

Agenda Report

November 8, 2010

TO: Honorable Mayor and City Council

FROM: Planning Department

SUBJECT: GENERAL PLAN WORKSHOP: DISCUSSION OF FRAMEWORK FOR LAND USE AND MOBILITY ALTERNATIVES

RECOMMENDATION:

This report is provided for information only as background for the General Plan Update charrette to be held on November 11, 12, and 13, 2010.

BACKGROUND:

The next step in the process to update the General Plan Land Use and Mobility Elements is a community charrette to be held Thursday, Friday and Saturday (November 11, 12 and 13). A charrette is a multiple-day, collaborative workshop focused on translating the full range of community comments and priorities into a series of plan alternatives.

The outcome of the charrette will be the creation of three to five land use/mobility alternatives that are most responsive to community priorities. Following the charrette, detailed analysis will be conducted on how the alternatives would impact traffic, the economy, the environment and more. The draft alternatives and the analysis of impacts will be presented to the community (and the ultimately the City Council) for selection of a preferred alternative in spring 2011.

Charrette Format

The charrette will be divided into morning, afternoon and evening sessions. In the morning sessions (9:00 a.m. to 12:30 p.m.), the General Plan Update Advisory Committee and a core group of City commissioners and City staff will work to develop land use/mobility alternatives that respond to community priorities. On the second and third days, they will review the community comments on the previous day's work and continue to refine the alternatives. In the afternoon sessions (1:00 p.m. to 5:00 p.m.), a technical team of City staff will create maps and graphics illustrating the direction of the core group in the morning.

Each evening, the day's work will be presented to the public for comment during an open house beginning at 5:30 p.m. Graphics and computer modeling will illustrate plan

alternatives, and staff will make brief presentations at 6:30 p.m. highlighting refinements to the alternatives as they evolve.

The charrette is being held in Building CC on the Pasadena City College Campus. In addition to attending the presentations in the evening, the community is also welcome to observe the team's work during the day.

Starting Points for the Charrette

The charrette follows an extensive public engagement program during which more than 3,000 people shared their comments and concerns about the future of Pasadena. The first phase of outreach ran from April 2009 through December of 2010 when more than 100 events were held including: stakeholder interviews, small group meetings, community workshops, the Move-About tours, and an open house extravaganza. Community comments and concerns were published in the Outreach Summary Report which was circulated for public comment and unanimously adopted by City Council in the spring of 2010. (Available at: *Cityof Pasadena.net/generalplan*)

Community participation continued in the fall of 2010 with a series of community meetings to refine the most commonly heard themes and to begin mapping areas for potential growth and areas to be preserved from change.

The starting point for the charrette will be the priorities shared by the community during these events. Six core themes were identified by the community including: economic development, sustainability, housing, and three different approaches to managing or redistributing future growth (Attachment A). These themes will guide the evolution of a series of plan alternatives over the course of the three day event.

In addition, the community identified a long list of priorities that will further guide the development of alternatives. The foundational priorities include the unequivocal protection of parkland/open space, historic districts and buildings, and single-family neighborhoods. Many additional priorities are listed, some with universal support and others in conflict. The full list will be provided to participants in the charrette (Attachment B).

Context for Planning

To establish a baseline and further understanding of the results of prior general plan policies, a metrics report was prepared to document existing conditions and trends. The report (available at *Cityof Pasadena.net/generalplan*) describes population, housing and job growth since the 1994 plan and provides the remaining capacity under the development caps for each of the specific plan areas. A brief summary of existing factors will be presented to Council during discussion of this report. The metrics information will be used as background information when considering new plan alternatives.

Other planning challenges such as economic development, environmental sustainability and state housing law will also be considered during the charrette.

Economic Development

Economic development in its simplest form is the creation of economic wealth for all citizens within the diverse layers of society so that all people have access to potential increased quality of life. Job creation, economic output and increase in tax base are the most common measurement tools. The general plan can play a significant role in supporting economic development activities and ensuring a vibrant economy and high quality of life in Pasadena for years to come.

Environmental Sustainability

Sustainability means “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” Many cities are taking the first steps toward addressing climate change and sustainable development at the general plan level. The general plan provides a unique opportunity to incorporate sustainability goals into the highest levels of local government, promoting community-wide sustainable practices and complying with state and nationwide standards such as California’s Global Warming solutions Act of 2006 (AB 32).

