

ATTACHMENT A
SPECIFIC FINDINGS FOR CONDITIONAL USE PERMIT #6072

1. Conditional Use Permit: To allow the construction of a non-residential project over 25,000 square feet in size ('Major Project').

1. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit. Further, a project of this size that exceeds 25,000 square feet of gross floor area is permitted with a Conditional Use Permit. As such, the proposed project complies with applicable sections of the Zoning Code.

2. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. The project will provide active uses along Colorado Boulevard, Los Robles Avenue and Green Street. Further, the uses will share common parking facilities such that the overall number of needed parking spaces will be less than would typically be required, thereby making the use of the parking facilities more efficient. Finally, the project will incorporate trip reduction methods and bicycle parking into its design and operation.

3. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site within the "Civic Center/Midtown" sub-district, which is intended to support civic, cultural, and public service institutions with a supportive mix of uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Objectives and Policies: Targeted Development (1.1 and 10.1: Targeted Development Areas, 1.2: Specific Plans, 1.3 and 10.2: Transit-Oriented and Pedestrian-Oriented Development); Character and Scale of Pasadena (5.7: Enhanced Environment and 5.10 Spatial Attributes); Diverse Economy (10.3 Business Expansion and Growth, 10.9: Healthy Business Community, and 10.10: Regional Center); and Job Opportunities (11.2: Employment Diversity and 11.7: Increase Jobs).

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 5 (Build Housing Downtown); 6 (Reinforce District Character); 11 (Provide Economic

Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

4. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residences and commercial establishments in the neighborhood. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
5. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
6. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The project has been designed such that it does not require any Variances from the height, mass, or floor area development standards of the Central District section of the Zoning Code. [The only request deviation from the Zoning Code is to exceed the five-foot maximum setback as described earlier in the report]. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. Views of the mountains to the north are currently blocked by the existing Macy's building as well as the existing surrounding buildings. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.
2. Conditional Use Permit: To allow a 'Lodging - Hotels, Motels' use.
7. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The

proposed use of a 'Lodging - Hotels, Motels' use is allowed with the approval of a Conditional Use Permit in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District.

8. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The subject site is located in the CD-2 (Central District Specific Plan, Civic Center/Midtown) Zoning District which has a mix of uses intended to cater to those working in and visiting the area. The project will provide active uses along Colorado Boulevard, Los Robles Avenue and Green Street. Further, the uses will share common parking facilities such that the overall number of needed parking spaces will be less than would typically be required, thereby making the use of the parking facilities more efficient. Finally, the project will incorporate trip reduction methods and bicycle parking into its design and operation.
9. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site within the "Civic Center/Midtown" sub-district, which is intended to support civic, cultural, and public service institutions with a supportive mix of uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Objectives and Policies: Targeted Development (1.1 and 10.1: Targeted Development Areas, 1.2: Specific Plans, 1.3 and 10.2: Transit-Oriented and Pedestrian-Oriented Development); Character and Scale of Pasadena (5.7: Enhanced Environment and 5.10 Spatial Attributes); Diverse Economy (10.3 Business Expansion and Growth, 10.9: Healthy Business Community, and 10.10: Regional Center); and Job Opportunities (11.2: Employment Diversity and 11.7: Increase Jobs).

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 5 (Build Housing Downtown); 6 (Reinforce District Character); 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

10. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residents and commercial establishments in the

neighborhood. An Initial Environmental Study determined the potentially significant impacts to Greenhouse Gas Emissions and Noise can be reduced to less than significant levels through mitigation measures that are will be incorporated into the project.

11. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
12. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The project has been designed such that it does not require any Variances from the height, mass, or floor area development standards of the Central District section of the Zoning Code. [The only request deviation from the Zoning Code is to exceed the five-foot maximum setback as described earlier in the report]. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. Views of the mountains to the north are currently blocked by the existing Macy's building as well as the existing surrounding buildings. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.
3. Minor Conditional Use Permit: To allow the construction of a non-residential project over 15,000 square feet in size within the Transit-Oriented Development (TOD) Area.
13. *The proposed use is allowed with a Minor Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. Further, a project of this size that exceeds 15,000 square feet of gross floor area in a transit-oriented development zone is permitted with a Minor Conditional Use Permit. The development standards for Transit Oriented Development list certain uses that are not compatible with this district and the proposed uses are not on that list; the CD-2 Zoning District anticipates the proposed uses. As such, the proposed project complies with applicable sections of the Zoning Code.

14. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. The project will provide active uses along Colorado Boulevard, Los Robles Avenue and Green Street. Further, the uses will share common parking facilities such that the overall number of needed parking spaces will be less than would typically be required, thereby making the use of the parking facilities more efficient. Finally, the project will incorporate trip reduction methods and bicycle parking into its design and operation.
15. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site within the "Civic Center/Midtown" sub-district, which is intended to support civic, cultural, and public service institutions with a supportive mix of uses. The proposed hotel will meet these goals by providing accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Objectives and Policies: Targeted Development (1.1 and 10.1: Targeted Development Areas, 1.2: Specific Plans, 1.3 and 10.2: Transit-Oriented and Pedestrian-Oriented Development); Character and Scale of Pasadena (5.7: Enhanced Environment and 5.10 Spatial Attributes); Diverse Economy (10.3 Business Expansion and Growth, 10.9: Healthy Business Community, and 10.10: Regional Center); and Job Opportunities (11.2: Employment Diversity and 11.7: Increase Jobs).

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 5 (Build Housing Downtown); 6 (Reinforce District Character); 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

16. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residences and commercial establishments in the neighborhood. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be

mitigated to a less than significant level through the incorporation of mitigation measures into the project.

17. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
18. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The project has been designed such that it does not require any Variances from the height, mass, or floor area development standards of the Central District section of the Zoning Code. [The only request deviation from the Zoning Code is to exceed the five-foot maximum setback as described earlier in the report]. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. Views of the mountains to the north are currently blocked by the existing Macy's building as well as the existing surrounding buildings. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.
19. *The project consists of a use, or mix of uses, that encourages transit use and is oriented toward the transit user.* None of the proposed hotel, residential, restaurant, and retail uses are noted on the list of uses that are not allowed in the Transit Oriented Development section of the Zoning Code. The project is located along Colorado Boulevard corridor, which has a number of local and regional transit options (ARTS buses, regional bus lines) in close proximity to the site. Finally, the 25,000 square feet of ground floor restaurant and retails uses along Colorado Boulevard and South Los Robles Avenue will provide for a variety of uses that can serve the non-auto traveler.
20. *The project is designed to enhance pedestrian access and/or other non-motor vehicle modes of transportation to public transit.* The project is located on Colorado Boulevard, a major transportation corridor. Bus stops (and the Gold Line Station at Memorial Park) are located in relatively close proximity to the project. The project is required to submit a Transportation Systems Management Plan and will meet the City's Trip Reduction *Ordinance* by providing carpooling, vanpooling, bike parking, and other methods. Finally, the pedestrian paseo will be extended east from its

existing terminus on the west side of the existing Macy's to South Los Robles Avenue.

21. *The project encourages pedestrian activity and/or other non-motor vehicle modes of transportation and reduced dependency on motor vehicles.* In addition to the required parking reduction, the project's prominent location along Colorado Boulevard, a major transportation corridor, will allow for easy pedestrian access to not only this site, but also existing buildings and businesses in the vicinity. In addition, bus stops (and the Gold Line Station at Memorial Park) are located in relatively close proximity to the building. The building frontage along both Colorado Boulevard and South Los Roble Avenue is active and emphasizes pedestrian activity and safety. Pedestrian entry to the project will be from all street frontages and from the interior of the site. The mix of hotel, residential, restaurant, and retail will encourage a vibrant streetscape. The placement of outdoor dining along East Colorado Boulevard will create an ideal location for sidewalk-adjacent activity and to connect the uses in building to pedestrians on the sidewalk.
4. Minor Conditional Use Permit: To allow shared parking.
22. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed sharing of parking between multiple land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, is allowed with a Minor Conditional Use Permit per Section 17.46.050 (Shared Parking) of the Zoning Code.
23. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed sharing of parking between multiple land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district and Transit-Oriented District is allowed with a Minor Conditional Use Permit per Section 17.46.050 (Shared Parking) of the Zoning Code. The required conditions will ensure the project's compatibility in the vicinity and safety to surrounding businesses, residents, and public and semi-public uses.
24. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site within the "Civic Center/Midtown" sub-district, which is intended to support civic, cultural, and public service institutions with a supportive mix of uses. The proposed sharing of parking between multiple land uses will meet these goals by providing a more efficient use of existing parking facilities as an alternative to constructing additional parking spaces for Paseo Colorado.

