

**Attachment D**

**CALIFORNIA DEPARTMENT OF FISH AND GAME**

**CERTIFICATE OF FEE EXEMPTION**

**De Minimis Impact Finding**

**Project Title / Location (include county)**

City of Pasadena 2004 Land Use and Mobility Elements, Zoning Code Revisions, and Central District Specific Plan

The Pasadena General Plan Planning Area consists of properties contained within the City's corporate limits and sphere of influence. The City has a designated sphere of influence area of 883 acres adjacent to its southeastern boundary, generally north of Huntington Drive and west of Rosemead Boulevard. The entire Planning Area encompasses 15,603 acres, with 14,720 acres within the City corporate limits and 883 acres within the sphere of influence.

Los Angeles County

**Project Description**

The 2004 General Plan Land Use and Mobility Elements, together with the other General Plan elements, will guide overall physical development in the City through the horizon year of 2015. Within the framework of the General Plan, the Specific Plan will guide detailed physical development within the City's Central District.

**Findings of Exemption (attach as necessary)**

The project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS); have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFG or USFWS; have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or; conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or stat habitat conservation plan.

**Certification:**

I hereby certify that the public agency has made the above findings and that based upon the Environmental Impact Report (EIR) for the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

\_\_\_\_\_  
(Planning Official)

Title: \_\_\_\_\_

Lead Agency: City of Pasadena

Date: \_\_\_\_\_

# **Attachment E**



A Program Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA

An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA

Mitigation Measures  were made a condition of project approval  
 were not made a condition of project approval

The project, in its approved form,  will have a significant effect on the environment  
 will not have a significant effect on the environment

A statement of overriding consideration  was adopted for this project  
 was not adopted for this project

A copy of the Final Environmental Impact Report, Mitigation Monitoring Program, Findings of Fact and Statement of Overriding Considerations and record of project approval may be examined at the Planning and Development Department, George Ellery Hale Building, Permit Center, 175 North Garfield Avenue, Pasadena, CA 91109-7215, Telephone (626) 744-4009.

\_\_\_\_\_  
Signature

Environmental Administrator  
Title

\_\_\_\_\_  
Date

**Attachment F**

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION APPROVING THE UPDATED LAND USE ELEMENT OF THE  
COMPREHENSIVE GENERAL PLAN**

**WHEREAS**, the City Council of Pasadena last updated the Land Use Element in May 1994; and

**WHEREAS**, the California Government Code encourages periodic review of the Land Use Element to evaluate the appropriateness of the objectives, and policies in the Element in light of changing circumstances in the City and the region; and

**WHEREAS**, there was extensive public participation associated with the adoption of the Land Use Element, using a series of community-wide, stakeholder, and coordinating committee meetings, including residents, business- and property-owners, and commissioners; extensive public review has been conducted; an Environmental Impact Report was prepared and circulated according to law; and

**WHEREAS**, the Land Use Element has been updated based on comments from City staff, public comment and testimony, and the Planning Commission, and the updated Land Use Element text is shown on Exhibit 1 attached hereto and incorporated herein by this reference; and

**WHEREAS**, the Planning Commission held a public hearing on the draft Plan on October 27, 2004, recommending approval of said Plan to the City Council; and the Planning Commission's report was the subject of a public hearing before the City Council on November 8, 2004; and

**WHEREAS**, the City Council held a public hearing on the draft Land Use Element on November 8, 2004;

///

**NOW, THEREFORE**, the City Council of the City of Pasadena hereby approves the Updated Land Use Element dated November 2004 of the Comprehensive General Plan.

Adopted at the \_\_\_\_\_ by the City Council of the City of Pasadena on \_\_\_\_\_ day of \_\_\_\_\_, 2004 by the following votes:

AYES:

NOES:

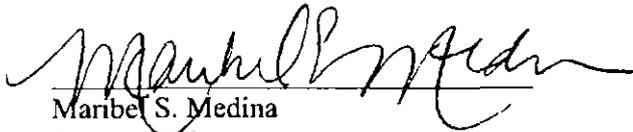
ABSENT:

ABSTAIN:

ATTEST:

\_\_\_\_\_  
Jane L. Rodriguez, CMA  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Maribel S. Medina  
Assistant City Attorney

**Previously Distributed**

**Attachment G**

**Attachment H**

**List of Recommended Modifications  
to the Draft 2004 Land Use Element Update**

1. Addition of the following policy:

Policy 24.8 – Encourage professionals who are associated with Pasadena’s cultural, scientific, and educational institutions to remain in the local community.

2. Revision of the text on page 34:

Parking structures are exempt from the building intensity standards, unless the specific plan establishes otherwise.

3. Addition of the following note on page 34:

Net new residential development may exceed intensity standards in a specific plan area, because affordable housing units are not counted under the standard, unless the specific plan determines otherwise.

4. Deletion and correction on following table:

**TABLE 2B**

**BUILDING INTENSITY STANDARDS FOR TARGETED GROWTH AREAS**

SPECIFIC PLANS	ALLOWABLE NET NEW DEVELOPMENT BEYOND 1994		ALLOWABLE NET NEW DEVELOPMENT BEYOND 2004	
	UNITS	SQ. FOOTAGE	UNITS (See Note)	SQ. FOOTAGE (See Note)
A. CENTRAL DISTRICT	5,095	6,217,000	3,395 Interchangeable	4,817,000 Interchangeable
B. SOUTH FAIR OAKS	300	1,550,000	300	1,290,000
C. WEST GATEWAY	75	800,000	75 Interchangeable with Nonresidential (Increase to <del>700</del> <u>1,016</u> units, by Specific Plan)	800,000 Interchangeable with Residential (Reduction to <del>268,750</del> <u>0</u> by Specific Plan)
D. EAST PASADENA	400	2,100,000	500	2,020,000
E. EAST COLORADO	750	650,000	750 Interchangeable to Nonresidential	315,000 Interchangeable from Residential
F. NORTH LAKE	500	175,000	487	145,000
G. FAIR OAKS / ORANGE GROVE	150	500,000	485	553,000

Note: Specific Plans may permit higher totals for either residential units or nonresidential floor area, with a corresponding reduction of the other category, if they provide that potential residential and nonresidential development are interchangeable.

5. Revision of the following provision on page 40:

In addition, ~~each~~ specific plans may provide for ~~contains~~ a "25-percent flexibility factor." This means that any nonresidential

category within a specific plan can be increased by 25 percent by borrowing from another nonresidential category within the same area.

6. Revision of the following provision on page 41:

~~The combination of Residential and nonresidential development, however, shall not exceed the total intensity of the two respective intensity standards combined.~~

7. Revision of the following provision on page 41:

~~The Fuller Theological Seminary Master Plan, as approved by the Pasadena City Council on September 8, 1992, calls for 300 new housing units and 250,000 additional square feet of non-residential development. A master development plan shall establish standards for development on Fuller Theological Seminary properties, consistent with the intensity standards for the Central District.~~

8. Addition of the following note on page 41:

All development after 1994 within the boundaries of the Central District Specific Plan area, including development in multifamily zoning districts, is counted under the intensity standards limiting new development for the Central District Specific Plan area.

