhood protection elements of the General Plan into a comprehensive document which will guide private and public investment in the future.

SPECIAL CONSIDERATIONS: The total estimated cost of the specific plan is $5,750,000. Design and construction of the Fillmore Station Pedestrian Plaza was funded as part of the Gold Line Phase I - Project Enhancements (75506) in FY 2005 and will be completed in FY 2007. The following improvements will be done as part of other projects in FY 2007: 1) Street trees and landscaping, street and pedestrian lighting, and sidewalk repair and improvements on Raymond Avenue from Glenarm Street to California Boulevard to be done as part of Raymond Avenue Widening (73205), Raymond Avenue Lighting and Undergrounding (74500) and Gold Line Phase I - Project Enhancements (75506) and; 2) Decorative Crosswalks at the Raymond Avenue intersections with California Boulevard, Fillmore Street and Glenarm Street will be done in FY 2007 as part of the Raymond Avenue Widening (73205). Street trees and landscaping, street lighting, and sidewalk repair and improvements on Glenarm Street from Fair Oaks Avenue to Arroyo Parkway will be completed in FY 2006 as part of the Raymond Avenue to SR 110 Connector Project (73204).

HISTORY: This project was created in FY 1999 and received initial funding in FY 2003.
### FY 2006 - 2010 Capital Improvement Program

**Streets and Streetscapes**

**East Colorado Boulevard Specific Plan**

73582

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|                     | Commercial Development Fees (Interest) | 6,560,950 | 0 | 0 | 0 | 6,560,950 |
|                     | Unfunded | 6,675,950 | 0 | 115,000 | 0 | 6,675,950 |

**Total**

6,675,950

**DESCRIPTION:** This project involves the implementation of public improvements described in the East Colorado Boulevard Specific Plan. The plan identifies six subareas or districts and builds on the existing character, scale, and development trend of each to provide a comprehensive strategy for the entire area. The districts are Mid-City, College District, Gold Line, Route 66, Lamanda Park, and Chihuahuita (City Edge). The streetscape improvement plans in each area include the following:

1. **Street Trees and Landscaping**
   - a. Install street trees
   - b. Install landscaping
   - c. Replant existing median islands

2. **Streetscapes**
   - a. Repair sidewalks
   - b. Install street furniture

3. **Street Lighting - Install pedestrian lighting**

The following improvements are specific to one of the subareas:

1. **Mid-City Subarea (Colorado - Catalina to Holliston)**
   - a. Secure existing historic marker at 1308 Colorado Boulevard

2. **College District Subarea (Colorado - Holliston to Allen)**
   - a. Install decorative crosswalks at three locations
   - b. Install bulb-out and mid-block crosswalk
c. Widen sidewalks along Pasadena City College frontage
   d. Install public art
   e. Install directional signs

3. Gold Line Subarea (Allen - Colorado to Corson)
   a. Install median island and monument
   b. Widen sidewalks between Colorado Boulevard and Walnut Street

JUSTIFICATION: The East Colorado Specific Plan is one of seven specific plans cited in the 1994 Land Use Element of the General Plan for areas of the City designated for future growth.

SCHEDULE: Asphalt concrete decorative crosswalks will be installed on Colorado Boulevard at Harkness Avenue, Marion Street, Sierra Bonita Avenue and Bonnie Avenue in early FY 2006, following completion of the sidewalk widening project by Pasadena City College. Also in FY 2006, the installation of pedestrian lights, street trees and streetscapes on Colorado from Northrup to Sycamore and on Allen Avenue from Colorado Boulevard to Corson Street will begin.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with the Mobility Element Objective 4.2 by improving pedestrian environment. The project is also consistent with the Land Use Element Objective 19 by promoting the use of nonmotorized modes of transportation, such as walking, in the City.

SPECIAL CONSIDERATION: The installation of pedestrian lights, street trees and streetscapes on Colorado from Northrup to Sycamore will be installed as one of the projects to be done as part of the Gold Line Pedestrian Enhancements project (75059). The estimated cost of this portion is $320,500. The installation of pedestrian lighting on Allen Avenue from Colorado Boulevard to Corson Street will take place as part of the Gold Line Phase I - Project Enhancements Project (75506). The estimated cost is $500,000.

HISTORY: This project was created in FY 2004 and received initial funding in FY 2005.
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DESCRIPTION: This project provides for the implementation of the public improvements in the Fair Oaks/Orange Grove Specific Plan. The specific plan is comprised of three smaller areas: 1) La Pintoresca Neighborhood Corridor District, 2) Robinson Park District, and 3) the Renaissance Commercial District. The elements of the project are as follows:

1. Pedestrian Improvements
   a. Provide decorative crosswalks consisting of interlocking pavers in the following intersections:
      I. Fair Oaks Avenue and Montana Street
      II. Fair Oaks Avenue and Washington Boulevard
      III. Fair Oaks Avenue and Mountain Street
      IV. Fair Oaks Avenue and Orange Grove Boulevard
      V. Orange Grove Boulevard and Lincoln Avenue
      VI. Orange Grove Boulevard and Los Robles Avenue
      VII. Orange Grove Boulevard and Garfield Avenue
      VIII. Fair Oaks Avenue at Maple Street (along 210 Freeway)
   b. Provide street furniture (lights, benches, trash receptacles, etc.) in all three Specific Plan districts
   c. Property owners to reconstruct existing sidewalk gaps and repair pavement where needed
   d. Widen sidewalk at Fair Oaks/Orange Grove intersection
   e. Ensure that sidewalk ramps and audible traffic controls comply with ADA requirements
   f. Install directional and informational pedestrian signs
   g. Improve lighting in pedestrian areas
   h. Improve street light standards where needed
2. Traffic Improvements
   a. Fair Oaks Avenue/Painter Street - Install traffic signal control and include signal in traffic signal synchronization - COMPLETED
   b. Develop alternative transportation routes that link neighborhoods.

3. Signature Improvements
   a. Provide gateway feature to mark and enhance the northerly entrance to the Specific Plan area (where North Fair Oaks Avenue crosses the boundary with Altadena), including a monument sign, landscaping, and flood lights.
   b. Install graphic icons as stand-alone elements or on existing street lighting poles in all three Specific Plan districts to provide a sense of identity.
   c. Provide decorative bus stop shelters to build on the unique character of surrounding neighborhoods in all three Specific Plan districts.
   d. Provide monument signs, landscaping, and floodlights to mark and enhance southerly, easterly and westerly gateways at or near:
      I. Villa Street and Fair Oaks Avenue
      II. Lincoln Avenue and Orange Grove Boulevard
      III. Los Robles Avenue and Orange Grove Boulevard

4. Landscape Improvements - Plant trees were gaps exist (minimum of 24-inch box specimens) in all three Specific Plan districts.

5. Public Facilities Improvements
   a. Underground utility wires wherever possible
   b. Upgrade sewer system between Hammond Street and Orange Grove Boulevard

JUSTIFICATION: The Fair Oaks/Orange Grove Specific Plan is one of seven specific plans cited in the 1994 Land Use Element of the General Plan for areas of the City designated for future growth.

SCHEDULE: In FY 2006, construction of pedestrian lighting on Fair Oaks Avenue from Hammond Street to Orange Grove Boulevard will begin.

RELATIONSHIP TO THE GENERAL PLAN: The Fair Oaks/Orange Grove Specific Plan was identified in the General Plan. The Specific Plan combines the economic development, mobility, historic preservation, and neighborhood protection elements of the General Plan into a comprehensive document which will guide private and public investment in the future.

IMPACT ON THE NORTHWEST: This specific plan is located in Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: This project was created in FY 2003 and received initial funding in FY 2004.
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DESCRIPTION: This project provides for the implementation of the various public improvements described in the adopted North Lake Specific Plan.

1. Tree Lanes and Tree Peninsulas - Construct Tree Lanes and Tree Peninsulas, including landscaping and irrigation on Lake Avenue at the following locations:
   a. Maple Avenue to Villa Street
   b. Villa Street to Orange Grove Boulevard - COMPLETED
   c. Orange Grove Boulevard to Boylston Street
   d. Boylston Street to Bell Street - COMPLETED
   e. Bell Street to Claremont Street
   f. Claremont Street to Washington Boulevard
   g. Washington Boulevard to Rio Grande Street - COMPLETED
   h. Rio Grande Street to Elizabeth Street

2. New Traffic Signal
   a. Rio Grande Street at Lake Avenue

3. Roadway Maintenance - Perform Street Resurfacing at the following locations:
   a. Claremont Street - Lake Avenue to Hudson Street
   b. Lake Avenue - Villa Street to Maple Street
   c. Washington Boulevard - Lake Avenue to Michigan Avenue - COMPLETED

4. Chokers and Median Islands - Construct chokers and median islands on Lake Avenue at the following locations:
   a. Claremont Street to Washington Boulevard
   b. Boylston Street to Mountain Street - COMPLETED

5. Street Lighting - Install pedestrian lighting at the following locations:
   a. Lake Avenue - Villa Street to Elizabeth Street - COMPLETED
   b. Orange Grove Boulevard - El Mira Street to Mentor Street - COMPLETED
   c. Washington Boulevard - El Molino Avenue to Catalina Avenue - COMPLETED

6. Street Trees - Develop and implement a tree plan which will include the installation of landmark trees at the following locations:
   a. Lake Avenue and Maple Street
   b. Lake Avenue and Elizabeth Street

7. Streetscapes - Install benches, trash receptacles, bike racks and news racks
FY 2006 - 2010 Capital Improvement Program
Streets and Streetscapes
North Lake Specific Plan
75954

JUSTIFICATION: The North Lake Specific Plan strives to capture the full potential of the area through design strategies to enhance the corridor's overall appearance, pedestrian opportunities and amenities, compatible land use, safe and comfortable circulation systems, and identification of economic opportunities for existing businesses and residents in the surrounding neighborhoods.

SCHEDULE: In FY 2006, the traffic signal at Rio Grande Street and Lake Avenue will be designed and construction will begin. Also, plans will be completed for benches and trash receptacles. The remaining improvements will be designed and constructed as funds become available.

RELATIONSHIP TO THE GENERAL PLAN: The North Lake area was identified in the General Plan for special treatment by means of the Specific Plan land-use designation. The plan serves the community needs and enhances the quality of life in Pasadena.

IMPACT TO THE NORTHWEST: This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: This project was created in FY 1996 and received initial funding in FY 1997.
## FY 2006 - 2010 Capital Improvement Program
### Streets and Streetscapes
#### East Pasadena Specific Plan

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DESCRIPTION: This project involves the implementation of various public improvements described in the East Pasadena Specific Plan which encompasses three subareas: 1) East Foothill Industrial District; 2) Foothill, Rosemead, Sierra Madre Villa; and 3) Hastings Ranch/Foothill-Rosemead Shopping Center Area. Proposed projects include:

1. Pedestrian Environment Improvements
   a. Install pedestrian push buttons at pre-timed traffic signal locations adjacent to the light rail station and in areas impacted by light rail - COMPLETED
   b. Relocate pedestrian crosswalks
   c. Install directional and informational signs for pedestrians
   d. Expand pedestrian routes system
   e. Define and develop pedestrian networks linking residential communities to local commercial centers
   f. Improve and emphasize children's pedestrian safety

2. Traffic signal, striping modifications and/or widening
   a. Sierra Madre Villa Avenue and Foothill Boulevard (East and West left-turn phases) - COMPLETED
   b. Sierra Madre Villa Avenue and Foothill Boulevard (North and South left-turn phases) widen east side of Sierra Madre Villa south of Foothill Boulevard and remove median island on Sierra Madre Villa - PARTIALLY COMPLETED
   c. Halstead Street and Foothill Boulevard - COMPLETED
   d. Rosemead Boulevard and Foothill Boulevard
   e. Sierra Madre Villa Avenue at the Route 210 Freeway Eastbound and Westbound Route 210 Freeway ramps
   f. Sierra Madre Boulevard and Foothill Boulevard
   g. San Gabriel Boulevard and Foothill Boulevard
   h. Rosemead Boulevard and Colorado Boulevard (in L.A. County)
   i. Altadena Drive and Colorado Boulevard
FY 2006 - 2010 Capital Improvement Program
Streets and Streetscapes
East Pasadena Specific Plan
75939

j. Sierra Madre Villa Avenue/Madre Street and Colorado Boulevard
k. I-210 Freeway westbound off-ramp and Foothill Boulevard (west of Rosemead Boulevard)
l. I-210 Freeway westbound ramps and Foothill Boulevard (Quigley)
m. Michillinda Avenue and Foothill Boulevard
n. Sierra Madre Boulevard and Colorado Boulevard

3. New traffic signal at Sierra Madre Villa Avenue and Electronic Drive; and install center two-way left-turn lanes on Electronic Drive east of Sierra Madre Villa Avenue.

4. Foothill Boulevard Improvements
   a. Remove parking to increase pedestrian space
   b. Install landscaped median islands along various segments
   c. Widen Foothill Boulevard west of Sierra Madre Villa Avenue
   d. Construct bicycle lane in each direction on Foothill Boulevard east of 210 Freeway
   e. Install palm trees and canopy trees in the parkway area to establish a separation between street and pedestrian pathway
   f. Install bus benches, public art, fountains, and pedestrian lighting
   g. Decorative crosswalks at signalized intersections

5. Halstead Street Improvements
   a. Reduce the width of the roadway north of Foothill Boulevard to provide a combined bicycle/pedestrian path on the west side and a pedestrian walkway with convenient parking pockets on the east side
   b. Increase roadway width south of Foothill Boulevard to facilitate turning movements of buses serving the light rail station and to provide drop-off area - COMPLETED
   c. Install street lighting (decorative pedestrian-scaled lamps)
   d. Install bike lane south of Foothill Boulevard
   e. Plant additional trees on parkway areas and enhance landscaping
   f. Remove the cross-gutter on the north leg of the Foothill Boulevard intersection

6. Walnut Street Improvements
   a. Improve the north side between Altadena Drive and Sunnyslope Avenue
   b. Extend the roadway from Sunnyslope Avenue to Kinneloa Avenue
   c. Construct a pedestrian/bicycle path with landscape buffers
   d. Provide an area for landscaping or loading within the right-of-way
   e. Provide center two-way left-turn lane east of San Gabriel Boulevard - COMPLETED

7. Gateway sign at Sierra Madre Boulevard and Walnut Street and on Foothill Boulevard near Michillinda Avenue
8. Street furnishings - Install bus shelters, benches, trash receptacles, bicycle racks, bollards, decorative lights, tree grates, fountains, newspaper racks, drinking fountains, directories, kiosks, etc.

9. Roadway Extension/Street Improvement Projects
   a. Kinneloa Avenue from Titley Avenue to Walnut Street
   b. Maple Street from Sierra Madre Villa Avenue to Titley Avenue

10. Neighborhood Protection Measures for the Lower Hastings Ranch Neighborhood

JUSTIFICATION: The East Pasadena Specific Plan envisions a revitalized center of shopping, entertainment and employment activities, a network of streetscape corridors and open spaces which provide an attractive and unifying identity, and options for mobility including pedestrian, bicycle, and shuttle bus related to both internal circulation and to connecting with the planned light rail station.

SCHEDULE: In FY 2005, a portion of item 6(a) - improvement of the north side of Walnut Street from Daisy Avenue to Sunnyslope Avenue was constructed as part of another CIP project. In FY 2006, the design for the widening of Foothill Boulevard west of Sierra Madre Villa Avenue will take place. The remaining improvements will be designed and constructed as funds become available.

RELATIONSHIP TO GENERAL PLAN: The Specific Plan proposes to implement the seven Guiding Principles of the General Plan; including "growth will be targeted to serve community needs and enhance the quality of life" and "Pasadena will be a City where people can circulate without cars."

SPECIAL CONSIDERATIONS: The total estimated cost of the specific plan is $9,876,000. However, this has been reduced by $907,000 because some improvements as noted were done as part of another project.

It is anticipated that funding will be available from commercial development fees and private capital.

Items 9(a) and 9(b) are also included in this CIP as independent projects. Item 5(c) - installation of pedestrian-scale lighting will be done as part of the Gold Line Pedestrian Enhancements (75059).

HISTORY: This project was created in FY 1995 and received initial funding in FY 1998.
Complete Sidewalk Along North and South Side of Seco Street

73121

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**DESCRIPTION:** This project provides for the construction of sidewalks along the north side of Seco Street between Rosemont Avenue and Lincoln Avenue and the completion of the sidewalk along the south side of Seco Street within the same limits.

The project along the north side includes: The construction of a ten-foot wide sidewalk; curb and gutter; a variable-height retaining wall with a maximum height of seven feet; relocation of existing street lights; and planting of street trees.

Along the south side of Seco Street there is an existing five-foot wide sidewalk but it is not continuous. In addition to completing the sidewalk, it will be expanded from five to ten feet in width. Additionally, the existing landscaping and irrigation systems will be modified and new trees will be planted. The estimated cost for improvements to the south side of Seco Street is $150,000.

**JUSTIFICATION:** Currently, the sidewalk on the south side does not go the full length of Seco Street between Rosemont and Lincoln Avenues. This creates an unsafe environment for pedestrians who walk down Seco Street to Brookside Park or to events at the Rose Bowl. There is no sidewalk on the north side of Seco Street.

**SCHEDULE:** In FY 2005, the sidewalk along the north side of Seco Street was completed. Work on the south side of Seco Street will begin when funds are available.

**RELATIONSHIP TO THE GENERAL PLAN:** The project is consistent with the Public Facilities Element of the General Plan by implementing a high level of maintenance to ensure public safety.

**HISTORY:** This project was created in FY 2000, received initial funding in FY 2003 and was fully funded in FY 2005.
## FY 2006 - 2010 Capital Improvement Program

### Streets and Streetscapes

#### Lincoln Avenue Corridor Improvements

**73405**

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>17</td>
<td>73405</td>
<td>Lincoln Avenue Corridor Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Commercial Dev. Fee R920039547
  - FY 2005: 100,000
  - FY 2006: 0
  - Total: 100,000
- Commercial Dev. Fee R9900805
  - FY 2004: 73,000
  - FY 2005: 0
  - FY 2006: 0
- Gas Tax
  - FY 2004: 50,000
  - FY 2005: 0
  - FY 2006: 0
- General Fund
  - FY 2004: 410,000
  - FY 2005: 0
  - FY 2006: 0
- Metropolitan Transit Authority
  - FY 2004: 239,000
  - FY 2005: 0
  - FY 2006: 0
- Proposition A (Transit)
  - FY 2004: 42,000
  - FY 2005: 0
  - FY 2006: 0
- Total
  - FY 2004: 914,000
  - FY 2005: 575,000
  - FY 2006: 339,000
  - Total: 0

**DESCRIPTION:** This project provides for improvements along Lincoln Avenue from the Route 210 Freeway overpass south of Mountain Street to the north city limits. The improvements include:

1. **Traffic Safety Enhancements** - Install traffic signals at the following locations:
   - Lincoln Avenue and Wyoming Street - COMPLETED
   - Lincoln Avenue and Idaho Street - COMPLETED

2. **Street Lighting**
   - Install pedestrian-scale post-top street lights
   - Install pedestrian-scale double acorn lighting fixtures to the existing high mast street lighting poles

3. **Gateway Identity Markers** - Install gateway markers at the following locations:
   - South end of Lincoln Avenue near Seco/Mountain Street
   - North end of Lincoln Avenue near Woodbury or Vermont
   - Northbound 210 Freeway on and off ramps to Lincoln Avenue

4. **Street Trees and Landscaping**
   - Install street trees - COMPLETED
   - Install landscaping strips

5. **Streetscapes**
   - Install sidewalk pavers in front of John Muir High School
   - Install bus benches and bus shelters - COMPLETED

6. **Miscellaneous**
   - Undergrounding of Overhead Utilities - COMPLETED

2.17
b. Parking Study for the Avenue - COMPLETED

c. Seasonal Banners

**JUSTIFICATION:** These improvements are the result of the "Lincoln Avenue Design, Land-Use, and Market Study" that was conducted in 1997.

**SCHEDULE:** Street lighting will be constructed in FY 2006. Design of the gateway identity markers will also begin in FY 2006.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with the Land Use Element Policy 5.10 by improving the Lincoln Corridor Streetscape and establishing gateway identity markers at several sites along Lincoln Avenue. It is also consistent with the Mobility Element by improving and stabilizing the flow of traffic on local streets.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATIONS:** The General Fund money appropriated in FY 2000 comes from the Miscellaneous Street Tree Deposit Account.

**HISTORY:** This project was created in FY 2000 and fully funded in FY 2005.
PASADENA PEDESTRIAN PLAN

Volume 2

SECTION 2

SUMMARY OF PEDESTRIAN IMPROVEMENTS IN SEVEN SPECIFIC PLAN AREAS
1. **SUMMARY OF CENTRAL DISTRICT SPECIFIC PLAN PROVISIONS FOR PEDESTRIANS AND RELATED PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM**

**DOCUMENT TITLE**

CENTRAL DISTRICT SPECIFIC PLAN INCLUDES PLANS FOR: CIVIC CENTER, OLD PASADENA, AND PLAYHOUSE AREAS (NOVEMBER 2004)

**HIGHLIGHTS OF THE PLAN**

- Signage should be incorporated: banners, street signs, directional signs, gateway markers, and pedestrian-oriented directories, easy to read address numbers, high contrast signs, and Braille signs
- Signage should not interfere with the facade of a building
- Accessible public restrooms and signage directing to restrooms
- Walk-in commercial uses, multiple doors and transparent windows should be encouraged

**PEDESTRIAN PROVISIONS**

- Transit should be encouraged and there should be improvement on the transit connections between places of high activity and transit stops
- Mix used establishments to allow for higher pedestrian traffic in that given area which will encourage a more vital place
- Plazas near street grade for public use should be incorporated as well as, interior courtyards, patios, terraces, and gardens
- Pasadena Ave. and Corson St. should be revitalized. These are the mains streets people see when exiting the freeway
- Walnut Housing should have better linkages to the Civic Center and other areas of the town, as well as streetscape improvements, increased sidewalk widths, consistent building facades, streets trees and furniture
- Green St. (Pasadena Playhouse) should continue with its pedestrian intimate feel but with more consistent street planting, street furniture, and pedestrian scaled lighting
- Lake Ave. could use streetscape improvements in furniture, tree planting and crosswalk repaving
- Require pedestrian oriented uses, primarily retail sales and services on the ground floor for at least 50 percent of a building’s frontage (Zoning Code 17.30.030)
- Require Transit Oriented Development to promote pedestrian and transit use
- Provide street walls to maintain pedestrian interest (Zoning Code 17.30.030.E)
- Require development projects to widen adjacent sidewalks to minimum of 10 feet to 15 feet for ease of pedestrians (Zoning Code 17.30.050.D)
1.1 **SUMMARY OF CENTRAL DISTRICT PROVISIONS FOR PEDESTRIANS IN THE PASADENA CIVIC CENTER/MID-TOWN AREA AND RELATED PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM**

<table>
<thead>
<tr>
<th>DOCUMENT TITLE</th>
<th>PASADENA CIVIC CENTER/MID-TOWN DISTRICT DESIGN PROJECT (2001)</th>
</tr>
</thead>
</table>

**HIGHLIGHTS OF THE PLAN**

- Streetscape Improvements: sidewalk and street paving, signage, street trees, and other landscaping, trash receptacles, tree grates, benches, and street lighting
- Incorporate public and open spaces for major gatherings
- Lighting should be pedestrian scaled with historic fixtures

**PEDESTRIAN PROVISIONS**

- Sidewalks should be unified and consistent element throughout the entire Civic Center area
- Garfield Ave. should be restored as a promenade that links the Library, City Hall and Civic Auditorium
- Holly St. should be designed as ceremonial entrance to the Civic Center from Old Pasadena
- Major auto and pedestrian entry points should be identified (Colorado Blvd. Arroyo Parkway and with Los Robles Ave.)
### 1.2 **Summary of Central District Provisions for Pedestrians in the Pasadena Playhouse District Streetscapes Area and Related Projects in Capital Improvement Program**

<table>
<thead>
<tr>
<th>Document Title</th>
<th>Pasadena Playhouse District Streetscapes, Walkways/Alleys Plan (November 1996)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highlights of the Plan</strong></td>
<td></td>
</tr>
<tr>
<td>➢ Define streets with landscaping to make more comfortable pedestrian spaces</td>
<td></td>
</tr>
<tr>
<td>➢ Add trees with tree grates</td>
<td></td>
</tr>
<tr>
<td>➢ Use different types of trees distinctive to the areas to add to a more comfortable atmosphere</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrian Provisions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Create a pattern such as colored pavers and brick so that pedestrians feel more comfortable walking on the street and motorists are more aware of crosswalks</td>
<td></td>
</tr>
<tr>
<td>➢ Install pedestrian scale lighting</td>
<td></td>
</tr>
<tr>
<td>➢ Lighting should be pedestrian historic fixtures alternating with cobra head</td>
<td></td>
</tr>
<tr>
<td>➢ Display public art (mural on a building, or temporary art displays etc.)</td>
<td></td>
</tr>
</tbody>
</table>
1. 3 **SUMMARY OF CENTRAL DISTRICT PROVISIONS FOR PEDESTRIANS IN THE OLD PASADENA STREETSCAPE AREA REFINE CONCEPT PLAN AND RELATED PROJECTS IN CAPITAL IMPROVEMENT PROGRAM**

<table>
<thead>
<tr>
<th>DOCUMENT TITLE</th>
<th>OLD PASADENA STREETSCAPES AND ALLEY WALKWAYS REFINED CONCEPT PLAN (JULY 1995)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGHLIGHTS OF THE PLAN</td>
<td>Add street furniture: trash receptacles, benches, telephones, bicycle racks, newsstands, food stands, information kiosks, public restrooms, clocks, coin vending machines, storytellers and ATMs</td>
</tr>
<tr>
<td></td>
<td>Non-historic lighting needs to be replaced by historic fixtures</td>
</tr>
<tr>
<td></td>
<td>Alleys and walkways should be encouraged</td>
</tr>
<tr>
<td>PEDESTRIAN PROVISIONS</td>
<td>Make loading and unloading zones for accessible vehicles</td>
</tr>
<tr>
<td></td>
<td>Create open space for city activities and events</td>
</tr>
<tr>
<td></td>
<td>Maintain on-street parking to keep a barrier from street to pedestrian</td>
</tr>
<tr>
<td></td>
<td>Provide trees wherever possible to shade and also add tree grates</td>
</tr>
<tr>
<td></td>
<td>Add mid-block crossing with wider sidewalks so that crossing streets is safer for pedestrians</td>
</tr>
<tr>
<td></td>
<td>Enhance roadway paving to alert motorists to drive slower</td>
</tr>
</tbody>
</table>
2. **SUMMARY OF EAST COLORADO BLVD SPECIFIC PLAN PROVISIONS FOR PEDESTRIANS AND RELATED PROJECTS IN CAPITAL IMPROVEMENT PROGRAM**

<table>
<thead>
<tr>
<th>DOCUMENT TITLE</th>
<th>EAST COLORADO BLVD SPECIFIC PLAN (NOVEMBER 2003)</th>
</tr>
</thead>
</table>

### HIGHLIGHTS OF THE PLAN

- Street furnishings should be added to make a more accommodating pedestrian experience, such as, street furniture, potted container plantings, sidewalk and pedestrian amenities, and street trees
- Small urban parks should be created near public areas with green space, trees, benches, gathering areas for small outdoor events, pedestrian scale lights, trash receptacles, public art, fountain, bird bath, and other urban furnishings
- Create accent paving which will provide an opportunity to enhance the streetscape and provide appropriate boundaries for both pedestrians and motorists

### PEDESTRIAN PROVISIONS

- Clean, widen and repair sidewalks
- Easy-to-use crosswalk buttons should be used to make pedestrians feel more comfortable while crossing the street
- Bulb-outs at crosswalks should be considered so pedestrians and motorists can be aware of one another on the road, creating a synergy between the two
- Tree grates should be placed along heavily used pedestrian streets and should be similar to the other street furnishings in the district
- Lamanda Park should have paving specific to the design of the surrounding area, inlaid brick etc. to create a sense of place while still taking into consideration pedestrian traffic
- The sidewalk in front of Pasadena City College on the south side of E. Colorado Blvd. should be widened by another 7’ so that crossing distances for pedestrians will be minimized while creating a more enjoyable and walkable space
- Provide pedestrian links to Allen Ave. Gold Line station
- Provide enhanced pedestrian sidewalks for the Colorado and Bonnie intersection
- Plant street trees along Colorado Blvd.
3. **SUMMARY OF EAST PASADENA SPECIFIC PLAN PROVISIONS FOR PEDESTRIANS AND RELATED PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM**

<table>
<thead>
<tr>
<th>DOCUMENT TITLE</th>
<th>EAST PASADENA SPECIFIC PLAN (OCTOBER 2000)</th>
</tr>
</thead>
</table>

**HIGHLIGHTS OF THE PLAN**

- Incorporate transit-oriented development by creating a pedestrian friendly atmosphere
- Street furnishings should be added: bus shelters, benches, trash receptacles, bicycle racks, bollards, decorative pedestrian lighting, tree grates, fountains, newspaper racks, drinking fountains, planter pots, play equipment for children directories, kiosks etc.
- Architecture of buildings and height should be pleasing to the pedestrian scale (awnings, pilasters, bay windows, distinct base, recessed display windows, a cornice or varied roof lights)

**PEDESTRIAN PROVISIONS**

- Provide curb parking to separate the street from the sidewalk
- Screen parking lots/outdoor storage by using walls or hedges
- Areas for streetscape improvement include Walnut St. streetscape and eastern gateway to Subarea d1, Foothill Blvd. streetscape and western gateway to East Pasadena, Halstead St. streetscape, other remaining mobility corridors and local streets
- Plant canopy trees to create pedestrian pathways (Holly Oak from Rosemead Blvd. to Sierra Madre Villa Drive; Sierra Madre Villa to San Gabriel Blvd; and Holly Oak from San Gabriel Blvd. to Vista Ave.)
4. **SUMMARY OF FAIR OAKS/ORANGE GROVE SPECIFIC PLAN PROVISIONS FOR PEDESTRIANS AND RELATED PROJECTS IN CAPITAL IMPROVEMENT PROGRAM**

<table>
<thead>
<tr>
<th>DOCUMENT TITLE</th>
<th>FAIR OAKS/ORANGE GROVE SPECIFIC PLAN (JANUARY 2002)</th>
</tr>
</thead>
</table>

**HIGHLIGHTS OF THE PLAN**
- Improve the streetscape through cleaning sidewalks, unifying elements, shading areas, and street furniture
- Crossing guards, signing and traffic signals should be added near school crosswalks for the safety of children
- Under-grounding of utilities will make pedestrian activity more likely

**PEDESTRIAN PROVISIONS**
- In compliance with ADA (Americans with Disabilities), enhance with curb cuts, sidewalk ramps, audible traffic controls etc.
- Undergrounding of utilities to enhance the pedestrian environment
- Business establishments and residential lobbies should be accessible from major streets and directly accessible from a public sidewalk
- Install crosswalk at Fair Oaks and Painter intersection and install a control mechanism at Orange Grove and Garfield Ave.
- Enhance the bridge on Fair Oaks Ave. across the I-210 which connects to Old Pasadena
- Gateway treatments at the boundaries of communities to identify the city (Orange Grove at Lincoln, Las Robles, Fair Oaks at Montana, Orange Grove and Marengo and Maple)
- Orient building entries to the street so that they are directly accessible from the sidewalk (Zoning Code 17.33.050.C)
- Require some non-residential uses on the ground floor to stimulate the pedestrian environment (Zoning Code 17.33.050.E)
## 5. **SUMMARY OF NORTH LAKE SPECIFIC PLAN PROVISIONS FOR PEDESTRIANS AND RELATED PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM**