In addition, shared parking is consistent with the goals of the General Plan by furthering the following Objectives and Policies: Specific Plans (1.3 and 10.2:

Transit-Oriented and Pedestrian-Oriented Development); and Character and Scale of Pasadena (5.7: Enhanced Environment and 5.10 Spatial Attributes).

The project also meets the following Planning Objectives of the Central District Specific Plan: 3 (Develop Urban Land Patterns); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

25. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed sharing of parking between multiple land uses will be compatible with existing commercial and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residences and commercial establishments in the neighborhood. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
26. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed sharing of parking between multiple land uses will be compatible with existing commercial and mixed-use development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
27. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The proposed sharing of parking between multiple land uses and the project are compatible with existing and future land uses, aesthetic values, character, scale, and view protection in the vicinity. The existing neighborhood is developed with a mix of commercial, residential, and public and semi-public land uses. The existing neighborhood includes buildings of different heights, construction types, vintages, and architectural character. The general design, site plan, pedestrian orientation to the streets and sidewalks, and the public-use features are in character with other development in the vicinity. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. Views of the mountains to the north are currently blocked by the existing Macy's building as well as the existing surrounding buildings. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to

Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.

28. *The spaces to be provided would be available as long as the uses requiring the spaces lawfully exist.* The project will provide parking spaces in the existing subterranean parking structure on the site as well as two above-ground parking structures on nearby properties to the south and west of the site.
29. *The quality and efficiency of the parking utilization would equal or exceed the level that is otherwise required.* The project's proposed provision of off-street parking for the entire Paseo Colorado center is consistent with the ULI-based analysis of the shared parking study (Raju & Associates, March 2014).
5. Minor Conditional Use Permit: To allow on-site valet parking.
30. *The proposed use is allowed with a Conditional Use Permit within the applicable zoning district and complies with all applicable provisions of this Zoning Code.* The proposed on-site valet parking for the hotel within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, is allowed with a Minor Conditional Use Permit per Section 17.46.020 (Valet Parking) of the Zoning Code.
31. *The location of the proposed use complies with the special purposes of this Zoning Code and the purposes of the applicable zoning district.* The proposed on-site valet parking for the hotel within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, is allowed with a Minor Conditional Use Permit per Section 17.46.020 (Valet Parking) of the Zoning Code. The required conditions will ensure the project's compatibility in the vicinity and safety to surrounding businesses, residents, and public and semi-public uses.
32. *The proposed use is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan.* The City's General Plan designates this site within the "Civic Center/Midtown" sub-district, which is intended to support civic, cultural, and public service institutions with a supportive mix of uses. The proposed hotel valet operation will meet these goals by supporting the hotel, and by extension support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Objectives and Policies: Targeted Development (1.1 and 10.1: Targeted Development Areas, 1.2: Specific Plans, 1.3 and 10.2: Transit-Oriented and Pedestrian-Oriented Development); Character and Scale of Pasadena (5.7: Enhanced Environment and 5.10 Spatial Attributes); Diverse Economy (10.3 Business Expansion and Growth, 10.9: Healthy Business Community, and 10.10: Regional Center); and Job Opportunities (11.2: Employment Diversity and 11.7: Increase Jobs).