**Attachment I**

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION APPROVING THE 2004 MOBILITY ELEMENT OF THE  
COMPREHENSIVE GENERAL PLAN**

**WHEREAS**, the City Council of Pasadena last updated the Mobility Element in 1994;  
and

**WHEREAS**, the California Government Code encourages periodic review of the  
Mobility Element to evaluate the appropriateness of the transportation goals, objectives, and  
policies in light of changing circumstances in the City and the region; and the effectiveness of  
such Element in attainment of the community's transportation goals and objectives; and

**WHEREAS**, extensive public review has been conducted; a Statement of Overriding  
Considerations has been prepared and circulated according to law; and the Transportation  
Advisory and Planning Commissions have made recommendations to the City Council that it  
adopt the 2004 Mobility Element, certify the Environmental Impact Report, and adopt the  
Statement of Overriding Considerations on November 8, 2004; and

**WHEREAS**, the 2004 Mobility Element has been developed based on comprehensive  
technical analysis and comments from public testimony and the Transportation Advisory and  
Planning Commissions; and the 2004 Mobility Element is shown on Attachment I to the City  
Council staff report (dated November 8, 2004), as amended per Attachment K of the City  
Council staff report (dated November 8, 2004), attached hereto and incorporated herein by this  
reference; and

**WHEREAS**, the reports of the Transportation Advisory and Planning Commissions were  
the subject of a public hearing before the City Council on November 8, 2004.

///

**NOW, THEREFORE,** the City Council of the City of Pasadena hereby approves the  
2004 Mobility Element dated November 2004 of the Comprehensive General Plan.

Adopted at the \_\_\_\_\_ meeting of the City Council of the City of Pasadena on  
\_\_\_\_\_ day of \_\_\_\_\_, 2004 by the following votes:

AYES:

NOES:

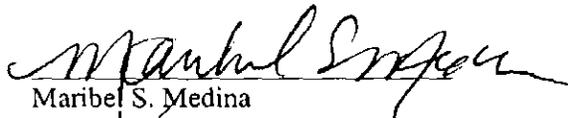
ABSENT:

ABSTAIN:

ATTEST:

\_\_\_\_\_  
Jane L. Rodriguez, CMC  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Maribel S. Medina  
Assistant City Attorney

**Previously Distributed**

**Attachment J**

# **Attachment K**

### 5.3 CITY OF PASADENA CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) is a funding program for capital projects approved annually by the City Council. This program, which is prepared annually by the Department of Public Works, builds upon programs that are consistent with, and implements, the City's General Plan. Community requests for projects are also considered in developing a recommended program. Staff's recommendations are reviewed by the various commissions with oversight responsibility for the projects. After that review, the program is submitted to the Planning Commission for a finding of consistency with the City's adopted plans. Thereafter, the document is submitted to the City Council for approval.

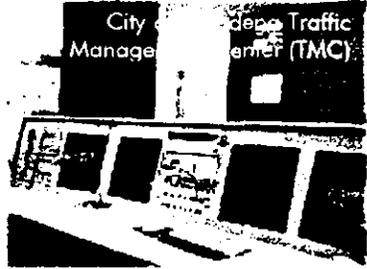
In developing the CIP budget, the first priority is to focus on safety issues within the City's infrastructure. Safe streets and roadways are addressed in this document.

Future physical improvements at six signalized intersections are projected to reduce traffic congestion by eliminating bottlenecks at key locations. It is the City's practice to minimize right-of-way takings by conditioning land dedication during the development review process.

Pasadena is committed to the success of the Gold Line Light Rail project and has purchased alternative-fuel buses to expand the ARTS community transit services. These buses will enable the City to add additional routes connecting City neighborhoods to the Gold Line stations.

### 5.4 OTHER IMPLEMENTATION PROGRAMS AND STRATEGIES

The City aggressively pursues implementation of transportation programs through a wide range of programs, grant opportunities, partnership initiatives, etc. **Figures 15 and 16** outline programs and strategic initiatives undertaken to secure funding and/or achieve program enhancements that implement the policies outlined in this Mobility Element.

- Continue improvements through the SMART Corridor Program to direct traffic to the freeway through the major corridors within the City, particularly improvements to the I-210 corridor. This program uses gateway signs; timed traffic signals for fewer stops and safer, regulated traffic speed; elimination of peak on-street parking; improved directional signage to keep traffic on major corridors and away from neighborhood streets; traffic flow monitoring; provision of real-time traffic condition reports by highway advisory radio; and changeable message signs.
- 
- Extend the following two streets to improve local traffic circulation and alleviate traffic conditions: (1) Kinneloa Street from Colorado Boulevard to Foothill Boulevard via Titley Avenue and (2) Walnut Street from Sunnyslope Avenue to Kinneloa Street.
  - Pursue opportunities to reduce congestion at six key intersections (see below) by adding lanes to one or more of the intersection approaches. To the extent possible, right-of-way should be dedicated as part of the development review process.

<b>Intersection</b>	<b>Improvement</b>
Arroyo Parkway & Del Mar Boulevard	Add a second eastbound left-turn lane
Arroyo Parkway & California Boulevard	Add a second westbound left-turn lane and a northbound right-turn lane
Del Mar Boulevard & Hill Avenue	Add a second eastbound left-turn lane
Foothill Boulevard & Rosemead Boulevard	Add second left-turn lanes to all four approaches
Foothill Boulevard & Sierra Madre Villa Avenue	Add a second eastbound left-turn lane
Lake Avenue & Maple Street	Restripe Maple Street to provide three through lanes from Lake Avenue to Los Robles Avenue and widen within existing ROW to provide additional lane and retain bike lane

**5.5.4.6 Implementation Approach for Traffic Management Initiatives**

Traffic management projects will be implemented in a phased manner and evaluated for their effectiveness to determine the need for additional actions.

<b>Responsible Department/Agency</b>	Transportation; Public Works; Planning and Development
<b>Funding Source</b>	Provisions incorporated into implementation projects
<b>Time Frame</b>	Ongoing
<b>Related Policies</b>	1.14, 1.22

**5.5.4.7 Minimize Street Widening along Corridors and Consider Alternatives**

Minimize the use of street widening along corridors in order to promote use of non-auto travel and continue to use the following criteria for such review:

**The 1994 General Plan substantially restricted use of street widening projects. This Update promotes non-auto travel.**

- Minimize the disruption and relocation of homes and businesses
- Preserve historic buildings and structures
- Protect the quality of residential areas and other surrounding land uses
- Provide safety improvements
- Improve pedestrian and bicycle access
- Incorporate environmental protection
- Integrate plans for parking, transit, traffic, and pedestrian circulation including curb cuts
- Recognize community development plans and policies
- Widen streets within existing right-of-way (EXCEPTION: Six intersections listed in Section 5.5.4.1)
- Preserve parkland

Consider all strategies for increasing corridor street capacity as alternatives to physical widening of street sections. Strategies to be considered include physical changes at intersections, changes to the current system such as revised lane designations, increasing utilization of existing and/or improved transit

**Attachment L**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA  
ADOPTING THE CENTRAL DISTRICT SPECIFIC PLAN**

**WHEREAS**, the Land Use Element of the Pasadena Comprehensive General Plan calls for the preparation of seven Specific Plans as an implementation strategy for the Land Use Element; and

**WHEREAS**, the Central District Specific Plan is a document that provides land use regulations, development standards, and design guidelines for new development in the area; and

**WHEREAS**, there was extensive public participation associated with the adoption of the Central District Specific Plan, using a series of community-wide, stakeholder, and coordinating committee meetings, including residents, business-owners and commissioners; and

**WHEREAS**, the Planning Commission, as well as several City Commissions reviewed and commented on the draft Central District Specific Plan, including the Historic Preservation Commission, the Community Development Committee, the Design Commission, and the Transportation Advisory Commission; and

**WHEREAS**, the Planning Commission held a public hearing on the draft Plan on October 27, 2004, recommending approval of said Plan to the City Council; and

**WHEREAS**, the City Council held a public hearing on the draft Plan on November 8, 2004;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Pasadena as follows:

1. The City Council finds that the Central District Specific Plan is consistent with the policies of the City's General Plan and the purposes of Title 17 of the Municipal Code.