Housing Law

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. Communities must consider the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth.

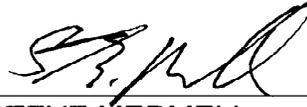
A summary of each of these topics will be presented in conjunction with this report to provide a basis of understanding for how each of these elements may or may not impact the outcomes of the charrette.

Reference Materials

A series of reference materials have been prepared to support the work of the charrette. The Outreach Summary Report and the Metrics Report were widely distributed to the community at the time of publication and are available on the city's website at cityofpasadena.net/generalplan

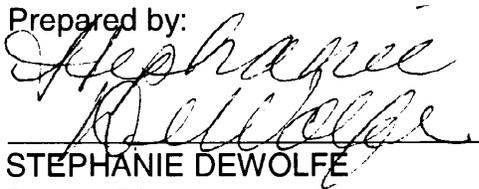
In addition a workbook has been prepared for participants of the charrette. A copy of the workbook will be distributed to Council at the time of presentation of this report. The workbook includes additional reference materials including fact sheets regarding the general plan and specific plans, fact sheets on planning challenges such as those listed above, additional economic development information, and additional information and maps regarding traffic and transit patterns. Much of the information from the workbook will also be available online.

Respectfully submitted,



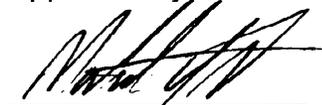
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Attachments:

- Attachment A – Community Themes for Alternatives
- Attachment B – Community Priorities for Alternatives

GENERAL PLAN UPDATE
PASADENA
Guiding Our Community's Future

- THEMES -
FOR THE GENERAL PLAN ALTERNATIVES

Working Themes:

- 1** **East Pasadena and East Colorado:** Reduce development capacity in the Central District and direct development to East Pasadena and along East Colorado Boulevard (east of Lake Avenue).
- 2** **Major Districts and Corridors:** Reduce development capacity in the Central District and direct development to multiple districts and corridors (e.g. East Pasadena, East Washington Boulevard, Lincoln Boulevard, Northwest Pasadena) incorporating mixed-use and neighborhood serving commercial uses.
- 3** **Reduced Capacity:** Maintain the vision and intent of the existing General Plan (e.g. protect residential neighborhoods and create mixed-use urban environments) but reduce the amount of development capacity city-wide.
- 4** **“Smart Growth” and Sustainability:** Distribute development and intensity with a focus on transit nodes in order to maximize conformance to “smart growth” and sustainability (environmental, economic, social) principles.
- 5** **Economic Vitality:** Maximize the economic vitality of Pasadena.
- 6** **Housing Opportunities:** Increase housing opportunities to serve the housing needs of all of Pasadena’s residents.

Baseline Scenarios:

- Existing General Plan:** Focus higher density development into the Central District and along mobility corridors in order to protect residential neighborhood and to create mixed-use urban environments oriented to transit and pedestrian activity.
- No New Development:** Remove remaining development capacity in the existing General Plan (i.e. no growth).

City-wide Foundation Principles

Protect and preserve historic districts and historic resources (local, state, and national).
 Protect and preserve existing open space and park areas.
 Protect and preserve single-family neighborhoods.

Community Priorities on Land Use

Ranked 1 ("Strong Support"), 2 ("Some support"), or 3 (other comments)

General

Follow the vision and requirements of all specific plans, the zoning code, guiding principles, and other documents. (3)
 Be open to using different techniques to implement general plan (e.g. form-based codes, rather than FAR/height standards). (3)

Open Space & Parks

Develop more parks in residential neighborhoods. (1)
 Encourage community gardens. (3)
 Include creative solutions for new open space areas (rooftops, alleyways, etc.) (3)
 Partner with the school district and Edison for open space and park areas. (3)
 Balance new growth with parks and open space areas. (3)
 Incorporate open space areas with new developments. (3)
 Keep natural open space areas as natural open space. (3)
 Develop park areas over freeways. (3)
 Preserve vacant lots as open space or pocket parks. (3)
 Preserve undeveloped public and private open space areas. (3)