### DOCUMENT TITLE

<table>
<thead>
<tr>
<th>NORTH LAKE SPECIFIC PLAN (JUNE 1997)</th>
</tr>
</thead>
</table>

### HIGHLIGHTS OF THE PLAN

- Add large street trees to unify appearance, protect from the elements and encourage pedestrian activity
- Add edge repairs to repair street wall, and revitalize the avenue with pedestrian-type uses and activities
- Locate parking in the back of buildings, so cars are not near the fronts of stores

### PEDESTRIAN PROVISIONS

- Tree lanes should be added to act as a buffer between the street and the sidewalk
- Driveways should be shared wherever possible to leave room for more people and space
- Alley use should be encouraged because they minimize curb cuts and conflicts between motorists and people
- Encourage sidewalk fruit stands, plazas, parks, farmer’s markets, and cafés are great places to have people interact and walk around (seating area by the Armenian Cultural Center and Washington Park, tables at Fire Station #33 for senior citizens to gather, and a news stand at the parking lot of Food-For-Less at Lake Ave.)
- Use of Gold Line will stimulate pedestrian activity. Add a shaded area at the Gold Line Station at Lake Ave. and the 210 freeways to create a more enjoyable spot for people
- Require buildings to be located close to the sidewalk and require edge repair for buildings that purpose expansion (Zoning Code 17.34.040.B.1)
- Edge repair includes shade shelter, meeting place, park bench etc. at the sidewalk (Zoning Code 17.34.060.B)
- Parking provided in back of buildings since specific plan adoption (for example, 703 N. Lake)
6. **SUMMARY OF SOUTH FAIR OAKS SPECIFIC PLAN PROVISIONS FOR PEDESTRIANS AND RELATED PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM**

<table>
<thead>
<tr>
<th>DOCUMENT TITLE</th>
<th>SOUTH FAIR OAKS SPECIFIC PLAN (OCTOBER 2000)</th>
</tr>
</thead>
</table>
| **HIGHLIGHTS OF THE PLAN** | ➢ Add trees to shelter pedestrian from the elements and provide shade  
➢ Crosswalk paving should be decorative  
➢ Lighting should incorporate smaller pedestrian scaled lighting with historic fixtures  
➢ Signage should be near pedestrian places, show directories and other useful information  
➢ Civic banners should display community activities |
| **PEDESTRIAN PROVISIONS** | ➢ Street furnishings: benches and trash receptacles along Plaza St., (Raymond Ave. and Fair Oaks Ave.)  
➢ Repair pedestrian crosswalks including concrete walkways across major and district streets with color, and edge/internal borders with matching color (Fair Oaks Ave. at California Blvd, Congress St., Fillmore St., Bellefontaine St. and Glenarm)  
➢ Add pedestrian through-block crossings to enhance communications in the area between Fair Oaks Ave. and Raymond Ave  
➢ Require a portion of new buildings to abut the sidewalk (Zoning Code 17.35.040) |
# Pasadena Pedestrian Plan

**For a livable & walkable community**

## 7. Summary of West Gateway Specific Plan Provisions for Pedestrians and Related Projects in the Capital Improvement Program

<table>
<thead>
<tr>
<th>Document Title</th>
<th>West Gateway Specific Plan (July 1998)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highlights of the Plan</strong></td>
<td></td>
</tr>
<tr>
<td>➢ Provide a better linkage between Old Pasadena over the bridge by incorporating temporary vendors etc.</td>
<td></td>
</tr>
<tr>
<td>➢ Incorporate high density housing near offices and retail so people will be more willing to walk</td>
<td></td>
</tr>
<tr>
<td>➢ Maximize visibility of the flagpole and make it accessible to pedestrians</td>
<td></td>
</tr>
<tr>
<td>➢ Unify signage throughout district</td>
<td></td>
</tr>
<tr>
<td>➢ Trim the hedges to make the monuments more visible</td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrian Provisions</strong></td>
<td></td>
</tr>
<tr>
<td>➢ Colorado/Orange Grove intersection should have its landscape refreshed including pedestrian amenities</td>
<td></td>
</tr>
<tr>
<td>➢ Development on W. Colorado Blvd. should incorporate more pedestrian oriented uses</td>
<td></td>
</tr>
<tr>
<td>➢ Add street furniture along Green St. and Fair Oaks Ave. and improve the landscaping</td>
<td></td>
</tr>
<tr>
<td>➢ Provide pedestrian enhancements to areas that transition to Old Pasadena</td>
<td></td>
</tr>
<tr>
<td>➢ Connections between new buildings should promote walking</td>
<td></td>
</tr>
<tr>
<td>➢ At the Ambassador College West Campus, proposals include public access easements to the beautiful gardens, streams, groves, lawns and landscaping on the campus to make parts of the block function as a passive park for pedestrian use</td>
<td></td>
</tr>
</tbody>
</table>
Pedestrian Mobility

- Pedestrian-scaled street lamps supplement levels of sidewalk illumination and humanize the street. Encourage their presence along multimodal and key pedestrian routes.

- Street furniture includes benches, trash receptacles, planters, newspaper vending machines, kiosks, bus shelters, etc. The provision of street furniture, including well-designed transit stops, is indicative of the public character of Downtown’s streets, and should be emphasized along multimodal and key pedestrian routes.

- Public signage includes street signs, directional signs, gateway markers, street banners, and pedestrian-oriented directories. Use public signage to assist visitor orientation and wayfinding; it may also complement the special design character of a particular Sub-district.

- The community has also expressed its desire for more readily accessible public restroom facilities. At a minimum, improved directional signage should orient visitors to available restrooms, and new facilities should be provided in conjunction with the proposed light rail stations. Facilities might also be considered in conjunction with some public outdoor spaces.

- SECTION 8: PUBLIC REALM DESIGN GUIDELINES contains general principles and criteria for the design and placement of the above described streetscape elements. In addition, existing streetscape plans describe more precise treatment of particular Downtown streets; similar plans should be prepared for areas that are not currently addressed.

Pedestrian-oriented Development: Downtown’s buildings shall support pedestrian activity. Interest generating uses and features along sidewalks are indispensable, such as walk-in commercial uses, multiple doors and transparent windows. Reference Section 6: DISTRICT-WIDE URBAN DESIGN CONCEPT for a discussion on key elements of the public-private interface, and Section 9: PRIVATE REALM DESIGN GUIDELINES for design intent and specific recommendations.
The City has adopted Sign Design Guidelines, as well as sign regulations (reference “The Zoning Code”) applicable to Downtown businesses. The intent of the sign guidelines is to “help ensure quality signs that communicate their message in a clear fashion.” Some of the principal considerations for Downtown are as follows:

- Signs in the Central District should be oriented to the pedestrian. In many instances it may be more important to reach customers on the sidewalk than those driving by in a car. Projecting sign, banners, awnings, and wall and window signs are effective means of communication.

- Signage should consider compatibility with the surrounding area and adjacent buildings; this is not intended to prohibit a creative and unique design. Signs should present a simple, direct, and unique expression of the business.

- Many of Downtown’s buildings are rich in architectural detail; signs should be well-integrated with a building facade and not cover or interfere with elements that contribute to a building’s character. For instance, signs should respect the arrangement of bays and openings.

- Alley walkways and intra-block passages should also receive signage that interests and attracts pedestrians.

- Unobtrusive exterior illumination is generally preferred, where necessary, although other forms such as exposed neon tubing script may be appropriate.

- The rehabilitation of historic signs (listed in the City’s historic sign inventory) is strongly encouraged; carefully restore historic signs to their original design and condition.

- Awnings should be mounted so as to respect the architectural design and character of the building, in particular, the arrangement of bays and openings; awnings should project over individual doors and windows rather than extend as a continuous horizontal feature. Shed awnings without end panels are preferred.

- Simple metal or glass canopies may be appropriate if they are compatible with a building’s scale and design.
Section 9

PRIVATE REALM DESIGN GUIDELINES

District-wide Guidelines: Building Design

Guideline BD 3

Unify and Articulate Building Facades

**Intent**

Ultimately, all buildings need to make a positive contribution to the architectural heritage of Pasadena. A set of responsive, regulating proportions will contribute to a coherent building design and promote architectural unity within the Downtown. Proper articulation of a building’s facade will add to the richness and variety of Downtown architecture.

**Recommendations**

BD 3.1 Establish a building’s overall appearance on a clear and pleasing set of proportions; a building should exhibit a sense of order.

BD 3.2 Utilize a hierarchy of vertical and horizontal expression; facade articulation should reflect changes in building form.

BD 3.3 Respond to the regulating lines and rhythms of adjacent buildings that also support a street-oriented environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, and windows.

BD 3.4 Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.

BD 3.5 Provide a clear pattern of building openings; fenestration should unify a building’s street wall and add considerably to a facade’s three-dimensional quality.

BD 3.6 Avoid uninterrupted blank wall surfaces along all building facades; the use of opaque and highly reflective glass is also discouraged.

BD 3.7 Encourage the use of recessed windows that create shadow lines and suggest solidity.

**Citywide Design Criteria**

- Three-Dimensional Quality: A building should add interest and variety to its surroundings.

- Human Scale: A building should contribute to a more pleasant and humane living environment.

Central District Specific Plan
**Guideline BD 3**

**Unify and Articulate Building Facades**

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- Human Scale: A building should contribute to a more pleasant and humane living environment.
**Section 9**

**PRIVATE REALM DESIGN GUIDELINES**

**District-wide Guidelines: Building Design**

**Guideline BD 4**

**Activate the Street Edge**

**Intent**
Accommodating public use at the ground floor is critical to a socially and visually stimulating Downtown, and street level facades offer the greatest opportunity to support pedestrian activity. Multiple storefronts, shop entrances, and activities enliven the street, sustain attention, and provide a safe pedestrian environment. Generous windows placed at the ground floor give people inside a knowledge of those on the street, and the people on the street gain an awareness of the activity inside. This phenomenon is commonly referred to as “eyes on the street,” and supports an active day and night street environment.

**Recommendations**

- **BD 4.1** Promote active, pedestrian-oriented uses with a high degree of transparency along the street; uses should be readily discernable to the passer-by.
- **BD 4.2** Design buildings to encourage multi-tenant occupancy and walk-in traffic at the street level; as far as feasible, uses which have little need for walk-in traffic should be discouraged from street-front locations.
- **BD 4.3** Encourage a frequent cadence of storefront entrances along streets where a pedestrian-oriented environment is especially desired.
- **BD 4.4** Discourage grade separations between sidewalks and ground floor commercial uses.
- **BD 4.5** Rely on shop windows and entrances to animate the street and sustain attention; provide generous street-level windows and encourage storefronts that are predominantly transparent glass.
- **BD 4.6** Restrict the use of reflective, opaque, and highly tinted glass, especially at street level; storefront doors also tend to be more inviting when they are transparent glass.

**Citywide Design Criteria**

- Sidewalk Activity: A street should be an active and engaging place.
- Visual Transparency: A building should offer helpful cues about its access and use.
Demarcate Building Entrances

**Intent**
Buildings should offer helpful cues to their access and use. A main lobby entrance to a building serves a different purpose than a storefront entrance to a street level shop. The differences in use should be accentuated in their design. Main entrances that are easily distinguishable provide comfort and ease for the pedestrian searching for their destination. Prominent entrances also add character, identity, and interest along the street.

**Recommendations**

BD 5.1 Provide well-marked, articulated building entrances oriented to streets and public space.

BD 5.2 Orient main building entrances to directly face the street; buildings that front multiple streets should provide a main entrance along each street.

BD 5.3 Relate the size and scale of a main building entrance to the overall width and height of the building and its ground floor “base.”

BD 5.4 Accentuate the entrance(s) to a building’s main lobby or interior office space; these main building entrances should be prominent in terms of size, articulation, and use of materials.

BD 5.5 Consider placing the main building entrance at a street corner, where feasible.

BD 5.6 Differentiate a main building entrance from storefront entrances into street level businesses.

BD 5.7 Encourage the use of highly crafted materials or civic art pieces to accentuate the appearance of entrances.

**Citywide Design Criteria**

- Public Character: A street should readily communicate that it is public space.

- Visual Transparency: A building should offer helpful cues about its access and use.
Encourage High-Quality Construction

Pasadena’s architectural heritage is extraordinary among local communities and new buildings should continue this tradition. Therefore, it is imperative that all buildings are constructed as a long-term addition to the urban fabric. A well-built structure adds value to the Central District. It contributes to the stock of well-crafted buildings, and communicates the significance and enduring quality of the place.

BD 6.1 Consider each building as a high-quality, long-term addition to Downtown; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting.

BD 6.2 Use materials, colors, and details to unify a building’s appearance; buildings and structures should be built of compatible materials on all sides.

BD 6.3 Design architectural features that are an integral part of the building, and discourage ornamentation and features that appear “tacked-on” or artificially thin; this applies to balconies, canopies and awnings, as well as exposed rafters and beams, moldings, downspouts, scuppers, etc.

BD 6.4 Employ especially durable and high-quality materials at the street level, encouraging those materials that show permanence and quality, minimize maintenance concerns, and extend the life of the building; examples of appropriate building materials for use at the street level include: stone, terra-cotta or tile, metal, brick and transparent glass.

BD 6.5 Avoid the use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) on exposed, ground level locations; in addition, through-the-wall vents should not be placed on primary elevations.

BD 6.6 Limit the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony; intense color should be used only as an accent or as part of a carefully executed and balanced color scheme.

- Contextual Fit: A building should fit with its surroundings.
- Human-scale: A building should contribute to a more pleasant and humane living environment.
Emphasize Human-Scale Design

The individual interacts with the street level of a building in an intimate fashion, and this is likely to influence our perception of the entire place. If emphasis is placed on the human-scale, buildings will communicate that Downtown is an inviting and pleasant living environment. Rich visual details at the street level add interest and character to the facade, setting the stage for an active street environment and reinforcing pedestrian comfort.

BD 7.1 Distinguish the ground level of a building from the upper levels of a building, especially where a building orients to the street and/or defines public space.

BD 7.2 Establish a rhythm of vertical elements along the street-level facade; for instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.

BD 7.3 Use design elements such as separate storefronts, display windows, shop entrances, exterior light fixtures, awnings and overhangs to add interest and give a human dimension to street-level building facades.

BD 7.4 Give greater attention to detail at the street level of a building to satisfy the pedestrian; emphasize details that modulate the light and provide evidence of artistry and craft.

BD 7.5 Show creativity and individual expression in the design of storefronts, and encourage shop windows that reveal multi-layered displays and shifting patterns of activity.

BD 7.6 Provide overhead cover along the sidewalk for pedestrian comfort, especially where there are few mature street trees; canopies and awnings are encouraged.

BD 7.7 Size exterior light fixtures, canopies and awnings to the scale of the building and sidewalk.

Citywide Design Criteria

- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
- Human-scale: A building should contribute to a more pleasant and humane living environment.
The District-wide Mobility Concept is structured to maintain conformity with the City-wide Mobility Element. It also supports the District-wide Land Use Concept, and it is based on the idea that Downtown will provide for convenient multi-modal movement by foot, bicycle, transit, and car; a necessary step to achieve efficient circulation in the urban core. Consequently, the Mobility Concept is comprised of the following components.

- **Transit Mobility**: Downtown’s transit system includes regional light rail and bus service, as well as local and City-operated bus routes. Collectively, the recommended service will support transit connections between a) Downtown and the region; b) Downtown and the surrounding communities; and c) multiple Downtown activity centers. This component includes a discussion on transit-oriented development strategies that will reduce auto dependency.

- **Pedestrian Mobility**: One of the key objectives is to improve the walkability of Downtown; pedestrian activity is crucial to a healthy and vital Central District. This component will introduce some essential approaches to improving pedestrian safety and comfort. These ideas augment proposals for encouraging pedestrian activity presented in the District-wide Urban Design Concept.

- **Bicycle Mobility**: Downtown’s streets should not be limited to the effective movement of motorized traffic. Many residents find convenience and enjoyment accessing the City by bicycle, although safety is foremost on their minds. While there are limited opportunities to create formal bikeways, Downtown has a role to play in the development of a city-wide system of bicycle mobility.

- **Auto Mobility**: Automobiles will continue to be a significant mode of travel Downtown. Nonetheless, auto mobility must be considered within the context of a balanced transportation system that includes other modes and minimizes impacts on local residential streets. This component addresses street classification, recommendations for mobility improvements, as well as the issues of trip reduction and parking management.
Section 5  

**DISTRICT-WIDE MOBILITY CONCEPT**

**Transit Mobility**

**Concept**

Ideally, transit will become a convenient and desirable option for movement within and through Downtown, consistent with a vision of pedestrian- and transit-oriented land use and development patterns within the urban core. The transit mobility concept supports the following objectives: 1) develop urban land patterns; 2) reduce auto dependency; and 3) promote transit usage.

**Public Transit Proposal**

**Transit Service:** Three systems will meet Downtown’s transit needs and provide expanded mobility options.

- Beginning in mid-2003, the LA-Pasadena Gold Line will provide a much anticipated regional light rail connection, including service to Downtown Los Angeles. Four light rail stations will serve the Central District, and land use recommendations promote higher intensity transit-oriented development in proximity to these stations.

- Regional bus service offers a number of routes through Downtown. Although regional service providers (MTA and Foothill Transit) determine routes and level of service, the City should advocate a system that connects activity and population centers to Downtown’s light rail stations, and provides regular service along identified Multimodal Corridors.

- The Pasadena Area Rapid Transit System (ARTS) currently offers local bus service. Because the City has direct influence over route location and frequency of service, on-going operation, as well as expansion of this system is recommended as a supplement to regional bus service.

**ARTS Bus Expansion:** The community has expressed strong support for the ARTS bus system, because they recognize its flexibility in responding to specific community needs. In 2002, two routes were added to the system for a total of four routes, three of these routes serving Downtown; in 2003, two additional routes were added to the system for a total of six routes, four of these routes serving Downtown. Should the City secure funding and choose to expand the system further, it is recommended that additional routes and frequency of service are studied and selected based on the following criteria:

- To make Downtown more accessible to areas outside the urban core, including northwest, north-central, and east Pasadena.
DISTRICT-WIDE MOBILITY CONCEPT

Transit Mobility

- To supplement regional transit service along multimodal corridors, and provide additional connections to rail stations.

- District-wide Map 16: Local Transit Concept depicts the Downtown streets served by the current (2003) ARTS Bus routes and also shows potential service in accordance with the City-wide Mobility Element, which should be referenced for the comprehensive ARTS proposal.

Convenient Transit Stops: Safe, comfortable and attractive transit stops are essential to reduced auto dependency and increased transit ridership. The location of Downtown bus stops should be coordinated with regional transit providers to serve rail stations, and major activity and population centers. Enhanced design treatment is recommended at key destinations and along multimodal corridors, for instance, attractively designed benches and shelters. Key transit stops should also be coordinated with bicycle facilities and pedestrian amenities, and provide easy to use transit information, including outstanding graphics, posted schedules, and eye-catching design.

TOD: Transit-oriented development is a concept that closely coordinates land use and mobility planning, making it more convenient to travel by transit and foot. More specifically, this approach mixes higher density housing, service, and employment opportunities around rail stations and key transit stops. The Central District Specific Plan applies the concept of transit-oriented development throughout most of the Downtown. It recommends development intensities that promote compact development patterns, mixed use, and urban housing, generally increasing in intensity with proximity to important multimodal corridors and the four rail stations that serve the Central District.

City-wide TOD provisions specify additional land use regulations and development standards for development projects within 1,320 feet (1/4 mile) of a light-rail station platform, allowing that these boundaries may be modified by unique circumstances within a specific plan area. Accordingly, District-wide Map 17: TOD Concept depicts much of the Central District as a Transit-oriented Development (TOD) Zone, and the applicable TOD provisions are summarized as follows:
DISTRICT-WIDE MOBILITY CONCEPT

Transit Mobility

- Prohibit auto-oriented uses, including: drive-thru establishments; service stations; automotive repair; car washes; and vehicle / equipment sales, lease and rentals.

- Restrict certain other uses that do not support transit ridership: warehousing and storage; commercial wholesaling; and wholesaling, distribution and storage.

- Require a minor conditional use permit for new commercial and industrial projects over 15,000 square feet, excluding the expansion of existing uses. Approval of the CUP shall require findings that:
  
a) the project consists of a use or mix of uses that supports transit ridership and is oriented toward the transit-user; this may include daily destinations such as housing, employment, and commercial uses.

  b) the project design encourages pedestrian activity, and enhances access to public transit and/or other non-auto modes of transportation.

- Reduce the minimum parking requirement by 25% for commercial and industrial projects, and a parking demand study may allow for further reduction; the former minimum standard becomes a maximum requirement.

- Apply the following parking standard to urban housing (48 dwelling units per acre or greater):
  
a) units over 550 square feet shall provide a minimum of 1.5 spaces per unit to a maximum of 1.75 spaces per unit.

  b) units of 550 square feet or less shall provide a minimum of 1 space per unit to a maximum of 1.25 spaces per unit.

  c) the parking requirement may be further reduced through a parking demand study and approval of minor conditional use permit.

- Reference Title 17 of the Pasadena Municipal Code (The Zoning Code) for all applicable TOD standards and requirements.
Section 5  **DISTRICT-WIDE MOBILITY CONCEPT**

*District-wide Map 16: Local Transit Concept*

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**Central District Specific Plan**
Section 5  DISTRICT-WIDE MOBILITY CONCEPT

District-wide Map 17: TOD Concept

- Gold Line Light Rail
- Gold Line Light Rail Station
- TOD Zone (within Central District)
- TOD Zone (outside Central District)
**Guideline SP 3**

**Site Plazas and Courtyards Appropriately**

**Intent**
Plazas and courtyards are an integral part of the social life of Downtown. They promote civic gathering and can provide a quiet refuge from the urban environment. The more intimate-style courtyard is traditional in Pasadena. Nonetheless, the location, size, and design of a plaza, courtyard or garden must be carefully considered in relation to its surroundings. Outdoor space that is excessively large or incorrectly sited may lack spatial definition, weaken the continuity of the street, or detract from the existing network of open space.

**Recommendations**

SP 3.1 Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces and gardens; these are especially encouraged in association with major developments.

SP 3.2 Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses; for instance, on-site plazas should not unduly interrupt the retail continuity of a street.

SP 3.3 Site outdoor spaces to establish a comfortable transition between the exterior and interior of a building.

SP 3.4 Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street.

SP 3.5 Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.

SP 3.6 Dimension outdoor spaces to human occupation; they should be proportioned to their surroundings and envisioned use.

SP 3.7 Link adjoining outdoor spaces with comfortable paths and walks to create a network of spaces.

**Citywide Design Criteria**

- Outdoor Rooms: A site should have places amenable to outdoor activity and use.
- Comfortable Access: A site should establish a easy transition between exterior and interior space.
Create Comfortable Outdoor Rooms

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

SP 4.1 Make plazas and courtyards comfortable for human activity and social interaction – standing, sitting, talking, eating.

SP 4.2 Create a pleasant microclimate, including shade from summer sun and access to winter sunlight; locate seating with consideration to noontime sun and shade.

SP 4.3 Plant deciduous trees; shade and sunlight are most effectively regulated through the planting of deciduous trees that are sizeable at maturity, although this does not prohibit evergreens and palms.

SP 4.4 Use plants, furniture and lighting to shape, embellish, enliven and give purpose to outdoor space; lush plants, warm materials and pleasing details are encouraged.

SP 4.5 Include integrated landscape planters and/or freestanding pots of varying size.

SP 4.6 Encourage the presence of uses that will activate outdoor space and complement street activity; consider locating retail businesses, outdoor cafes, and vendors within a plaza or around its perimeter.

SP 4.7 Design outdoor space with safety in mind; on-site public plazas should promote visibility from the street, and provide architecturally compatible lighting to enhance nighttime security.

SP 4.8 Consider adding a focal element, for instance, a sculpture, fountain, or art piece to outdoor space; civic art in outdoor plazas and courtyards is encouraged.

Citywide Design Criteria

- Outdoor Rooms: A site should have places amenable to outdoor activity and use.

- Human Occupation: A site should include amenities for comfortable social interaction.
**Public Realm Design Guidelines**

**District-wide Guidelines: Street Environment**

**Guideline SE 3**

**Protect and Shade Pedestrians**

**Intent**

The physical safety and comfort of pedestrians is critical to the success of Downtown. Pedestrians must feel that they are in a safe situation, and that they are a welcome presence in the community. Streetscape design and amenities should emphasize pedestrian safety and comfort. For instance, the proper placement of street furniture introduces distance and a perceived protection from vehicular traffic. On the other hand, the overhead cover provided by street trees offers shade and reasonable protection from the sun and rain.

**Recommendations**

SE 3.1 Locate street amenities in a zone along or near the curb as a barrier to automobile traffic; this is especially applicable to street lights, parking meters, street trees, trash receptacles, news racks, and heavy planters.

SE 3.2 Emphasize the planting of street trees to provide overhead cover; species choices should consider access to both shade and sun along sidewalks.

SE 3.3 Plant street trees in the zone adjacent to the curb that is also devoted to other streetscape amenities; exceptions may apply for unique conditions, such as a double row of trees.

SE 3.4 Encourage buildings adjacent the sidewalk to provide overhead cover in the form of canopies, awnings, and overhangs, especially where there is an insufficient or immature street tree canopy, or along a southern exposure.

**Citywide Design Criteria**

- Spatial Definition: A street should read as a well defined space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
**Guideline SE 4**

**Plant and Maintain Street Trees**

**Intent**

Street trees provide numerous benefits and are an indispensable part of the Downtown environment. Most obviously, they enhance the visual quality of the area. Street trees also provide cooling effects and contribute to the spatial definition of the street to create a human-scaled space with a comfortable sense of enclosure. In general, street trees add a gracious quality to Downtown.

**Recommendations**

- SE 4.1 Plant street trees so as to define the street and sidewalk; emphasize the consistent use of tree species, size and spacing along a street to create a pleasant rhythm and reinforce the space of the street.

- SE 4.2 Choose street trees that hold up to urban conditions and provide shady canopies at maturity; reference the City’s Master Plan of Street Trees and applicable streetscape plans.

- SE 4.3 Allow sufficient room for tree canopies to grow without conflict with other building elements, as far as this is feasible.

- SE 4.4 Use tree grates in areas with considerable commercial and pedestrian activity; tree grates increase sidewalk width, reduce safety hazards, and prevent compaction of the root-ball.

- SE 4.5 Maintain existing tree lawns, especially within the Civic Center and areas that are predominantly residential; new tree lawns are appropriate where residential use prevails.

- SE 4.6 Utilize street trees to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center, Pasadena Playhouse and Lake Avenue Sub-Districts.

- SE 4.7 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street trees and other street amenities within those areas.

**Citywide Design Criteria**

- Spatial Definition: A street should read as a well-defined space.

- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
Provide Ample Street Furniture

Intent
Walking Downtown should be a pleasant and comfortable experience. Long walks without places to pause and rest may become daunting for some pedestrians. Street furniture, when combined with street trees and proper lighting, humanize and communicate the true public nature of Downtown streets. Most importantly, furnishings should include benches and trash receptacles.

Recommendations
SE 5.1 Place street furniture, especially benches and trash receptacles at frequent intervals along sidewalks for pedestrian comfort and use; sidewalks accommodating street furniture of this kind should be at least 10 feet wide.

SE 5.2 Consider the provision of other street furnishings, especially along wide sidewalks (at least 15 feet wide) with the heaviest foot traffic; these may include drinking fountains, public restrooms, public telephones, newsstands, bicycle racks, planters, and kiosks.

SE 5.3 Coordinate the design and appearance of street furnishings and other street amenities to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center / Midtown, Pasadena Playhouse and Lake Avenue Sub-Districts.

SE 5.4 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street furniture and other street amenities within those areas.

SE 5.5 Encourage sidewalk dining, provided clear passage is maintained for pedestrians; reference detailed guidelines for sidewalk dining found in the Citywide Design Principles & Criteria.

Citywide Design Criteria

- Public Character: A street should readily communicate that it is public space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
Section 9

PRIVATE REALM DESIGN GUIDELINES

District-wide Guidelines: Site Planning

Guideline SP 5

Maintain Landscape Traditions

Intent

Pasadena, including Downtown, has an outstanding tradition of Mediterranean landscape design. Plazas, intimate courtyards, terraces and gardens contribute to an exceptional outdoor setting, abundant with trees and floral displays. New development should continue to build upon these traditions and qualities found within the local landscape.

Recommendations

SP 5.1 Utilize a landscape palette that reflects the history, culture, and climate of the Central District; in general, use a rich, yet coordinated palette of landscape materials to provide scale, texture, and color.

SP 5.2 Encourage the use of on-site planting, furniture, lighting and site details that respect the landscape character of the immediate area and support the design intentions of the building architecture.

SP 5.3 Provide year-round greenery; automatic watering systems and drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns.

SP 5.4 Make prudent use of water as a defining element in the landscape; for instance, a fountain may provide the focal point of a courtyard or plaza.

SP 5.5 Provide opportunities for installation of civic art in the landscape; designer/artist collaborations are encouraged.

SP 5.6 Extend the landscape character of the site to surface parking lots; in particular, introduce mature shade trees.

SP 5.7 Restrict ground-level landscaping that conflicts with retail entrances and window displays.

Citywide Design Criteria

- Cultural Expression: A community should express local history and culture.
- Human Occupation: A site should include amenities for comfortable social interaction.
existing Street Tree Master Plan for the district; also, potted plantings should be introduced where appropriate and feasible. A continuous definition of the district should be created where possible and appropriate. Trellises, arbors, and/or dense tree screens on bridges over the 710 Freeway at Union Street, Colorado Boulevard and Green Street should be utilized.

F. **Lighting:** Improved lighting is to be implemented throughout the district. All non-historic fixtures are to be replaced with historic-type fixtures, subject to further review in during design development by the City's Public Works and Transportation Department. A hierarchy of lighting-types differentiating primary corridors (such as Colorado Boulevard and Fair Oaks Avenue) from secondary streets (such as Holly Street, Union Street and De Lacey Avenue) is to be identified by utilizing lights as an enhancement of ceremonial elements on Colorado Boulevard and Fair Oaks Avenue. In addition, a program of up-lighting building facades, cornices and historic architectural features should be considered as part of the district-wide lighting program.

G. **Street Furniture:** Street furniture is to be provided in an "amenity zone" (unless otherwise noted) next to the sidewalk curbs in order to improve pedestrian movement, particularly for accessibility for the mobility impaired. Street furniture includes elements such as trash receptacles, benches, telephones, bicycle racks, newsvendor box organizers, sandwich boards, information kiosks, public restrooms in parking structures and ATMs.

H. **Art Program:** A comprehensive program for public art, including performance, installation art and exhibition art, should be developed to reflect Old Pasadena's historic context as well as its unique alleys.

I. **Open Space Programming:** Parks, parking lots, selected alleys and public open space areas should be programmed for activities and events. In conjunction with the planned Pasadena Blue Line Light Rail Project cut-and-cover of the abandoned AT&SF tracks, a pedestrian "esplanade" should be developed to provide a major north-south pedestrian and bicycle way through Old Pasadena between the area just north of Del Mar Boulevard and Holly Street.