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 5 (Build Housing Downtown); 6 (Reinforce District Character); 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

33. *The establishment, maintenance, or operation of the use would not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.* The proposed project and land uses will be compatible with existing commercial development in the vicinity. With the approval of the requested entitlements and conditions of approval, the project will not be detrimental to the health, safety, or general welfare or local residents and commercial establishments in the neighborhood. An Initial Environmental Study determined the potentially significant impacts to Greenhouse Gas Emissions and Noise can be reduced to less than significant levels through mitigation measures that are will be incorporated into the project.
34. *The use, as described and conditionally approved, would not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.* The proposed hotel, residential, restaurant, and retail uses are permitted land uses within the CD-2 (Central District Specific Plan, District 2: Civic Center/Midtown) zoning district, with the former allowed with a Conditional Use Permit as noted earlier. An Initial Environmental Study found that all potential significant environmental impacts (Greenhouse Gas Emissions and Noise) can be mitigated to a less than significant level through the incorporation of mitigation measures into the project.
35. *The design, location, operating characteristics, and size of the proposed use would be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection.* The project has been designed such that it does not require any Variances from the height, mass, or floor area development standards of the Central District section of the Zoning Code. [The only request deviation from the Zoning Code is to exceed the five-foot maximum setback as described earlier in the report]. The project site is located in the urban core of Pasadena. The visual character of the surrounding area includes a range of land uses, building styles, and heights similar to the proposed project. Views of the mountains to the north are currently blocked by the existing Macy's building as well as the existing surrounding buildings. Therefore, no new impacts to views of the mountains as a result of the construction of this project have been identified. Finally, the project is subject to Design Review and will be reviewed by the Design Commission to ensure the project is aesthetically compatible with the surrounding development.

6. Minor Variance: To allow the ground floor of the hotel building to be set back a maximum of 50 feet from Green Street where the maximum allowable setback is five feet.
36. *There are exceptional or extraordinary circumstances or conditions applicable to the project site that do not apply generally to sites in the same zoning district.*

Unlike other development sites in the vicinity, the proposed project is constrained by exceptional, unique physical and land use conditions that constrict development in a variety of ways:

As the eastern bookend of the Paseo Colorado shopping center, the project site is subject to unique constraints that apply to no other property in the same zoning district: its uses must enhance, not conflict with, the existing retail, restaurant, and residential uses of the Paseo Colorado shopping center; it must allow for integration with the existing Paseo Colorado pedestrian access in its design; and it must develop a parking and circulation plan that integrates with the pre-existing parking structure and parking spaces. Moreover, the subject property is 11-acres in size and is larger than most other parcels within the same zoning district. Accordingly, the project, which includes hotel and residential uses, provides a natural customer base complementary to the pre-existing and new retail and restaurant uses on site and serves as additional overnight accommodations for the downtown area. Because the existing pedestrian path of the shopping center is located on the northern portion of the site, a pedestrian entry way from Los Robles on the northern portion of the site will align best. An alternative design of placing the drop-off/pick-up area at the north side of the hotel building would locate vehicular access close to the new pedestrian walkway, resulting in potentially unsafe conditions. As a result, the southern hotel site is more conducive to vehicular access. Finally, aligning vehicular access with the current curb cuts on Green Street, as proposed by the motor court plan, provides a short, safe, direct path to joining the pre-existing parking structure and facilitates unimpeded vehicular travel and parking for hotel users.

With eastern-facing apartments to the immediate west, the project site must be sensitive to the reasonable needs of its neighbors directly facing the site. Development at the southern property line on the hotel site would block these apartments' access to light and air, whereas the proposed motor court would preserve access to light, air, and views.

With heavily traveled street frontages of Colorado Boulevard and Los Robles Avenue to the north and east, the project site is restricted in where it can develop access points that not only provide safe ingress and egress for vehicles but also for pedestrians. As a result, access from these arterials are problematic, whereas providing access from the lesser-traveled, one-way street of Green, as provided by the proposed motor court, eliminates conflicts with cars traveling in the opposite direction and reduces conflicts with pedestrians, creating a much safer accessway.

Finally, with a slope inclining to the north, the site is constrained in where access into the existing Paseo Colorado parking garage can be located and the existing subterranean garage presents additional development constraints. The roof of the garage is approximately five feet above the ground level when viewed from Green Street, the ramp and proposed vehicular drop off cannot be moved further north (because vehicles would not be able to clear the roof line), thereby eliminating the ability to accommodate potentially wrapping the hotel building around the drop off adjacent to Green Street. Accordingly, the proposed access way and motor court comports with the site's existing topography.

Therefore, the minor variance is required to accommodate the design of the hotel motor court off of Green Street in the southern portion of the site because of the exceptional and extraordinary circumstances described above.