Economic Development & Employment

Fill empty buildings. (3)
 Focus on long term economic vitality. (3)
 Provide jobs that allow people to live and work in Pasadena. (3)
 Balance commercial and residential development. (3)
 Focus on local economic vitality. (3)
 Promote scientific businesses (bio-tech). (3)
 Focus on corporations that bring jobs. (3)
 Promote small neighborhood serving businesses to encourage walkability. (2)
 Provide retail and business incubator space. (3)
 Preserve remaining industrial lands. (3)
 Preserve & protect arts & cultural institutions. (3)
 Think of Pasadena as a regional hub. (3)
 Think of the needs of low income residents, adult education, and job training. (3)

	Identify opportunities for adaptive re-use. (3)
	Allow uses that encourage social interaction. (3)
Design & Architecture	
	Require that new architecture have quality design, follow high standards, and be compatible/in context with the surroundings. (1)
	Require that new development support walking. (2)
	Limit building height in order to preserve view corridors (mountain views). (2)
	Create urban villages with mixed-use, multi-modal transportation and walkability. (2)
	Require increased setbacks to make buildings fit contextually. (3)
	Reduce building setbacks to encourage walking. (3)
	Include trees and landscaping in new development. (3)
	Incorporate shade as a design feature (trees and awnings). (3)
	Do not allow new tall buildings near Playhouse, Castle Green, and other landmarks. (3)
	Design safe streets and create safe neighborhoods. (3)
Housing	
	Allowing second units in single-family neighborhoods. (2)
	Protect existing, and develop new, affordable housing (e.g. no net loss of affordable housing). (2)
	Identify areas that can accommodate denser housing. (3)
	Maintain and continue to develop a diverse range housing types. (3)
	Require quality design for affordable housing projects. (3)
	Provide workforce housing (e.g. first responders, teachers, and public servants). (3)
	Maintain a balance between historic architecture and affordable housing. (3)
	Maintain current rules limiting size of single-family houses (e.g. mansions rules, hillside rules). (3)
	Examine second units closely (e.g. there may create negative consequences, may require restrictions on aesthetics and parking). (3)
	Provide affordable housing for seniors. (3)
Education	
	Strengthen public education. (3)
Single-Family Zones	
	Look at edges of neighborhoods (i.e. the transition between zones). (3)
	Do not allow more commercial or multi-family residential in single-family neighborhoods. (3)
	Do not allow zone changes in single-family neighborhoods. (3)
	It may be appropriate to make changes to single-family zones if the changes provide additional affordable housing. (3)
Historic Preservation	
	Continue to create new historic districts. (2)
	Preserve historic character (i.e. it is not just buildings that are historic). (3)
	Protect historic buildings, not just districts. (3)
	Protect historic bungalow courts. (3)

	Require quality design to maintain historic character. (3)
	Respect and preserve historic institutions (not just the building, but the uses). (3)
	Allow changes appropriate with the Secretary of Interior Standards. (3)
	Respect design guidelines. (3)
	Maintain a balance between historic architecture and affordable housing. (3)
Environmental Sustainability	
	Require green buildings and green design (e.g. more permeable surfaces). (3)
	Eliminate coal energy. (3)
	Reduce water usage. (3)
	Reduce greenhouse gases. (3)
DRAFT Community Priorities on Mobility	
	Ranked 1 (“Strong Support”), 2 (“Some support”), or 3 (other comments)
Bicycling	
	New development should have bike facilities (showers/lockers/parking). (3)
	Promote cycling to create a healthy community. (3)
	Provide more bike lanes and bike racks. (3)
	Connect bike lanes with parking and open space areas. (3)
Walkability	
	Encourage local services/walkable services. (3)
	Preserve walkable neighborhoods. (3)
	Create an environment that is safe/ comfortable/ aesthetic for cyclists and pedestrians. (3)
Parking	
	Provide more public parking. (2)
	Provide/require adequate off-street parking. (3)
	Encourage “park once”. (3)
	Address existing parking regulations, as they create problems for shoppers and visitors. (3)
	Address increased parking problems in more dense areas. (3)
Traffic	
	Preserve de-emphasized streets. (2)
	Limit car traffic along certain streets during certain periods (e.g. Colorado or Lake one day a month). (3)
	Do not approve projects that negatively impact traffic. (3)
	Ensure streets are safe to cross (e.g. Washington). (3)
	Protect neighborhoods from cut-through traffic. (3)
	Cars will still be needed to get around town. (3)
	Reduce the speed of cars along certain streets (e.g. Marengo). (3)
	Use incentives to decrease traffic and increase transit use. (3)