2. The Central District Specific Plan, attached hereto and incorporated herein by this reference is hereby adopted.

3. For decision makers required to make General Plan consistency findings, the decision maker shall also be required to make consistency findings with this Plan.

Adopted at the \_\_\_\_\_ meeting of the City Council on the \_\_\_\_\_ day of November, 2004, by the following vote:

AYES:

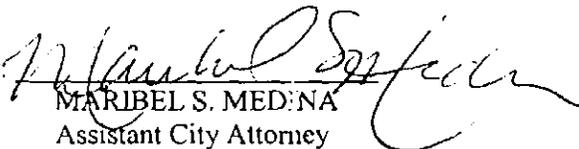
NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
JANE L. RODRIGUEZ, CMC  
City Clerk

APPROVED AS TO FORM:

By:   
MARIBEL S. MEDINA  
Assistant City Attorney

***Previously Distributed***

**Attachment M**

**Attachment N**

# **PROPOSED CHANGES TO THE CENTRAL DISTRICT SPECIFIC PLAN**

## **Chapter 1 – Document Overview**

Add a list of definitions, including downtown; and City of Gardens. And/or define terms when they are used. On page 9, when City of Gardens is mentioned, define or refer to the Zoning Code section where it is explained.

## **Chapter 2 – Contextual Background**

Page 14 – under Historic Resources, reference map on page 16.

Page 18 – Change the dark shading on the map to a crosshatch.

Page 28 – Add a bullet point about support for K-12 education, affordable housing, and maintaining a diverse community to the community aspirations.

Add a map or table of existing building heights in the background section.

## **Chapter 3 – Policy Framework**

Add objective that supports K-12 education, affordable housing, and maintaining a diverse community to this chapter.

Add to Central District Objective 7 - *Adaptive reuse should be considered favorably when original uses of a historic building are infeasible.*

## **Chapter 4 – District-Wide Land Use Concept**

Expand this residential section to support affordable housing in the Central District. Reference the statute.

p. 39 – Change 4<sup>th</sup> bullet point to read: "~~Consideration has been given to assigning~~ *The assigned FARs that are consistent...*"

### **Map 10: Precinct Concept (p. 43) (See Exhibit 1)**

- Change Old Pasadena Historic Core Boundaries to match the boundaries of the historic district including the STATS property and Green Hotel.

p 44 – Clarify sentence in first paragraph about precincts and subdistricts.

### **Map 11: Land Use Character (p. 46)**

- Change boundaries to match Map 10 above.
- Change Transit Village (Urban Residential & Mixed Use Emphasis to Old Pasadena Transit Village (Mixed-use Commercial & Urban Residential Emphasis).
- Change *Regional Shopping Destination (Retail/Entertainment and Mixed Use emphasis)* to *Regional Shopping Destination (Retail/Entertainment and **Commercial** Mixed Use Emphasis).*

p. 47 – Add to first paragraph to read: "...4) offer suitable housing, *including affordable housing.*"

p. 47 – Change first bullet point to read: “...However, the existing *Pasadena Unified* School District Property should be ~~set-aside-zoned~~ for public use...”

**Map 12 (p. 49) Housing Concept (See Exhibit 2)**

- Change the name of the map to Housing/Ground Floor Concept
- Add a reference to Map 24 – Pedestrian Oriented Use Concept.
- Change this map to enlarge the areas where housing is not permitted on the ground floor.
- Add a reference on map to Zoning Code for definitions of what uses are permitted on ground floor and definitions of pedestrian-oriented uses.
- Add a requirement for a minimum 15' (floor-to-floor) ground floor in all areas where the ground floor is to be non-residential.

Add a footnote to map or text referencing the mixed use and urban residential definitions in the Zoning Code.

Add language to the Specific Plan in Land Use Intensity section to reference the caps in the Land Use Element

**Map 14 - FARS (p. 55) (See Exhibit 3)**

- Remove the Fuller Seminary footnote on the map.
- Increase FAR from 1.50 to 2.00 for eight properties on Union and Madison in the Playhouse District
- Eliminate the unnecessary line between 2.00 and 2.00 on this map.

Findings for 10% FAR bonus – Add that the Planning Commission may need to consult with the Design Commission before making the findings.

**Chapter 5 – District-Wide Mobility Concept**

p. 60 – Expand paragraph about the ARTS Bus Expansion and make more affirmative, i.e. - the system should be expanded and more routes should be added.

p. 61 – Under Convenient Transit Stops - Add that schedules should be posted at each stop and maps of the routes should be available.

p. 62 – Change 4<sup>th</sup> bullet point to read “Reduce the minimum parking requirement by 25% for commercial and industrial projects, and a parking study may allow for further reduction; the minimum standard becomes a maximum requirement.”

Add general language to Plan encouraging accessible signage.

p. 65-66: Place greater emphasis on pedestrian conveniences such as extending signal lengths, adding scramble crosswalks, heavily striped crosswalks, and illuminated crosswalks.

**Map 18 – Sidewalk widths (p. 67) (See Exhibit 4)**

- Delete 8' sidewalk width. Amend to have all other streets minimum 10' minimum, no tree grates required.
- Add a reference to the setback map.

**Map 19 – Bikeway Concept (See Exhibit 5)**

- Change Map 19 to be consistent with Mobility Element. See Exhibit 5.

Add language to Plan to balance pedestrian amenities with pedestrian mobility

## **Chapter 6 – District-Wide Urban Design Concept**

### **Map 23 – Setbacks (p. 86) (See Exhibit 6)**

- Clarify map to use a pattern or color for RM32 and RM48 areas that does not look like a setback pattern. Add note that RM32 and RM 48 areas will have setbacks as prescribed by City of Gardens rules.
- Change setback on Hudson between Walnut and Locust from 20 feet to 5 feet.

### **Map 24 – Pedestrian-oriented streets (p. 87) (See Exhibit 7)**

- Require pedestrian oriented uses on Colorado Boulevard, Lake Avenue and El Molino, between Union and Green Streets in the Playhouse District, but do not include other north/south streets.

### **Map 25 – Heights (p. 93) (See Exhibit 8)**

- Change the height on South Lake Avenue, between Del Mar and California to 40 feet with height averaging up to 50'.
- Add a footnote to the height map to require that development within the view corridor on the north side of Union Street between El Molino and Oak Knoll Avenues may not block the view of the entire City Hall dome from the intersection of Hudson and Union Streets.
- Remove the Fuller Seminary footnote on the height map.
- Change the height map in the northern areas of the Playhouse District to allow this area to have 50' (65') height limit which allows a height limit of 50' with some parts of a building up to 65'. Add a note that buildings may not block the view of the City Hall dome from the intersection of Hudson and Union Streets.

### **District-wide Map 21: Linkage Concept**

- Identify the intersection of Colorado Boulevard and Arroyo Parkway as a Primary Focal Intersection ("Big Dot")

p.79 - Footnote on Arroyo Parkway Entrance Corridor Study, should refer to planning program for the Arroyo Parkway Entrance Corridor but should not say "conceptual"

p. 81 - Title should be *Urban Outdoor Spaces* rather than Urban Spaces; Move discussion of pocket parks to *Urban Outdoor Spaces*

p. 81 - Unclear whether consideration of "outdoor space for 10% additional floor area and/or credit toward communal open space requirements" refers to the Additional Floor Area Provision on page 53.

p. 81 - Clarify text concerning 10 percent additional floor area, with reference to p. 53.