37. *Granting the application is necessary for the preservation and enjoyment of a substantial property right of the applicant, and to prevent unreasonable property loss or unnecessary hardship.*

The variance would preserve and allow the applicant to enjoy the substantial property right of direct access to its property from a public street. Urban hotels require an off-street vehicular courtyard for drop-off, pick-up, and valet service for easy access to and from the public street. Were the vehicular courtyard to be eliminated, the hotel would not be able to provide valet service, easy loading and unloading of luggage, and direct access to hotel staff and services, and so could not service its guests to the same standards as comparable hotels, suffering a significant competitive disadvantage and resulting in an unnecessary hardship.

38. *Granting the application will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety, or general welfare.*

The proposed design of the hotel building, such that there will be a building element at the southern property line, while the enclosed areas of the ground floor would be set back approximately 50 feet will not create a hazardous situation that would be harmful to those on the site or nearby. The vehicular courtyard has been designed such that there will be only one driveway access, rather than a 'circular' configuration where vehicles would enter in one driveway and exit out of another. By limiting the configuration to only one driveway, there will be fewer ingress/egress points and therefore fewer points for conflict with traffic traveling on Green Street. Additionally, as proposed and conditioned, the building footprint would not result in detrimental impacts to the adjacent residential building with respect to the enjoyment of light and air currently experienced.

39. *Granting the application is in conformance with the goals, policies, and objectives of the General Plan and the purpose and intent of any applicable specific plan and the purposes of this Zoning Code, and would not constitute a grant of special privilege*

inconsistent with limitations on other properties in the vicinity and in the same zone district.

The project would replace the Macy's building – the last remaining remnant of the Plaza Pasadena project – with residential, hotel, retail and restaurant uses and establish a project in conformance the General Plan:

Guiding Principle 1: Growth will be targeted to serve community needs and enhance the quality of life. This project is located within the City's Central District, away from residential neighborhoods and replace a vacant commercial building and portions of the existing Paseo project, with hotel, residential, retail and restaurant, consistent with the uses allowed in this zoning district.

Guiding Principle 3: Economic vitality will be promoted to provide jobs, services, revenues and opportunities. The project will provide new jobs for those who would work in the hotel, retail and restaurant components of the project and an added customer base (hotel guests and residents) for the surrounding commercial uses.

Guiding Principle 5: Pasadena will be a City where people can circulate with cars. This project advocates the “park-once” strategy for patrons of the project. Hotel guests are anticipated to arrive predominately by automobile. However, once checked in, guests can easily walk to the convention center and patronize surrounding businesses without having to drive. This project is located within a Transit Oriented Development area, which mandates parking caps and reduced parking. Accordingly, the project takes advantage of shared parking to efficiently use existing automobile parking spaces to serve the proposed uses without having to build additional spaces.

General Plan Policies and Objectives:

The existing Paseo Colorado Redevelopment Project, with residences, restaurant and retail uses, has been found to be consistent with the General Plan adopted in 1994 and updated in 2004. The proposed project, expands upon these uses with the addition of a hotel. The General Plan Land Use Element designates this site within the "Civic Center/Midtown" sub-district, which is intended to support civic, cultural, and public service institutions with a supportive mix of uses. The project advances these goals by providing additional residential options for Pasadena's growing downtown population, new shopping and dining options for both local residents and regional visitors, and accommodations to support the existing business district, the Pasadena Convention Center, and Pasadena's tourist industry.

In addition, the project is consistent with the goals of the General Plan by furthering the following Objectives and Policies: Targeted Development (1.1 and 10.1: Targeted Development Areas, 1.2: Specific Plans, 1.3 and 10.2: Transit-Oriented and Pedestrian-Oriented Development); Character and Scale of Pasadena (5.7: Enhanced Environment and 5.10 Spatial Attributes); Diverse Economy (10.3

Business Expansion and Growth, 10.9: Healthy Business Community, and 10.10: Regional Center); and Job Opportunities (11.2: Employment Diversity and 11.7: Increase Jobs).

The project also meets the following Planning Objectives of the Central District Specific Plan: 2 (Identify Growth Areas); 3 (Develop Urban Land Patterns); 5 (Build Housing Downtown); 6 (Reinforce District Character); 11 (Provide Economic Opportunity); 12 (Diversify Downtown Economy); 13 (Encourage Business Retention); 14 (Promote Job Growth); 15 (Maintain Fiscal Health); 22 (Reduce Auto Dependency); 25 (Promote Transit Usage); and 26 (Make Downtown Walkable).