J. **Designated Accessible Loading/ Unloading Zones:** These zones shall be provided for vehicles such as Dial-a-Ride buses.

**Recommended Elements Locations:**

**Alley Walkway Elements**

The recommended Alley Walkway Elements are summarized as follows:

A. Paving with drainage swales are to be installed, with the paving design based upon researched historic context, functionality and accessibility requirements. Also, all known infrastructure needs should be installed prior to paving the Alley Walkways.
LANDSCAPE

The Old Pasadena district will be greatly enhanced through the street tree program. The proposed Street Tree Master Plan designates Mexican Fan Palms alternating with Crape Myrtles along Fair Oaks Avenue. Crape Myrtles also will line all north/south streets, with Pink Trumpet trees along all east/west streets, including Holly and Union Streets. Arroyo Parkway is lined with existing Fern Pines. Mexican Fan Palms in a procession along the center median of Arroyo Parkway will dramatically reinforce this district entry.

On Green Street the existing Ficus create a dense dark canopy over the sidewalk. An alternative to the replacement of the existing mature Ficus trees is to prune and trim the existing Ficus to develop a lacy overhead canopy. The roots may need trimming to accommodate tree grates.

New Queen Palms alternating with Maiden-hair Trees are currently planted with older Carrotwood Trees on Colorado Boulevard. Existing Carrotwoods will be replaced with the new species.

The Colorado Boulevard Bridge over the 710 Freeway is a major entry into Old Pasadena. Large Canary Island Palm Trees installed in the freeway median below the bridge would provide a dramatic entry into the district.

Tree well covers or tree grates should be incorporated at all tree wells to reduce safety hazards, to enhance access for the mobility impaired, and to protect the tree rootball from compaction. These tree grates should be designed to enhance the historic character of the sidewalks and the district.

The streets and Alleys Walkways of the Old Pasadena district should have a definition, which is created primarily by the building facades and other vertical elements at the property line which provide an extension of the facades. Where parking lots or vacant lots exist, the sense of continuation of these facades should be encouraged through the use of elements on private property such as a dense tree screen, trellises, arbors, columns, and/or walls and fencing.

Landscaping can provide a clearer definition of street and sidewalk boundaries.

Street tree grates can protect street trees as well as provide expanded sidewalk spaces for the mobility impaired.

Landscaping in pots can add interest and color to the streetscape.
ENHANCED ROADWAY PAVING

The enhanced paving in the roadway is designed not only to continue to define the boundaries of the district but also to respond to the Old Pasadena pedestrian level activity. Paving materials will be subtle colors and textures and will be very compatible with the materials already existing in the historic district (i.e., asphalt pavers). Research is to be conducted to determine historically appropriate materials.

All existing historic paving materials including granite curbs and cobbles, glass block light wells, concrete and brick will be protected and/or restored.

The hierarchy used to organize the paving types and locations is as follows:

Major Pedestrian Intersections: Full intersection and crosswalk paving of a similar or related material as mentioned above with a scaled down pattern or design.

Secondary Pedestrian Intersection: Paved crosswalks with similar or related paving as mentioned above.

Mid-block Pedestrian Crossings: Additional crosswalks strategically placed at mid-block locations linking Alley Walkways and/or areas of high volume pedestrian activity with similar or related paving as mentioned above, subject to complete analysis by the City’s Public Works and Transportation Department.

Sidewalk Paving: Sidewalks should be paved with natural concrete with scoring patterns which reflect historic scoring patterns.

All paving shall comply with current Americans Disabilities Act of 1990 (ADA) standards. Handicap access will be provided at all pedestrian crossings. Installation of paving materials shall minimize uneven or differential surface interfaces of paving materials to enhance accessibility.
ON-STREET PARKING &
WIDENED SIDEWALKS

By reorganizing some of the on-street parking in Old Pasadena, the quality of the pedestrian experience can be enhanced while providing additional parking in the area.

Diagonal parking is proposed in several of appropriate areas, pending a detailed traffic review and analysis by the City's Public Works and Transportation Department. The Core Group is recommending that the Public Works and Transportation Department evaluate and determine the feasibility of diagonal parking in specific areas in order to "calm traffic", thereby: (a) more effectively protecting pedestrians (e.g. park users, senior citizens, children, and residents in areas directly adjacent to Memorial Park and Central Park); (b) alerting vehicles on the Colorado Street (710 Freeway) Bridge that a pedestrian district (i.e. Old Pasadena) is up ahead; and (c) better protecting pedestrians on the Union Street (710 Freeway) Bridge by slowing west-bound traffic between De Lacey Avenue and Pasadena Avenue.

Along the Colorado Boulevard (710 Freeway) Bridge, diagonal parking would enliven this major entry point area, add additional parking along Colorado Boulevard, and start to calm the vehicular traffic as it enters the Old Pasadena district from the west. On Raymond Avenue and Holly Street, diagonal parking is also proposed to encourage these streets to become more pedestrian oriented. Also, this area will become a major residential area in Old Pasadena, including an approved 70-unit senior apartment complex at the southwest corner of Walnut Street and Raymond Avenue, and a 24-unit condominium project at the southeast corner of Raymond Avenue and Holly Street.

On Holly Street, diagonal parking could be provided from North Fair Oaks Avenue to the City Hall, linking the Civic Center and the Holly Street Village Apartments to Old Pasadena. Diagonal parking on Raymond Avenue could be provided north of Holly Street to Walnut Avenue, and south of Dayton Street to Del Mar Boulevard. Also, additional parallel parking is proposed on the west side of north Fair Oaks Avenue, north of Union Street. These additional parking spaces also would increase parking meter revenues in the Old Pasadena District.

The sidewalks on Colorado Boulevard, South Fair Oaks Avenue (west side, south of Green Street), and De Lacey Avenue should be widened to match their historic width prior to earlier street widening programs in these areas. The sidewalk locations would be subject to a hierarchy of implementation and identification of a specific funding source for this purpose.

Special consideration should be given to installing a small sidewalk expansion at the base of the Castle Green Walking Tower Bridge on South Raymond Avenue, for the purpose of protecting pedestrians from vehicles.
OPEN SPACE PROGRAMMING

The areas indicated on the map which follows represent existing open space opportunities for multi-use programming. The parks have inherent multi-use possibilities; also, parking lots represent an opportunity for special activities and events, subject to appropriate arrangements with owners and operators.

Alley Walkways and public open space areas should be designated for kiosk or cart vendors and newsstands as well as programming of periodic or special activities and events. Activities could include chess or checkers tournaments, senior activities, chalk-on-the-walk, etc. Events could include farmers’ market, flower shows, art shows, performances and street fairs. Large events could be staged in Memorial Park and/or Central Park. Smaller events could be staged in designated Alley Walkways.

In conjunction with the Pasadena Blue Line Light Rail cut-and-cover undergrounding through Old Pasadena, a pedestrian and bicycle "esplanade" could be developed within the MTA-owned right-of-way just north of Del Mar Boulevard to Holly Street. This potential open space represents the opportunity to provide linkages across what would otherwise be a wasteland, connecting Alley Walkways throughout the district. Adjacent building owners should be encouraged to open businesses facing onto this "esplanade" when implemented.
D. STREET FURNISHINGS

Streetscape furnishings are elements to be incorporated into the public right-of-way to complement and enhance surrounding development and make the street comfortable for pedestrians. Such elements include street furniture, potted and container plantings, sidewalk and pedestrian amenities, and street trees. Streetscape improvements should be implemented as a cooperative effort between the City and private development. Street furnishings and pedestrian improvements planned along East Colorado Boulevard provide a unifying theme along the corridor. The only exceptions to the program is Lamanda Park where a different color of street furnishings will be provided to emphasize the desire to create a destination location that is a “town within a town”, and in the College District to match the attractive streetscape the college provides.

Figure 3.5
Benches and Trash Receptacles

Specific Plan Area
A six-foot bench and trash receptacle should be placed approximately every 200 feet and should be clustered at transit stops and public plazas. As the existing benches and trash receptacles need replacing, they should be replaced with furnishings of the same iron style that is now being implemented in the Playhouse district and which are a part of the City’s approved street furniture palette, or an appropriate alternate approved by the City of Pasadena Department of Public Works.

Lamanda Park
In an effort to create the unique and desirable character of Lamanda Park, street furnishings should be painted red within the area. Red six-foot benches and trash cans should be placed approximately every 200 feet and should be clustered at transit stops and in public plazas.

Tree Grates
The use of tree grates is strongly encouraged along heavily used pedestrian streets such as Colorado Boulevard and would be appropriate in any sub-area of the Specific Plan. Like benches and trash receptacles, grates in Lamanda Park and the College District should be painted to match the theme of that district (red in Lamanda Park, green in College District).
Bike Racks

Bike racks and lockers should be located near transit stops and employment centers and where required bicycle parking spaces shall be provided as required per city code. These amenities will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Bike racks are required for new development by the Pasadena zoning code.

Specific Plan Area Bike Rack
Additional Site Furnishings

Newspaper racks, drinking fountains, etc., should also be carefully located along East Colorado Boulevard and Allen Avenue in conjunction with key private developments. Drinking fountains should be located in public gathering areas. Waist-high safety bollards should be used to define public plazas and walkways developed through new construction projects or capital improvement projects. Properly placed, bollards can delineate between vehicle and pedestrian zones, creating a safe walking environment.

Other street furniture (banners, telephone boxes, café tables and chairs, trash receptacles, container plants and colored pots, historical plaques, tables, informational displays, etc.) should be incorporated into streetscape improvements at appropriate locations. Locations shall be determined through public improvement design plans authorized through the capital improvement plan.

Some of the envisioned public improvements will require private property owner participation and/or cooperation at the time of redevelopment. Others can be simply implemented by the City as funding is secured and programmed as a part of the capital improvement program.
Public Art

Public art is another way of adding to the vitality of the street scene. New public art should be developed in coordination with the City’s “1% for the Arts” program and the Arts Commission.

Art is the evolving permanent record of what we hold important. Pasadena’s Public Art Program is intended to reflect and communicate our values and enhance life in our community, create a more human city and act as a mechanism to enhance the commercial vitality and economic stability of the City. The private development public art mandate may be satisfied by developing public artwork or by financing cultural and artistic facilities or programs at or in the immediate vicinity of the site, or by depositing funding into the Cultural Trust Fund at the discretion of the Arts Commission. The City also maintains a commitment to incorporating public art and art in public places relating to City construction projects. Both programs promote the commissioning artists of the highest artistic merit, who are sensitive to the City’s cultural diversity and can contribute to Pasadena’s values. Other goals and objectives include:

- The encouragement of local artistic endeavors and support of local artists;
- The encouragement of public dialogue and interaction with art in public places, through appropriate education forums and public meetings and programs;
- The inclusion of broad range of works of art, reflective of the overall diversity of current works in the field of visual and performing arts;
- The commissioning of works of art varying in genre, style, scale, medium, form and intent, and reflective of trends and disciplines in art on a local, regional, national and international arts level;
- The broad distribution of commissions among artists;
- The broad geographic distribution of works of art in the City of Pasadena;
- The encouragement of design teams to include artists, architects, engineers, landscape architects and other public space and design professionals.
Private developers must integrate an artist and art consultant during the project design phase to maximize opportunities for seamless integration of public art at the project site. The City’s Arts Commission reviews each submission in a 2-phase format, both preliminary and final concepts are required for approval. Design Commission and Arts Commission reviews are closely linked in sequence to further promote artist involvement early on in the development of a project.

Pasadena’s process for the development of City construction project generated public art works also requires a 2-step process of concept and final art plan approval. The community is well-integrated into the artist selection and project development process by the use of a peer-panel review system and on-going relationships that foster involvement and commitment both intellectual and financial. The Cultural Trust fund may be utilized to supplement these City construction public art works, offer funding for temporary or ephemeral art works or support special neighborhood art initiatives.

E. GATEWAYS AND SIGNAGE

Gateways and signage help create an identity for the Specific Plan Area and to announce it as a special place within the City. Subtle yet classy entry monuments that reflect the character of the area should be constructed. Simple, low-level signage should reflect a Route 66 logo and provide a memorable entry to the area. The City should consider developing a common directional sign and specific plan area logo that could be accompanied by directional arrows and labeling to denote key shopping points and uses. Signs should be lighted, landscaped, and placed permanently at the back of the sidewalk or within raised medians.

East Colorado Boulevard and Pasadena Gateways (Type 1)

There are four locations for gateways into the Specific Plan Area. The primary entries into the area are located at the two Gold Line Stations at Allen Avenue and Madre Street/Sierra Madre Villa and at either end of the plan area along Colorado Boulevard.
Chapter III

H. PARKS, PLAZAS, AND PUBLIC SPACES

Parks

A small urban park should be located in the Lamanda Park sub-area in proximity to public and semi-public uses such as a community center, post office public parking lot etc.

The park should have a combination of features such as: green space, trees, benches, gathering areas for small outdoor events, pedestrian scale lights, trash receptacles, public art, fountain, bird bath, and other urban furnishings consistent with Lamanda Park.

Plazas

Throughout the specific plan, small patios and plazas should be located in street setback areas adjacent to building entrances and key corner locations. These public gathering areas will serve to establish a sense of place and identity and provide space for private outdoor dining and street side entertainment. Features should include public art, fountains, special paving, seating, decorative lights, landscaping etc.

Private plazas should be encouraged in new development proposals. The specific design should create a balanced transfer from the public street realm to the private development. Appropriate planning and design review should ensure consistency with the Specific Plan directives.
Landscaping At Sidewalk Areas  
(Colorado Boulevard)

The pedestrian experience is a very important part of every sub-area along East Colorado Boulevard. An urban street edge with wide sidewalks, street trees and landscaping, consistent street furnishings, parking in the rear, and varied building setbacks all contribute to a desirable street scene. Retailers and restaurateurs are encouraged to create outdoor eating areas and patios and buildings should be set back from the property line to allow for such areas as well as expanded sidewalks. Design features such as enhanced paving on walkways, trellis structures, landscaping and low scale and ornamental lighting should be used to distinguish the pedestrian route from the vehicle route. Trees should be planted in tree grates to maximize the area of pedestrian travel and provide shade to the outdoor spaces. Street trees with large canopies should be planted where possible to provide shade to the area and a comfortable neighborhood environment. This neighborhood feel can further be enhanced with planter pots, plaza landscaping, and building setback landscaping. Boxed and tub plant containers, such as clay pots or wooden planters, should be used to enhance sidewalks, plazas and courtyards. This should be done in cooperation with neighborhood or business associations. Potted plants attached to light posts should also be considered in all sub-areas if appropriate maintenance upkeep is feasible.
The Route 66 and Chihuahuita sub-areas have some unique characteristics that require additional treatment to the street edge. Many small businesses make up the Route 66 sub-area. Similarly, automobile dealerships and larger retailers line the Chihuahuita street frontage. It is critical that these businesses have easy access from the street and parking in the front. To enhance the pedestrian experience and maintain a continuous street frontage for retail, parking lots should be screened with a landscaped wall or a landscaped buffer, entries should be well signed, and should be shared with adjacent businesses where possible. When walls are used, they should be designed with breaks to accommodate pedestrian circulation. In addition to the landscape buffer, a consistent treatment of trees planted in tree grates will help to unify the entire corridor and will beautify the area. Route 66 furnishings and public signage should be actively promoted in these areas.

**Gold Line (Allen Avenue)**

The majority of Allen Avenue is nicely landscaped with parkways and street trees. As pedestrian traffic increases as a result of the new Gold Line Station, additional lighting and wider sidewalks should be considered.

The block between Corson Street and Locust Street has the potential to take on a more urban street scene. Trees should be planted in tree grates and wider sidewalks and plaza areas are appropriate.
B. SIDEWALKS AND PEDESTRIAN IMPROVEMENTS

Specific Plan Area

Sidewalks
Throughout the specific plan area sidewalks need to be cleaned up and pressure washed. Hazardous irregularities in the paving need to be repaired and maintained to City standards. The parkway at the south side of East Colorado Boulevard along Pasadena City College (PCC) frontage should be widened an additional 7’. This will reduce the travel distance for pedestrians crossing over to the retail side of the street, as well as create an opportunity for a more enjoyable landscaped walkway adjacent to the college. The appearance and function of this pedestrian area should be planned through collaboration between the PCC and the City.

Crosswalks
The use of accent paving provides an opportunity to both dress up intersections and incorporate traffic calming measures for pedestrian and bicyclist safety. The change in texture is a visual and intuitive signal to both the motorist and pedestrian of the appropriate boundaries for each. Accent paving contributes greatly to the overall visual appeal of the intersection and is typically located in one or more of the following areas: at corners; on sidewalks; at pedestrian crossings; and in the middle of intersections. The texture should be smooth enough so that an older person, cyclist and persons with disabilities are not deterred.

Enhanced pedestrian crossings help delineate appropriate boundaries for pedestrians and automobiles.
Throughout the specific plan area, with the exception of Lamanda Park, a scored concrete that has been acid washed and tinted a buff or gold color should be used at crosswalks key intersections and at mid-block crossings.

**Lamanda Park**

Incorporating special paving at pedestrian crossings, at midblocks and at intersections, is an excellent way to visually cue the oncoming motorist to slow down because of possible pedestrian traffic. The texture of special paving in the crossings is another tangible cue for motorists to reduce their speed and pay increased attention to their surroundings. Special paving also enhances the pedestrian experience, both in visual appeal and safety, as pedestrians travel across various intersections.

Within Lamanda Park a special paving treatment specific to the area should be applied to create a special neighborhood distinction. An inlaid brick or similar paver should be used at crosswalks, intersections, bulb-outs, and as an accent to the sidewalks in the area.

Provisions will need to be incorporated into the Design Plan for maintenance of medians, expanded sidewalks, and mid-block crossings. Some private maintenance may be required.
**F. CORRIDOR PEDESTRIAN NODES**

In order to encourage trips into and out of the Specific Plan area via the Gold Line, ARTS buses, and other local transit options, development and streetscapes within the area should have a predominant pedestrian-oriented design.

In areas where potential pedestrian activity exists, or can exist in the future, investments in human-scale elements will help to promote synergy between pedestrians and nearby retail and service uses. Potential improvements to create a pedestrian area include the following:

- Providing curb bulb-outs for pedestrians at street crossings, where allowed by roadway lane configurations. Such improvements improve sight distance for pedestrians, improve the visibility of pedestrians by drivers, and provide for shorter crossing distances. However, bulb-outs must be designed with the safety of both pedestrian and motorist in mind and must include proper placing to facilitate adequate drainage.
- Provide clusters of street furniture (seating/ benches, shade structures, drinking fountains, community information kiosks, etc.) at nodes and at mid-points between nodes, as rest points for pedestrians. The street furniture can be designed to discourage use by transients.
- Security call boxes could be provided at regular intervals, to provide a heightened perception of safety by those not accustomed to the area.
- Easy-to-use crosswalk push buttons, well-marked crosswalks (with “piano” or “zebra” striping) should be utilized to make pedestrians feel more at ease when crossing the street.
Public Improvements

Benches and Trash Receptacles

Specific Plan Area
A six-foot bench and trash receptacle should be placed approximately every 200 feet and should be clustered at transit stops and public plazas. As the existing benches and trash receptacles need replacing, they should be replaced with furnishings of the same iron style that is now being implemented in the Playhouse district and which are a part of the City’s approved street furniture palette, or an appropriate alternate approved by the City of Pasadena Department of Public Works.

Lamanda Park
In an effort to create the unique and desirable character of Lamanda Park, street furnishings should be painted red within the area. Red six-foot benches and trash cans should be placed approximately every 200 feet and should be clustered at transit stops and in public plazas.

Tree Grates
The use of tree grates is strongly encouraged along heavily used pedestrian streets such as Colorado Boulevard and would be appropriate in any sub-area of the Specific Plan. Like benches and trash receptacles, grates in Lamanda Park and the College District should be painted to match the theme of that district (red in Lamanda Park, green in College District).
4.3 Public/Private Parks, Plazas and Parking Improvements

4.3.1 Transit Plaza

The transit plaza, as illustrated in Figure 4-17, should be designed as:

- A light rail passenger and community-oriented plaza at the terminus of Halstead Street on the south which:
  - Creates a pleasant arrival space for East Pasadena commuters who walk or bicycle to the light rail station or other light rail patrons who are dropped off at a kiss-and-ride area at the edge of the plaza.
  - Provides a setting for restaurant and/or retail uses at the edge of the plaza and near the bus drop-off area.
  - Accommodates public art and/or educational element

4.3.2 Parking Improvements

The opportunity exists on the abandoned railroad right-of-way along the north side of Walnut Street to develop a series of parking structures to serve Subarea d1, which has a shortage of parking. These parking structures would need the cooperation of the Pasadena Blue Line Construction Authority, the City (if Walnut right-of-way is involved) and the property owners in the area. See Table 6.3 for development standards for such a parking structure.
4.2.7 Additional Guidelines and Standards, Other Mobility Corridors and Local Streets

Street Trees

Street tree recommendations for the following mobility corridors are shown in Table 4.1:

- Altadena –
- San Gabriel Boulevard –
- Sierra Madre Boulevard –
- Sierra Madre Villa –
- Rosemead Boulevard –

Planting Installation

The following standards and guidelines are for planted areas in the public right-of-way:

- Planting installation for trees and shrubs shall allow for adequate root growth and good drainage.
- All street trees in the right-of-way shall be a minimum 36in. box. The height of palm trees should be selected based upon the type of palm and available funds.
- All trees in paved areas shall have a root barrier collar to prevent root intrusion to sidewalks and streets.
- All planting areas that require shrubs or ground cover shall be automatically irrigated except for trees which may be manually watered until established.
- Street tree spacing shall be 25 feet to 30 feet on center and should be consistent, as possible, on each street.

Art in Public Spaces

Art in public spaces is encouraged to enhance the aesthetic quality of the environment and act as a vehicle for maintaining and preserving the cultural and historic heritage of the area. The most preferable locations for art include the eastern gateway to the city, the Blue Line Station area and private development public space such as theatre entrances, and shopping district entrances. Public art may include integrated elements such as artist-designed paving, walkways, lighting, seating, signage, water elements, etc., as well as independent artwork such as sculpture. Public art monies may also be used to include artists on the design teams for facilities.

Street Furnishings on Mobility Corridors

For an active streetscape, street furnishings including bus shelters, benches, trash receptacles, bicycle racks, bollards, decorative pedestrian lights, tree grates, fountains, newspaper racks, drinking fountains, planter pots, directories, kiosks, etc. The design color, specifications, and location of these shall be
defined in a subsequent streetscape plan for each mobility corridor. Design Guidelines include:

- Metal trash receptacles, as a minimum, should be located at intersections and at mid-block.
- Benches shall be decorative metal and, as a minimum, located near bus stops.
- A graffiti-resistant coating shall be applied to all street furnishings to ensure an attractive, long-lasting appearance.
- All street furnishings shall be securely anchored to the sidewalk for safety and to prevent removal.

Pedestrian Crosswalks

Pedestrian crosswalk improvements include the following:

- Concrete walkways across mobility corridors and intersecting streets with color to match the sidewalks.
- Edge and internal borders of moderately textured concrete with color to match the sidewalks.

Local Streets

In order to minimize conflicts with traffic flow and enhance the appearance of the streetscapes, parking, loading and trash enclosure areas shall be kept to service streets identified in Figures 6-3 and 6-5, to the maximum degree possible.

Although designated for service, these streets shall be designed to enhance the visual quality of the area. Many of these local streets (i.e., Nina, Sunnyslope) currently are tree-lined. Whenever possible, the existing trees shall be retained and new trees of a similar species shall be added on these streets to maintain a consistent and attractive image.

Basic Streetscape Improvements – Phase 1

The streetscape improvements described are considered Phase 1 or “basic” improvements, which are needed to improve the visual environment of the area and contribute to improvement of the “quality of life” in the area. Basic streetscape components were selected balancing visual character, transportation requirements, and funding considerations.

Enhanced Streetscape Improvement – Phase 2

In addition to the basic streetscape, there are a number of enhancement projects that would further improve the pedestrian and visual character of the area including:

- Decorative crosswalks at key intersections
- Selective curb extensions, similar to the proposal for Halstead Street and the Foothill Boulevard intersection
- Undergrounding of utilities especially on Altadena Drive
- Additional pedestrian amenities
4.3 Public/Private Parks, Plazas and Parking Improvements

4.3.1 Transit Plaza

The transit plaza, as illustrated in Figure 4-17, should be designed as:

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  - Creates a pleasant arrival space for East Pasadena commuters who walk or bicycle to the light rail station or other light rail patrons who are dropped off at a kiss-and-ride area at the edge of the plaza.
  - Provides a setting for restaurant and/or retail uses at the edge of the plaza and near the bus drop-off area
  - Accommodates public art and/or educational element

Figure 4-17.
Transit Plaza

4.3.2 Parking Improvements

The opportunity exists on the abandoned railroad right-of-way along the north side of Walnut Street to develop a series of parking structures to serve Subarea d1, which has a shortage of parking. These parking structures would need the cooperation of the Pasadena Blue Line Construction Authority, the City (if Walnut right-of-way is involved) and the property owners in the area. See Table 6.3 for development standards for such a parking structure.
6.5 PRIVATE REALM DESIGN GUIDELINES FOR ALL SUBAREAS

6.5.1 Intent

The following design standards and guidelines are intended to be used within the East Pasadena Specific Plan Area by City Staff and the Design Commission in evaluating development proposals by developers, and by property owners in the preparation of their submittals for approvals. These guidelines are in addition to the guidelines listed for each subarea.

The purpose of the Design Standards and Design Guidelines is to encourage development in the East Pasadena area in a manner which is aesthetically pleasing, harmonious with its neighbors, attentive to detail and related to human scale. These guidelines are meant to encourage individual expression in the development of land and buildings while maintaining continuity in the design of the urban environment. At the same time, the intent of these guidelines is to protect and enhance those qualities and characteristics of the East Pasadena area which seem mutually advantageous to the City in general, the property owners, nearby residents, and area users. The guidelines establish a high standard for design quality, but are flexible enough to allow individual expression and imaginative solutions. The applicant is encouraged to consult other chapters of this document including Chapter 4.0, Public Realm Development Standards and Design Guidelines, as well as other City codes and regulations in addition to these guidelines. The applicant is also encouraged to consult pages 58-61 of the City of Pasadena Comprehensive General Plan.

6.5.2 Building Architecture, Massing and Height

- Cultural resources remain in the area from the early 1900s through the mid-1950s, covering a wide range of architectural styles from Mediterranean Revival to Post-war Modern. The Specific Plan does not impose an architectural style or visual theme on developments in the area. The Specific Plan, however, recommends that building designs should have an elegant, timeless and permanent quality relating to the heritage and climate of Pasadena. Buildings should not be copies of historic buildings but should draw from their positive features (Figure 6-13). Features of this type of character include:
  - Consistent materials and color palette for a complex of buildings
  - Articulated building planes and height to create a pleasing variety and pedestrian scale
  - Emphasis on horizontal lines and buildings that integrate the indoors with the outside
  - Arcades, awnings, trellises and canopies for shade
  - Design emphasis on entrances to shops and paseos
  - Fountains, courtyards and landscaped features and elements of Pasadena’s architectural heritage in high activity areas
  - A uniform signage program

- To promote a "pedestrian-friendly" character and avoid large blocky facades, building facades should be articulated with architectural features such as awnings, pilasters, bay windows, a distinct base, recessed display windows, a cornice or varied roof line.
Building shaped at corners to respond to pedestrian crossings and spaces.

Recess windows and doors.

Articulate building facades with architectural features and changes in planes and signs.

Horizontal emphasis and features of the 1958 corporate architecture.

Consider entrances and doors as special design elements.

Vary roof forms and provide outdoor dining for pedestrian interest.

Figure 6-13. Building Architecture

6-34
Building entrances should face mobility corridors and should be treated as special design elements by devices such as recessing, by special trim, or by a decorative awning or entrance.

Buildings on corner lots should incorporate architectural elements, which emphasize the corner, such as a curved or angled facade, an entrance off of the corner, a tower element, or a large bay window.

Buildings should be designed to be attractive from all directions. Where rear or sides of buildings are visible from adjacent streets, these facades shall receive equal design treatment as the front or main facade.

Consistent with the requirements of the City Zoning Code, ventilation, heating, air-conditioning equipment, or other mechanical equipment should be screened from public view to the greatest extent feasible. Screening should be compatible with the wall surfaces or roofing of the building and avoid inferior materials such as lattice, unpainted woods, etc.

Window and doorframes should be of a material and profile appropriate to the design of an individual building. Too many different sizes and shapes of windows and doors are discouraged.

Variation of roof line height and planes is encouraged to create a lively environment.

Use interior electric security system, vandal-proof glazing, or if metal grills or shutters are necessary, the grills and shutters should totally recess into overhead cylinders or pockets that completely conceal the grill or shutter in the daytime.

Accessory structures and enclosures, including enclosed storage areas, shall be integrated with the design of the primary building on the parcel and shall not be designed as an appendage attached to the building.

Quality materials are desired such as smooth sand finish stucco rather than swirling applications, and brick and stone pavers rather than asphalt. The following are examples of building materials, which are preferred.
- Smooth finish stucco; Screed expansion joints are favored, which are integrated with the design of windows and doors
- Brick and/or brick veneer with a natural color grout
- Precast concrete panels for structures taller than two stories
- Cut stone, tile or other smooth, durable material on the ground level (the base) for visual interest and for ease of graffiti removal
- Terra cotta or ceramic roof tiles
- Steel or a wrought iron grill work or concrete block grills, not chain link or barbed wire
- Canvas awnings, not vinyl
- Wood, steel or aluminum and clear glass on store fronts, windows, doors, or atrium spaces

6.5.3 Pedestrian Interest

Incorporate in design of the private realm “Pasadena Elements” listed in the General Plan or page 61, where possible.
4.2.5 Halstead Street – North of Foothill Boulevard

Halstead Street is a local street with no regional or citywide function identified in the General Plan. Halstead Street has the potential to be a major north-south connector leading from the shopping areas in Subareas d2 and d3, and adjoining residential areas to the transit station on the south where Halstead Street currently deadends. Halstead Street is envisioned to carry autos, buses, bicycles, and pedestrians.

Halstead Street currently has an 80-ft right-of-way and a 56-ft pavement width with one lane of through traffic in each direction, on-street parking, and a 10-ft to 12-ft parkway including a sidewalk and planting strip adjacent to the curb. Magnolia trees are planted in this planting strip (Figure 4-12). Access to the recently constructed Hastings Ranch Village Shopping Center is provided.

The Halstead Street right-of-way north of Foothill Boulevard, as illustrated in Figures 4-13 and 4-14, provides:

- Two travel lanes and a left-turn lane onto Foothill Boulevard
- Five-foot bicycle paths striped in the street
- Except at bus stops and for safety concerns, curb parking on both sides of the street, where possible, to provide a sense of protection for the pedestrians. If necessary, curb parking could be removed on the west side.
- Continuation of the landscaped planting strips adjacent to the curb containing magnolia trees. Additional magnolia trees in 36-in. or greater boxes shall be added, where possible.
Figure 4-12.
Existing Halstead Street – North

Figure 4-13.
Halstead Street – North
Figure 4-14.
Halstead Plan
The addition of 12-feet to 15-feet high decorative pedestrian-scaled lamps between the magnolia trees to illuminate the pedestrian path

- Curb extensions or “pop-outs” at the Foothill Boulevard and Halstead Street, and the Rosemead Boulevard and Halstead Street intersections as traffic calming devices and to allow more room for pedestrian amenities

- Ten-foot building setbacks on the west and 10 foot building setbacks on the east for landscaping. An additional row of Magnolia trees should be staggered with the existing trees in this setback area to provide more shade. On the east side, extend the sidewalk area for pedestrian amenities.