Add language to Plan with more specificity about parks and open space. Add implementation effort to work in concert with Green Space Element to quantify the need for parks in the Central District.

## **Chapter 7- Sub-District Planning Concepts**

The term "Repair Street Edge" on numerous maps (pp. 96, 101, 106, 110, 115, 120) should be defined, so it will not encourage reduction in landscaping.

p. 95 – Change the boundaries between a-1, a-2, a-3, and a-4 to match changes to Map 10 – Precinct Concept.

p. 96 – Arroyo Parkway and Colorado should be a primary focal intersection, also on page 101.

p. 96 – Consider a safe crosswalk at Dayton or midway between Green and Del Mar to accommodate new residents in the Ambassador area in crossing to the park and the light rail station. Reference p. 98 #1 that supports such linkages.

p. 98 – Under South DeLacey corridor add #5 to encourage affordable housing.

p. 100 – Add a sentence to B-3 describing the existing plazas/open spaces in the Civic Auditorium block.

p. 102 – Under last bullet point, describe the two Civic Auditorium block public plazas.

p. 106 – Change language to “Potential Mid-block passage” on the Fuller Seminary campus

p.107 – Change Institutional Precinct to read: “Development of the seminary should be accommodated in accordance with that institution's Master Plan as approved by the City, provided that the overall development conforms to the underlying average building intensity (floor area ratio), average land use density (dwelling units per acre), and average height standards of the Sub-district provided there is no conflict with this Specific Plan; emphasis should be placed on maintaining the integrity and supporting the adaptive reuse of historic structures in this precinct and protecting the view of City Hall.”

p.110 – typo “streetscape priority” is listed twice under Primary Pedestrian Connection.

p.110 and others – revisit whether the graphics can be changed to more distinguishable from each other – use color on web page and cd-rom versions of the document.

p.112 – 3<sup>rd</sup> bullet point – add Madison Avenue, Green Street, Oakland to streets that need to have improved character.

p.116 – Add language about the importance of the mid-century architectural style of the South Lake shopping area.

p.117 – Change Housing Opportunity to read: “Potential exists for the redevelopment of rear surface parking lots with multi family housing and replacement retail parking that will strengthen the area.”

## **Chapter 11 – Implementation Strategies**

p.195 – Remove the footnote #7 from CD-3 under work-live units.

p.197 – Add the footnote #7 to the following uses: recycling, small collection facilities; transit terminal

Add language to Section 11 (p. 179) as follows: “Master Development Plans: Support large downtown institutions (such as Fuller Seminary and Mayfield Junior School) in the development and update of Master Development Plans. *For large institutions, the Master Development Plan process provides a discretionary process whereby an applicant may propose and the City will review creative solutions to incorporate flexibility in the layout and design of building envelopes, so long as the end result is in compliance with the overall average building intensity, residential density, and height limits of the underlying development standards. The Master Development Plan process is discretionary and*

*the City may require modifications to the institution's proposal to meet City needs. The Fuller MDP shall comply with the goals, objectives, design guidelines, and other standards of the CDSP.*

Add Responsible Agency to each task. Add estimated dollar figures to some implementation tasks to make it easier to transfer these tasks into the Capital Improvements Budget.

Add estimate of acreage of open space needed in the Central District, especially in the Walnut Corridor.

p. 178 – Change “Such a strategy ~~should~~ to could...”

p. 178 – Add to first paragraph that the 5-year review should also assess the balance of housing and commercial construction in the Central District and construction of affordable housing.

p. 178 – Reword Economic Development Plan section to either delete bullet points or to refer to the General Plan Land Use goals for Economic development. Change bullet points to be consistent with General Plan.

p. 180 – Add inventory of city owned properties and inventory of park space.

p. 180 – Add bullet point to develop incentives for the creation of publicly accessible open space.

p. 182 – Mobility Improvement Alternatives – Add more details and specifics to this paragraph. Reference the Mobility Element. Should start with “Enhance current and examine new alternatives...”

p. 185 – Change first sentence to “Downtown Parks ~~Planning~~-Development.”

p. 185 – Make this section much more specific and detailed. Distinguish between private and public open spaces.

p. 185 – Add benchmarks and acreage of parks needed in the Central District. A goal of 5-7 acres of new parkland in the Central District shall be established.

p. 185 – Add 2004 cost to acquire additional parkland that is needed in the Central District.

There are two maps numbered 27 in the draft plan and no map 26. Change map on page 193 to Map 26: Recommended Zoning Districts.

Change footnote #4 on page 194-197 to read “Conditionally Permitted within 350 feet of the 210 freeway from the southerly property line of the Caltrans right-of-way of the 210 Freeway.”

Zoning designation for southwest corner of Marengo and Del Mar. Zoning designation for this area should be RM- 32.

### **Appendices**

Delete Appendix C – Civic Center / Midtown Development Guidelines

Add inventory of city owned property.