Central District Specific Plan:

The project is in conformance the purpose and intent of the Central District specific plan and the purposes of this Zoning Code. The Central District zoning district has site-specific setback requirements shown on Figure 3-7 (Central District Required Setbacks) of the Central District Specific Plan section of the Zoning Code. While some of setback requirements vary for a site depending on whether the project is residential or non-residential, Section 17.50.160 (Mixed-Use Projects) of the Zoning Code requires that mixed-use projects such as this be considered as non-residential projects for the purpose of determining the appropriate setback requirement.

For this site, the setback requirement shall be constructed at the property line (i.e. zero setback) along Colorado Boulevard and Los Robles Avenue whereas along Green Street a building may be set back no more than five feet. As discussed more fully below, the intent of having zero, or a minimal setback, is to promote a pedestrian at the sidewalk and avoid the 'unfriendliness' of having unused areas between the sidewalk and a building. Due to the unusual circumstances identified above, the project requires a variance from the strict application of the setback requirements, but, on balance, the project as a whole is consistent with the intent and purposes this standard.

As shown on the plans submitted for the project, the ground floor of the building along Colorado Boulevard is located at the property line through the use of columns that create a covered patio for outdoor dining for the restaurants. The upper floors where the residences are located are not subject to the same setback requirement which is why the upper floors are set back to create terraces on the upper floors. The east side of the building is located at the property line along Los Robles Avenue, with shallow recesses for visual differentiation and interest.

While the east side of the hotel building is also located at the Los Robles Avenue property line, its south side is setback approximately 50 feet to create vehicular courtyard for drop-off and pick-up

Central District Specific Plan Urban Design Concept Components:

The Central District Specific Plan makes recommendations for specific urban design concepts for the Central District (Section 6 of the Central District Specific Plan). These components, Downtown Linkages, The Public Realm, The Public-Private Interface, and The Private Realm directly influence the, "...physical design character for the Central District..." Further, these concepts and strategies are intended to create a, "...mixed-use urban center..." that places importance on the safety and comfort of pedestrians.

Downtown Linkages:

This design concept specifically identifies Colorado Boulevard as Pasadena's "Main Street", requiring that it be distinguished from all other streets in the City. To meet this goal, it should have the City's most intense mixed-use character with a continuous link between the active nodes of the Central District, with retail continuity and active street life. This concept also emphasizes pedestrian connections and routes between activity centers with streetscape improvements and pedestrian-oriented improvements to improve walkability.

The Civic Center/Midtown area is specifically highlighted in the discussion of Downtown Linkages as one of downtown's principal activity centers. The Specific Plan encourages this area to be highly accessible and emphasize its status as the, "...public heart of the community." District-wide Map 21 (Linkage Concept) not only identifies Colorado Boulevard as a main commercial boulevard and Green Street as a multi-modal corridor, both with a strong pedestrian orientation, while the intersection of Colorado and Los Robles is designated as a secondary focal intersection.

The proposed project would increase pedestrian walkability by connecting the interior pedestrian paseo of the Paseo Colorado to Los Robles Avenue by eliminating the barrier of the former Macy's building. Replacing the small retail shops along Colorado Boulevard with fine dining restaurants with outdoor dining will also create a more pleasant and active pedestrian experience along Colorado. Finally, locating the tallest element of the new construction, at 90 feet, at the Colorado/Los Robles intersection will emphasize this corner and make it a focal point of the area.

The Public Realm:

This design concept focuses on publically accessible open spaces that range from large public park and recreation facilities to smaller urban outdoor spaces. The objectives of the Public Realm concept include protecting landscape resources and walkability. While the proposed project does not include any public park space, the extension of the pedestrian paseo to Los Robles Avenue will provide greater incentive to utilize this walkway and connect to the Garfield Promenade on the

western portion of the site, thereby further solidifying its status a place for the public to gather and congregate. The extended paseo itself will also provide a place for the public to stroll and shop.