	Address concerns that traffic is terrible at morning and evening rush hours. (3)
	Address concerns that numerous intersections are at Level of Service (LOS) "F" or worse. (3)
Growth / Preserve	
	Allow higher densities around transit nodes. (1)
	Allow mixed-use developments, which will help people circulate without a car. (1)
	Reduce number of, or amount of, new development, as they are creating too much congestion. (1)
Public Transit	
	General Transit
	Public transit needs to be more accessible and frequent throughout the city. (3)
	Ensure safety for cyclists, vehicles, and pedestrians. (3)
	Create an environment that promotes alternative transit modes (shared/rented bikes). (3)
	Increase convenience and efficiency of transit. (3)
	Gold Line
	Allow new development at stations with adequate parking. (3)
	Provide shuttles to/from neighborhoods and key city points. (3)
	Need Gold Line station at Hill. (3)
	ARTS Bus
	Expand ARTS bus routes. (3)
	More ARTS buses in northwest. (3)
	Trolley
	Use trolley to spur development as transportation alternative. (3)
	Extend trolley line to East Pasadena. (3)
Gold Line Stations	
	Be respectful of surrounding neighborhoods. (3)
	Transit Oriented Development (TOD) standards may need to be different for each station. (3)
	Provide safe parking at stations – for cars and bicycles. (3)
	Provide adequate parking at stations (3)
	Areas around stations should be walkable. (3)
	Fillmore
	Increase parking in area. (3)
	Del Mar
	Make safer for pedestrians. (3)
	Memorial Park
	Provide underground parking. (3)
	Lake
	Reduce traffic. (3)

	Increase parking in area. (3)
Allen	Increase parking in area. (3) (3) Provide a drop-off/pick-up area.
Sierra Madre Villa	Make more walkable. (3) Increase light and openness. (3)
Commercial Districts	
Playhouse	Make more walkable. (3) Increase parking in area. (3) Reduce width of Union Street and widen sidewalks. (3)
East Colorado	
East Pasadena	Increase parking in area. (3) Increase number of ARTS buses. (3) Relax parking restrictions in Transit Oriented Development (TOD) area to increase rider-ship. (3)
North Lake	Provide street medians with trees. (3) Address concerns about high traffic. (3)
Lincoln Corridor	Make more walkable. (3)
Washington Boulevard	Provide pedestrian streetscapes. (3)
Central District	Improve connectivity along Colorado Boulevard west across the 710 freeway. (3) Provide better way-finding signs. (3) Preserve pedestrian friendly shopping. (3)
Other	Reduce impacts of 710-extension to adjacent single-family neighborhoods. (3) Develop a contingency plan for the 710-extension. (3) Reduce impacts of 710-extension to adjacent single-family neighborhoods. (3) Provide services for senior mobility. (3)

DRAFT Comments From September Workshops Organized by Geographic Areas: Corridors and Districts

Ranked 1 ("Strong Support"), 2 ("Some support"), or 3 (Other comments)

Playhouse District			
Growth	Preserve	Design	Housing
Locate growth in northern portion of district as it is within walking distance of Gold Line. (3)	Maintain existing scale of development. (2)	Improve existing development in harmony with district character. (3)	
Improve storefronts. (3)	Reduce the allowable amount of new development. (3)		
Create more green spaces (e.g. Madison & Union parking lot). (3)	Do not permit new development; there is very little potential for growth here. (3)		
	Lower height limit. (3)		
	Allow a maximum of four stories. (3)		
	Preserve the area around the Pasadena Playhouse. (3)		
East Colorado			
Growth	Preserve	Design	Housing
Allow growth/new development along the corridor (Lake to city-boundary). (1)	Preserve 'Mom& Pop' stores, old motels, Route 66 inspiration. (3)	Require contextual architecture. (3)	Construct multi-family housing at former auto dealership at northwest corner of Colorado Boulevard and Hill Avenue. (3)
Focus new development east of Allen Avenue. (1)			
Allow mixed-use development. (2)			
Focus new development in area between Allen Avenue and Altadena Drive. (3)			
Allow higher density mixed-use development. (3)			
Balance new development with adjacent residential. (3)			
Provide more multi-family uses			