Figure 3-2 – Central District Zoning Precincts

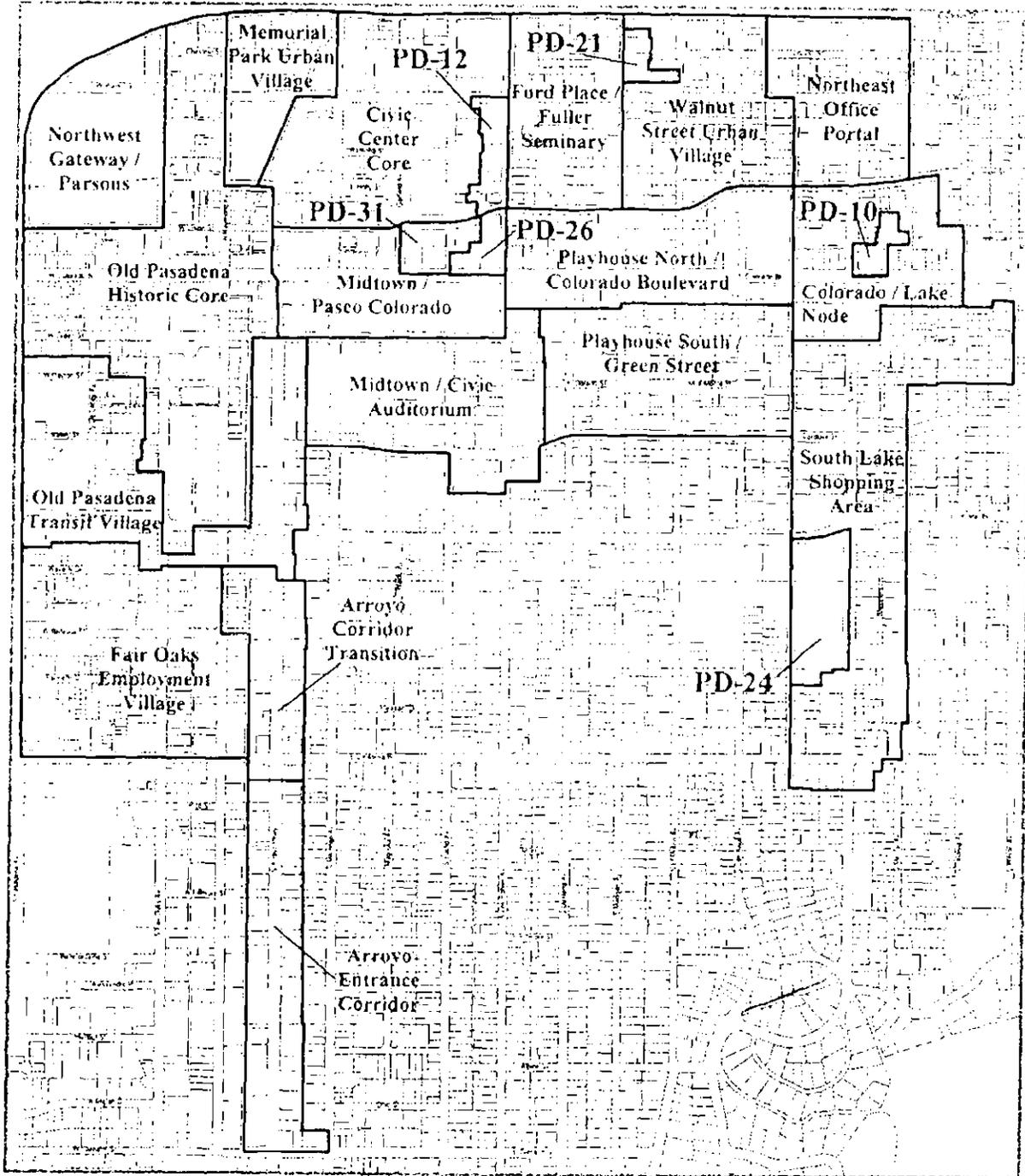
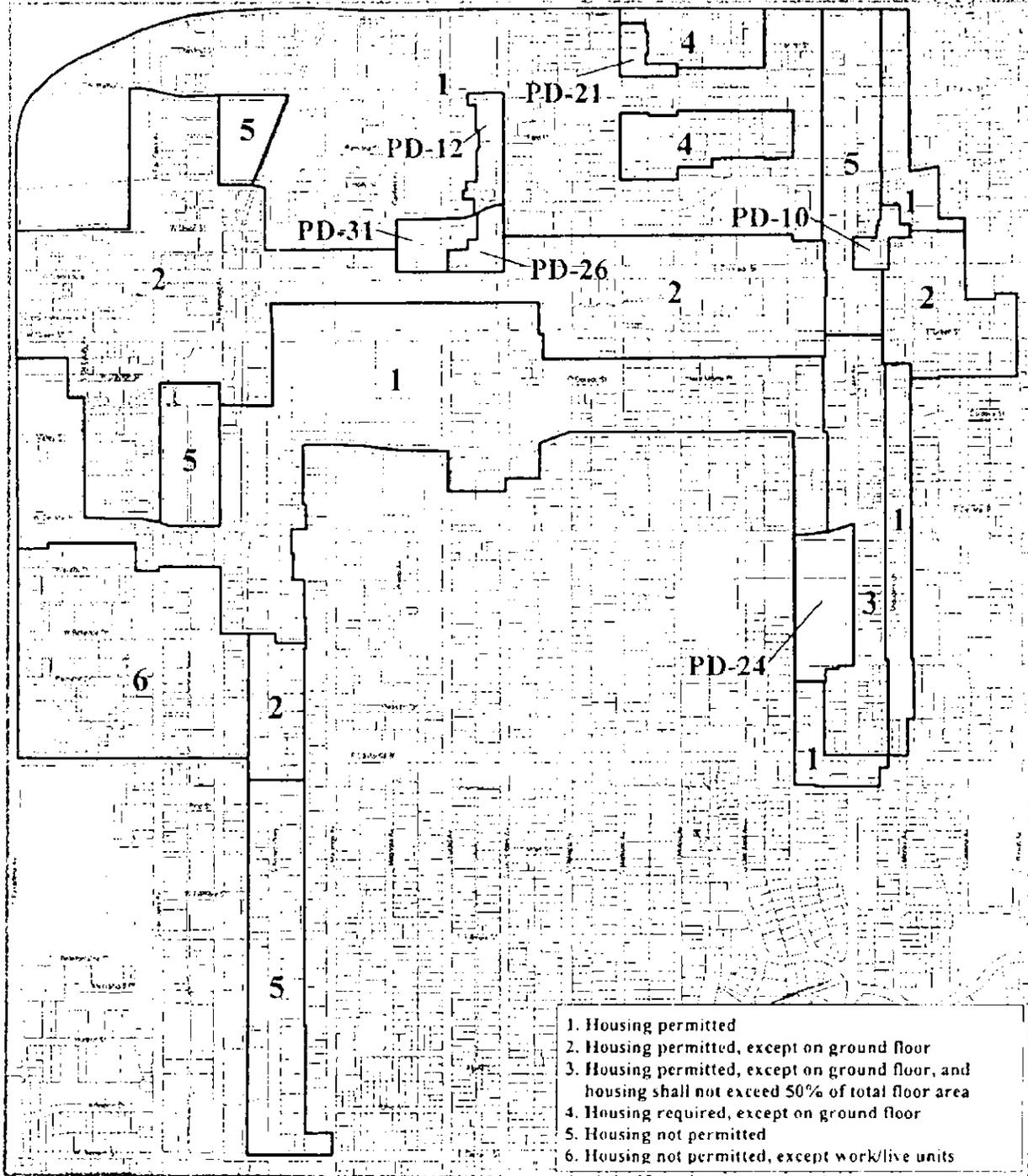