The Public-Private Interface:

The Public-Private Interface concept is intended to reinforce the connection between, "...human-scale buildings and occupiable outdoor spaces." This is accomplished by situating buildings such that they are focused towards streets and activate the sidewalk. This would support the development of urban land patterns, reinforce the character of the Central District, and walkability. To achieve these goals, the Central District Specific Plan, through the Zoning Code, establishes street setbacks throughout the Central District with the goal of reinforcing the building street wall by locating building consistently at or near the sidewalk.

As noted earlier, new construction on this site along Colorado Boulevard and Los Robles Avenue is required to be located at the property line, while new buildings along Green Street may be set back as far as five feet. As also noted earlier, the new northern building will be located at the property lines along Colorado Boulevard and Los Robles Avenue, with step-backs at higher levels to create private open areas and visual interest. Along Green Street, a portion of the building, or a "wing-wall" will be located up at the sidewalk, thereby creating a frame for the footprint of the building while the indoor active space will be setback approximately 50 feet behind the vehicular forecourt for guest drop-off and pick-up. While this does not meet the strict requirement of bringing the entire building to within five feet of the sidewalk (see Minor Variance discussion above), it does bring visual interest to the pedestrian along Green Street. This design will also replace the uninviting and unshaded plaza along Green Street with a building and activity. Compliance with the Public-Private Interface Section of the Specific Plan is especially germane to the Minor Variance and therefore is discussed more fully here. In addition, the project meets the purpose and intent of the Central District Specific Plan ("Plan") with respect to the required setbacks. In the instant situation, commercial buildings developed along Los Robles Avenue and Colorado Boulevard are required to be built to the property line, with a maximum setback of five-feet along Green Street. This requirement is set forth in the zoning code and discussed more fully in Section 6 of the Central District Specific Plan. Specifically, District-wide Map 23: Street Setback Concept identifies recommended setbacks within the district. The intent of The Public-Private Interface of Section 6 is to support the following objectives: 1) develop urban land patterns; 2) reinforce District character; 3) promote traditional urban patterns; 4) make downtown walkable; and 5) promote community safety. These objectives are discussed within the context of Building-Street Relationship and are achieved through the promotion of Active Streets, Streetwall Continuity, and Pedestrian Oriented Uses.

Active Streets (Page 86 of the Plan): The Plan indicates that, "Downtown's streets should be active streets in keeping with its role as the vibrant core." Additionally, the

Plan indicates that, “In general, new development should orient to the street, and emphasize ground floor uses that engage and activate the sidewalk. Ample sidewalk widths that accommodate streetscape amenities and sidewalk activities such as outdoor dining, window shopping, meeting and strolling are also important...” The Plan references District-wide Map 18: Sidewalk Width Concept to further promote this section. The project promotes active streets: it is oriented toward Colorado Boulevard to the north, Los Robles Avenue to the east, and Green Street to the south. In general, the project emphasizes ground floor uses and includes outdoor dining and retail space and complies with the sidewalk widths identified in District-wide Map 18.

Streetwall Continuity (Page 86 of the Plan): The Plan indicates that, “Setbacks [recommended in the Plan] reflect existing and/or anticipated character of a street, but generally encourage buildings that are focused on the sidewalk. Where intense commercial and pedestrian-activity is desired, build to the front property line for a majority of a block face.” The Plan references District-wide Map 23: Street Setback Concept to further promote this section. The request for a variance from the maximum street setback along Green Street is based on the exceptional conditions that are applicable to the subject property as identified in Finding 1, above. However, notwithstanding the variance, the project promotes the concept of streetwall continuity. The project includes approximately 240 feet of frontage along Colorado Boulevard, where the building is built to the property line and focused on commercial and pedestrian activity. The project also includes 370 feet of frontage along Los Robles Avenue, where new buildings with [retail, windows, etc.] are proposed to be built to the property line and create an appropriate streetwall that would replace an expansive, blank wall that turns its back to the sidewalk exists presently.

Pedestrian-Oriented Uses (Page 86 of the Plan): The Plan indicates that, “It is imperative that retail storefronts and walk-in commercial uses are maximized along Downtown’s shopping streets and main commercial corridors. The continuous presence of active uses will sustain interest and generate intense pedestrian traffic where it is most desired.” District-wide Map 24: Pedestrian-Oriented Use Concept indicates that ground-floor pedestrian oriented uses are required along Colorado Boulevard. The project would introduce retail and restaurant uses along the Colorado Boulevard consistent with District requirements.