	near Colorado Boulevard and Allen Avenue. (3)			
	Protect view corridors. (3)			
	Develop work/live east of Lake. (3)			
	Eliminate auto-related uses. (3)			
East Pasadena				
	Growth	Preserve	Design	Housing
	Allow growth/new development. (1)	Do not allow "big box" retail. (3)	Require contextual architecture. (3)	
	Accommodate new growth because new development is buffered from single-family residential. (3)	Protect views through height limits. (3)		
	Encourage expansion of industrial uses. (3)	Utilize vacant lots as parks. (3)		
	Develop theater/entertainment, office, mixed retail, mixed use, and affordable residential. (3)			Develop theater/entertainment, office, mixed retail, mixed use, and affordable residential. (3)
North Lake				
	Growth	Preserve	Design	Housing
	Allow growth/new development. (1)	Need/preserve neighborhood-serving commercial, small businesses. (3)	Keep existing height limits. (3)	
	Create new jobs through development along this corridor. (3)	Be aware of constraints from the historic districts on both sides. (3)		
	Encourage the development of more entertainment businesses. (3)	Protect the view corridors to the mountains. (3)		
	Construct multi-story development. (3)			
	Develop more commercial businesses. (3)			
	Construct a parking structure at Lake/Washington wrapped with active uses. (3)			

Plant more trees. (3)				
Increase density but within existing height limits. (3)				
Blend with adjacent residential neighborhoods. (3)				
Construct low intensity mixed-use/residential: 2-3 stories. (3)				
Be more pedestrian friendly. (3)				
Provide economic development & parking, store front improvements. (3)				
Northwest Pasadena				
	Growth	Preserve	Design	Housing
Allow new development. (2)		Protect the Lincoln Triangle (Fair Oaks/Orange Grove/Lincoln) . (3)	Maintain the existing scale. (3)	Encourage the development of more single-family residences. (3)
Develop higher density residential and retail. (3)		Protect existing affordable housing. (3)		Encourage the development of affordable housing. (3)
Improve neighborhoods. (3)				
Create new jobs through development. (3)				
Make North Fair Oaks Avenue south of Montana Street safer. (3)				
Develop more entertainment uses. (3)				
Construct neighborhood-serving commercial (e.g. small retail and coffee shops) . (3)				
Lincoln Avenue				
	Growth	Preserve	Design	Housing
Allow new development				Encourage the development of affordable housing. (3)
Improve neighborhoods. (3)				
Provide for growth, but maintain existing scale. (3)			Provide for growth, but maintain existing scale. (3)	

Construct mixed-use as long as it is at an appropriate scale with neighborhood. (3)		Construct mixed-use as long as it is at an appropriate scale with neighborhood. (3)	
Improve this area. (3)			
Create new jobs through development. (3)			
Encourage intense redevelopment. (3)			
Develop higher density residential/retail. (3)			
Washington Boulevard			
Growth	Preserve	Design	Housing
Allow new development. (1)			
Allow for more development but preserve 'mom & pop' character. (3)	Allow for more development but preserve 'mom & pop' character. (3)		
Develop more commercial businesses. (3)			
Construct development for seniors. (3)			
Construct neighborhood-serving commercial. (3)			
Redevelop the northwest corner of Washington Blvd. and Fair Oaks Ave. (3)			
Central District			
Growth	Preserve	Design	Housing
Allow continued growth, but with limits (as noted below). (2)	Do not permit new development. (2)	Require that growth is appropriate and in context with look, design, size, land use and in concert with surrounding neighborhoods. (3)	Develop additional housing. (3)
Focus new development east of Lake Avenue. (3)	Do not increase development caps. (3)	Recent construction in the Central District is not in context with surroundings. (3)	
Limit the height of new buildings. (3)	Protect Castle Green. (3)	Require that new construction is compatible in look. (3)	