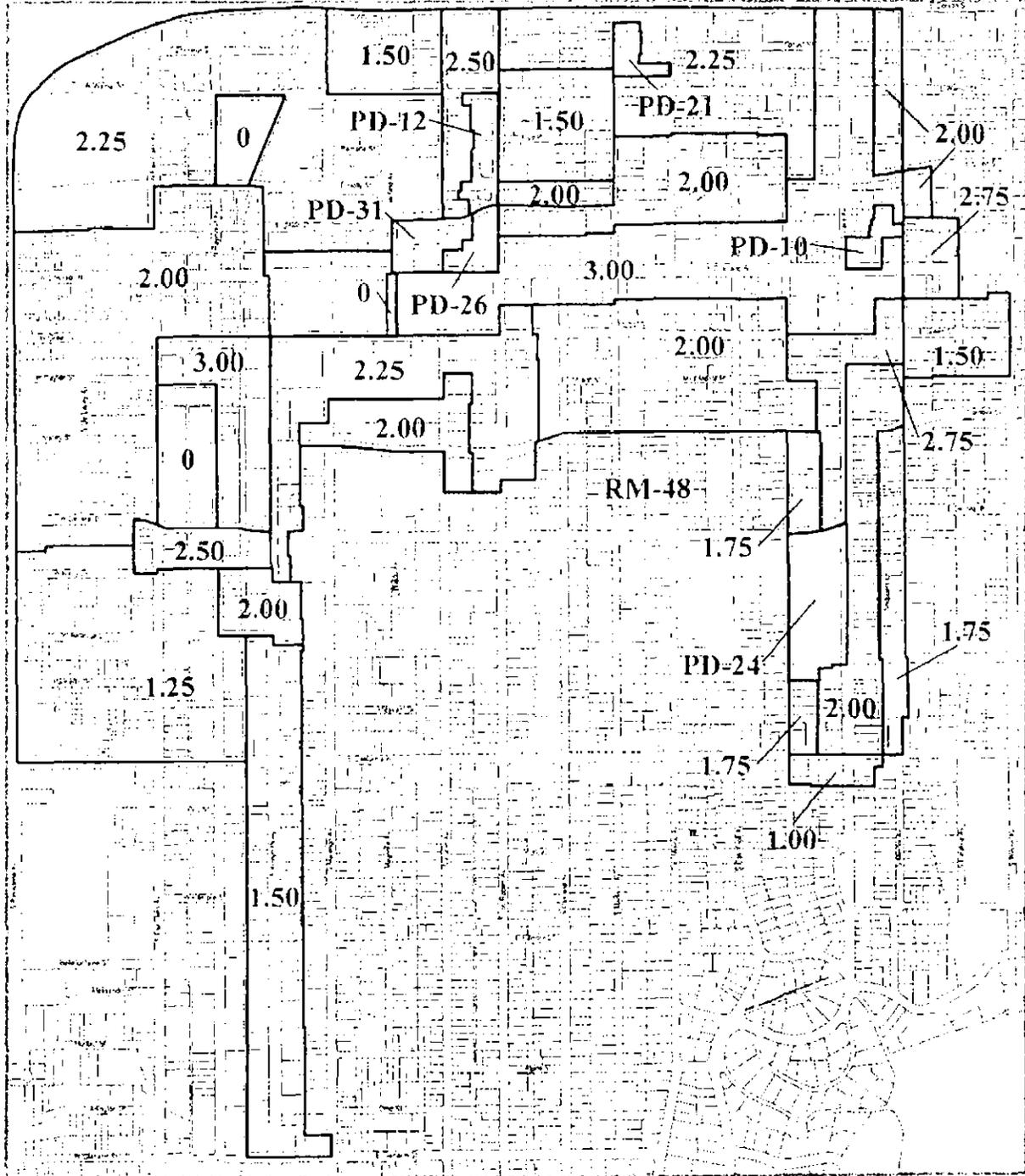
Exhibit 1

Figure 3-4 – Housing Concept



**Exhibit 2**

Figure 3-9 – Central District Maximum Floor Area Ratio



**Exhibit 3**

Figure 3-10 – Central District Sidewalk Width Requirements

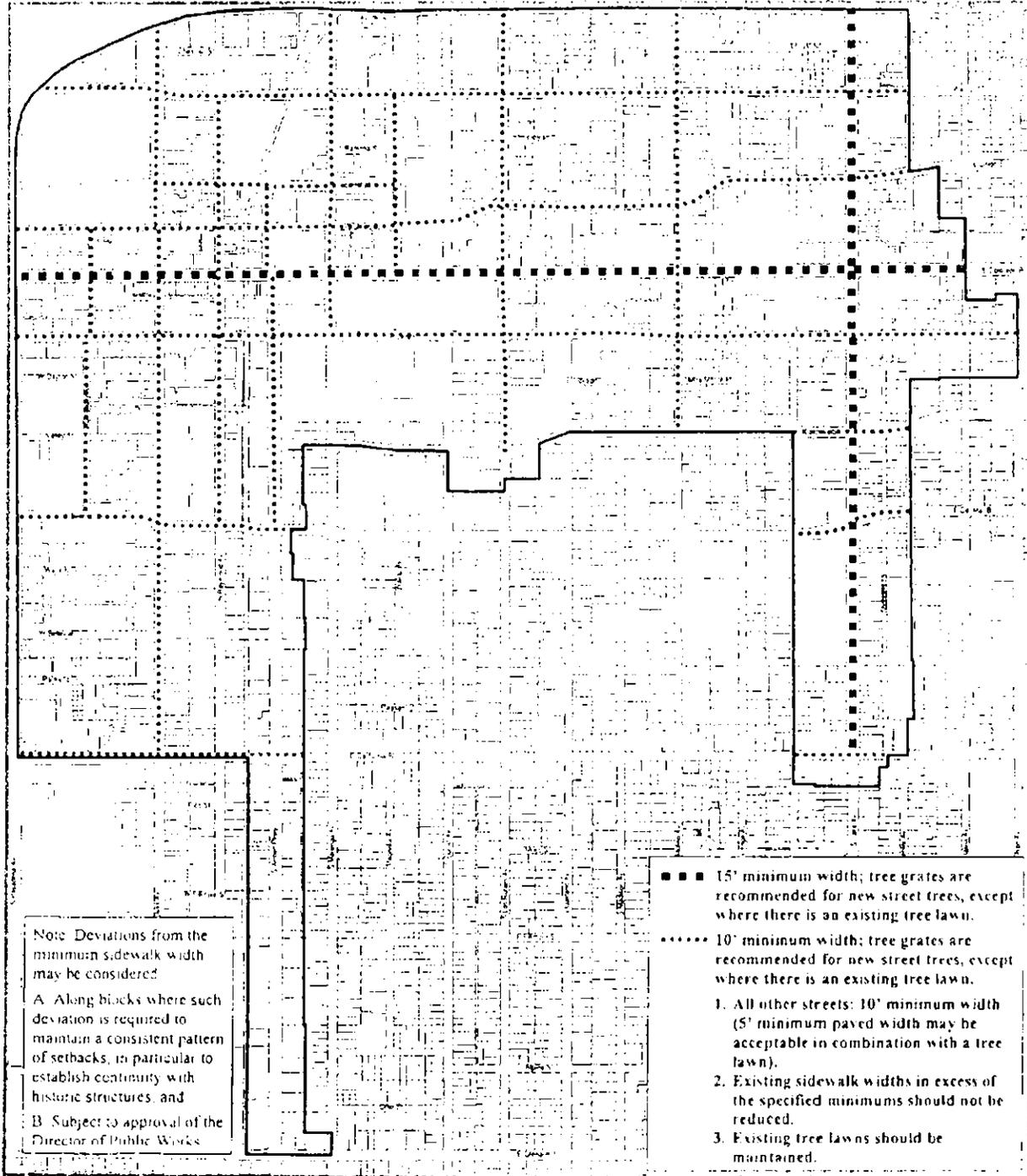
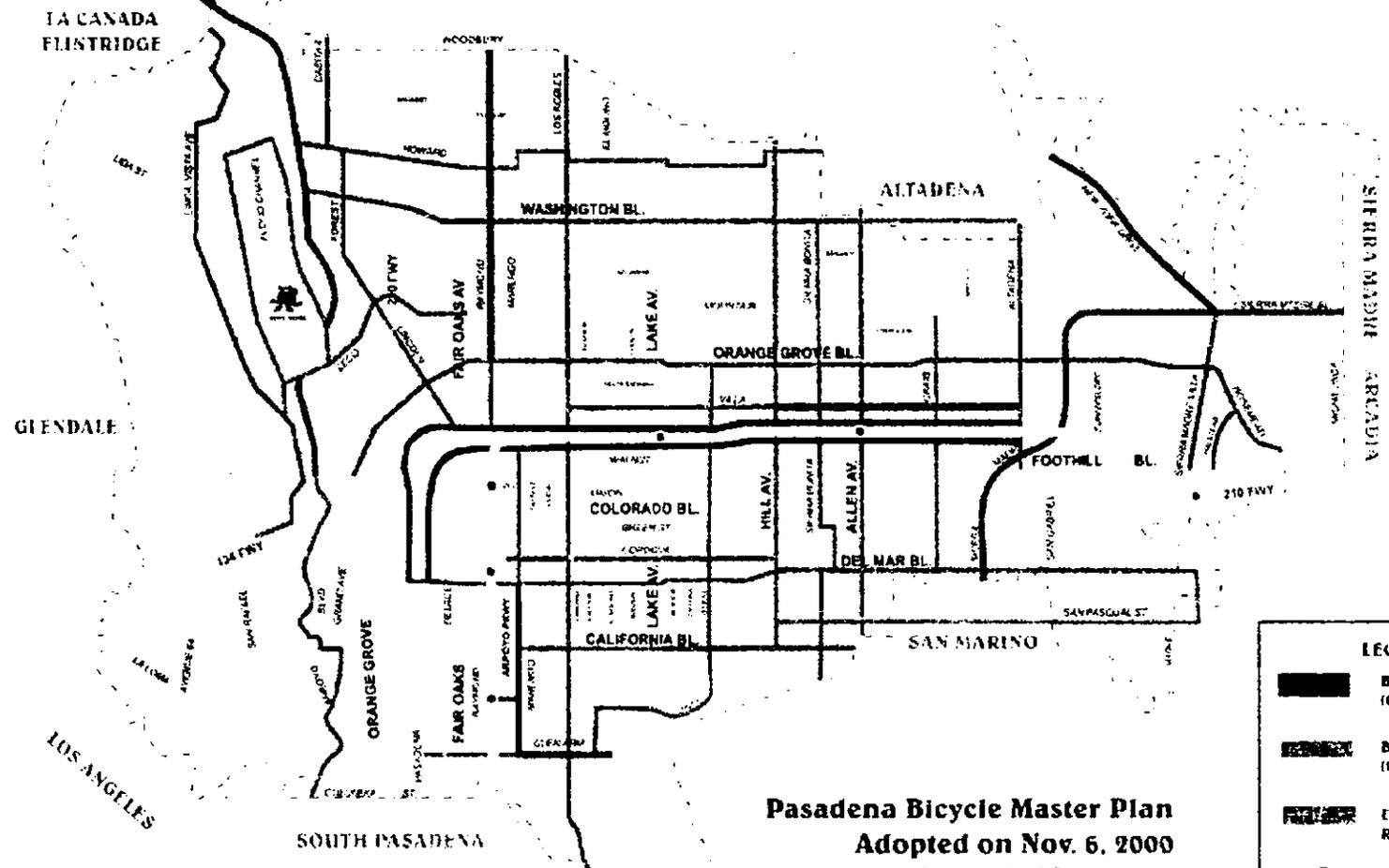