The Private Realm:

Height limits in conjunction with floor area ratios (FAR) work to guide private sector development and regulate building envelopes in the Private Realm concept. Through the implementation of the Zoning Code, these limits are intended to balance the sometimes competing interests of economic growth and vitality and protecting historic buildings and residential neighborhoods. The FAR maximums in the Central District Specific Plan are aimed at allowing greater size along Colorado Boulevard to reinforce its place as, “...the City’s preeminent street.” Further, the

development of a, "...broad mixture of uses, emphasizing commercial and mixed uses" is recommended to be accommodated.

As noted earlier in the Conditional Use Permit discussion, new construction on this site is limited to a FAR of 3.0 and adding this project to the existing center will result in a FAR of 2.24. Further, this site also has a height limit of 75 feet, with up to 90 feet with height averaging. Both these height maximums and the height averaging concept are a part of the Private Realm concept and enforced through the Zoning Code.

Central District Specific Plan: Civic Center/Midtown Sub-District:

The project site is located in the Civic Center/Midtown sub-district of the Central District Specific Plan. Within the Specific Plan, sub-district character is defined along with the character of individual precincts within each sub-district. Each sub-district also includes linkage concepts and proposals for the sub-district. These characteristics and proposals are summarized below.

Sub-district & Precinct Character:

As stated in the Central District Specific Plan, the objective of the Civic Center/Midtown Sub-district is to, ..."strengthen its role as the symbolic and governmental center of the City, encouraging the presence of civic, cultural, and public service institutions, while augmenting the character of the area with a supportive mixture of uses."

The project site is within the Midtown/Paseo Colorado precinct (B-2), which specifically notes the construction of Paseo Colorado as reestablishing the Bennett Plan's historic visual connection between the Central Library and the Civic Auditorium. It is noted in the Specific Plan that development in this area should continue to focus attention and activity along the Colorado Boulevard commercial corridor.

Linkage Concept:

The "Civic Center/Midtown Linkage Concept" map identifies Colorado Boulevard as a "Main Commercial Boulevard", while Los Robles Avenue and Green Street are shown as "Multi-modal Corridors", both with a priority on the streetscape and strong pedestrian orientation. The pedestrian paseos within Paseo Colorado are mid-block passages and principal outdoor space is shown conceptually on the western portion of the site, just west of the Garfield Promenade.

Civic Center/Midtown Proposal:

Relevant to the project, the Civic Center/Midtown Proposal encourages: 1) civic identity, including a complementary mix of commercial and residential uses to add to the vitality of the area; 2) mid-town commercial enterprise with a mixture of residential and commercial uses along Colorado Boulevard (residential uses are specifically excluded from the ground floor along Colorado Boulevard); and 3) visual and physical connections by further strengthening the sub-district's already strong connectivity.

The project would replace an under-utilized and archaic department store building with pedestrian-level and pedestrian-engaging restaurant and retail uses with upper floor residences and a destination hotel for visitors and guests to the area. The development would not only extend the existing pedestrian paseo east to Los Robles Avenue, but it would also eliminate the pedestrian-unfriendly building frontage along Los Robles, which is currently a large blank wall, with pedestrian-scale development that is visually interesting.

As noted above, the site is constrained as a result of being part of the Paseo Colorado shopping center site that must integrate with pre-existing structures and uses; having a residential use to the west that would have access to air, light, and views blocked by development of the southern portion of the site; lying adjacent to two heavily-traveled streets that, if access were provided from these streets, could compromise pedestrian and vehicular safety, whereas providing access from the one-way, lower-traffic Green Street would enhance safety; and where topographic slope features of the site prevent relocating the proposed access point any further north, obviating any potential development wrapping around the motor court. Due to these exceptional and extraordinary circumstances, granting the proposed setback minor variance will not be a grant of special privilege.

40. *Cost to the applicant of strict compliance with the setback requirement is not the primary reason for the granting of the variance.* Cost to the applicant has not been considered a factor at any time throughout the review of this application.