4.2.6 Halstead Street – South of Foothill Boulevard and a Transit Plaza

Halstead Street in this segment will provide access to the transit station for vehicles, buses, pedestrians, and bicycles. As this street has a right-of-way of 60 feet and a pavement width of 40-feet (Figure 4-15), the right-of-way will need to be increased to satisfy all of these requirements. The feasibility of widening Halstead Street, however, needs further analysis.

The Halstead Street right-of-way south of Foothill Boulevard, as illustrated in Figures 4-16 and 4-14, provides:

- An increased right-of-way of 100 feet

- Five lanes of traffic for bus, kiss-and-ride, and vehicular connections to the light rail station

- Five-foot bike lanes striped in the street

- A landscape planting strip adjacent to the curb planted with magnolias spaced approximately 35-feet to 40-feet apart, and with ground cover

- Decorative lighting between the magnolia trees, identical to the area north of Foothill Boulevard

- 15-foot pedestrian promenades on both sides shaded by additional canopy trees in the setback areas

- No curb parking

- Ten-foot building setbacks required

- Discussion has occurred about looking into the feasibility of extending Halstead Street south to Colorado Boulevard. It is recommended that after completion of the light rail station and the joint development project, this option be analyzed.
All tree planters must be contained by a six inch (6") high concrete curb.

- Parking back-up space and street frontage must also provide three parking canopy trees per 72 linear feet.

- Parallel parking must also meet the intent of the above requirements, with three (3) trees per 72 linear feet, uniformly spaced, of parking stall side.

- Loading or drop-off zones that are clearly posted to be ten (10) minutes maximum and are no more than fifty feet (50’) in total length are exempt from these requirements.

- At the end of each double or single parking bay, a minimum ten foot (10’) wide “end island” planter shall be required. The length of the planter shall be a minimum of eighty percent of the parking stall or stalls, with the bull nose end of the planter curbing a radius design to allow for easy access into the parking stall and access driveway. The planter perimeter shall be a required six inch (6") high concrete curb.

- Each end parking bay planter must provide a minimum of one tree.

Ground Plant Materials

- A living ground cover is required in all parking canopy tree planters. See Table 6.6, Landscape Palette, for further information.

- A minimum of thirty inches (30") and a maximum of thirty-six (36") of screening height shall be provided adjacent to all street rights-of-way to mitigate the visual impact.

- Turf will not be permitted in any planter less than twelve feet (12’) wide.

Access Driveways

- Access driveways that serve as a back-up for parking bays will require parking canopy trees at a rate of three (3) trees per 72 linear feet, uniformly spaced.

- Driveways without parking bay will not require the above parking canopy trees.

Phased Parking Lots

- Developments that require phased parking lots must provide parking canopy trees as outlined in this section for the parking area that is being constructed.

- All tree planters within the constructed phase must be complete with all surrounding curbs, trees, ground cover and irrigation.

6.5.9 Landscaping and Landscape Palette

Landscaping and open spaces should be designed to be an integral part of the site plan and to be compatible with streetscape concepts. Landscaping should provide buffers and transitions, improve the visual environment, provide serenity, shading, and improve the pedestrian environment. Arbors, trellises, courtyards
<table>
<thead>
<tr>
<th>Street Trees</th>
<th>See Section 4.0, Streetscape.</th>
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<tr>
<td>Parking Lot Trees</td>
<td>- Eucalyptus microtheca (Coolibah)</td>
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<td>- Platanus acerifolia (London Plane Tree)</td>
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<td>- Ulmus parvifolia (Chinese Elm)</td>
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<td>- Lagerstroemia indica (Indian Tribe Crape Myrtles)</td>
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<td>Rail Right-of-Way Trees</td>
<td>- Eucalyptus clapocalyx (Sugar Gum)</td>
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<td>- Eucalyptus ficifolia (Red Flowering Gum Tree)</td>
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<td>- Tristania conferta (Tristania)</td>
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<td>- Sod Turf (Variety to Match Adjacent)</td>
</tr>
<tr>
<td></td>
<td>- Trachelospermum jasminoides (Star Jasmine)</td>
</tr>
<tr>
<td>Vines</td>
<td>- Bouganvillea (La Jolla or Rosenka Varieties)</td>
</tr>
<tr>
<td></td>
<td>- Parthenocissus tricuspidata (Boston Ivy)</td>
</tr>
<tr>
<td></td>
<td>- Rosa banksiae (Lady banks= Rose)</td>
</tr>
<tr>
<td></td>
<td>- Wisteria (Varieties of white and purple)</td>
</tr>
</tbody>
</table>
and decorative paving of building entrances, driveways and pedestrian ways shall be incorporated into the site design.

Table 6.6 lists the recommended plant materials for private property landscaping.
Development Plan, the intersection will be surrounded by quality developments with an attention to detail and character.

The vision for the Renaissance Commercial District includes:
- an active and high-quality pedestrian environment with:
  - pedestrian-scaled lighting,
  - widened sidewalks at intersections whenever feasible,
  - decorative crosswalks,
  - enhanced bus stops, shelters and street furniture,
  - public art and community identification signage,
  - enhanced landscaping including street trees, parkways, setbacks and planters for shade, visual interest and to soften the urban character, and
  - gateway treatments at the boundaries of the plan area to identify the community;
- increased continuity and unity of the street environment by
  - infill of existing vacant parcels, and
  - increased consistency of front yard setbacks;
- under-grounding of utilities wherever feasible;
- façade improvements;
- fence improvements and increased fence setback from the sidewalk;
- design compatibility between adjacent property, especially residential and non-residential uses;
- consolidated curb cuts and driveways; and
- new development with a high level of design and construction quality which fosters a consistent urban and pedestrian environment through careful detailing and site planning.

5.5 Public Realm Development Standards and Design Guidelines

The development standards and design guidelines for the public realm address publicly-owned elements such as the sidewalks, parkways, streets, parks, schools, street trees and street lights. The condition of the public realm is important in creating the image and identity of the area, as well as providing a basis for the community character. Improvements to the public realm often improve the visual quality of an area and act as a catalyst for investment, encouraging upgrades by existing property owners as well as new development.

The public realm vision for the Fair Oaks/Orange Grove Specific Plan area focuses on improvements to the sidewalks, parkways, transit stops and focus intersections. The vision is of a unified, safe and visually-striking environment that is a destination for the community. Fair Oaks Avenue and Orange Grove Boulevard are intended to function as outdoor spaces that bring the community together, rather than linear thoroughfares or lines of division. The street would be enhanced to accent pedestrian-oriented details while allowing for automobile and transit flow to serve the community.

The following are key strategic elements of the public realm concept for the Specific Plan area.
- Improving the appearance and use of the existing street system
- Creating an aesthetically-pleasing and human-scaled pedestrian network linking major destinations, and a pleasing and safe street experience for pedestrians and transit users
- Building upon community assets, including public parks, public libraries and community gathering places
- Creating a unified streetscape
- Creating new gateways at the edges of the Specific Plan area
- Enhancing safety and a balance between pedestrian, vehicular and transit flow
- Enhancing central areas with improvements that make them points of community interest and pride

Fair Oaks Avenue has a right-of-way ranging from 70 to 80 feet wide that includes four narrow lanes of traffic, two parking lanes, and relatively narrow sidewalks and parkways (Figures 5.6 and 5.7). Orange Grove Boulevard has a right-of-way approximately 80 feet wide within which are four narrow lanes of traffic, two parking lanes and narrow sidewalks and some areas with a narrow parkway adjacent to the street. The curb to curb width of Fair Oaks Avenue and Orange Grove Boulevard do not lend themselves to improvements that could change the roadway design and number of lanes. Due to traffic safety criteria, the curbs must remain in their present configuration and a consistent landscape median for any great distance is not feasible due to the street width, number of intersections, the need for turn lanes, and parking to serve local businesses. Therefore, public realm streetscape improvements are primarily limited to the sidewalk and parkway areas, and decorative crosswalks at intersections.

Figure 5.6 Existing street section along Fair Oaks Avenue North of Mountain Street (Districts 1 and 2) which has a right-of-way width of 80 feet. In addition to street trees, pedestrian lights and enhanced landscaping, the right-of-way width in these areas could include widened sidewalks or parkways.

Page 96 – Chapter 5.0
The following public realm development standards and design guidelines implement the streetscape concept and community vision for the Specific Plan area. Figure 5.8 illustrates the overall Public Realm/Streetscape concept.

### 5.5.1 General
- Existing utilities should be placed underground where feasible.
- A pedestrian-oriented environment should be promoted through the provision of street amenities such as trees, landscaping, lighting, street furniture, crosswalks, and public art or graphics.

### 5.5.2 Street Trees and Landscaping
- Landscaping improvements should be provided within the public right-of-way.
- Existing trees should be protected and preserved before, during and after any construction project in accordance with City Tree Protection Standards.
- Trees that are performing poorly shall be removed and be replaced with new trees with a minimum 24-inch box size.
Figure 5.8  Public Realm / Streetscape Improvement Concept
New street trees shall be planted where gaps exist. All new street trees should provide shade, height and visual interest at the street level for pedestrians and motorists (Figure 5.9).

Existing tree wells should be enlarged to improve plant health. Permacrete should be removed around street trees and replaced with wood chips or other decorative material to enhance visual appeal and improve the environment for trees.

According to the Fair Oaks Avenue Redevelopment Plan, recommended parkway trees for Fair Oaks Avenue north of Orange Grove are Coast Live Oak, and south of Orange Grove Boulevard the Crepe Myrtle (Lagerstroemia indica) (Figure 5.10). To unify the entire Specific Plan area, tall vertical trees such as the London Plane tree (Platanus acerifolia) shall be planted along Fair Oaks Avenue from Maple Street to Montana Street subject to approval by the Urban Forestry Advisory Committee (Figure 5.11). Interspersed and alternating within the tall vertical trees shall be the smaller Crepe Myrtle tree. In locations where the parkway is too narrow to accommodate Oak trees, a new species such as the Oklahoma Redbud (Cercis reniformis ‘alba’), Arbutus ‘Marina’ Strawberry Tree or similar tree will need to be chosen and approved by the Urban Forestry Advisory Committee.
According to the Fair Oaks Avenue Redevelopment Plan recommended parkway trees for Orange Grove Boulevard are Coast Live Oaks (Q. agrifolia) and Holly Oak (Q. ilex). Holly Oaks are no longer planted by the City, but the use of other native California oaks such as these along Orange Grove shall be continued.

The Fair Oaks Redevelopment Plan recommends a root barrier collar, slow release fertilizer tablets and automatic irrigation. These are no longer required by the City of Pasadena and should be deleted from the Redevelopment Plan.

The existing landscaped parkways should be continued, including street trees located adjacent to the curb. Around the Fair Oaks/Orange Grove intersection and extending north to Robinson Park, the parkways may be paved as an extension of the sidewalk to allow for more pedestrian activity.

Decorative metal tree grates should be provided in areas of higher pedestrian traffic levels, such as areas in proximity to the intersection of Fair Oaks Avenue and Orange Grove Boulevard to protect the tree roots and provide additional walking surface. Tree grates shall be decorative black cast iron or integral-color, pre-cast concrete and approved by the City.

Tree maintenance and pruning should be coordinated with the Metropolitan Transportation Authority (MTA) to avoid excessive or unnecessary pruning and ensure healthy tree growth.

Soil levels of newly planted trees shall be \( \frac{1}{2} \) to 1 inch below grade to allow area for mulch. New tree wells shall be a minimum of 4'"-6” deep by 6 feet wide where room permits. Spacing of trees shall be determined by species using the Master Tree Plan and planting guidelines of the City of Pasadena.

### 5.5.3 Street Lighting

Special pedestrian street lighting should be provided along the sidewalk and pedestrian pathways throughout the entire Specific Plan area in addition to the existing taller street lights, particularly in areas of high pedestrian traffic such as along Fair Oaks Avenue south of Mountain, and near Robinson Park and La Pintoresca Park, and on Orange Grove Boulevard east of Fair Oaks Avenue, subject to review by the Public Works Department.

Additional pedestrian-scaled street lights should be provided at bus stops in addition to the existing taller street lights to create a sense of place, and to provide additional security for transit users.

Pedestrian street lights style shall be in concert with the historic character of the area and be compatible in style with the other street furniture. Figure 5.12 shows as an example, two different styles of pedestrian street lights, including lights currently used in the Fair Oaks/Orange Grove Specific Plan area.
5.5.4 Street Furniture

- New bus benches should be installed at transit stops where no benches are currently provided. Older bus benches or bus shelters should be replaced with models of a uniform design and color.

- Benches on sidewalks and other rights-of-way shall be made of a durable material such as concrete or black or painted iron, and be designed to minimize the effects from vandalism and skateboarding.

- New bus shelters should be provided at heavily-used transit stops which provide protection from the elements, and are designed with consideration for public safety.

- Trash receptacles should be provided near each corner of each major intersection and at regular intervals along both sides of Fair Oaks and Orange Grove Boulevards to help alleviate trash build-up along the streets and private areas.

- To create a unified “look,” the color and appearance of “street furniture” products (tree grates, benches, trash receptacles, and the like) should be selected in concert with other design elements such as special crosswalk paving. Items should be securely anchored to the sidewalk and a graffiti-resistant coating should be applied to street furniture elements to ensure a good long-term appearance (Figure 5.13).

Figure 5.13
Street furniture should be selected to complement the character of the neighborhood, and should be coordinated whenever feasible.
• Recommended street furniture in the Fair Oaks Redevelopment Plan should be reviewed and modified for appropriateness for the Specific Plan vision.

• Bike racks consistent with the style of other street furniture should be provided at public parks and major destinations.

5.5.5 Crosswalk, Sidewalk and Freeway Overpass Enhancements

• To enhance the pedestrian environment and pedestrian safety, decorative crosswalk paving should be provided at the following intersections:
  - Fair Oaks Avenue at Maple Street (adjacent to Foothill Freeway)
  - Fair Oaks Avenue and Orange Grove Boulevard
  - Fair Oaks Avenue and Mountain Street
  - Fair Oaks Avenue and Washington Boulevard
  - Fair Oaks Avenue and Montana Street
  - Orange Grove Boulevard and Lincoln Avenue
  - Orange Grove Boulevard and Garfield Avenue
  - Orange Grove Boulevard and Los Robles Avenue.

![Figure 5.14](image.jpg)

  Decorative crosswalk paving should incorporate special paving such as inter-locking pavers. The use of stamped colored asphalt should be avoided. (Figure 5.14).

• The City should coordinate with California Department of Transportation (Caltrans) to improve the pedestrian link between the Specific Plan area and Old Pasadena. The improvement may include installation of shading devices over one or both sidewalks as they cross the broad expanse of the Foothill Freeway/I-210 (Figure 5.15).

• Sidewalks in need of repair or areas with sidewalk gaps should be reconstructed in concert with private property owners.

• To make walking more inviting, sidewalk cleaning should be instituted on a regular, permanent basis.
5.5.6 Gateways

- At the north end of District 1, adjacent to Altadena, the City should coordinate with the County of Los Angeles to plant and maintain a total of four trees in the existing parkway flanking the roadway. The tree plantings, along with lighted signage, are intended to create a gateway welcoming motorists and pedestrians to the plan area and to the City of Pasadena (Figure 5.16 and Figure 5.17).

- Gateway treatments should be developed at the major entrances into the Specific Plan area on Orange Grove at Lincoln and at Los Robles, and on Fair Oaks at Montana and at Maple that could include community identification signage, landscaping or artwork. The intersection of Orange Grove and Marengo may also be considered for gateway treatment depending on site conditions. The community or a local artist should be involved in developing an appropriate gateway treatment.

- The design and construction of gateway treatments shall be coordinated with other public realm improvements.
according to placement and design guidelines contained in the Community Design Chapter (Chapter 5.0) of this Specific Plan.

• Establish gateways, or decorative community identification signage or icons at key intersections, such as at Fair Oaks/Orange Grove, Fair Oaks/Washington, Fair Oaks/Villa, Fair Oaks/Montana and Orange Grove/Lincoln, Orange Grove/Los Robles, to signal arrival to the Specific Plan area, as indicated by installing any or a combination of the following:
  - Visual or graphic icons,
  - Public art, constructed with durable materials,
  - Signage and banner poles
  - Information kiosks
  - Trash receptacles

• Enhance compliance with Americans with Disabilities Act (ADA), such as: curb cuts, sidewalk ramps, audible traffic controls, etc. Completion of the city-wide sidewalk curb cuts would advance this objective.

• Widen sidewalks where viable, subject to more detailed site survey. Possible locations are the key commercial nodes or activity centers. Wider sidewalks are needed to accommodate street furniture, starting with the bus stop shelters, benches, and trash receptacles, aside from facilitating access to individuals with disability according to ADA guidelines.

• Provide sufficient curb space (as in bus cut-outs), where feasible, where Dial-A-Ride vans and Access Service vans can load and unload their clients. These vans cannot go on private property or in alleys, and need sufficient curb space to stop and pick up or unload passengers.

• Install appropriate directional and informational signs for motorists and pedestrians.

• Provide striping/signing, crossing guards, traffic signals, and other safety devices that are deemed to improve children pedestrian safety at designated school crosswalks and crosswalks near schools and park areas.

• Treat sidewalk finishes with non-slippery surfaces and maintaining level and flat walkways where possible to improve pedestrian safety.

• Encourage businesses to install awnings, umbrellas and flower boxes and other pedestrian amenities.

• Encourage new large developments to provide transportation service (such as providing vans), or to financially support existing City services for their residents.

• Encourage businesses to institute regular sidewalk cleaning where heavy pedestrian traffic and activities occur.
Development Plan, the intersection will be surrounded by quality developments with an attention to detail and character.

The vision for the Renaissance Commercial District includes:

- an active and high-quality pedestrian environment with:
  - pedestrian-scaled lighting,
  - widened sidewalks at intersections whenever feasible,
  - decorative crosswalks,
  - enhanced bus stops, shelters and street furniture,
  - public art and community identification signage,
  - enhanced landscaping including street trees, parkways, setbacks and planters for shade, visual interest and to soften the urban character, and
  - gateway treatments at the boundaries of the plan area to identify the community;
- increased continuity and unity of the street environment by
  - infill of existing vacant parcels, and
  - increased consistency of front yard setbacks;
- under-grounding of utilities wherever feasible;
- façade improvements;
- fence improvements and increased fence setback from the sidewalk;
- design compatibility between adjacent property, especially residential and non-residential uses;
- consolidated curb cuts and driveways; and
- new development with a high level of design and construction quality which fosters a consistent urban and pedestrian environment through careful detailing and site planning.

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The public realm vision for the Fair Oaks/Orange Grove Specific Plan area focuses on improvements to the sidewalks, parkways, transit stops and focus intersections. The vision is of a unified, safe and visually-striking environment that is a destination for the community. Fair Oaks Avenue and Orange Grove Boulevard are intended to function as outdoor spaces that bring the community together, rather than linear thoroughfares or lines of division. The street would be enhanced to accent pedestrian-oriented details while allowing for automobile and transit flow to serve the community.

The following are key strategic elements of the public realm concept for the Specific Plan area.
according to placement and design guidelines contained in the Community Design Chapter (Chapter 5.0) of this Specific Plan.

- Establish gateways, or decorative community identification signage or icons at key intersections, such as at Fair Oaks/Orange Grove, Fair Oaks/Washington, Fair Oaks/Villa, Fair Oaks/Montana and Orange Grove/Lincoln, Orange Grove/Los Robles, to signal arrival to the Specific Plan area, as indicated by installing any or a combination of the following:
  - Visual or graphic icons,
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- Enhance compliance with Americans with Disabilities Act (ADA), such as: curb cuts, sidewalk ramps, audible traffic controls, etc. Completion of the city-wide sidewalk curb cuts would advance this objective.

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- Treat sidewalk finishes with non-slippery surfaces and maintaining level and flat walkways where possible to improve pedestrian safety.

- Encourage businesses to install awnings, umbrellas and flower boxes and other pedestrian amenities.

- Encourage new large developments to provide transportation service (such as providing vans), or to financially support existing City services for their residents.

- Encourage businesses to institute regular sidewalk cleaning where heavy pedestrian traffic and activities occur.
6.6.3 Suggested Pedestrian Amenity Enhancements

Enhancements to the pedestrian experience are necessary to link residents and visitors to expanded transit services, inter-city rail, and regional bus services. Furthermore, enhancements, such as those listed below will facilitate pedestrian access to commercial development throughout the Specific Plan area. Additional recommendations for pedestrian amenities, development standards and design guidelines that enhance the pedestrian environment are located in Chapter 5.0.

- Install a controlled pedestrian crosswalk at Fair Oaks and Painter intersection, which currently has a stop sign control on Painter Street approach. A control mechanism to improve pedestrian safety, especially the clients and customers of the Foothill Vocational Opportunities will contribute to the pedestrian friendliness of the Fair Oaks corridor.

- Install a pedestrian crosswalk control mechanism at Orange Grove and Garfield Avenue intersection, which currently has a stop sign control on Garfield Avenue approach. A control mechanism would facilitate pedestrian crossings on Orange Grove Boulevard coming from the neighborhoods on the north side of Orange Grove to the Villa Parke Community Center located at Garfield Avenue and Villa Street. Villa Parke Center is a busy place with an active participation from the residents of the surrounding communities.

A signal warrant analysis were conducted at Fair Oaks/Painter, and at Orange Grove/Garfield in summer 2000 (using Caltrans’ signal warrants/parameters). Each warrant analysis concluded that current conditions do not warrant or meet the required thresholds for a traffic signal. While a traffic signal is not warranted at this time, it is recommended that the City continues to monitor these intersections due to significant pedestrian traffic and high traffic volumes. Continuous monitoring would determine that a traffic signal will be considered when conditions meet signalization thresholds.

- In cooperation with Caltrans, enhance the bridge on Fair Oaks Avenue across the I-210 freeway that links the Specific Plan area to the Central District, especially the Pasadena Old Town. Enhancements could be in the form of streetscape landscaping, trees to provide shade, and pedestrian scale lighting to provide security for pedestrians.

- Working with property owners, reconstruct sidewalks where gaps exist, or where the pavement needs repair throughout Fair Oaks and Orange Grove corridors.

- Install decorative crosswalks at key commercial intersections

- Install pedestrian-scale lighting intermediate the existing light standards throughout the corridors.

- Install landscaping where trees are missing, to maintain a rhythm of shades and color along both Fair Oaks and Orange Grove corridors, with adequate irrigation and maintenance.

- Install new and improved bus stop shelters, benches, and trash receptacles; especially at selected key intersections listed above,
MOBILITY

RECOMMENDATIONS

The following are the Mobility Element's recommendations for the North Lake Specific Plan:

- Retain the five-lane cross-section of North Lake providing two travel lanes in each direction and left-turn capacity out of the center lane. Additional capacity (i.e., three lanes in each direction) will be needed in the vicinity of the 210 Freeway interchange toward the south end of the corridor.

- Implement a tree lane and/or a tree peninsula parking treatment along North Lake.

- Implement a landscaped center median in the “fast food” area if an agreement can be made with property owners.

- Monitor traffic in adjacent neighborhoods and evaluate as needed by the City’s Public Works and Transportation Department.

These recommendations are consistent with the other elements of the North Lake Specific Plan and shall be incorporated into the overall implementation strategy for the area. These recommendations were prepared with particular emphasis on the Design Guidelines element of the Specific Plan and are intended to implement the goals of the Specific Plan.
MOBILITY

CONSOLIDATED PARKING LOTS/MEDIANS/
LANDSCAPING

The Design Guidelines element calls for internal service drive aisles to consolidate existing parking lots into shared parking for the “fast food” section of the corridor. This would require agreement among the various property/business owners in this district. The effects of this strategy would be to reduce the amount of driveway activity on Lake Avenue, increase traffic safety, minimize disruptions and increase the opportunity for landscaping adjacent to the sidewalk area. The number of curb-cuts along Lake Avenue could be reduced as a consequence of this proposal. City standards will not be changed for any new development. However, new development will be required to adhere to current standards.

The landscaped center left-turn median in the fast food area should be implemented only if the Specific Plan’s internal driveway proposal can be implemented concurrently. Without the internal driveway, the median could result in traffic diversion to the residential streets bordering Lake Avenue. This agreement will require cooperation from property and business owners of the affected establishments.

The increase in the amount of trees on Lake Avenue is discussed in the Community Design Element. This would require the removal of on-street parking for tree lanes or tree peninsulas along Lake Avenue. The location of these landscaped areas along Lake Avenue would take existing off-street parking into consideration.
COMMUNITY DESIGN

Community Cohesion and Neighborhood Identity
Lake Avenue can become a community living room in the tradition of great streets, bringing east, west, north and south together—both visually and socially. Neighbors might collaborate to design and build a gateway to their neighborhood—building pride, commitment and friendships at the same time. Similarly, both commercial and residential neighbors might collaborate in developing a signature project such as one of the edge repairs. Community festivals become periodic and seasonal opportunities to celebrate neighborhood relationships.

Edge Repair
As with countless commercial strips, the development on North Lake has evolved along the path of least resistance. Low land costs, heavy automobile traffic and standard zoning codes have meant numerous surface parking lots in front of one story buildings and a high number of auto-oriented uses such as gas stations and mini-malls. Edge Repairs are devices to repair the street wall, provide pedestrian amenities, bring shopfront type uses to the street and generally revitalize the avenue with pedestrian-type uses and activities.

There are numerous corners and edges of parking lots which would benefit by such ‘repairs.’ Most notable are the four corners at Lake and Orange Grove, the corner of Sav-On’s parking lot at Lake and Mountain and, perhaps first and foremost, the edge of Food-For-Less’ parking lot along Lake.

A Fast Food Garden District
The area between Mountain and Orange Grove, the "Fast Food District," has been identified as needing improvement both in
CONSOLIDATED PARKING LOTS/MEDIANS/ LANDSCAPING

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COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

MENU OF IDEAS AND OPPORTUNITIES
This element provides a menu of ideas and opportunities for use by a variety of groups that want to create Neighborhood Places in the North Lake area. Private property owners, neighborhood associations, non-profit community groups and City departments can work singularly or in partnership to create these places and community.

Neighborhood Places are the hangouts and gathering places that make life easier and more enjoyable. They are the memorable places where one returns as often as one can to reconnect with one’s friends and sense of community. In the most successful of these, the users have a hand in creating them or feel a sense of ownership in them.

Born out of the community’s needs and desires, they can be made in many different ways: a community group can open the side of its building with a juice bar overlooking a park; a mini-mall owner can build an Edge Repair at the street, providing seating and rental space for a variety of goods and services; the City can contract with a private local business to provide coffee and sodas at an outdoor terrace of the library. Public and private partnerships should be forged to facilitate the approvals process and strengthen the chances for economic success for the businesses involved.

MENU OF OPPORTUNITIES

D-38
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

ESSENTIAL CHARACTERISTICS
- ample places to sit and view public life
- close proximity to places of interest and activity such as a park, shopping area or library
- opportunities to eat or drink
- appealing to a wide range of age groups

MENU OF OPPORTUNITES

D-39
GATHERING PLACES
Encourage neighborhood gathering places at key locations.

The Plan area includes several potential gathering places—on public or private properties or combinations of both—which can be improved to enhance the quality of life along Lake Avenue.

The following locations and examples illustrate a range of possible activities and uses. Think of them like a “what if” list; what ultimately happens at these locations or others is to be decided by the neighbors and businesses themselves.
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

EXAMPLES: Armenian Cultural Center and Washington Park

OPPORTUNITIES:
- juice bar
- weekly growers market
- park-side cafe seating
- tot lot

GATHERING PLACES

D-44
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

EXAMPLE: Corner market at El Molino/Washington and Washington Park

OPPORTUNITIES:
- terrace cafe at market
- bus waiting station
- garden corner repair

EXAMPLE: Post office and NE corner of Lake/Washington

OPPORTUNITIES:
- civic kiosk in plaza
- benches
- juice and pastry carts

GATHERING PLACES
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

EXAMPLE: Food-4-Less parking lot at Lake below Washington

OPPORTUNITIES:
- pergola edge repair
- espresso cart
- ATM
- vendor carts
- newsstand
- benches
- telephones

GATHERING PLACES
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

EXAMPLE: Vacant house North of Payless Shoes between Villa and Orange Grove

OPPORTUNITIES:
- "Neighborhood Houses"
- cafe
- daycare center
- through-block pedestrian corridor to Mentor
- teen gathering place
- terrace seating
- neighborhood park

GATHERING PLACES
EXAMPLE: Fire Station #33 between Villa and Orange Grove
- community information access center with mobile services
- community court
- kids' play tower
- tot lot
- outdoor performance area

GATHERING. PLACES
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

NEIGHBORHOOD PARKS
Acquire park areas at existing opportunity sites.

These are gathering places located in open space. A range of focus activities for neighborhood parks are illustrated at the following opportunity sites. As with the gathering places listed above, what ultimately happens at these locations is to be decided by the community itself.
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

EXAMPLES: Washington Park (existing City Park)

OPPORTUNITIES:
Strongly support current presence of Park Specialist and activity programs and events such as:
• concerts in the park
• refreshment stand
• book stalls
• weekly growers market
• day care
• chess tables

EXAMPLES: Open space behind Payless Shoes on the east side of Lake above Villa

OPPORTUNITIES:
• park with picnic tables
• through-block pathway
• tot lot

NEIGHBORHOOD PARKS

D-50
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

EXAMPLES: Vacant lot at Claremont and Mentor

OPPORTUNITIES:
• Community garden

NEIGHBORHOOD PARKS
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

EXAMPLES: East end of Sav-On parking lot

OPPORTUNITIES:
- open field for games and dogs
- tot lot and picnic tables

EXAMPLES: Vacant Lot at south-east corner of Lake and Rio Grande

OPPORTUNITIES:
- miniature golf course
- refreshment stand

NEIGHBORHOOD PARKS

D-52
NEIGHBORHOOD ANCHORS
Support and enhance existing institutions which provide a prominent presence in the neighborhood.

Neighborhood Anchors include the Library, the Cinema 21 building, Post Office, Fire Station, schools and churches. These are prime locations for joint development of gathering places. Any of a host of uses can be combined with these institutions to make for vital, community-serving centers of activity.
EDGE REPAIR
Develop edge repair projects at empty corners and parking lot edges.

Edge repair projects provide structures at empty corners and parking lot edges to repair the street wall, provide pedestrian amenities and bring shopfront vitality to the sidewalk.
Edge repairs may have a variety of forms and styles but should provide places to sit and for goods and services to be brought to the street (see Design Guidelines.)
COMMUNITY DESIGN
Neighborhood Placemaking
Public and Private Realm

Menu of possible items to include:
- Information kiosk
- transit maps and schedules
- flower stand
- display cases for goods available in stores nearby
- newsstand
- food and vendor carts
- benches
- ATM
- telephones
- shoe shine stand
- drinking fountain
- decorative fountain
- trash receptacles
- emergency police telephone
- changing station for infants
- shade
- lighting
- music

EDGE REPAIR
MOBILITY

lanes/tree peninsulas are designed, each intersection should be carefully evaluated to determine how to provide U-turn flexibility and right-lane capacity where needed. However, as noted in the Existing/Future Conditions, it is expected that east/west traffic crossing Lake Avenue, particularly at Washington Boulevard, will increase because of the potential for future traffic congestion on the I-210 freeway.