Exhibit 4

# REVISED BIKEWAYS NETWORK IMPLEMENTATION PLAN



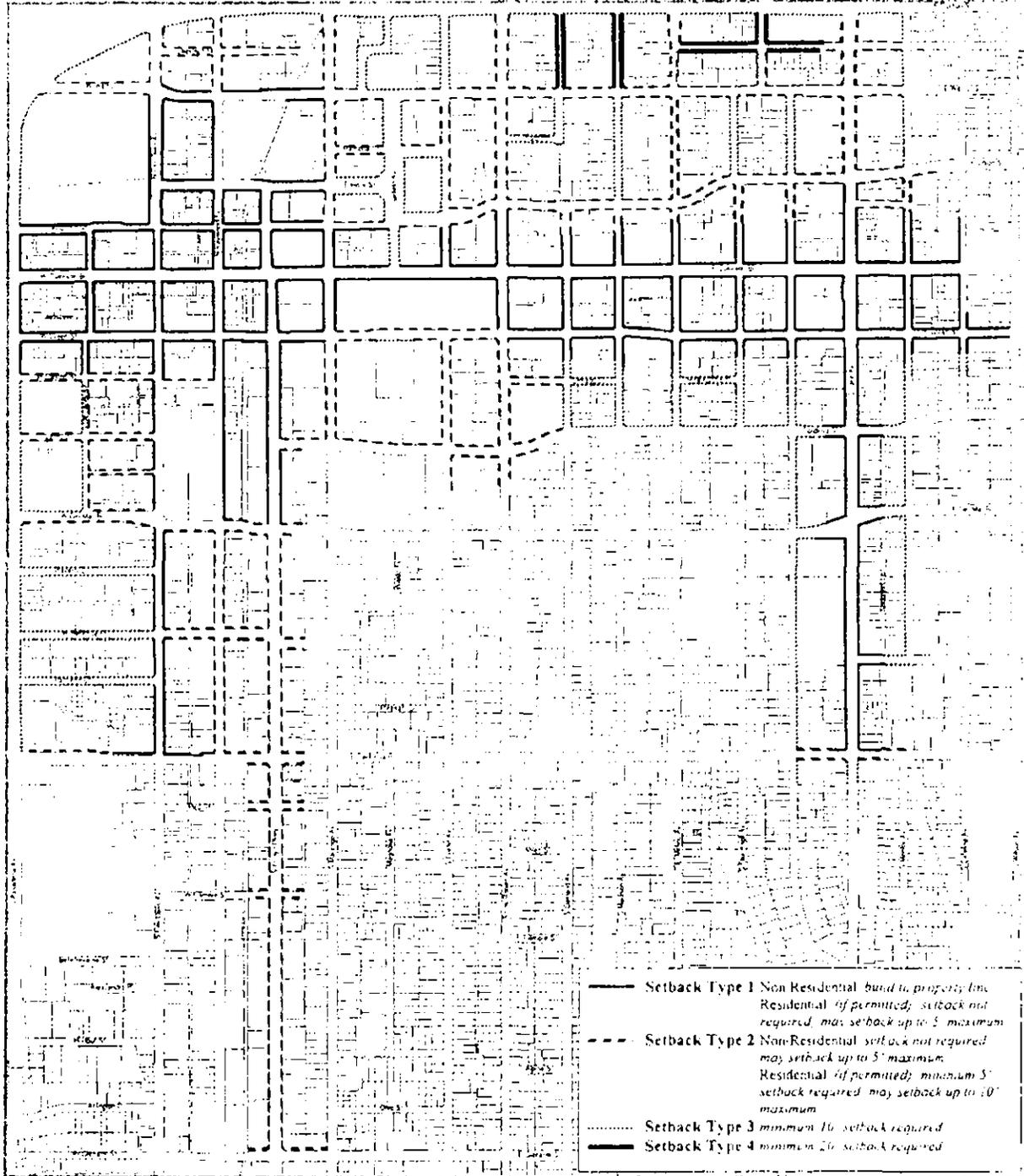
LEGEND	
	BIKE LANES (CLASS II)
	BIKE ROUTES (CLASS III)
	ENHANCED BIKE ROUTES (SEE NOTE)
	METRO GOLD LINE & STATIONS