TRANSIT SERVICE

Public transportation to Lake Avenue is provided by buses from the Metropolitan Transit Agency (MTA) and includes sections of routes 180 and 485 and an express bus, 549, which terminates at Villa Street. In addition, east/west service is provided to the south of the Specific Plan area on the I-210 Freeway and along Colorado Boulevard, immediately outside the study area, by the MTA and a City downtown shuttle service.

BLUE LINE STATION

The MTA proposes to construct a light rail station at Lake Avenue in the median of the I-210 Freeway as part of the Blue Line. This station is one of the 14-stations along the 13.5 mile route connecting Sierra Madre Villa in east Pasadena with Union Station in downtown Los Angeles. The Lake Avenue station is expected to accommodate a total of 795 passengers in the 7:00 - 9:00 a.m. morning rush-hour time period. Access to the station will be by elevators, stairways and a future escalator which will be constructed from the station platform up to the Lake Avenue bridge over the I-210 Freeway. The MTA proposes to have the Blue Line in operation by the year 2,002. In the year 2,010, a total daily passenger projection of 59,000 is forecast for the entire Blue Line north of downtown Los Angeles.
The MTA predicts that passengers boarding the Blue Line at Lake Avenue will arrive by foot and will not require automobile parking at the station or in the surrounding area. The MTA proposes to provide parking at the Sierra Madre Villa station to the east (over 1,100 spaces) and at the Del Mar station to the west (600 spaces, which may be expanded to 900 spaces). However, there has been discussion by members of the North Lake Working Group concerning how realistic the assumption by the MTA was of parking needs at the Lake Avenue station. To that end, Lake Avenue was compared with other typical stations on the Blue Line. Based on these studies it was estimated that there could be a need for 50 to 100 parking spaces; spaces which already exist in the area. This range of parking space needs does not require the construction of a park-and-ride lot for the Lake Avenue station. Instead, for example, the existing parking lots at Lake Avenue Congregational Church which are largely underutilized during the week day daytime hours could be considered to accommodate this parking need.

NEIGHBORHOOD PROTECTION

A key goal of the North Lake Specific Plan is to ensure that land uses and urban design/landscaping treatments do not severely impact surrounding neighborhoods from either a traffic or parking perspective. As part of the Design Guidelines element, a tree lane or a tree peninsula along the corridor is proposed as a recommendation for the study area. Along with this recommendation is the fact that the amount of new development proposed in the Specific Plan is not substantial enough to cause a degradation of traffic operations in the future. Because of these outcomes, Lake Avenue will remain a four-lane divided street capable of accommodating future projected traffic at reasonable and acceptable levels of service in all but a few isolated locations.
Avenue and Glenarm Street, streetscape improvements to Fillmore Street between the station and Fair Oaks Avenue, and the Huntington Memorial Hospital walkway that aligns with Congress Street between Fairmount Avenue and Pasadena Avenue.

Other Public Node features include enhanced crosswalks at specific intersections, optional pedestrian Through-Block Crossings to enhance communications in the area between Fair Oaks Avenue and Raymond Avenue and Private Outdoor Nodes, as set forth in Section 3.3.3-B.3, to support adjacent public spaces.

3.2.3-A  PUBLIC REALM COMPONENT: STREET GRID STREETSCAPE CONCEPT

Development standards and design guidelines are summarized in Table 3-1, Summary of Public Realm Development Standards and described in Figure 3-1, Public Realm Urban Design Framework Plan.

3.2.3-A.1  Major Streets, Figures 3-3, 3-4, 3-5 and Table 3-3

Major streets are city-wide and/or regional connecting streets. These streets convey the identity of the Specific Plan area.

3.2.3-A.1.1  Landscape Concept for Major Streets

The following standards and guidelines are set forth:

- Groups of three trees are proposed. The center and end trees should be different from each other. It is recommended that Fair Oaks Avenue be planted with California sycamore in the center while maintaining the existing Crape Myrtle on the ends; and, that Raymond Avenue be planted with camphor in the center and purple leaf plum on the ends.

- If trees other than those set forth above are used, then it is recommended that the same type be planted for the length of each major street, although the type may vary between the streets.

- Spacing between trees should be consistent with the sidewalk scoring module to form an integrated pattern. End trees should be spaced equally from the center tree at approximately 11 feet.

- It is recommended that tree groups be planted in planters flush with the surface of the sidewalk as follows:

  - Planters should be planted with shrubs and/or ground cover to form a dense planting area. The type of shrub and/or ground cover should vary between planters to add variety.

  - Planters should extend past the end trees by a minimum of three feet. The total length of the planter should be not less than 30 feet.

  - Planter width should be not less than four feet nor more than five feet. Because sidewalk widths vary in the Specific Plan area, this should leave no less than five feet for pedestrians.

- If the city determines that individual tree wells should be used instead of one planter, then shrubs and/or ground cover should be planted with each tree.
The typical section through major street

The 45 and 56 foot building height limits creates, approximately, a one-to-one ratio with the existing widths of major streets such as Fair Oaks and Raymond Avenues.

Building designs should include facade patterns of vertical and horizontal elements to provide a sense of scale and hierarchy and shade and shadow effects. A cornice line should be employed to demarcate where the top of the building meets the sky.

The landscape concept groups tall and low trees to provide a counterpoint to the linear character of Fair Oaks and Raymond Avenues.
New buildings should employ techniques that break-down massing, provide vertical and horizontal facade modulation and other scale devices.

Existing uses are encouraged to remain in the Specific Plan area. Existing buildings are encouraged to be rehabilitated and/or adaptively re-used.

Figure 3-5 illustrates the standards and guidelines set forth by the Specific Plan. They represent illustrative architectural design concepts which are not necessarily intended to be implemented as depicted here.

Landscape grouping of three trees—one large tree centered between (existing) small trees—provides shade, scale and rhythms a counterpoint to the long avenues found in the Specific Plan area.

Shrubs are included with the tree grouping to provide scale and visual interest.

**South Fair Oaks Specific Plan**
CITY OF PASADENA

**FIGURE 3-5** SKETCH OF MAJOR STREET
### TABLE 3-3 LANDSCAPE PALETTE

#### STREET TREES

**Large Trees For Center of Three Tree Group, for Two Tree Group and for Fillmore Street**
- Liquidambar styraciflua
- Phoenix canariensis
- Platanus racemosa
- Quercus engelmannii
- Quercus suber
- Washingtonia filifera

**Small Street Trees**

**For Use Under Large Trees or other shady canopy**
- Albizia julibrissin
- Bauhinia
- Prunus atropurpurea
- Prunus “Hollywood”

#### PARKING LOT TREES
- Casia excelsa
- Pistacia chinensis
- Podocarpus gracilior
- Tijuana tipu

#### RAIL RIGHT-OF-WAY TREES
- Eucalyptus ficifolia
- Eucalyptus polygonanthemos
- Eucalyptus rudis

#### PRIVATE NODE (COURTYARD) TREES
- Schinus molle
- Ulmus parvifolia

#### SHRUBS
- Bamboo
- Podocarpus
- Prunus caroliniana
- Prunus lyonii

#### GROUND COVER
- Cistus crispus
- Cistus hybridus
- Gazania
- Hypericum
- Pennisetum setaceum “cupreum”
- Phormium tenax
- Santa Cruz Rockrose
- White Rockrose
- Perennials
- St. Johnswort
- Fountain Grass
- New Zealand Flax

#### VINES
- Bouganvillea
- Jasminum officinale
- Passiflora
- Roza banksiae
- Thunbergia
- Wisteria

The landscape palette has been selected based upon the successful cultivation of plant materials in and around the project area as determined by observation and local knowledge.

This list sets forth a preferred selection of plant materials.

This list represents a menu of possible landscape materials and does not limit use of other species and types of material. Any new private of public landscape projects will follow standard City review and permitting procedures.
• If the city determines that trees should be placed in individual tree grates, then the opening shall be of sufficient size for the tree at maturity. The outside dimension of the grate should match the module of the paving pattern as described below. (Grates and planter width should be not less than four feet nor more than five feet. This will leave a minimum of five feet for pedestrians.)

• The spacing between tree groups should be not less than 30 feet nor more than 45 feet. The distance between trees should be consistent on a major street but may vary between major streets.

• To accommodate driveways which will penetrate the sidewalk it may be necessary to alter the three-tree group by eliminating one end tree. If two trees in a group need to be eliminated the group should be relocated. Sufficient distance should be maintained between the end of the planter or tree grate and the beginning of the driveway curb cut.

3.2.3-A.1.2 Street Furnishing Concept for Major Streets

The following standards and guidelines are set forth:

• Paving should be concrete consistent with city engineering standards.

• Paving should be smooth in texture and color should be a warm gray. Crosswalk paving bands for both streets and alleys should be a moderate texture.

• One scoring module at 2.5 feet is recommended with a two-part pattern as follows:

• A standard scoring pattern is proposed at approximately 7.5 feet; this may be subdivided if needed to prevent cracking. This module should be consistent with the spacing of the tree group and between tree groups.

• A "compressed" pattern that doubles the rhythm is proposed extending from the curb 2.5 feet toward the property line. A scoring line should be located parallel to the curb.

• Intersection curbs should be sloped to provide disabled access in conjunction with the grid street. Detectable warning pavers should be located on the sloped section to assist the seeing-impaired.

• A comprehensive street lighting program is recommended to be undertaken by the city. This program should be developed to increase pedestrian activity, promote safety, aid in orientation and enhance area ambiance. The following are recommended:

• The existing box-light-style street light shall be the standard on major streets.

• Decorative pedestrian-scaled fixtures similar to the design illustrated in Figure 3-9A should be employed.

• Pedestrian-scaled fixtures should be mounted on taller street-light poles.

• Pedestrian-scaled fixtures should be located at the mid-point between tree groups at the center of the compressed and parallel scoring modules.
• Trash receptacles should be located on each side of a major street at intersections and additionally on Fair Oaks Avenue and Raymond Avenue, at a minimum of one per quarter mile.

3.2.3-A.2 District Streets, Figures 3-3, 3-6 and Table 3-3

District streets are local serving streets connecting the Specific Plan area with local neighborhoods. There are two full block-length district streets: Glenarm Street and Pico Street. The remainder of district streets transition into neighborhoods outside of the Specific Plan area.

3.2.3-A.2.1 Landscape Concept for District Streets

The following guidelines are set forth:

• Groups of two trees are proposed; the trees should be the species. Examples include Mesa Oak and Canary Island Palm, among others.

• The same types of trees should be planted for the length of each district street but may vary between streets. Selected trees do not have to match existing street trees, especially on neighborhood streets west of Fair Oaks Avenue which are outside of the Specific Plan area. Provision of a tree group that contrasts with the neighborhood street trees will provide a visual "counterpoint" that enhances and signifies the transition from residential to commercial.

• Spacing between trees should be consistent with the sidewalk scoring module to form an integrated pattern. Trees should be approximately 22 feet apart.

The distance between trees shall be consistent on a district street but may vary between district streets.

• Tree groups for District Streets should follow the standards and guidelines set forth for Major Street, Section 3.2.3-A.1.1.

3.2.3-A.2.2 Street Furnishing Concept for District Streets

The following standards and guidelines are set forth:

• Meet the standards and guidelines set forth for Major Street, Section 3.2.3-A.1.2.

• Trash receptacles should be located as needed to supplement receptacles at intersections with major streets.

3.2.3-A.3 Rail Right-of-Way

The Blue Line rail right-of-way is encouraged to be improved with landscape materials from Fair Oaks Avenue to California Boulevard. Landscape should be designed so as not to interfere with the catenary (overhead electrification lines) and rail track.

The following guidelines are set forth:

• Three types of eucalyptus may be planted in groupings of single- and mixed-tree types in random patterns.

• A variety of shrubs and ground cover should be planted in random groupings and patterns.
District streets connect Fair Oaks and Raymond Avenues (Glenarm Street and Pico Street, among others) and serve adjoining neighborhoods (Glenarm Street, Bellefontaine Street, and Hurlbut Street, among others).

District streets are planned with mid-size trees in proportion to the width of the street to provide shade and encourage pedestrian activity between uses and connections between Fair Oaks Avenue and Raymond Avenue to enhance area communications.
Crossing to connect a major street such as Fair Oaks Avenue or Raymond Avenue to Edmonson Alley.

Design guidelines are set forth in Section 3.3.3-B.3.

3.2.3-B.4 Pedestrian Crosswalks, Figure 3-3

Pedestrian crosswalk improvements are identified at the following intersections:

- Fair Oaks Avenue at California Boulevard, Congress Street, Fillmore Street, Bellefontaine Street and Glenarm Street.

- Raymond Avenue at California Boulevard, Fillmore Street and Glenarm Street.

Pedestrian crosswalk improvements include the following:

- Concrete walkways across major and district streets with color to match the sidewalks.

- Edge and internal borders of moderately textured concrete with color to match the sidewalks.

3.2.3-B.5 Maintenance

A graffiti-resistant coating shall be applied to all street furnishings to ensure an attractive, long-term appearance. All street furnishings shall be securely anchored to the sidewalk to prevent removal.

3.2.3-B.6 Utilities

The Specific Plan area includes sufficient utility improvements to meet current demand. Implementation of additional utility upgrades are contemplated as new development occurs.
Fillmore Street between Raymond Avenue and Fair Oaks Avenue. A tree grate should be provided with the same dimensions as the tree wells between Raymond Avenue and Fair Oaks Avenue. Shrubs should be planted to form a dense planting area. The type of shrub and/or ground cover can vary from planter to planter to add variety and interest, especially at the human scale.

3.2.3-B.2.4 Street Furnishings for the Station Plaza

The following standards and guidelines are set forth:

- Meet the standards and guidelines set forth for the Plaza Street, Major Streets and District Streets, Sections 3.2.3-B.1, 3.2.3-A.1 and 3.2.3-A.2, respectively.

- The paving for the Station Plaza should be designed as one integrated area preferably utilizing a combination of concrete and decorative paving materials. Existing curbs and sidewalks should be removed.

- Benches to enhance pedestrian use and to promote defensible space should be placed near the trees. Benches should match those used on Fillmore Street between Raymond Avenue and Fair Oaks Avenue. Benches should be of wood and/or metal; concrete benches shall not be used.

- Street lighting should be located as follows:

  - Uplighting to capture the underside of the overhead structure should be provided to enhance nighttime safety and create visual attention.

  - Street lights should be provided in the plaza in conjunction with the tree alignment, location of permanent vendor kiosks, and paving pattern.

  - Street light posts should be designed and/or selected to integrate lighting the plaza as a whole including uplighting roof structure and pedestrian-scale decorative fixtures.

  - Trash receptacles should be located in the plaza area near benches, station platform, and Raymond Avenue.

3.2.3-B.1.5 Implementation

The City's implementation of the foregoing public improvements should be coordinated with the rail authority's Fillmore Station implementation program.

3.2.3-B.3 Through-Block Crossing Zone

The length of the block between Glenarm Street and Fillmore Street--approximately one-quarter mile--is unusually long for an urban setting and negatively affects communication and interaction in the Specific Plan area. Therefore, the Specific Plan establishes a Through-Block Crossing Zone to improve communications through pedestrian access in the area bounded by Glenarm Street, Fair Oaks Avenue, Raymond Avenue and Fillmore Street.

Through-Block Crossings are optional elements that can be implemented by individual owners as they so choose. An owner may implement a Through-Block
Crossings defined in the Public Realm Framework Plan Section 3.2.3-B.3.

- Through-Block Crossings should be a minimum of 10 feet wide including a minimum five (5) foot walkway and minimum five (5) foot landscape area.

- Through-Block Crossings shall meet all code and policy requirements for disabled access.

- Lighting for Through-Block Crossings shall be adequate for safety and shall meet all applicable city codes and standards.

- Public accessibility should be during business hours. Owners should provide lockable gates at the sidewalk and Edmonson Alley which can be closed after business hours.

- Landscape materials should be selected from those set forth in Table 3-3.

- If a walkway is directly adjacent to a property line wall or non-fenestrated building wall, then vines are encouraged to be grown on that wall.

- Where Through-Block Crossings are adjacent to parking lots then landscaped shade structures such as pergola's are encouraged, Figure 3-16.

- The entrance to the Through-Block Crossings from the sidewalk and Edmonson Alley should be designed to promote visibility and safety.

- Signage should be employed as follows:

  - Pedestrian access signage should be located at entrances and exits.

  - Signage should be a pedestrian-scale in the form of monument signs, wall signs or pole-mounted signs.

  - Signage should indicate that the Through-Block Crossing is a public passage and that it is monitored for safety.

  - Signage design should be coordinated with the building signage design.
3.3.3-C.3 Exterior Building Systems

3.3.3-C.3.1 Rooftop Equipment and Enclosures

- All rooftop equipment and devices such as communications gear, mechanical equipment and ducts, among others, shall be screened to the greatest extent feasible. Roof top appurtenances shall not exceed 20 feet.

- Screening rooftop equipment should be integrated with the overall design of the building and roof. Roof top enclosures should include walls which may be perforated with grills and which open to the sky.

3.3.3-C.3.2 Accessory Structures and Enclosures

Accessory structures and enclosures, including enclosed storage areas, shall be integrated with the design of the primary building on the parcel and shall not be designed as an appendage or "shed" attached to the buildings on the parcel.

3.3.3-C.3.3 Building Devices and Appendages

Building devices and appendages include mechanical equipment and ducts attached to the facade. These features shall be designed as an integral part of the building massing and facade and should not appear as separate appendages to the building.

3.3.3-C.4 Signage

Signs are among the most noticeable visual elements in an urban environments. Signs communicate information about the functions in an area including the individual goods and services of specific buildings, the nature and quality of the area’s physical environment; and directions for how to get to a place. All signage shall adhere to the city’s requirements as set forth in the Zoning Ordinance for General Industrial.

3.3.3-C.4.1 Private Realm Signage

The primary purpose of a commercial sign is to provide business identity and location, not to advertise. Good signage communicates well, is appropriate to and integrated with its setting and be properly placed.

The following guidelines are set forth:

- Signs are intended to communicate the name of the business, type of business, primary product or service of the business and directional information.

- For biomedical and technology-based businesses, the names of donors and/or contributors are permitted provided that such names are integrally designed with the business identity information. One exterior sign for donors and/or contributors is permitted and will not be considered part of the building signage if less than three square feet in size and permanently adhered to the building.

- General Guidelines

  - Building identification sign design should be compatible with the building’s architectural design.

  - Building identification signs should not cover or remove any windows, cornices, or other architectural ornamentation.
• Individually-mounted letters (or logos), consisting of back-lit reverse channel letters/logos or externally illuminated letters/logos, are recommended for building identification signs.

• Illuminated cabinet (box construction) signs should be allowed only if illuminated letters are stenciled on an opaque background.

• Exposed conduit, electrical transformer boxes and raceways should be concealed from public view to the greatest extent feasible.

• Multi-tenant signage should be designed and scaled appropriately to complement the development project. Such signage should incorporate common elements such as letter style and color.

• Each project is encouraged to create graphic identity program in which all signs, from vehicle-oriented signs to pedestrian-oriented signs are designed as an integrated package. The placement and design of these signs should be coordinated with the signage of other projects in the Specific Plan area.

• Advertising

  The following advertising signs shall not be allowed:

  • Changeable copy signs (reader boards).

3.3.3-C.4.1 Public Realm Signage

A high quality public signage system can effectively express the unique character and identity of the district.

The size and design of these signs will be reviewed by the Design Commission. The public signage system should include the following:

• Vehicular-oriented gateway signage to the district at the following locations:
  • Glenarm Street at Arroyo Parkway
  • Fair Oaks Avenue at State Street
  • Fair Oaks Avenue at California Boulevard
  • Raymond Avenue at California Boulevard
  • California Boulevard at Pasadena Avenue

• Pedestrian-oriented gateway signage to the district at the proposed Fillmore Street Station.

• Through-Block Crossing signage should be provided by property owners at the street sidewalk and at Edmonson Alley.

• Civic banner signs create a positive ambiance, identify the district and convey special activities and programs. Banner signs can incorporate a district symbol or logo which may be developed to give the district regional and national identity. These banners will be attached to light poles in the district.
Fillmore Street between Raymond Avenue and Fair Oaks Avenue. A tree grate should be provided with the same dimensions as the tree wells between Raymond Avenue and Fair Oaks Avenue. Shrubs should be planted to form a dense planting area. The type of shrub and/or ground cover can vary from planter to planter to add variety and interest, especially at the human scale.

3.2.3-B.2.4 Street Furnishings for the Station Plaza

The following standards and guidelines are set forth:

- Street lights should be provided in the plaza in conjunction with the tree alignment, location of permanent vendor kiosks, and paving pattern.

- Street light posts should be designed and/or selected to integrate lighting the plaza as a whole including uplighting roof structure and pedestrian-scale decorative fixtures.

- Trash receptacles should be located in the plaza area near benches, station platform, and Raymond Avenue.

3.2.3-B.1.5 Implementation

The City’s implementation of the foregoing public improvements should be coordinated with the rail authority’s Fillmore Station implementation program.

3.2.3-B.3 Through-Block Crossing Zone

The length of the block between Glenarm Street and Fillmore Street--approximately one-quarter mile--is unusually long for an urban setting and negatively affects communication and interaction in the Specific Plan area. Therefore, the Specific Plan establishes a Through-Block Crossing Zone to improve communications through pedestrian access in the area bounded by Glenarm Street, Fair Oaks Avenue, Raymond Avenue and Fillmore Street.

Through-Block Crossings are optional elements that can be implemented by individual owners as they so choose. An owner may implement a Through-Block
Pedestrian Crosswalks, Figure 3-3

Pedestrian crosswalk improvements are identified at the following intersections:

- Fair Oaks Avenue at California Boulevard, Congress Street, Fillmore Street, Bellefontaine Street and Glenarm Street.

- Raymond Avenue at California Boulevard, Fillmore Street and Glenarm Street.

Pedestrian crosswalk improvements include the following:

- Concrete walkways across major and district streets with color to match the sidewalks.

- Edge and internal borders of moderately textured concrete with color to match the sidewalks.

3.2.3-B.5 Maintenance

A graffiti-resistant coating shall be applied to all street furnishings to ensure an attractive, long-term appearance. All street furnishings shall be securely anchored to the sidewalk to prevent removal.

3.2.3-B.6 Utilities

The Specific Plan area includes sufficient utility improvements to meet current demand. Implementation of additional utility upgrades are contemplated as new development occurs.
CHAPTER 5.0 MOBILITY

5.1 INTRODUCTION

The mobility component is based upon the Mobility Element of the General Plan, community issues, ideas expressed during the planning process, and the urban design objectives and features set forth in the Public and Private Realm Urban Design Framework Plans, Figure 5-1, Street Names.

Increases in traffic due to the combined effects of development in and around the district are consistent with the city’s General Plan.

Transportation has played an important role in Pasadena’s growth. From early heavy rail service, historic Route 66, Pacific Electric Red Cars and the first freeway in California, the history of Pasadena is intimately related to its history of transportation development. In the future, the proximity of existing freeway resources plus the proposed Blue Line Light Rail Transit will play important roles in the development of the city.

The main project area development program—biomedical and technology-based businesses and support uses—is synergistic. Because of the proximity between these uses within the Specific Plan area, it is anticipated that many trips will remain within the area instead of going to other outside destinations.

To support this approach, a pedestrian circulation network has been developed. It can be expected that the propensity to "internal trip capture," supported by mixed-use development could result in a reduction of five to ten percent of the project related trips.

5.2 PUBLIC REALM IMPROVEMENTS

The Public Realm Urban Design Framework Plan The Public Realm Urban Design Framework Plan maintains and enhances the existing street grid system and creates public nodes. Proposed street grid enhancements will improve traffic flow and proposed streetscape features (planting and furnishings) will improve livability and area image. Public nodes designated at key locations will also create identity and amenities.

Regional northerly access is provided by I-710 (Long Beach Freeway, and its intersection with the I-210 and State Route 134) and the Pasadena Avenue/St. John Avenue couplet. Regional southerly access is provided by the State Route 110 (Pasadena Freeway) and Arroyo Parkway. Primary north-south roadway access is provided by Fair Oaks Avenue and Raymond Avenue. Primary east-west roadway access is provided by California Boulevard and Glenarm Street. Secondary east-west access is also provided via Pico Street, Fillmore Street, and Bellefontaine Street.

5.2.1 STREET GRID

5.2.1-A MAJOR STREETS

Major streets are defined as those streets which provide city-wide and/or regional accessibility to the Specific Plan area as follows:

- California Boulevard

California Boulevard is an east-west arterial that extends from Arroyo Boulevard easterly to the City of Arcadia. The majority of California Boulevard has
CHAPTER 5.0 MOBILITY

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To support this approach, a pedestrian circulation network has been developed. It can be expected that the propensity to "internal trip capture," supported by mixed-use development could result in a reduction of five to ten percent of the project related trips.

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5.2.1 STREET GRID

5.2.1-A MAJOR STREETS

Major streets are defined as those streets which provide city-wide and/or regional accessibility to the Specific Plan area as follows:

- California Boulevard

California Boulevard is an east-west arterial that extends from Arroyo Boulevard easterly to the City of Arcadia. The majority of California Boulevard has
been designated as a corridor for "de-emphasis" by General Plan Mobility Element. De-emphasis measures have been implemented east of Lake Avenue such as re-striping to reduce the number of travel lanes. In the vicinity of the project site, two through-travel lanes are provided in each direction. Between Pasadena Avenue and Fairmont Avenue, however, a third eastbound through lane is provided. Exclusive left turn lanes are provided at major signalized intersections and an exclusive right-turn-only is provided for the westbound approach at the Pasadena Avenue intersection. A two-way left turn lane is also provided east of Pasadena Avenue adjacent to Huntington Memorial Hospital (HMH) and continues just easterly of Fairmont Avenue. Protected-permissive left turn signal phasing is provided for the westbound approaches at both the signalized intersections of Arroyo Parkway and South Fair Oaks Avenue.

At Fair Oaks Avenue the Specific Plan recommends widening to provide an eastbound right-turn-only lane on California to southbound Fair Oaks Avenue. The improvement measures would require additional right-of-way, since existing sidewalk widths are 10 feet and travel lanes along California Boulevard currently vary between 9 and 12 feet in width at the Fair Oaks Avenue intersection. Existing sidewalk widths shall not be reduced. Future development projects may be required by the city to dedicate additional right-of-way specifically for the purposes of roadway widening. No other portion of California is recommended for widening.

At Arroyo Parkway the Specific Plan recommends no widening of California Boulevard so as to remain consistent with the goals contained in the General Plan regarding the de-emphasis of California Boulevard. City staff should continue to develop alternate mitigation measures for this location.

- Fair Oaks Avenue

Fair Oaks Avenue, a designated mobility corridor, is a major north-south arterial that extends from Altadena southerly through the City of Pasadena, and South Pasadena to Huntington Drive. Two through-travel lanes are provided in each direction and separate left turn lanes are provided at major signalized intersections. Curbside parking is allowed in some areas, but in areas where left turn lanes are provided, parking is prohibited.

As set forth in the General Plan Mobility Element, Fair Oaks Avenue is a designated truck route. A designated truck route provides the city with a means of controlling commercial vehicular traffic intrusions and adverse impacts on other residential areas and non-truck-route arterioles.

Because Fair Oaks is the only designated truck corridor in the west side of the city, it is reasonable to anticipate more truck traffic than would otherwise occur. Therefore, safety features are proposed for Fair Oaks pedestrian crossings as described in the Public Realm Urban Design Framework.

Similarly, additional traffic signal warrant studies should be undertaken at Fair Oaks Avenue and Fillmore Street to measure the need for vehicular and pedestrian access to the proposed Blue Line Station.
• Raymond Avenue

Raymond Avenue, between two designated mobility corridors, is a north-south roadway which terminates to the north at the I-210 (Foothill Freeway) and the south at Glenarm Street. Raymond Avenue currently provides access to many of the industrial and commercial parcels located in the district and provides two through-travel lanes in each direction. Separate left turn lanes are generally not provided. Parking is provided on both sides of the street. Current average daily traffic volume is approximately 6,300 vehicles, well under its potential capacity utilization.

The Specific Plan maintains the existing right-of-way for Raymond Avenue to provide an alternative route for north-south traffic from Arroyo Parkway and Fair Oaks Avenue. Traffic is expected to increase on Raymond Avenue to relieve these other streets, because it terminates at the Foothill Freeway and Glenarm Street.

• Arroyo Parkway

Arroyo Parkway, a designated mobility corridor, is State Route 110, a north-south major arterial that extends from the Pasadena Freeway northerly to Holly Street. South of Colorado Boulevard, the roadway provides two through travel lanes in each direction and a raised median separates opposing traffic flows. Exclusive left turn lanes are provided at major signalized intersections. During the AM peak hour (7:00 AM - 9:00 AM) and the PM peak hour (4:00 PM - 6:00 PM) curbside parking is prohibited, which provides three through travel lanes in each direction.

• Pasadena Avenue

Pasadena Avenue is a north-south roadway that extends from Columbia Street (located at the southern City limit) to Walnut Street north of Colorado Boulevard. North of Bellefontaine Street, Pasadena Avenue is a one-way northbound frontage road for the I-710 (Long Beach Freeway) leading to both the I-210 (Foothill Freeway) and State Route 134 (Ventura Freeway). North of Bellefontaine Street, in the project vicinity, three through travel lanes are provided. The intersection with California Boulevard is signalized and the northbound approach provides an exclusive left-turn-only lane, two through lanes, and a combination through-right turn lane. Parking is permitted along the west side of the roadway between Bellefontaine Street and California Boulevard.

• St. John Avenue

St. John Avenue is a one-way southbound frontage road which is essentially an extension of the I-710 (Long Beach Freeway). Two through lanes are provided and curbside parking is allowed on the west side of the street. A southbound freeway off-ramp exists at the signalized California Boulevard intersection. At this intersection, an exclusive left-turn lane, through lane and combination through-right turn lane is provided for the southbound approach.

5.2.1-B DISTRICT STREETS

District streets are local serving streets connecting the Specific Plan area with local neighborhoods and include the following:
• Fillmore Street

Fillmore Street is a discontinuous east-west roadway and extends between Arroyo Parkway and Fair Oaks Avenue in the immediate project vicinity. One through travel lane is provided in each direction. Between Fair Oaks Avenue and Raymond Avenue parking is prohibited along the north side of the street, while east of Raymond Avenue, parking is prohibited along the south side of the street (west of the railroad tracks). No stopping is allowed along the north side of the street (east of the railroad tracks and west of Arroyo Parkway). Parking is limited to two hours between the hours of 9:00 AM and 6:00 PM, east of Arroyo Parkway.

Fillmore Street will be closed at the Blue Line tracks where the station entrance will be located. A street vacation will be required. The Specific Plan recommends closing Fillmore Street to all vehicular traffic and creating a public pedestrian plaza. Access to the proposed Blue Line park-and-ride lot south of Fillmore Street should be taken from Raymond Avenue. This will enhance safety, improve operations of the Raymond Avenue/Fillmore Street intersection and overall traffic flow as well as enhance driveway access to the station park-and-ride lot. Truck access should be maintained as set forth in Section 3.2.3-B.1.5.

• Bellefontaine Street

Bellefontaine Street is a short east-west local roadway that extends from Arroyo Boulevard to Fair Oaks Avenue. Bellefontaine Street provides one through travel lane in each direction. Bellefontaine Street provides southerly access to HMH including two parking structures. Curbside parking is allowed on both sides of the street, except at the Fair Oaks Avenue intersection, where parking is prohibited just west of the intersection.

• Glenarm Street

Glenarm Street is an east-west roadway which extends from Pasadena Avenue to El Molino Avenue. At the South Arroyo Parkway (Route 110/Pasadena Freeway) intersection, the eastbound approach provides one combination through-left turn lane and one combination through-right turn lane, while the westbound approach provides an exclusive left-turn lane, one combination through-left turn lane and a combination through-right turn lane. The intersection, which is the terminus of the Pasadena Freeway, has split eastbound and westbound signal phasing.

At Fair Oaks Avenue the Specific Plan recommends construction of an exclusive northbound right-turn only lane on to eastbound Glenarm Street. This measure would require some roadway widening along the east side of Fair Oaks Avenue, south of Glenarm Street. It may be possible to provide a short (80 to 100 foot) right-turn pocket. Currently, a 10-foot wide sidewalk is provided in front of the Pasadena Department of Power and Water building and shall not be reduced. Several mitigation measures will need to be implemented in order to address traffic management issues along Glenarm Street between Raymond Avenue and Arroyo Parkway. A special study to coordinate light rail timing with east-west traffic along Glenarm Street will need to be completed and implemented by the public Works and Transportation Department and/or Blue Line authority prior to light rail operation.
• Columbia Street

Columbia Street is an east-west local street which extends from Fair Oaks Avenue to just west of Orange Grove Boulevard. Parking is prohibited between the Fremont Avenue and Pasadena Avenue intersections. At the Fair Oaks intersection, the eastbound approach provides sufficient width to provide an exclusive left turn lane and a combination through-right turn lane. At the Fremont Avenue intersection, an exclusive through lane and an exclusive right-turn only lane are provided eastbound and sufficient width is provided westbound to provide a combination left-through lane and a through lane.

• Fremont Avenue

Fremont Avenue is a north-south roadway which is widely utilized as a connector route between the I-210 and I-710 freeways. The Fremont Avenue northbound approach at Columbia Street provides an exclusive left-turn only lane and an exclusive right-turn only lane. Parking is prohibited along both the east and west sides of Fremont Avenue near Columbia Street.

• Pico Street

Pico Street is an east-west local serving street which is only utilized to serve adjacent parcels. Pico Street is short in length running from Fair Oaks Avenue to the Blue Line right-of-way. Pico Street does not go through the tracks and is not connected with Arroyo Parkway. Pico Street between Raymond Avenue and the Blue Line is mostly used for vehicular parking. Pico Street between Raymond Avenue and the Blue line right-or-way may be vacated or closed to allow for development opportunities on adjacent parcels.

5.2.1-C RAIL RIGHT-OF-WAY

The Blue Line right-of-way extends from Downtown Los Angeles to the east San Gabriel Valley. As the line enters the City of Pasadena from the south it crosses below Fair Oaks Avenue and then emerges at grade just south of State Street. The line, located at grade throughout the rest of the project area, curves north through the city's water and power site and then follows the city grid north of Glenarm Street. A significant landscape planting program should be provided for this rail-right-of-way as follows:

• Image and Landscape Design

  • Landscape planting should be provided for the rail right-of-way between Fair Oaks Avenue and the Fillmore Street Station.

  • Landscape design should be consistent with and implement the district image set forth in the Public Realm Urban Design Framework Plan.

  • Landscape design should include drought tolerant plant materials such as trees, shrubs and ground cover and their planting and use pattern.

• Landscape Design Constraints

  Landscape design should take into consideration technical features of the rail system such as horizontal and vertical clearances and operating features.

• Inter-jurisdictional Coordination

  The city and Blue Line authority should undertake the following:
The Future - South DeLacey Corridor

What are the existing conditions?

The Area 2 portion of the South DeLacey Corridor Sub-area is shown below. The Worldwide Church of God owns most of Area 2 (16.0 acres). The future of this property is tied with the future of the church's campus on the west side of the 710 Freeway. Area 2 is developed in various uses including an elementary school, administration building, printing and publishing facilities for the Worldwide Church of God, and other small office, retail and industrial uses. The property owned by the Worldwide Church of God is for sale.

What is the community vision for this area?

The community vision established in the Land Use Element of the General Plan for the Sub-area calls for an Urban Village atmosphere by encouraging overall high density residential (49-60 dwelling units per acre) in a variety of types and prices, as well as a mix of artists lofts, commercial offices, retail shops, schools and artisans workshops.

In the West Gateway Specific Plan process, the community stressed the need for flexibility in order to maximize the area's ability to respond to market demand. There has been a mix of opinions on the concept of encouraging residential development versus other kinds of development in this Sub-area.

The West Gateway Guiding Principles that are appropriate for this area are:

- Provide the flexibility needed to allow new development to respond to market demand.

- Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.
The Future - South DeLacey Corridor

- Encourage development that supports and capitalizes on transit opportunities, such as the proposed light rail station at Raymond Avenue and Del Mar Boulevard and the ARTS circulator busses.

Strategies & Recommendations

1) Land Use and Development Standards - The overall land use strategy for Area 2 is to provide flexibility by allowing residential, office (business & professional, government), corporate center, incidental retail, and institutional (cultural institution, school) uses.

a. Land Uses

Allow multi-family residential (32-60 dwelling units per net acre), senior housing and senior continuing care / assistive care (defined as convalescent care facilities and residential care, general in the zoning code), offices (business & professional, government) and corporate center uses.

Allow institutional uses, which could include the current support functions on the property owned by the Worldwide Church of God campus, or a school, church (religious institution) or other similar uses.

Allow small-scale, incidental retail development (including food sales and personal services).

b. Setbacks

Pasadena Avenue should have a landscaped setback of 10 feet. Parking will not be allowed in the front setback.

Del Mar Boulevard should have a 10 foot landscaped setback west of DeLacey Avenue.

DeLacey Avenue should have a 10 foot landscaped setback on the west side.

Setbacks are not required on the other streets in this area.

Area 2
Transition Between Old and New Development in the South DeLacey Corridor

Step Back means that while lower floors of a building can be a specified setback (or distance from the property line), higher floors must be farther away from the property line to avoid creating a large wall of building close to the sidewalk.
c. Heights (see map)

The entire area allows heights of up to 40 feet.

Blocks 2 and 3, allow heights up to 60 feet with a 40 foot step back for the portions over 40 feet in height, from Dayton Street, Valley Street, and DeLacey Avenue.

Should a residentially-focused urban village be developed on blocks 1, 2, or 3, the developer may opt for a 47-foot height limit throughout the project.

In blocks 4, 5, and 6, heights of up to 60 feet are allowed with a 40 foot step back from all streets, if the project includes multi-family residential development.

2) Housing Requirement - A proposed non-residential development on blocks 2 and 3, as shown at left, must include a housing element in the project. A requirement of 125 units would be required per block of such a development. Thus, if both blocks are developed, 250 housing units would be required. If only a portion of either of these two blocks is developed, then the housing units will be pro-rated according to site area. This housing can be within the
The Comprehensive General Plan commits the City to the goal of achieving architectural excellence in the design of new buildings and open space. To achieve this goal, the plan includes design principles and criteria for use throughout the City. These principles and criteria encourage new architecture that contributes “variety and distinction” to an area,” that is “inviting and...sustain[s] attention,” that is “contextual and compatible with the character and traditions of Pasadena,” and that demonstrates “imagination and creativity” at all levels. It calls for architects, builders, and developers to recognize that their efforts “are making a permanent contribution to the urban landscape that is cared about and used by the citizenry of Pasadena.” It also proposes that the designs of new development originate from two sources (cited on pg. 61 of the General Plan): a list of basic architectural and planning elements and a more specific list of features that characterize the built environment of Pasadena.

One of the specific objectives of the General Plan is the adoption of design guidelines for each specific plan area. The following guidelines, and those in each sub-area, intended for the West Gateway Specific Plan area, harmonize with the City-wide Design Principles and Criteria and communicate goals and objectives that address the character, scale, and identity of the West Gateway area. Adherence to these guidelines is not mandatory, because guidelines cannot anticipate every design problem or setting. Their purpose is to enhance the built environment and to encourage architects, designers, and developers to bring creative solutions to their work.

GENERAL DESIGN CONCEPTS

Urban Design.

a) The design of new buildings should relate to the major features and forms of adjacent, well-designed buildings, and to the siting, the massing, and the scale of these buildings.

b) New buildings on the edges of the West Gateway Specific Plan area should act as transition areas that respect the siting, massing, and scale of buildings outside the West Gateway Specific Plan area.

c) New buildings at the visual end of a
The Future - Design Guidelines

transportation and/or pedestrian corridor (such as at the end of a T-shaped street intersection) should take into account the visual significance of that building’s facade.

d) Important view corridors and sight lines should be reinforced by the siting and massing of new buildings and plant materials. New buildings should not obstruct important public views, such as of those of City Hall.

e) Front yards of commercial buildings should become outdoor extensions of the primary building activity, and the main entrance into new or existing commercial buildings should be oriented along the public pedestrian corridor.

Site Design.

a) Connections between new buildings should promote walking - rather than driving.

b) Landscaping should screen, soften, and create variety in corridors, plazas, and entrances. It should also define and enclose spaces, enhance the natural environment, channel movement, and create an identity for the site.

c) Trees and screening elements, such as shrubs, walls, and planters, should provide visual relief and privacy and buffer unrelated activities or unsightly areas used for trash, service, loading and parking.

d) Where possible, the location of new buildings should not destroy or harm important groupings of mature, healthy trees.

e) Parking areas should not diminish the environment of the site. Large surface parking areas should have generous landscaping and other design elements to integrate them into the overall design of the site.

f) Private pedestrian walkways should include canopy trees and adequate lighting to create an aesthetically pleasing and safe environment. Walkways should provide interest and scale to enhance movement.

Building Design.

a) New commercial buildings with street frontage should have openings and proportions that are in scale with pedestrian activity.
b) Exterior facade materials should be durable, of high quality, and complementary to the existing neighborhood.

c) In new construction, window and door glass should be clear or lightly tinted. Spandrel, translucent, reflective or dark tinted glass should be avoided, and dark tinted films or paint should not be applied to the glass.

d) New buildings immediately adjacent to, and additions to, architecturally and historically significant buildings (with NR Code 251, 3S, 3D, or 5S1) should be designed in accordance with Standards #9 and #10 of the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. [9] "New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment." [10] "New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired."

Accessory structures, signs, lighting.

a) Rooftop equipment should be screened in accordance with the City’s zoning code and Design Guidelines for Screening of Rooftop Equipment.

b) Signs and awnings should be designed in accordance with the Design Guidelines for Signs and Awnings.

c) Exterior lighting should be integrated into the design of the building and landscaping with illumination levels (foot candle) that are appropriate to the intended use.

d) Ramps for people with disabilities should be integrated into the design of the building and/or landscaping.

e) Where possible, truck loading and docking, trash collection areas, electrical vaults and back-flow prevention devices should be hidden from public view.
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d) Ramps for people with disabilities should be integrated into the design of the building and/or landscaping.

e) Where possible, truck loading and docking, trash collection areas, electrical vaults and back-flow prevention devices should be hidden from public view.
The Future - Orange Grove/Colorado

What are the existing conditions?
The Worldwide Church of God is the largest property owner in the Orange Grove / Colorado Sub-Area. Home to Ambassador College from 1947 to 1990, this campus-like property consists of over 34 acres of historic residences, beautiful landscaping, newer campus development, and the Ambassador Auditorium. The Ambassador Auditorium opened in 1974 and has hosted more than 2,500 world class performances. South of Del Mar Boulevard are tennis courts and campus buildings which are also part of the complex. Most of the campus has a zoning designation of PS (Public and Semi-Public), a small part is RM 16-1 (Multi-family Residential, 14 dwelling units per acre, Orange Grove District) and the tennis courts are RS 4 (Single-family Residential, 4 dwelling units per acre). Currently, the entire campus is for sale.

What is the community vision for this area?
The community vision established in the Land Use Element of the General Plan calls for this area to:

- Focus on the arts, culture and education by building on the strengths of the Norton Simon Museum and Ambassador Auditorium.

- Any historic structures identified through the historic inventory must be preserved such as the Vista del Arroyo bungalows.

- Mixed use development will be encouraged in this area.

- Specific Plan emphasis will be on preserving, replacing and enhancing gardens and foliage landscaping as a continuing visual extension of “South Orange Grove” ambiance.

The West Gateway Specific Plan process has provided an opportunity to work with the community, as well as the property owners and potential purchasers of the property, to identify the parameters under which future development is acceptable.

The West Gateway Guiding Principles capture the vision established through the West Gateway community participation process. Some of the principles that are relevant to this area are:

- Balance the principles of economic development, historic preservation and culture in order to optimize each and thereby achieve
The goal of implementing the General Plan in the West Gateway area of Pasadena.

- Preserve the significant historic buildings and gardens on the Worldwide Church of God property, including the Ambassador Auditorium.

- Preserve the high quality atmosphere that is the hallmark of this area, through complementary, well-designed, appropriately scaled buildings and landscaping.

- Plan traffic and parking patterns in order to minimize the negative effects on adjacent neighborhoods and existing businesses.

- Recognize the cultural and educational attributes in this area.

### Strategies & Recommendations

**Land Use Strategy:**

The overall land use strategy for the Orange Grove/Colorado Sub-Area is to encourage additional development in areas which minimize the impact on the adjacent residential neighborhoods to the west and south of the Sub-Area. To this end, the plan recommends more intense development along Green Street and St. John Avenue, and less intense development along Orange Grove and Del Mar Boulevards.

The City's Planned Development (PD) process can provide the flexibility for large projects in this area. Through the PD process, heights, setbacks, parking, open space and other development standards, not set within the Specific Plan, can be tailored to a project while achieving the community's vision.

1) **Land Use and Development Standards** - To provide the flexibility needed to allow new development to respond to market demand, while protecting adjacent neighborhoods:
The Future - Orange Grove/Colorado

a. Allow office (business & professional, government), residential, senior housing and senior continuing care / assistive care (defined as convalescent care facilities and residential care, general in the zoning code), hotel (visitor accommodations), institutional (cultural institution, school) and corporate center uses on the Worldwide Church of God campus, at a smaller scale on the Orange Grove and Del Mar Boulevard frontages and at a larger scale on the Green Street and St. John Avenue frontages.

b. South of Del Mar Boulevard, the Worldwide Church of God tennis courts and campus buildings could remain as is or be converted to another low intensity institutional use or become single-family residential.

c. Allow building heights on the Orange Grove and Del Mar Boulevard frontages to be a maximum of 36 feet (three stories) to the highest ridgeline and along Green Street and St. John Avenue up to 72 feet (six stories) or equal in height to the Ambassador Auditorium.

d. Allow residential densities along Orange Grove and Del Mar Boulevards to be up to 14 units per acre. On Green Street and St. John Avenue allow residential densities of up to 48 dwelling units per acre.

e. The front and corner side yard setbacks along Orange Grove and Del Mar Boulevard frontages should be compatible with RM 16-1 zoning regulations.
f. Explore opportunities to retain Ambassador Auditorium as a performing arts venue. Also explore the option of utilizing the public art requirement for any development on this site to fund a program for a performing arts cooperative in the Auditorium or a leaseback arrangement of the Auditorium to performing arts organizations in Pasadena under the jurisdiction of the Cultural Planning Division with approval of the Arts Commission.

d. Encourage the preservation of significant existing landscaping elements in new developments.

e. Screen parking lots with appropriate landscaping, fences or walls.

3) Traffic & Streetscapes - To minimize the negative effects of traffic on adjacent neighborhoods and existing businesses, implement the recommendations of the Southwest Traffic Study, including the following:

a. De-emphasize Orange Grove Boulevard for auto traffic by constructing dual southbound left turn lanes to encourage traffic to use Green Street to get to Fair Oaks Avenue, Raymond Avenue or Arroyo Parkway to continue southbound, rather than Orange Grove Boulevard. In addition, Green Street should be restriped to have two eastbound lanes and one westbound lane in this area.

b. The signals on Orange Grove Boulevard will be adjusted to discourage traffic from exceeding the posted speed limit of 35 miles per hour.
The Future - Orange Grove/Colorado

What are the existing conditions?

This area includes the properties on both sides of Colorado Boulevard between Orange Grove Boulevard and St. John Avenue. It includes the Norton Simon Museum of Art, Rusnak Auto Dealerships, Elks Club Lodge, Wells Fargo Bank, Hughes Market, and Podley Caughey & Doan Realtors and other small offices.

What is the community vision for this area?

Land Use Element of the General Plan

- The West Gateway Specific Plan will focus on the arts, culture and education by building on the strengths of the Norton Simon Museum and Ambassador Auditorium, and this focus will be encouraged and strengthened through the Specific Plan.

- The Specific Plan will incorporate the existing parks and existing setback requirements.

- Specific Plan emphasis will be on preserving, replacing and enhancing gardens and foliage landscaping as a continuing visual extension of "South Orange Grove" ambiance.

- Any significant historic structures identified through the historic inventory must be preserved.

- Mixed use development will be encouraged in this area.

- No hotels will be permitted unless the Specific Plan process designates a hotel site.

- The Specific Plan will set up guidelines to encourage more intense development north of Colorado Boulevard, rather than on the south.

- The Specific Plan will seek to establish a link to Old Pasadena over the bridge through alternatives such as temporary vendors or retail carts or through pedestrian improvements which encourage people to move freely between the two areas.
West Gateway Guiding Principles

- Preserve the high quality atmosphere that is the hallmark of this area, through complementary, well-designed, appropriately scaled buildings and landscaping.

- Provide the flexibility needed to allow new development to respond to market demand.

- Protect, support and preserve Old Pasadena by allowing complementary uses, but not a westward expansion of Old Pasadena’s boundaries.

- Allow a broad mix of land uses, including businesses, community-serving, and neighborhood-serving uses.

- Recognize the cultural and educational attributes in this area.

Strategies & Recommendations

The overall strategy for this area is to provide for new development that preserves the high quality of this unique area. This area serves as the western gateway corridor into Pasadena and is highly visible during the Tournament of Roses Parade.

1. Land Use and Development Standards - To provide the flexibility needed to allow new development to respond to market demand:

   a. Allow auto sales, institutional (cultural institution, school), office (business and professional, government), hotel (visitor accommodations), senior housing and senior continuing care / assistive care (defined as convalescent care facilities and residential care, general in the zoning code), and multi-family residential (up to 48 dwelling units per acre) uses on the Rusnak auto dealer site and the other Norton Simon Art Foundation property, and the Norton Simon Museum parking lot.

   b. Allow institutional (cultural institution, school), office (business and professional,
government), hotel (visitor accommodations),
senior housing and senior continuing care /
assistive care (defined as convalescent care
facilities and residential care, general in the
zoning code), and multi-family residential (up
to 48 dwelling units per acre) uses on the
Elks Club Lodge property.

c. Allow office (business and professional,
government), multi-family residential (up to 48
dwelling units per acre) uses, senior housing
and senior continuing care / assistive care
(defined as convalescent care facilities and
residential care, general in the zoning code),
and residential-serving retail uses (including
food sales and personal services) on the Hughes
block.

d. Allow building heights and setbacks, as
shown on the map on page 96, to
accommodate the Tournament of Roses
grandstands, and to preserve vistas.

2. Design Guidelines - To preserve the high quality
atmosphere that is the hallmark of this area, the
following design guidelines are proposed:

a. Retain significant or historic buildings and
landscaping.

b. Encourage buildings adjacent to historic
buildings to respect their massing and scale.

c. Design new buildings to preserve important
views, such as of the mountains and Civic
Center, and to allow sunlight to reach
pedestrian corridors, as determined by the
Design Commission.
The Future - Orange Grove/Colorado

- Buildings should be designed to respect the existing topography, not significantly alter it.
- Future design of buildings in the Sub-Area should preserve the open, park-like setting and vistas at the intersection of Colorado and Orange Grove Boulevards.
- Any new improvements must accommodate the Tournament of Roses Parade’s grandstand requirements.
- Future improvements in the public and private domain should include such elements as landscaping, artwork, signage, fountains, lighting techniques, banners, etc. to enhance the imagery of the Gateway.
- Future developments along West Colorado Boulevard should aim at increasing pedestrian oriented uses and complement the architectural character of existing well-designed buildings.
- Maintain the existing historic street lights along Colorado Boulevard.
- Depending on the future users, pedestrian linkages could be encouraged between the Norton Simon Museum and the Worldwide Church of God property.
- Screen parking lots from view by using landscaping, fences or walls.

3. Streetscape - To establish a link to Old Pasadena over the Colorado Boulevard freeway overpass:
   - Improve the Colorado Boulevard, Green Street and Union Street overpasses, with lighting, landscaping and public art as specified in the Old Pasadena Streetscapes and Alley Walkways Plan.
   - Do not extend the Old Pasadena retail area into this area.
   - Provide a pleasant transition from Old Pasadena into the West Gateway area via the overpass.

4. Traffic and Parking
   - Depending on the future development of the Worldwide Church of God and the Rusnak
PASADENA PEDESTRIAN PLAN
VOLUME 2

SECTION 3

CITYWIDE DESIGN GUIDELINES
CITYWIDE DESIGN PRINCIPLES

1. Introduction

2. Main Objective

3. Guiding Principles

4. Pasadena Design Qualities
These Principles are a guide to development throughout the community and are intended to achieve the following:

a) Buildings and landscapes particular to Pasadena – designs that complement their settings and enhance the community’s unique character and special qualities.

b) Development projects that contribute to an identifiable and coherent city form – a place that is both visually appealing and comfortable to use.

c) Creative architectural solutions that acknowledge the surrounding context without direct mimicry of historical styles.

The principles are written to promote desirable qualities, and they should establish a dialogue among designers, developers, and the local community. They are applicable to all development projects subject to design review and may be supplemented by more detailed design guidelines for a particular project or a specified area within the City.
Excellence in Building and Landscape Design: the over-riding objective of these City-wide Design Principles is to establish a high standard of design for all new development within the community.

The hallmark of design excellence is to create places of enduring quality that are uniquely fit to their time and place. Success depends upon the City's commitment to this objective, as well as collaboration with quality designers and visionary clients. Citywide Design Principles are one measure of the City's commitment and are the foundation for effective communication and collaboration. They identify the particular qualities and conditions that support design excellence – those qualities and conditions that contribute to Pasadena's unique identity and a coherent city form. In the end, a building or landscape design should make a positive contribution to the City and its surroundings.
Guiding Principle 1: Enhance the Surrounding Environment

Building and landscape projects alter the existing environment. The first Guiding Principle recognizes this fact and requires that a project improve upon its surroundings to the public's benefit. A development should complement and respond to the immediate area, as well as the larger City environment; it should acknowledge the natural and cultural history of the place. Projects should also promote environmental sustainability by minimizing the use of energy, water, and other finite resources.

In particular, reuse and rehabilitation of historic buildings and structures will protect the City's important architectural heritage. New development adjacent to historic structures should respect the existing fabric and provide a transition between the old and the new.

Development projects need to recognize the importance of public space. They offer access to light, air and views, and are frequently places of social interaction. Therefore, the community's open spaces should function as outdoor rooms that are as carefully designed as its buildings. It is especially important that streets support pedestrian safety and comfort, and that commercial streets are active and engaging places.
Guiding Principle 2: Incorporate Human Values and Needs

Buildings and places should reflect the values of the community and promote the well-being of its citizens. Buildings and landscapes should create places that are amenable to human comfort and use. They should also provide an enduring investment in the community.

The community will benefit from buildings that are inviting and sustain interest. A building’s design should accommodate the intended use, and it should clearly communicate its access and use. Measurements and proportions need to relate to and reflect the importance of people, often referred to as “human scale” design.
Guiding Principle 3: Show Creativity and Imagination

These Design Principles encourage a variety of creative responses. Different eras and a diversity of people have shaped the City and given it a unique collection of buildings and landscapes. Its architectural heritage is the result of the creative vision and imagination of many groups and individuals. While a new building should respect the surrounding character, it should avoid nostalgic misrepresentations that confuse the relationships among buildings over time. The City will benefit most from creative designs that show individual expression, richness, and variety.

It is imperative that the City continues to support this diversity of creative and cultural expression. Likewise, each designer and developer needs to recognize that they are making a lasting contribution to the community. At its best, their work will collectively add interest, variety and distinction to the community.
These are some of the qualities that lend much of Pasadena a special character and particular sense of place:

...at the scale of the community:
- Community Identity: historic buildings; memorable building features
- Physical Connections: linked plazas, courtyards, street, alleys and passages
- Visual Relationships: mountain views; landmark views; axial and framed views
- Cultural Expression: historic districts; civic art

...at the scale of the street:
- Spatial Definition: commercial buildings at or near street edge; street trees
- Public Character: ample sidewalks; street furniture; entries along sidewalks
- Protected Sidewalks: on-street parking; mature canopy trees; awnings
- Sidewalk Activity: street-level shops; frequent entries; sidewalk dining

...at the scale of the site:
- Integrated Planning: parking behind buildings; buildings oriented to street
- Outdoor Rooms: defined courtyards; intimate gardens
- Comfortable Access: gracious, shaded entries; paseos (outdoor passages)
- Human Occupation: shade trees; fountains; lush planting; warm materials

...at the scale of the building:
- Contextual Fit: strong massing; horizontal division (base, middle, top)
- Three-Dimensional Quality: rhythmic order; deep openings; shadow lines
- Visual Transparency: prominent building entries; shop windows
- Human Scale: rich visual detail
These are some of the qualities that lend much of Pasadena a special character and particular sense of place.

...at the scale of the residential neighborhood:
- Traditional Patterns: attractive street elevations; consistent setbacks
- Neighborhood Linkages: sidewalks coincident with street; outdoor passages

...at the scale of the residential street:
- Neighborly Streets: highly visible street elevations; front porches
- Walkable Streets: protected paths; interesting streetscape with varied dwellings

...at the scale of the residential lot:
- Landscape Setting: verdant front yards; attractively planted common areas
- Useable Open Space: residential courts; site amenities; private yard areas

...at the scale of the residential dwelling:
- Visual Appeal: compatible changes in form, material and color
- Residential Scale: porches; balconies; decorative features and trim
Pasadena Design Qualities: Illustrations

1. Community Character

2. Street Environment

3. Site Planning

4. Building Design

5. Residential Neighborhood Character

6. Residential Street Environment

7. Residential Lot Design

8. Residential Dwelling Design
Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.

Physical Connection: A community should connect through a network of public spaces and paths.
**Visual Relationships:** A community should take advantage of important views and vistas, and provide numerous opportunities for access to light and air.

**Cultural Expression:** A community should express local history and culture.
Spatial Definition: A street should read as a well-defined space.

Public Character: A street should readily communicate that it is public space.
Pasadena Design Qualities: Illustrations

Street Environment

**Protected Sidewalks:** A street should contribute to the physical safety and comfort of pedestrians.

**Sidewalk Activity:** A street should be an active and engaging place.
**Integrated Planning:** A site should support the functional and visual integration of on-site facilities and uses.

**Precedent:** buildings oriented to street

**Outdoor Rooms:** A site should have places amenable to outdoor activity and use.

**Precedent:** defined courtyards
Comfortable Access: A site should establish an easy transition between exterior and interior space.

Precedent: generous, shaded entries

Human Occupation: A site should include amenities for comfortable social interaction.

Precedent: shade trees, fountain, and lush plantings
Contextual Fit: A building should fit with its surroundings.

Three-Dimensional Quality: A building should add interest and variety to its surroundings.

Precedent: strong massing with horizontal divisions

Precedent: rhythmic order and deep openings
Pasadena Design Qualities: Illustrations

Human Scale: A building should contribute to a more pleasant and humane living environment.

Precedent: prominent building entries and shop windows

Visual Transparency: A building should offer helpful cues about its access and use.

Precedent: rich visual detail
CITYWIDE DESIGN CRITERIA

Pasadena Design Qualities: Illustrations
Residential Neighborhood Character

Traditional Patterns: A residential neighborhood should respect traditional development patterns.

Neighborhood Linkages: A residential neighborhood should provide direct links to important destinations.

Precedent: consistent setbacks

Precedent: outdoor passages
**Neighborly Streets:** A residential street should be a sociable place that offers a sense of security, with a layered transition from dwelling to street.

**Walkable Streets:** A residential street should make walking safe and appealing.

**Precedent:** highly visible and attractive street elevations

**Precedent:** tree lawn with spreading canopy trees
Landscape Setting: A residential lot should provide an abundance of greenery.

Useable Open Space: A residential lot should provide useable outdoor space.

Precedent: attractively planted common areas

Precedent: residential courts
Visual Appeal: *A residential dwelling should be visually appealing.*

Domestic Scale: *A residential dwelling should be intimately scaled for the use and enjoyment of its inhabitants.*
Section 8. **PUBLIC REALM DESIGN GUIDELINES**

- **District-wide Guidelines: Community Character**
  
  CC 1. Promote Compact Development Patterns  
  CC 2. Focus Activity on Public Places  
  CC 3. Increase Physical Connectivity  
  CC 4. Protect View Corridors  
  CC 5. Recycle Existing Buildings and Landscapes  
  CC 6. Promote Sensitive Infill Projects  
  CC 7. Transition to Residential Neighborhoods  
  CC 8. Incorporate Civic Art

- **District-wide Guidelines: Street Environment**
  
  SE 1. Make Streets Multi-Purpose  
  SE 2. Minimize Pedestrian Conflicts  
  SE 3. Protect and Shade Pedestrians  
  SE 4. Plant and Maintain Street Trees  
  SE 5. Provide Ample Street Furniture  
  SE 6. Include Pedestrian-Scaled Lights  
  SE 7. Assist Visitor Orientation
Guideline CC 1

**Promote Compact Development Patterns**

*Intent*

The commercial and social interaction required of a vital, energetic city core is facilitated by placing people in proximity to one another. This suggests a concentration of people, buildings, and activity. It follows that Downtown should be the most compact and densely developed area of the City. Compact development patterns contribute to a distinct urban image, define public space, support a diverse mixture of uses, and promote transit usage and pedestrian activity.

*Recommendations*

CC 1.1 Reinforce the spatial definition and social vitality of streets and important public space through compact development patterns.

CC 1.2 Provide sufficient building height and mass to spatially define public streets and civic spaces; establish a strong relationship between buildings and streets.

CC 1.3 Encourage infill development and the retention of buildings that define the street and contribute to an urban identity.

*Citywide Design Criteria*

- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.

- Spatial Definition: A street should read as well-defined space.
Section 8  PUBLIC REALM DESIGN GUIDELINES

District-wide Guidelines: Community Character

Guideline CC 2

Focus Activity on Public Places

Intent

Public streets, plazas, parks and other important civic spaces support public life, and are a key component of successful urban places. These are not left-over spaces to be “dressed up,” but lively public places. Development should focus activity and attention upon and along these spaces. Because active public places tend to be defined spaces, buildings should contain and orient to these spaces.

Recommendations

CC 2.1 Locate and mass buildings to consistently frame and define public space.

CC 2.2 Orient building entrances toward public space, and encourage adjacent ground floor uses that animate and enliven the space.

CC 2.3 Site service and parking facilities to face away from public spaces and activities.

CC 2.4 Use landscape to further define and contain public space; for instance, use street trees to delineate a public street.

CC 2.5 Create strong physical connections between public space and neighboring development.

Citywide Design Criteria

- Physical Connection: A community should connect through a network of public spaces and paths.