**Pasadena Bicycle Master Plan**  
 Adopted on Nov. 6, 2000  
 Amended Jan. 2004

NOTE  
 ENHANCED BIKE ROUTE INCLUDES A WHITE  
 EDGELINE AND SHARE THE ROAD SIGNAGE

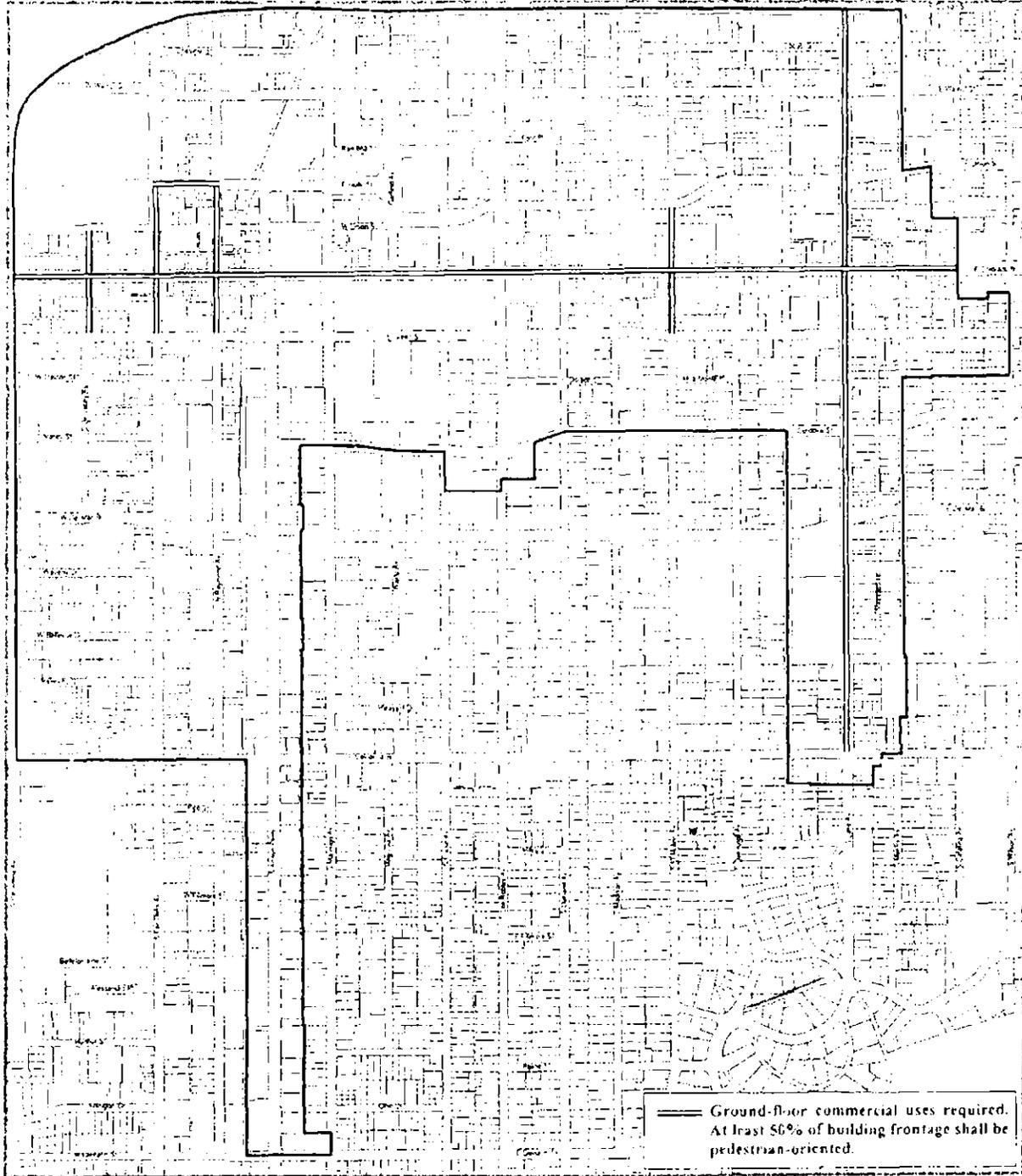
Exhibit  
 2004 Mobility Element  
 Figure 8

Figure 3-7 – Central District Required Setbacks



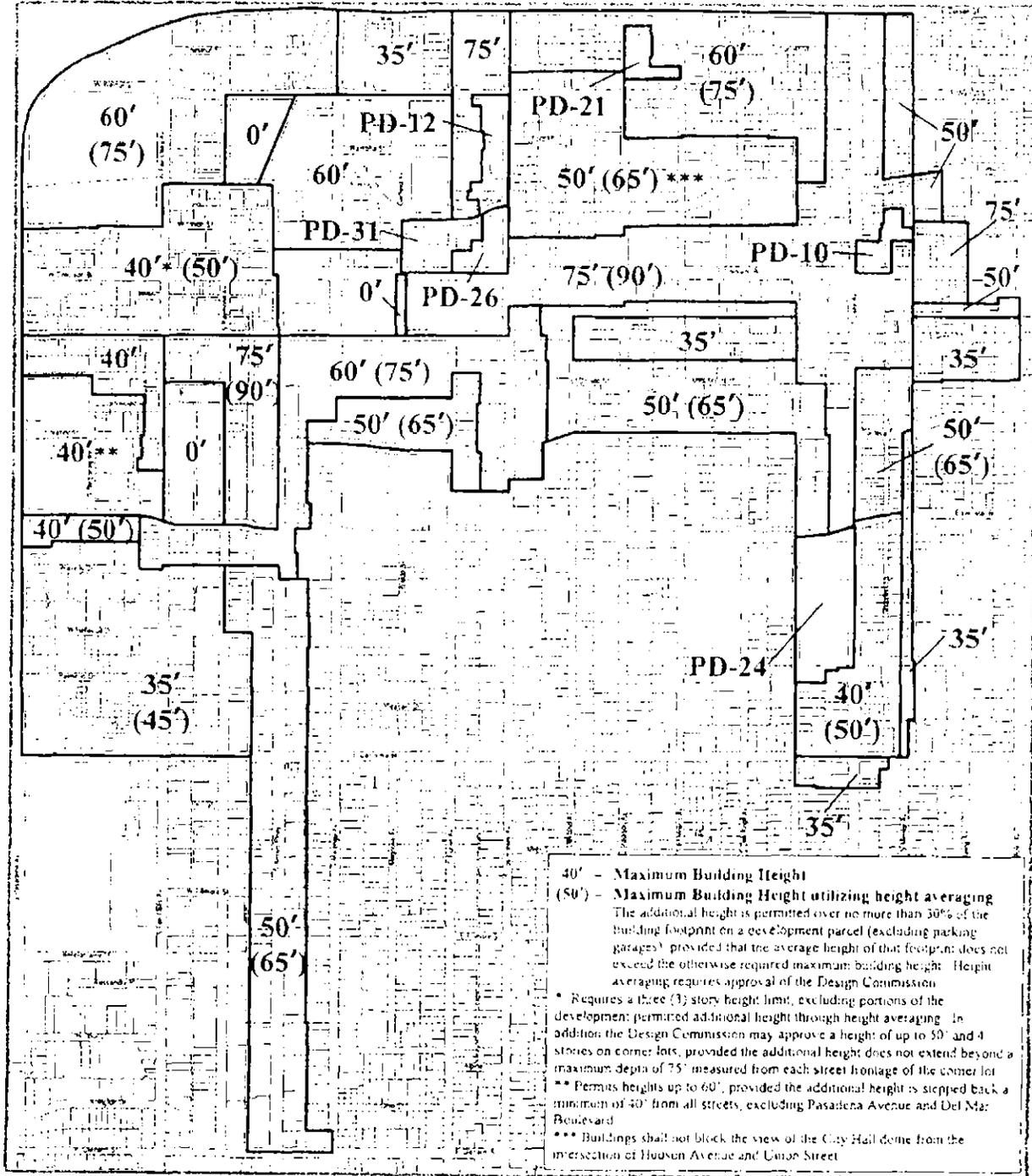
**Exhibit 6**

Figure 3-3 – Central District CD Pedestrian-Oriented Use Areas



**Exhibit 7**

Figure 3-8 – Central District Maximum Height



**Exhibit 8**

**Previously Distributed**

**Attachment O**