- Public Character: A street should readily communicate that it is public space.
Increase Physical Connectivity

Downtown is generally amenable to walking, due in part to a fine-grained building and block pattern that offers the visual and physical connections advantageous to pedestrian movement. Plazas, courtyards, sidewalks, alley walkways, pedestrian paseos, and mid-block passages create a network of spaces that integrates the community, and an intricate network allows an interesting variety of alternative routes between places. Private and public sector investment should extend and enhance this network, providing safe and accessible paths throughout the area.

CC 3.1 Regard sidewalks and paths as unifying elements throughout Downtown; design and locate pathways and walks to promote physical continuity and connection.

CC 3.2 Promote new development that extends existing circulation patterns and connects important centers of activity.

CC 3.3 Extend the circulation pattern through publicly accessible walks, that are generally open to the sky; provide access to light and air.

CC 3.4 Provide ample width and design for universal access along pathways and walks.

CC 3.5 Incorporate human-scaled fixtures that emit a warm light along pedestrian sidewalks and paths to increase safety and comfort.

CC 3.6 Introduce shading elements and outdoor furniture such as benches to improve pedestrian access and comfort.

Citywide Design Criteria

- Physical Connections: A community should connect through a network of public spaces and paths.

- Visual Relationships: A community should take advantage of important views and vistas, and provide numerous opportunities for access to light and air.
Section 8

PUBLIC REALM DESIGN GUIDELINES

District-wide Guidelines: Community Character

Guideline CC 4

Protect View Corridors

Intent

Downtown offers a number of high-quality views and vistas, in particular, prominent views of the San Gabriel Mountains and City Hall. These views distinguish Pasadena from other cities in the region, and orient residents and visitors alike to their location in the City. A strong Downtown identity depends upon the preservation and enhancement of these special views and view corridors.

Recommendations

CC 4.1 Frame important views of natural and man-made landmarks, and look for opportunities to open new views of landmark buildings and features.

CC 4.2 Discourage developments that obscure existing views along the public right-of-way.

CC 4.3 Prohibit buildings from locating over or across a public street, including buildings constructed as part of a bridge or overpass that crosses a public street.

CC 4.4 Restrict the construction of pedestrian bridges across north-south streets, and discourage their construction along all other streets in the Central District.

CC 4.5 Limit pedestrian bridges to those that are least obtrusive; where provided, they should be of narrow width, open to the sky, and accessible to the public at all times.

Citywide Design Criteria

- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.

- Visual Relationships: A community should take advantage of important views and vistas, and provide numerous opportunities for access to light and air.
Recycle Existing Buildings and Landscapes

**Intent**
There is a wealth of value in Pasadena’s built resources that collectively make a positive contribution and add significant value to the Downtown community. Existing buildings and landscape elements provide a sense of historical and physical continuity, strengthen the urban fabric, and reinforce the unique qualities of the Central District.

**Recommendations**

- **CC 5.1** Encourage the recycling of Downtown buildings and landscapes; in particular, retain historically and architecturally significant buildings through adaptive use.

- **CC 5.2** Maintain the distinguishing qualities and features of a historic or architecturally significant building, structure, or site.

- **CC 5.3** Repair and retain, rather than replace, original building materials, as far as feasible.

- **CC 5.4** Allow contemporary alterations and additions to historic or architecturally significant buildings, structures, and sites, provided they do not substantially alter or harm the distinguishing qualities and features, and are compatible in terms of scale and character.

- **CC 5.5** Support rehabilitation and restoration of historically significant buildings according to the Secretary of Interior’s Standards.

- **CC 5.6** Retain the following landscape elements unless removal or replacement supports long-term planning objectives: street trees; tree lawns; granite curbs; ornamental tree grates; historic street lights; and similar historic landscape elements.

**Citywide Design Criteria**

- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.

- Cultural Expression: A community should express local history and culture.
Section 8

PUBLIC REALM DESIGN GUIDELINES

District-wide Guidelines: Community Character

Guideline CC 6

Promote Sensitive Infill Projects

**Intent**

New development should positively contribute to the public realm. Urban infill development offers an excellent opportunity to strengthen historic development patterns and restore the urban fabric. Vacant and underdeveloped lands interrupt the street wall and prevent suitable definition of the street, a condition commonly referred to as “missing teeth.” Infill projects can visually unify the street through the development of these properties. Nonetheless, sensitivity to the surrounding character and design context is crucial to their success.

**Recommendations**

CC 6.1 Emphasize infill development of vacant or underdeveloped land, especially projects that will promote a distinctive urban character.

CC 6.2 Support infill development that visually unifies the street; respect the street-oriented development patterns of existing buildings.

CC 6.3 Harmonize infill development with adjacent buildings through compatible scale, massing, rhythms (i.e., vertical and horizontal patterns expressed by architectural features such as cornice and belt lines, doors and windows), solid-to-void relationships, and/or materials.

CC 6.4 Avoid awkward and incompatible design solutions, and significant interruptions to the predominant scale of the street.

**Citywide Design Criteria**

- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.
- Contextual Fit: A building should fit with its surroundings.
**Guideline CC 7**

**Transition to Residential Neighborhoods**

“In-town” and surrounding residential neighborhoods add immeasurably to the health and strength of the Central District. They are part of the essential mix that achieves full-time civic vitality, and as far as feasible, these areas should be protected from intrusive design and use. In particular, adjacent commercial development may compromise the character and livability of these neighborhoods through unresponsive scale and massing, and localized traffic and parking impacts. On the other hand, sensitive transitions will protect their intrinsic value.

**Recommendations**

CC 7.1 Protect in-town and surrounding residential neighborhoods from erosion of character; consider surrounding residential character in the planning and design of adjacent non-residential uses.

CC 7.2 Respond to adjacent residential uses with a sensitive transition in scale and massing; for instance, step-back building height and/or break up building mass.

CC 7.3 Design transitions between uses so as to maintain residential privacy, and site parking, service and storage facilities to minimize impacts on adjacent residences.

CC 7.4 Use available alleys for parking and service access to minimize traffic impacts on adjacent residential streets.

**Citywide Design Criteria**

- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.
- Contextual Fit: A building should fit with its surroundings.
Section 8

PUBLIC REALM DESIGN GUIDELINES

District-wide Guidelines: Community Character

Guideline CC 8

Incorporate Civic Art

Intent

Civic art provides multiple and layered expressions of local history and culture. It contributes to local identity and the unique qualities of place; it is a form of cultural enrichment. Civic art forms range from sculptural art pieces created for public plazas to artisan crafted architectural details. These forms might serve as a local landmark, delineate public space, or simply add richness to a building or landscape. Public spaces, private development projects, and infrastructure improvements are all encouraged to include a civic art component.

Recommendations

CC 8.1 Use civic art to identify areas with a unique identity or celebrate the entrance to a public place; for example, mark gateways and other important public places and buildings with public art.

CC 8.2 Integrate works of public art into new development projects; encourage the participation of artists as a part of the design team from the project’s inception.

CC 8.3 Incorporate civic art into public infrastructure projects.

CC 8.4 Make works of civic art accessible to the public; site civic art to draw people through public spaces, but do not impede pedestrian flows.

CC 8.5 Support the use of diverse media and art forms.

CC 8.6 Encourage works of civic art that celebrate local history and culture, and reflect the City’s tradition of excellence and innovation in the arts and sciences.

Citywide Design Criteria

- Community Identity: A community should portray a strong identity, including the presence of recognizable districts and landmarks.

- Cultural Expression: A community should express local history and culture.
Section 8  PUBLIC REALM DESIGN GUIDELINES

District-wide Guidelines: Street Environment

Guideline SE 1  Make Streets Multi-Purpose

Intent
Downtown streets should not be limited to the singular purpose of moving automotive traffic; these are highly public places where a diversity of people need to be accommodated. Vehicular traffic, public transit, pedestrians, and cyclists all need to be considered in the design of streets. Most importantly, streets must be amenable to walking, strolling, lingering, meeting, and conversing. Traffic flows should not inhibit the public life of the community.

Recommendations
SE 1.1  Maintain a hierarchical distinction in the design of Downtown streets; nonetheless, all streets should accommodate a diversity of users, multiple purposes and modes of transportation.

SE 1.2  Design all Downtown streets for safe and comfortable movement on foot; incorporate a high level of streetscape amenity such as street trees, street furniture, and street lights.

SE 1.3  Use public landscape and streetscape improvements to communicate the public character and quality of Downtown’s streets.

SE 1.4  Detail streets and streetscape amenities to high standards; show evidence of quality that is appealing to pedestrians.

SE 1.5  Treat transit stops as important public places; focus improvements on bus stops at or near important pedestrian crossings.

SE 1.6  Provide enhanced bus stops with seats and shelter to increase safety and comfort; consider additional amenities such as waste receptacles, water fountains, and directional maps.

SE 1.7  Provide adequate bicycle parking facilities along planned bicycle lanes and within major activity centers; encourage new developments to incorporate bicycle amenities.

Citywide Design Criteria
- Public Character: A street should readily communicate that it is public space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
Minimize Pedestrian Conflicts

**Intent**

Every time a car crosses a sidewalk there is potential danger and inconvenience to the pedestrian. Minimizing the number of curb-cuts along Downtown streets reduces potential conflicts in favor of the pedestrian. Utility equipment placed within the public right-of-way also creates impediments to persons on foot and especially those who are mobility impaired. Equipment placed on the sidewalk at or near the intersection is especially problematic, as this is a zone that needs to accommodate considerable pedestrian activity. Public utilities and streetscape amenities should be located to support safe, convenient and unimpeded pedestrian flows.

**Recommendations**

SE 2.1 Minimize the number of drive approaches along a block to reduce conflicts between pedestrians and automobiles.

SE 2.2 Consolidate and place drive approaches near mid-block, when necessary; alley access should be provided for service and parking, if feasible.

SE 2.3 Public sidewalks should be of sufficient width to accommodate, street trees and street amenities, as well as a zone devoted to clear pedestrian passage.

SE 2.4 Maintain a minimum 5-foot clear pedestrian passage along public sidewalks (or as determined by the Director of Public Works & Transportation), without conflicts from utility equipment, street trees, street amenities, or other potential interferences.

SE 2.5 Design public sidewalks and connecting paths to meet at grade; sidewalks extending across private property should also continue at grade, where feasible.

**Citywide Design Criteria**

- Public Character: A street should readily communicate that it is public space.

- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
### Guideline SE 3: Protect and Shade Pedestrians

**Intent**
The physical safety and comfort of pedestrians is critical to the success of Downtown. Pedestrians must feel that they are in a safe situation, and that they are a welcome presence in the community. Streetscape design and amenities should emphasize pedestrian safety and comfort. For instance, the proper placement of street furniture introduces distance and a perceived protection from vehicular traffic. On the other hand, the overhead cover provided by street trees offers shade and reasonable protection from the sun and rain.

**Recommendations**

- **SE 3.1** Locate street amenities in a zone along or near the curb as a barrier to automobile traffic; this is especially applicable to street lights, parking meters, street trees, trash receptacles, news racks, and heavy planters.

- **SE 3.2** Emphasize the planting of street trees to provide overhead cover; species choices should consider access to both shade and sun along sidewalks.

- **SE 3.3** Plant street trees in the zone adjacent to the curb that is also devoted to other streetscape amenities; exceptions may apply for unique conditions, such as a double row of trees.

- **SE 3.4** Encourage buildings adjacent the sidewalk to provide overhead cover in the form of canopies, awnings, and overhangs, especially where there is an insufficient or immature street tree canopy, or along a southern exposure.

**Citywide Design Criteria**

- Spatial Definition: A street should read as a well defined space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
Section 8

PUBLIC REALM DESIGN GUIDELINES

District-wide Guidelines: Street Environment

**Guideline SE 4**

**Plant and Maintain Street Trees**

**Intent**

Street trees provide numerous benefits and are an indispensable part of the Downtown environment. Most obviously, they enhance the visual quality of the area. Street trees also provide cooling effects and contribute to the spatial definition of the street to create a human-scaled space with a comfortable sense of enclosure. In general, street trees add a gracious quality to Downtown.

**Recommendations**

SE 4.1 Plant street trees so as to define the street and sidewalk; emphasize the consistent use of tree species, size and spacing along a street to create a pleasant rhythm and reinforce the space of the street.

SE 4.2 Choose street trees that hold up to urban conditions and provide shady canopies at maturity; reference the City’s Master Plan of Street Trees and applicable streetscape plans.

SE 4.3 Allow sufficient room for tree canopies to grow without conflict with other building elements, as far as this is feasible.

SE 4.4 Use tree grates in areas with considerable commercial and pedestrian activity; tree grates increase sidewalk width, reduce safety hazards, and prevent compaction of the root-ball.

SE 4.5 Maintain existing tree lawns, especially within the Civic Center and areas that are predominantly residential; new tree lawns are appropriate where residential use prevails.

SE 4.6 Utilize street trees to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center, Pasadena Playhouse and Lake Avenue Sub-Districts.

SE 4.7 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street trees and other street amenities within those areas.

**Citywide Design Criteria**

- Spatial Definition: A street should read as a well defined space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
Guideline SE 5  Provide Ample Street Furniture

Intent  Walking Downtown should be a pleasant and comfortable experience. Long walks without places to pause and rest may become daunting for some pedestrians. Street furniture, when combined with street trees and proper lighting, humanize and communicate the true public nature of Downtown streets. Most importantly, furnishings should include benches and trash receptacles.

Recommendations

SE 5.1 Place street furniture, especially benches and trash receptacles at frequent intervals along sidewalks for pedestrian comfort and use; sidewalks accommodating street furniture of this kind should be at least 10 feet wide.

SE 5.2 Consider the provision of other street furnishings, especially along wide sidewalks (at least 15 feet wide) with the heaviest foot traffic; these may include drinking fountains, public restrooms, public telephones, newsstands, bicycle racks, planters, and kiosks.

SE 5.3 Coordinate the design and appearance of street furnishings and other street amenities to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center / Midtown, Pasadena Playhouse and Lake Avenue Sub-Districts.

SE 5.4 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street furniture and other street amenities within those areas.

SE 5.5 Encourage sidewalk dining, provided clear passage is maintained for pedestrians; reference detailed guidelines for sidewalk dining found in the Citywide Design Principles & Criteria.

Citywide Design Criteria

- Public Character: A street should readily communicate that it is public space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.
Public Realm Design Guidelines

District-wide Guidelines: Street Environment

Guideline SE 6: Include Pedestrian-Scaled Lights

**Intent**
Light affects the quality of place; harsh light feels uncomfortable and too little seems unsafe. The size and scale of light standards also affects the character of a street. Large, cobra head fixtures communicate that the street is the car’s domain, whereas smaller, human-scaled fixtures suggest that the street is safe to walk. Street lighting should assure that Downtown sidewalks are the pedestrian’s realm.

**Recommendations**
SE 6.1 Incorporate pedestrian scaled fixtures that emit a warm light along streets and sidewalks; sidewalks should be well-lit.

SE 6.2 Direct lighting along sidewalks and pedestrian walks to produce minimal glare.

SE 6.3 Choose pole fixtures of a consistent type and size along a single block.

SE 6.4 Coordinate fixture design with other street amenities to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center / Midtown, Pasadena Playhouse, and Lake Avenue Sub-Districts.

SE 6.5 Reference the existing streetscape plans for the Old Pasadena, Civic Center / Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of street fixtures and other street amenities within those areas.

**Citywide Design Criteria**
- Public Character: A street should readily communicate that it is public space.
- Protected Sidewalks: A street should contribute to the physical safety and comfort of pedestrians.

Downtown Precedent: decorative street lamps increase pedestrian safety and comfort

Downtown Precedent: distinctive light fixtures promote local identity
Assist Visitor Orientation

Intent
People seek to readily understand and remember the physical layout of the places they inhabit. Landmarks and views help residents and visitors alike orient themselves and find their destinations. However, the presence of signs, maps, and other way-finding tools in the public realm is also important. Environmental graphics orient vehicles and pedestrians; point out places of interest; add visual interest to the street; contribute to a sense of place; and encourage further exploration of the area.

Recommendations
SE 7.1 Consider the use of special paving and landscape treatment to give distinctive accents to areas with a unique identity; also consider special treatment to mark important intersections and identify notable historical and cultural landmarks.

SE 7.2 Utilize signs and environmental graphic systems to aid pedestrian and vehicular orientation and way-finding; identify special districts, historical and cultural landmarks, and local attractions.

SE 7.3 Provide a coordinated system of signs and maps that direct visitors to important public services and facilities; the public should be easily directed to government buildings, parks and plazas, transit stops, and public restrooms.

SE 7.4 Coordinate environmental graphic systems with other street amenities to unify areas with a distinct identity; this is especially encouraged within the Old Pasadena, Civic Center/Midtown, Pasadena Playhouse, and Lake Avenue Sub-Districts.

SE 7.5 Reference the existing streetscape plans for the Old Pasadena, Civic Center/Midtown, and Pasadena Playhouse Sub-Districts for detailed strategies in the treatment of environmental graphics, streetscape paving, and other street amenities within those areas.

Citywide Design Criteria
- Public Character: A street should readily communicate that it is public space.
- Street Activity: A street should be an active and engaging place.
Section 9. **PRIVATE REALM DESIGN GUIDELINES**

- **District-wide Guidelines: Site Planning**
  
  SP 1. Encourage Integrated Site Planning  
  SP 2. Define Public Space  
  SP 3. Site Plazas and Courtyards Appropriately  
  SP 4. Create Comfortable Outdoor Rooms  
  SP 5. Maintain Landscape Traditions  
  SP 6. Control Vehicular Access and Parking  
  SP 7. Make Service Facilities Unobtrusive  

- **District-wide Guidelines: Building Design**
  
  BD 1. Respect Surrounding Character  
  BD 2. Mitigate Massing and Bulk  
  BD 3. Unify and Articulate Building Facades  
  BD 4. Activate the Street Edge  
  BD 5. Demarcate Building Entrances  
  BD 6. Encourage High-Quality Construction  
  BD 7. Emphasize Human-Scale Design  
  BD 8. Design Roof Silhouettes  
  BD 9. Require Compatible Parking Structures  

- **District-wide Guidelines: Urban Residential**
  
  UR 1. Respect Urban Development Patterns  
  UR 2. Create Appealing Street Scenes  
  UR 3. Incorporate Functional Communal Spaces  
  UR 4. Minimize Service and Parking Impacts  
  UR 5. Compose Attractive Residential Facades
Encourage Integrated Site Planning

New development in the Central District should contribute to a coherent sense of the whole. This idea stresses: reinforcing the architectural context, placing a strong visual emphasis on the street, and supporting active public space. Likewise, developments that turn inward, result in left-over space or fail to address public life are inappropriate. Fulfillment of these wider design objectives requires an integrated approach to site planning. Buildings, parking, service access, plazas, and courtyards must each recognize the important relationship between public and private space.

Recommendations

SP 1.1 Provide for the functional and visual integration of building, services, vehicular access and parking, and “outdoor rooms” such as plazas, fore-courts, interior courtyards, and passages.

SP 1.2 Site parking and services so as to allow desired uses and activities; for instance, locate parking behind buildings or interior to a block to support pedestrian-oriented streets.

SP 1.3 Discourage developments that are internally focused at the expense of an active street environment, or developments that result in “left-over” space.

SP 1.4 Establish clear pedestrian connections on-site that are well-marked and gracious; direct pedestrians from surface or structured parking to buildings, streets, and public spaces.

SP 1.5 Buffer adjacent sensitive land uses from undesirable impacts that may originate from a site; buffers may be landscape and/or architectural in character.

Citywide Design Criteria

- Integrated Planning: A site should support the functional and visual integration of on-site facilities and uses.

- Comfortable Access: A site should establish an easy transition between exterior and interior space.
Section 9

PRIVATE REALM DESIGN GUIDELINES

District-wide Guidelines: Site Planning

**Guideline SP 2**

**Define Public Space**

**Intent**

The life of Downtown is closely tied to the character of its public space. Collectively, new and old buildings through their location and orientation configure outdoor space; they determine its intimacy, spaciousness, continuity and enclosure. It is especially important to acknowledge the importance of streets as public space. Where the building meets the sidewalk should be a place of intense interaction; a consistent building line at or near the front property line contains activity, unifies the street, and establishes visual continuity along the street.

**Recommendations**

SP 2.1 Locate and orient buildings to positively define public streets and civic spaces, such as public plazas; maintain a continuous building street wall and in general limit spatial gaps to those necessary to accommodate vehicular and pedestrian access.

SP 2.2 Build to a sufficient height at or near the property line to define the street edge and create a sense of enclosure.

SP 2.3 Encourage recessed main building or shop entrances consistent with a traditional “main street” design that is inviting and does not interrupt street and/or retail continuity.

SP 2.4 Permit “eroded” building corners at street intersections sufficient to promote visibility and to allow for the comfortable collection of people.

SP 2.5 Allow large developments to pull back from the street edge for plazas or gracious entry fore-courts, provided street continuity is not unduly interrupted along the majority of the block.

SP 2.6 Allow the integration of an arcade or colonnade along the sidewalk edge, provided street and/or retail continuity is not unduly interrupted.

**Citywide Design Criteria**

- Spatial Definition: A street should read as well-defined space.
- Functional Integration: A site should support the functional and visual integration of on-site facilities and uses.

Downtown Precedent: a consistent building frontage defines the space of the street

Downtown Precedent: street facades are built at or near the edge of the sidewalk

Downtown Precedent: recessed entries welcome without interrupting retail continuity
Site Plazas and Courtyards Appropriately

Intent
Plazas and courtyards are an integral part of the social life of Downtown. They promote civic gathering and can provide a quiet refuge from the urban environment. The more intimate-style courtyard is traditional in Pasadena. Nonetheless, the location, size, and design of a plaza, courtyard or garden must be carefully considered in relation to its surroundings. Outdoor space that is excessively large or incorrectly sited may lack spatial definition, weaken the continuity of the street, or detract from the existing network of open space.

Recommendations
SP 3.1 Encourage the presence of well-defined outdoor space, such as on-site plazas, interior courtyards, patios, terraces and gardens; these are especially encouraged in association with major developments.

SP 3.2 Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses; for instance, on-site plazas should not unduly interrupt the retail continuity of a street.

SP 3.3 Site outdoor spaces to establish a comfortable transition between the exterior and interior of a building.

SP 3.4 Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street.

SP 3.5 Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.

SP 3.6 Dimension outdoor spaces to human occupation; they should be proportioned to their surroundings and envisioned use.

SP 3.7 Link adjoining outdoor spaces with comfortable paths and walks to create a network of spaces.

Citywide Design Criteria
- Outdoor Rooms: A site should have places amenable to outdoor activity and use.
- Comfortable Access: A site should establish a easy transition between exterior and interior space.
Create Comfortable Outdoor Rooms

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

SP 4.1 Make plazas and courtyards comfortable for human activity and social interaction – standing, sitting, talking, eating.

SP 4.2 Create a pleasant microclimate, including shade from summer sun and access to winter sunlight; locate seating with consideration to noontime sun and shade.

SP 4.3 Plant deciduous trees; shade and sunlight are most effectively regulated through the planting of deciduous trees that are sizeable at maturity, although this does not prohibit evergreens and palms.

SP 4.4 Use plants, furniture and lighting to shape, embellish, enliven and give purpose to outdoor space; lush plants, warm materials and pleasing details are encouraged.

SP 4.5 Include integrated landscape planters and/or freestanding pots of varying size.

SP 4.6 Encourage the presence of uses that will activate outdoor space and complement street activity; consider locating retail businesses, outdoor cafes, and vendors within a plaza or around its perimeter.

SP 4.7 Design outdoor space with safety in mind; on-site public plazas should promote visibility from the street, and provide architecturally compatible lighting to enhance nighttime security.

SP 4.8 Consider adding a focal element, for instance, a sculpture, fountain, or art piece to outdoor space; civic art in outdoor plazas and courtyards is encouraged.

Citywide Design Criteria
- Outdoor Rooms: A site should have places amenable to outdoor activity and use.
- Human Occupation: A site should include amenities for comfortable social interaction.
Maintain Landscape Traditions

Intent

Pasadena, including Downtown, has an outstanding tradition of Mediterranean landscape design. Plazas, intimate courtyards, terraces and gardens contribute to an exceptional outdoor setting, abundant with trees and floral displays. New development should continue to build upon these traditions and qualities found within the local landscape.

Recommendations

SP 5.1 Utilize a landscape palette that reflects the history, culture, and climate of the Central District; in general, use a rich, yet coordinated palette of landscape materials to provide scale, texture, and color.

SP 5.2 Encourage the use of on-site planting, furniture, lighting and site details that respect the landscape character of the immediate area and support the design intentions of the building architecture.

SP 5.3 Provide year-round greenery; automatic watering systems and drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns.

SP 5.4 Make prudent use of water as a defining element in the landscape; for instance, a fountain may provide the focal point of a courtyard or plaza.

SP 5.5 Provide opportunities for installation of civic art in the landscape; designer/artist collaborations are encouraged.

SP 5.6 Extend the landscape character of the site to surface parking lots; in particular, introduce mature shade trees.

SP 5.7 Restrict ground-level landscaping that conflicts with retail entrances and window displays.

Citywide Design Criteria

- Cultural Expression: A community should express local history and culture.

- Human Occupation: A site should include amenities for comfortable social interaction.
Control Vehicular Access and Parking

Parking is an integral component of the Downtown, requiring careful planning. However, it is important that the overwhelming visual presence of parked cars be minimal and that parking entrances not interrupt pedestrian and retail continuity. For example, curb cuts should be managed to reduce potential conflicts with pedestrians and to avoid interruptions in street tree and building rhythms. Parking should encourage and not prohibit an active pedestrian environment.

SP 6.1 Encourage subterranean and structured parking; parking garages should be located to the interior of a block, where feasible.

SP 6.2 Incorporate space for retail and pedestrian-oriented uses along the street level facade of a parking garage, especially where pedestrian activity is most desired; parking garages should provide visual interest along the street;

SP 6.3 Site surface parking lots behind buildings or interior to a block, not to the front and preferably not to the side of a building in relation to the street; most importantly, surface parking is not to be located at a street corner.

SP 6.4 Minimize the number of curb cuts and access points to parking from the street; curb cuts should be consolidated and placed at mid-block, or provide alley access to service and parking, where feasible.

SP 6.5 Screen views of automobiles from public view and adjacent sensitive land uses, including adequate screening for parking garages; dense planting is often an effective screen for surface parking.

SP 6.6 Direct parking lot lighting away from adjacent properties, and use pedestrian-scaled fixtures that emit a warm light.

SP 6.7 Use landscaping to minimize the expansiveness of surface parking lots; shade surface parking and reduce heat build-up with rows of mature canopy trees.

Citywide Design Criteria

- Public Character: A street should readily communicate that it is public space.
- Integrated Planning: A site should support the functional and visual integration of on-site facilities and uses.
**Guideline SP 7**

**Make Service Facilities Unobtrusive**

**Intent**

The siting of necessary building elements such as service access and mechanical equipment should be given careful consideration. Often, poor planning and siting of these elements creates unsightly conditions that interrupt satisfactory public views. Planning in the early stages of development should consider the placement of service facilities and their effects on the public environment.

**Recommendations**

SP 7.1 Consider service facilities as an integral part of the site plan; avoid siting service areas and mechanical equipment as an afterthought.

SP 7.2 Locate service, loading, and storage areas away from public streets and public spaces, as far as feasible.

SP 7.3 Restrict service, loading, and storage areas from directly facing public streets, residential neighborhoods, or other important civic spaces; where possible, take service access along an alley.

SP 7.4 Buffer adjacent sensitive land uses from the undesirable impacts of service facilities; use landscape or cohesive architectural treatment to screen service access and facilities.

SP 7.5 Screen roof-mounted mechanical equipment from public view and locate it away from the street edge; reference the Citywide Design Guidelines for Screening of Rooftop Equipment.

**Citywide Design Criteria**

- Public Character: A street should readily communicate that it is public space.

- Integrated Planning: A site should support the functional and visual integration of on-site facilities and uses.
**Guideline BD 1**

**Respect Surrounding Character**

Contemporary ways of building can potentially create visual conflicts with older buildings due to differences in scale, massing, and degrees of articulation. On the other hand, new buildings are occasionally clothed in exteriors that mimic past architectural styles. This nostalgic misrepresentation confuses the relationship between buildings over time, devaluing and questioning the authenticity of true historic structures. Pasadena emphasizes the notion of historical continuity – the relationship of built structures over time. This relationship expresses diversity within a coherent whole, reinforcing the unique and evolving historical and cultural character of the City.

**Recommendations**

**BD 1.1** Design visually attractive buildings that add richness and variety to the Downtown environment, including creative contemporary architectural solutions.

**BD 1.2** Integrate new development with its surroundings, emphasizing functional and visual continuity while admitting individual expression.

**BD 1.3** Establish a harmonious transition between newer and older buildings; compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

**BD 1.4** Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged.

**BD 1.5** Avoid mimicry of historical architectural styles; new buildings should not appear to have been constructed during a past era, and references to period architecture should be interpreted in a contemporary manner.

**BD 1.6** Discourage excessive and overly gratuitous ornamentation that detracts from the visual clarity of Downtown’s historic architecture.

**BD 1.7** Employ design strategies and incorporate architectural elements that reinforce Downtown’s unique qualities; in particular, Downtown’s best building’s tend to support an active street life.

**Citywide Design Criteria**

- **Contextual Fit**: A building should fit with its surroundings.
- **Three-Dimensional Quality**: A building should add interest and variety to its surroundings.
Mitigate Massing and Bulk

Intent

Large, monolithic buildings negate the qualities particular to the Central District. At their worst, these buildings make Downtown a less humane place. The proper consideration of the scale, massing and detail of individual buildings will contribute to a coherent streetscape and satisfying public environment.

Recommendations

BD 2.1 Design building volumes to maintain a compatible scale with their surroundings; in general, break down the scale and massing of larger buildings.

BD 2.2 Rely on building massing and orientation to place strong visual emphasis on the street and other important civic spaces.

BD 2.3 Employ strong building forms such as towers to demarcate important gateways, intersections, and street corners; strong corner massing can function as the visual anchor for a block.

BD 2.4 Employ simple, yet varied masses, and emphasize deep openings that create shadow lines and provide visual relief; discourage monolithic vertical extrusions of a maximum building footprint.

BD 2.5 Use articulated sub-volumes as a transition in size to adjacent historic or residential structures that are smaller in scale.

BD 2.6 Vary three dimensional character as a building rises skyward; in general, differentiate between the base, middle and top levels of a building.

BD 2.7 Emphasize the horizontal dimension to make a tall building appear less overwhelming.

Citywide Design Criteria

- Contextual Fit: A building should fit with its surroundings.

- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
## District-wide Guidelines: Building Design

### Guideline BD 3

#### Unify and Articulate Building Facades

Ultimately, all buildings need to make a positive contribution to the architectural heritage of Pasadena. A set of responsive, regulating proportions will contribute to a coherent building design and promote architectural unity within the Downtown. Proper articulation of a building’s facade will add to the richness and variety of Downtown architecture.

#### Recommendations

| BD 3.1 Establish a building’s overall appearance on a clear and pleasing set of proportions; a building should exhibit a sense of order. |
| BD 3.2 Utilize a hierarchy of vertical and horizontal expression; facade articulation should reflect changes in building form. |
| BD 3.3 Respond to the regulating lines and rhythms of adjacent buildings that also support a street-oriented environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, and windows. |
| BD 3.4 Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street. |
| BD 3.5 Provide a clear pattern of building openings; fenestration should unify a building’s street wall and add considerably to a facade’s three-dimensional quality. |
| BD 3.6 Avoid uninterrupted blank wall surfaces along all building facades; the use of opaque and highly reflective glass is also discouraged. |
| BD 3.7 Encourage the use of recessed windows that create shadow lines and suggest solidity. |

#### Citywide Design Criteria

- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
- Human Scale: A building should contribute to a more pleasant and humane living environment.
Section 9

PRIVATE REALM DESIGN GUIDELINES

District-wide Guidelines: Building Design

Guideline BD 4

Activate the Street Edge

**Intent**
Accommodating public use at the ground floor is critical to a socially and visually stimulating Downtown, and street level facades offer the greatest opportunity to support pedestrian activity. Multiple storefronts, shop entrances, and activities enliven the street, sustain attention, and provide a safe pedestrian environment. Generous windows placed at the ground floor give people inside a knowledge of those on the street, and the people on the street gain an awareness of the activity inside. This phenomenon is commonly referred to as “eyes on the street,” and supports an active day and night street environment.

**Recommendations**

BD 4.1 Promote active, pedestrian-oriented uses with a high degree of transparency along the street; uses should be readily discernable to the passer-by.

BD 4.2 Design buildings to encourage multi-tenant occupancy and walk-in traffic at the street level; as far as feasible, uses which have little need for walk-in traffic should be discouraged from street-front locations.

BD 4.3 Encourage a frequent cadence of storefront entrances along streets where a pedestrian-oriented environment is especially desired.

BD 4.4 Discourage grade separations between sidewalks and ground floor commercial uses.

BD 4.5 Rely on shop windows and entrances to animate the street and sustain attention; provide generous street-level windows and encourage storefronts that are predominantly transparent glass.

BD 4.6 Restrict the use of reflective, opaque, and highly tinted glass, especially at street level; storefront doors also tend to be more inviting when they are transparent glass.

**Citywide Design Criteria**

- Sidewalk Activity: A street should be an active and engaging place.
- Visual Transparency: A building should offer helpful cues about its access and use.
**Guideline BD 5**  

**Intent**  
Buildings should offer helpful cues to their access and use. A main lobby entrance to a building serves a different purpose than a storefront entrance to a street level shop. The differences in use should be accentuated in their design. Main entrances that are easily distinguishable provide comfort and ease for the pedestrian searching for their destination. Prominent entrances also add character, identity, and interest along the street.

**Recommendations**  

BD 5.1 Provide well-marked, articulated building entrances oriented to streets and public space.

BD 5.2 Orient main building entrances to directly face the street; buildings that front multiple streets should provide a main entrance along each street.

BD 5.3 Relate the size and scale of a main building entrance to the overall width and height of the building and its ground floor “base.”

BD 5.4 Accentuate the entrance(s) to a building’s main lobby or interior office space; these main building entrances should be prominent in terms of size, articulation, and use of materials.

BD 5.5 Consider placing the main building entrance at a street corner, where feasible.

BD 5.6 Differentiate a main building entrance from storefront entrances into street level businesses.

BD 5.7 Encourage the use of highly crafted materials or civic art pieces to accentuate the appearance of entrances.

**Citywide Design Criteria**

- Public Character: A street should readily communicate that it is public space.

- Visual Transparency: A building should offer helpful cues about its access and use.
Encourage High-Quality Construction

Pasadena’s architectural heritage is extraordinary among local communities and new buildings should continue this tradition. Therefore, it is imperative that all buildings are constructed as a long-term addition to the urban fabric. A well-built structure adds value to the Central District. It contributes to the stock of well-crafted buildings, and communicates the significance and enduring quality of the place.

BD 6.1 Consider each building as a high-quality, long-term addition to Downtown; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting.

BD 6.2 Use materials, colors, and details to unify a building’s appearance; buildings and structures should be built of compatible materials on all sides.

BD 6.3 Design architectural features that are an integral part of the building, and discourage ornamentation and features that appear “tacked-on” or artificially thin; this applies to balconies, canopies and awnings, as well as exposed rafters and beams, moldings, downspouts, scuppers, etc.

BD 6.4 Employ especially durable and high-quality materials at the street level, encouraging those materials that show permanence and quality, minimize maintenance concerns, and extend the life of the building; examples of appropriate building materials for use at the street level include: stone, terra-cotta or tile, metal, brick and transparent glass.

BD 6.5 Avoid the use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) on exposed, ground level locations; in addition, through-the-wall vents should not be placed on primary elevations.

BD 6.6 Limit the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony; intense color should be used only as an accent or as part of a carefully executed and balanced color scheme.

- Contextual Fit: A building should fit with its surroundings.
- Human-scale: A building should contribute to a more pleasant and humane living environment.

Examples of high quality material and detailing for general application include:

- Plaster cement walls with extruded channel reveals and smooth-troweled surfaces.
- Extruded metal framing for storefronts.
- Concealed downspouts threaded through interior walls; if exposed, downspouts that are an appropriate size and gauge for the scale of the building.
- Heavy-guage metal or tile cuppers on balconies.
Emphasize Human-Scale Design

The individual interacts with the street level of a building in an intimate fashion, and this is likely to influence our perception of the entire place. If emphasis is placed on the human-scale, buildings will communicate that Downtown is an inviting and pleasant living environment. Rich visual details at the street level add interest and character to the facade, setting the stage for an active street environment and reinforcing pedestrian comfort.

BD 7.1 Distinguish the ground level of a building from the upper levels of a building, especially where a building orients to the street and/or defines public space.

BD 7.2 Establish a rhythm of vertical elements along the street-level facade; for instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.

BD 7.3 Use design elements such as separate storefronts, display windows, shop entrances, exterior light fixtures, awnings and overhangs to add interest and give a human dimension to street-level building facades.

BD 7.4 Give greater attention to detail at the street level of a building to satisfy the pedestrian; emphasize details that modulate the light and provide evidence of artistry and craft.

BD 7.5 Show creativity and individual expression in the design of storefronts, and encourage shop windows that reveal multi-layered displays and shifting patterns of activity.

BD 7.6 Provide overhead cover along the sidewalk for pedestrian comfort, especially where there are few mature street trees; canopies and awnings are encouraged.

BD 7.7 Size exterior light fixtures, canopies and awnings to the scale of the building and sidewalk.

Citywide Design Criteria

- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
- Human-scale: A building should contribute to a more pleasant and humane living environment.
Design Roof Silhouettes

Intent
A building’s silhouette can provide a memorable image. As an important feature of the building, the rooftop should be interesting in form, complement the building, and favorably add to Downtown’s skyline. Often, however, rooftop equipment and other important components are not considered in the design, and have a negative visual impact on the building. This equipment can be so large as to draw attention to itself, or the screening devices can be so extensive that they alter the mass of the building.

Recommendations
BD 8.1 Express roofs in a visually interesting manner that complements the composition of the building and the surrounding area; sculpted roof forms are encouraged.

BD 8.2 Employ high quality roofing material for roofs that are visible from the street and other public spaces.

BD 8.3 Use a strong, attractively detailed cornice or parapet in conjunction with a flat roof.

BD 8.4 Design roof silhouettes that are orderly and attractive; mechanical penthouses and stair towers should appear as integrated forms, and should be clad with materials complementing the main body of the building.

BD 8.5 Locate and/or screen rooftop equipment so that it is not visible from streets and other public spaces, including alleys; use methods of rooftop screening that are integral to the building’s form.

BD 8.6 Give consideration to potential views of the rooftop from adjacent buildings.

Citywide Design Criteria
- Contextual Fit: A building should fit with its surroundings.
- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
**Section 9**

**PRIVATE REALM DESIGN GUIDELINES**

**District-wide Guidelines: Building Design**

**Guideline BD 9**

**Require Compatible Parking Structures**

**Intent**

Parking structures tend to be large and monolithic, detracting from the appearance of the street and deadening the sidewalk. Ideally, parking structures will be located to the interior of a block with minimal visual impact, but this may not always prove possible. Parking structures that front on the street must take special care to fit with the urban fabric; massing, scale, and facade articulation should respond to surrounding buildings and provide three-dimensional interest.

**Recommendations**

BD 9.1 Design parking structures that are compatible with, but not necessarily indistinguishable from, adjacent buildings and their surroundings in terms of scale, massing, and materials; in particular, the height of a parking structure should not exceed the height of the principal building it serves.

BD 9.2 Minimize the presence of large, blank walls; achieve a balance of solids (wall) and voids (openings) arranged to complement neighboring structures.

BD 9.3 Provide architectural screens and/or a rhythm of window-like punched openings arranged so as to articulate the facade, hide parked vehicles, and shield lighting.

BD 9.4 Ensure that ground floor parking is entirely screened from public view, and preferably, that the ground floor integrates active uses along the sidewalk.

BD 9.5 Locate vehicular ramps within the structure so that they are not readily visible from the street.

BD 9.6 Make sure that pedestrian entries to the parking structure are clearly articulated, and that stairwells and elevators may be identified.

**Citywide Design Criteria**

- Contextual Fit: A building should fit with its surroundings.
- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
Respect Urban Development Patterns

Residential buildings should add to the character and quality of the Downtown community. This begins with a strong relationship between the building and the street; street-oriented development will support compatibility among an active mixture of Downtown uses. Nonetheless, urban housing must provide for minimum levels of privacy required of any living environment. A layered transition from public to private space is critical.

UR 1.1 Discourage internally focused residential developments; residential buildings should create a consistent urban street wall that defines the street edge, including street elevations that are especially visible and attractive.

UR 1.2 Limit breaks in the building street wall to those necessary to accommodate vehicular and pedestrian access, or to establish a visual connection with communal open space areas.

UR 1.3 Employ simple and strong, yet varied massing, that places strong visual emphasis on the street; articulated sub-volumes and horizontal regulating lines should provide a visual transition to adjacent structures that are smaller in scale.

UR 1.4 Alter roof form and height to complement a residential building’s mass and articulation.

UR 1.5 Minimize setbacks from the sidewalk while maintaining privacy for residential uses.

UR 1.6 Provide a shallow setback and a minor grade separation between the first floor and sidewalk where residential uses occupy the ground floor; this will promote privacy and also accommodate entry porches and stoops.

UR 1.7 Build at or near the edge of the sidewalk and restrict grade separations where commercial uses occupy the ground floor of an otherwise residential building.

Spatial Definition: A street should read as well-defined space.

Contextual Fit: A building should fit with its surroundings.
**Guideline UR 2**

**Create Appealing Street Scenes**

**Intent**

Streets throughout Downtown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to the life of the street. Porches and stoops will communicate a sense of arrival and allow opportunities for informal social interaction; balconies and windows animate the street and create a self-policing environment.

**Recommendations**

- **UR 2.1** Vary residential building plans and facades to avoid monotony and create identity from building to building, as well as add interest to the street.

- **UR 2.2** Provide multiple residential building entrances that activate and are oriented to the street.

- **UR 2.3** Provide entry porches and stoops as a transitional space between the public sidewalk and residential building and/or dwelling entrances; porches and stoops should not encroach upon a public sidewalk.

- **UR 2.4** Incorporate upper floor balconies, bays, and windows that overlook the street, enliven the street elevation, and communicate the residential function of the building.

- **UR 2.5** Make ground floor commercial uses visually distinct from the residential space above; residential entrances should read differently from entrances to ground floor commercial uses.

- **UR 2.6** Encourage the use of generous windows that are predominantly transparent glass for ground floor commercial uses within otherwise residential buildings.

**Citywide Design Criteria**

- Public Character: A street should readily communicate that it is public space.

- Three-Dimensional Quality: A building should add interest and variety to its surroundings.
Incorporate Functional Communal Spaces

Communal open spaces areas should be a part of all urban residential projects, but these spaces need to be functional and therefore, integrated with the overall design. Communal open spaces are intended as spaces where residents may interact; they may also provide recreational opportunities that are not otherwise conveniently found Downtown. Outdoor furnishings, recreational facilities, and other site amenities, coupled with attractive planting and landscape design will make communal space domestic, inviting, and useable.

ур 3.1 Incorporate communal outdoor spaces with residential projects; locate and size these spaces so that they are functional and support human occupation and use.

ур 3.2 Site communal open space so that it is centrally located; moreover, large contiguous open space areas are generally preferable to a series of small, isolated spaces.

ур 3.3 Design communal open space areas so as to lend them the character of outdoor rooms; building walls, plants and other landscape features should contribute to the containment of outdoor space.

ур 3.4 Incorporate outdoor furnishings, recreational facilities and other community amenities; distinguish the design of communal spaces from private outdoor spaces.

ур 3.5 Include mature canopy trees throughout a site and within communal outdoor spaces to regulate access to sun and shade.

ур 3.6 Provide a convenient system of outdoor passages that connect residential outdoor spaces and ties these spaces to the network of public sidewalks.

ур 3.7 Encourage ground level pedestrian passages and common spaces with a strong visual connection to the street.
Minimize Service & Parking Impacts

The visual presence of unattractive project elements, such as trash areas, mechanical and electrical equipment can have a negative impact on the livability of a residential environment. In general, these elements should not be visible from the street, on-site communal gathering areas, or residential dwelling units. Foresight and proper planning will accommodate these necessities without compromising the desirability of urban living.

Recommendations

UR 4.1 Locate parking to reduce its visibility from streets and other public and communal spaces; for instance, place parking below or interior to the block of a residential development.

UR 4.2 Minimize the amount of street frontage devoted to vehicular access, and locate points of access so as to not dominate street elevations; take access off of an alley, where feasible.

UR 4.3 Locate and screen service areas and mechanical/electrical equipment to reduce their visibility from public and communal gathering areas; use methods of screening that are compatible with the residential architecture.

UR 4.4 Provide sturdy trash enclosures constructed of opaque material to screen trash receptacles; design trash enclosures for compatibility with the residential architecture.

Citywide Design Criteria

- Public Character: A street should readily communicate that it is public space.
- Integrated Planning: A site should support the functional and visual integration of on-site facilities and uses.
Composing Attractive Residential Facades

Downtown housing should be visually attractive. A residential building should also clearly communicate its domestic function. Well-composed building facades and intimately-scaled architectural elements such as balconies, bay windows, and trim details add residential character and make urban housing appealing and comfortable for its inhabitants.

Recommendations

UR 5.1 Articulate residential building facades to unify a building’s appearance, and add interest, scale, and three-dimensional quality; articulation may be provided through periodic changes in wall plane, building material and/or color, the introduction of building fenestration, or other approaches that create visual interest and/or shadow lines.

UR 5.2 Create a simple, pleasing composition that uses a common vocabulary of forms, architectural elements, and materials; continue design elements, detailing, and materials around the entire structure.

UR 5.3 Utilize windows and doors to establish scale and give expression to residential buildings; details that contribute to a more intimate and domestic appearance are encouraged.

UR 5.4 Incorporate three-dimensional design features, such as balconies and bays; windows other than bays should be recessed behind the plane of the building to create shadow lines.

UR 5.5 Use clear or lightly tinted window glazing, and discourage the use of simulated muntins in favor of structural muntins (i.e. true-divided lights); exceptions may be considered provided they are architecturally integrated and support a high-quality design. Reference the Design Guidelines for Windows in Multi-unit Residential Projects found in the Citywide Design Principles & Criteria.

UR 5.6 Employ high-quality, durable materials that exhibit a permanence and quality appropriate to an urban setting; masonry, tile, stucco and wood are especially suitable materials.

Citywide Design Criteria

- Visual Appeal: A residential dwelling should be visually appealing.
- Domestic Scale: A residential dwelling should be intimately scaled for the use and enjoyment of its inhabitants.
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PASADENA PEDESTRIAN PLAN

VOLUME 2

SECTION 5

GUIDELINES FOR TRANSPORTATION REVIEW OF PROJECTS
TRANSPORTATION CONSIDERATIONS FOR
PROJECT REVIEW PROCESS

The Pasadena Mobility Element contributes to the City’s vision of promoting a livable community where people can circulate without cars. The Element is based on achieving the following three objectives: Encourage non-auto travel, Protect neighborhoods, and Manage multimodal corridors. The Mobility Element reflects extensive public review over a two-year period: Three Council policy workshops, twenty five neighborhood meetings, and five joint discussion meetings of the Planning Commission and the Transportation Advisory Commission were held prior to the document’s final approval.

The implementation programs of the Mobility Element include an increased emphasis on comprehensive review of transportation aspects of development projects in addition to the existing environmental review process. This document outlines major transportation factors that should be taken into account to facilitate project review and to guide development throughout the community.

All of the factors included in this document are drawn from Mobility Element policies, programs, and implementing actions. These considerations are applicable to all development projects subject to transportation project review. They should be applied in the context of City plans and policies.

Mobility Element Objectives
The type, location, and operating characteristics of a development project should be taken into consideration at the outset of the project review process. Also, details pertinent to transportation issues should be identified at that time. Following are factors that should be addressed:

**PROPOSED PROJECT**
- New development
- Expansion and/or reuse of an existing development

**PROJECT LOCATION**
- Within a Specific Plan area
- On, or adjacent to, a multimodal corridor
- Located near other planned projects with opportunities to share mitigations and enhancements
- On, or adjacent to, a de-emphasized street
- On an existing or approved transit route
- Adjacent to a transit stop
- On a designated bikeway
- Close to sensitive land uses such as senior center, hospital, recreation center, school, park, etc.
**PROJECT SCOPE & DETAILS**

- Within a Transit-Oriented District (TOD)
- Adjacent to a Gold Line Station
- Adjacent to a busy pedestrian intersection
- On, or adjacent to, a Suggested Route to School
- Proximity to approved transportation projects

**LAND USE(S)**

- Single land use
- Mixed use
- Opportunity for shared parking

**PROJECT SCALE AND TRAFFIC IMPACT**

- Scale of development
- Number of intersections with significant traffic impact
- Street capacity consistent with City policy to minimize widening of streets

**OTHER TRANSPORTATION CHARACTERISTICS**

- Items based on community comments
- Vehicle fleet to be located on site
- Private shuttle for the project
PROJECT SCOPE & DETAILS

✓ User groups with special transportation needs such as children, seniors and persons with disabilities
✓ Special transportation considerations such as emergency uses, location adjacent to police or fire station, or public utility
✓ Specified tenant with alternative hours of peak activity
✓ Use includes special events
✓ Freight delivery considerations, both on-street and off-street
✓ Proximity to a bus stop or transit center
✓ Opportunities to provide transit/bicycle/pedestrian amenities and car-sharing
✓ Adequate lighting for transit/pedestrian purposes
✓ Site location and height for accommodating traffic video equipment
✓ Extent of pedestrian activity in project vicinity
✓ Extent of bicycle activity in project vicinity
✓ Sidewalk configuration and opportunity to place bicycle racks
✓ Traffic safety information regarding adjacent intersections
✓ Opportunities for rideshare drop-off
✓ Destination-oriented use of heavy vehicles
PROJECT REVIEW CONSIDERATIONS

Once the scope of the development project has been defined, the project review process should assess the need for enhancements that would facilitate the implementation of the Mobility Element.

To assist review of projects, the following transportation aspects (see pages 7-15) should be addressed during the review process. They are grouped into six general categories: parking, bicycle, pedestrian, neighborhood protection, transit, and multimodal corridors. The need for including transportation measures or enhancements should be assessed if the project is characterized as follows:

✔ The project has an impact on parking services and/or requires a heightened need for parking.
✔ The project has a high or notable amount of pedestrian traffic or bike use.
✔ The project has a detrimental traffic impact on adjacent neighborhoods and/or on de-emphasized streets.
✔ The project is served by or impacts a transit corridor.
✔ The project is on/near a multimodal corridor or will have a notable impact on a multimodal corridor.

Following are transportation policies of the Mobility Element that should be considered during the review of new development projects and factors to be taken into account as part of that review.

PARKING
Policies regarding the provision of parking are included in the Mobility Element because the presence of on-street and off-street public parking has a direct effect on the use of the street network. The Mobility Element policies discourage the oversupply of auto parking in new development and promote a balanced approach that fosters non-auto travel. The combination of Transit-Oriented District (TOD) policies, parking management policies, and transportation demand measures offers powerful and timely opportunities to achieve a livable community where people can circulate without cars.

An additional challenge in the development of parking solutions is recognition of the unique character of many areas of the city, which means that no one parking solution will fit all situations. The City will continue to engage in collaborative efforts with residents and the business community to define, and in some instances develop, parking programs to meet their particular needs.
PROJECT REVIEW CONSIDERATIONS

PROJECT REVIEW OBJECTIVE

Identify opportunities to minimize the need for long-term and employee parking in commercial areas through programs designed to reduce dependence on auto commuting and to promote non-auto travel. The following aspects should be addressed:

- Apply the Trip Reduction Ordinance (TRO) to reduce dependence on the single-occupant automobile.
- Require developments of a threshold size to provide appropriate transit enhancements, bicycle facilities, and other provisions to encourage rideshare, such as taxi staging areas, and rideshare pick-up areas for carpools and vanpools.
- Develop parking guidelines for Transit-Oriented Districts that discourage an oversupply of long-term parking by placing a cap on the maximum allowable long-term parking for new development.
- Locate building entrances in close proximity to the street to provide for convenient access to transit stops and sidewalks.
- Place parking in the rear or below buildings to avoid creating a barrier to street access.
- Encourage mixed-use development to share parking and common driveways.
- Seek opportunities to enhance pedestrian circulation and safety with special attention given to the needs of seniors, youths, and persons with disabilities.
- Identify the feasibility of direct pedestrian linkages between transit portals/platforms and their adjacent commercial development through project orientation and design.
Mitigate traffic impacts by coordinating parking management policies, transit enhancement policies, and Transportation Demand Management (TDM) policies such as provision of transit passes in lieu of free parking.

Provide visitor parking close to destinations.

Assess short- and long-term bicycle parking options.

Provide information on transportation benefit programs for employees that encourage non-auto travel and reduce traffic impacts.

Assess the feasibility of shared parking between new mixed-use developments or with existing developments.

Where appropriate, include provisions regarding the prohibition of parking of commercial vehicles in residential areas.

Assess the need for short-term parking depending on proposed land uses.

Consider availability and need for short- and long-term parking options such as bicycle lockers, bicycle valets, and/or bicycle stations.

For developments of a threshold size, encourage application of technology to improve the efficiency of parking facilities to minimize their traffic impact on local streets.

Identify opportunities to provide priority parking for clean-fuel vehicles and car-share vehicles.
PROJECT REVIEW CONSIDERATIONS

BICYCLE

Pasadena has a number of existing and planned bikeways designated as paths, lanes, and routes. Well-placed and adequate bicycle parking supports the use of these bikeways. Mobility Element policies foster the use of bikeways and the provision of supporting bicycle facilities and amenities.

PROJECT REVIEW OBJECTIVE

Promote the use of bicycles and identify opportunities for bicycle enhancements. The following aspects should be addressed:

- Review opportunities for the provision of bicycle facilities as part of the trip reduction ordinance.
- Incorporate bike enhancements as part of improvements to the traffic signal system.
- Increase the availability of bicycle parking as part of the project and on the adjacent sidewalk.
PROJECT REVIEW CONSIDERATIONS

PEDESTRIAN

The City has developed walkway areas in specific locales. The further development of these facilities will improve safety for pedestrians and can also encourage the use of other non-auto modes of transportation. The improvements include appropriately scaled sidewalks and plazas, paths, trails, pedestrian bridges, crosswalks, and pedestrian signals with crosswalks at signalized intersections to accommodate pedestrian circulation.

PROJECT REVIEW OBJECTIVE

Promote improvements for pedestrians to support vibrant and active streets. The following aspects should be addressed:

- Incorporate pedestrian-friendly features in the design of developments.
- Provide pedestrian linkages in developments adjacent to the Gold Line stations.
- Enhance pedestrian safety and provide pedestrian amenities at major places of activity with particular attention given to the needs of seniors, youths, and persons with disabilities.
- Provide pedestrian enhancements on multi-modal corridors including provisions that protect pedestrians from vehicular traffic.
- Provide pedestrian safety enhancements at busy intersections including traffic signal assists for seniors and persons with disabilities.
NEIGHBORHOOD PROTECTION

The traffic conditions on a street affect not only pedestrians (both adults and children) but also people living within the residential structures along a street. The impacts of traffic include noise, dust, air pollution, vibration, traffic accidents, and decreased pedestrian safety. These impacts affect the quality of life for people who live nearby and may raise safety concerns. The City places an emphasis on the protection of neighborhoods from the impacts of traffic, particularly cut-through traffic, the speed of cars, on-street parking and, in some cases, noise impacts.

PROJECT REVIEW OBJECTIVE

Recognize the need to incorporate neighborhood protection measures in developments that could have spillover impacts on adjacent neighborhoods or on de-emphasized streets The following aspects should be addressed:

- Assess whether proposed development adversely impacts adjacent neighborhoods and develop mitigation measures to minimize this impact.
- Identify measures to eliminate or minimize the intrusion of traffic generated by new development into residential neighborhoods and on de-emphasized streets.
- Address the need for mitigation of traffic impacts for projects intended to accommodate special events.

Refer to the *Old Pasadena Streetscapes and Alley Walkways Refined Concept Plan* for guidelines on affected projects.
Do not plan or implement traffic capacity enhancement projects on de-emphasized streets.
PROJECT REVIEW CONSIDERATIONS

TRANSIT
The City benefits from an extensive network of local and regional transit routes that provide good citywide coverage. Initiation of the Gold Line Light Rail service, bus transit restructuring studies being conducted by the San Gabriel Valley Sector, expansion of the ARTS service, definition of Transit-Oriented Districts (TOD), and adoption of a Bicycle Master Plan provide considerable opportunities to promote and encourage non-auto travel. The planning and development of new projects are important to reduce dependence on the automobile and promote expansion and enhancement of the transit program.

PROJECT REVIEW OBJECTIVE

Promote the use of transit through improved and expanded services, convenient and comfortable transit centers; clear and easy-to-understand user information; clean, safe, and convenient transit waiting areas; and amenities that promote the use of transit. The following aspects should be addressed:

- Provide convenient transit access between affordable housing, employment, and services.
- Assess the need for additional transit stops, the location of existing stops, and the need for transit amenities at these locations.
- Seek opportunities to strengthen the transit components of the Trip Reduction Ordinance.
- Provide for adequate bicycle facilities linked with transit services.
Encourage provisions for clean, safe, and attractive transit stops as part of new project development.

Assess potential opportunities for non-auto travel demonstration programs such as car-sharing.

Improve public information at transit stops.

Provide well-lighted and clean transit stops.

Locate transit stops adjacent to uses that increase user convenience and safety.

Include the provision of wayfinding signs in the review of projects adjacent to major transit transfer locations.

Consider installation of bus shelters where appropriate.

Consider landscaping and related enhancements at transit stops.

Assess the vertical curb at transit stops for passenger safety in boarding and alighting.

Provide for passenger waiting areas that are set back from the street edge and are protected from vehicular traffic.

Review the transit stop location relative to adjacent intersections.

Insure that provisions are incorporated for seniors and persons with disabilities.

Locate transit stops in convenient user locations.

Incorporate transit priority provisions in traffic signal upgrade improvements required as mitigation measures.
PROJECT REVIEW CONSIDERATIONS
MULTIMODAL CORRIDORS
Multimodal corridors are the City’s major thoroughfares for movement within, to, and from Pasadena and should be readily identifiable to the traveling public. These corridors should create an environment where different modes of travel can coexist. Where appropriate, the roadway should be shared, efficient travel should be facilitated, and convenient connections at key destinations and transfer locations should be encouraged. These streets are the site of many major places for pedestrian activity and destinations. The Mobility Element policies provide for seamless connections and modal transfers. They reinforce programs that contribute to a balanced and efficient transportation system linking existing and planned growth.

PROJECT REVIEW OBJECTIVE
Develop identifiable corridors that move traffic efficiently and keep traffic from intruding into adjacent neighborhoods. The following aspects should be addressed:

- Apply automated traffic signal technology to improve efficiency and environmental performance of major travel corridors.
- Provide streetscape amenities along the entire length of multimodal corridors that will be consistent with guidelines adopted as part of specific plan areas.
- Assess the need for measures to protect pedestrians from vehicular traffic particularly at major areas of pedestrian activity.
Project Review Considerations

- Assess the appropriateness of equipping a signalized intersection with vibrating or audible pedestrian functions for hearing/vision impaired persons.
- Develop engaging and active corridors through improved vehicular signage, pedestrian access, streetscape, and other enhancements.
- Provide for peak-hour parking restrictions where needed.
- Provide for and encourage mid-day delivery services.
- Provide signage to keep traffic on major travel corridors.
- Provide clear signage for transit, parking, and bicycle routes.
- Provide wayfinding signs to support pedestrian activity.
- Incorporate priority treatment for transit in determining bus stop locations, bus stop amenities, transit user signage/information, and traffic signal upgrades.
- Review the need for pedestrian safety considerations and related amenities.
- Include bicycle facilities and related amenities.
- Review truck deliveries to determine whether they can be made in mid-day hours.
- Assess the adequacy of existing on-street provisions for goods delivery.
- Assess whether a site is an appropriate location for a taxi staging area.
- Potential for frequent use of taxi cab service.
- Adequacy of street to accommodate a taxi waiting area.
SUITABLE TRAFFIC MITIGATION MEASURES

TRAFFIC MANAGEMENT SYSTEM
- Upgrade Transportation Management Center hardware, software, and monitoring equipment
- Expand Intelligent Transportation System (ITS) components, such as CCTV and Changeable Message Signs (CMS).
- Expand the City’s communication/fiber-optic backbone
- Install additional arterial loop detectors (system loops)
- Deploy traffic monitoring network in residential neighborhoods

ROADWAY SYSTEM
- Upgrade traffic signals to encourage traffic to use major arterials rather than residential streets
- Change roadway striping to enhance safety and reduce congestion
- Install wayfinding signage
- Minimize potential conflicts by encouraging developers to construct fewer driveways

PEDESTRIAN ACTIVITIES
- Equip signalized intersections with vibrating or audible pedestrian functions for hearing/vision impaired persons.
SUSTAINABLE TRAFFIC MITIGATION MEASURES

- Provide streetscape amenities along the entire length of multimodal corridors that will be consistent with guidelines adopted as part of specific plan areas

PUBLIC TRANSIT

- Provide information on transportation benefit programs for employees and multi-family residential development projects that encourage non-auto travel, including rideshare, vanpool, bus/rail route, and dial-a-ride information
- Provide transit stop amenities, including bus shelters, benches, and trash receptacles
- Consider landscaping and related enhancements at transit stops
- Upgrade traffic signal to provide transit priority provisions
- Contribute to capital costs

BICYCLE FACILITIES

- Consider video detection for bicyclists at appropriate locations
- Increase the availability of bicycle parking both on-site and on the adjacent sidewalk
- Provide bicycle maps and bicycle safety brochures

PARKING AND LOADING

- Apply technology to improve the efficiency of parking facilities to minimize traffic impacts on local streets
SUITEABLE TRAFFIC MITIGATION MEASURES

- Identify locations for priority parking for clean-fuel and car-share vehicles
- Implement peak-hour parking restrictions
- Prohibit on-street parking at critical locations to improve visibility
- Assess the adequacy of existing on-street provisions for goods delivery
- Provide passenger loading areas at key locations
- Limit truck delivery to non-peak traffic hours
- Implement parking restrictions or prohibitions to protect adjacent residential neighborhoods from on-street parking spillover

NEIGHBORHOOD PROTECTION

- Assess the potential impacts on adjacent residential neighborhoods and install appropriate traffic calming measures, such as speed humps, chokers, partial road closures, etc.