Develop businesses that provide for economic vitality. (3)	Do not permit new growth in CD-1 (Old Pasadena), CD-2 (Civic Center/Midtown), CD-3 (Walnut Housing), or CD-4 (Pasadena Playhouse). (3)	Consider architectural character. (3)	
Continue to complete plans that already exist. (3)	The Central District is overbuilt which has resulted in a loss of character. (3)	Do not allow buildings to be higher than Paseo Colorado in order to protect views. (3)	
Locate new development at the Parsons site. (3)			
Create better linkage between the Playhouse District and Old Pasadena. (3)			
Support business districts. (3)			
Avoid inconsistent, incompatible land uses. (3)			
Re-use mini-malls as denser mixed-use developments. (3)			
Develop new park areas in the Central District. (3)			
Maintain economic vitality of this area to avoid vacancies. (3)			
Single-Family			
Growth		Design	Housing
	Preserve/protect single-family neighborhoods as noted below. (1)	Do not destroy single-family residential character. (3)	
Allow second units. (3)	Do not allow additional dwelling units in single-family neighborhoods. (3)		
	Protect Single-family neighborhoods but provide for second units with limitations addressing aesthetics & parking. (3)		
	Maintain the low-density. (3)		
	Protect single-family residences		

		in multi-family areas. (3)		
		Do not allow more commercial or multi-family residences in single-family neighborhoods. (3)		
		Do not permit change in single-family neighborhoods. (3)		
		Protect bungalow courts next to high-density apartments. (3)		
		Stop overdevelopment adjacent to single-family neighborhoods. (3)		
Historic Districts				
	Growth	Preserve	Design	Housing
	Allow changes appropriate with the Secretary of Interior Standards. (3)	Protect/preserve historic (national, local) districts and structures. (1)	Require that new infill be in context with historic districts. (3)	
		Protect the Civic Center district around City Hall. (3)		
		Protect historic mansions. (3)		
Open Space				
	Growth	Preserve	Design	Housing
	Create pocket parks. (3)	Protect/preserve existing open space. (1)		
		Preserve parks. (3)		
		Protect Arroyo Seco; leave natural. (3)		
		Protect Eaton Canyon. (3)		
		Protect Edison right-of-way corridor for open space. (3)		
Other				
	Growth	Preserve	Design	Housing
	St. Luke's should be a Institutional use. (3)	Rehabilitate unused buildings instead of allow new construction. (3)		
	Build taller and increase density along South Raymond. (3)	Preserve houses on St. John Avenue. (3)		
	Perform in-depth studies in	Do not demolish single-family		

smaller areas. (3)	residences to create parking lots. (3)		
Re-use parking lots as multifamily residences, retail, commercial, mixed-use. (3)	Construction negatively impacts traffic. (3)		
Encourage small/medium mixed-use (e.g. Brigden/Allen). (3)	Large buildings negatively impact traffic. (3)		
Allowing adaptive re-use is okay for South Marengo; not single-family residential. (3)	Decline state funds that require mindless growth. (3)		
	Question SCAG assumptions. (3)		

DRAFT Comments From September Workshops Organized by Geographic Areas: Gold Line Stations

Ranked 1 ("Strong Support"), 2 ("Some support"), or 3 (Other comments)

Fillmore Station			
Growth	Preserve	Design	Housing
Develop mixed-use. (1)	Do not permit new development. (2)		Allow housing on the west side of Marengo. (3)
Develop medical-related and bio-tech-related uses. (1)	Do not permit high density housing. (3)		Do not permit high density housing. (3)
Locate new development west of station. (3)	Do not increase the height limit. (3)		

Del Mar Station			
Growth	Preserve	Design	Housing
Allow complimentary development. (1)	Do not permit new development; area is built-out. (2)		
Develop more commercial uses; specifically a grocery store. (3)	Reduce the amount of new development. (3)		
Encourage more infill development (on vacant underutilized lots). (3)			

Memorial Park Station			
Growth	Preserve	Design	Housing
Develop north and west of	Do not permit new		Good area for senior housing.

station (e.g. Parsons). (3)	development; area is built-out. (2)		(3)
Lake Station			
Growth	Preserve	Design	Housing
Develop mixed-use and commercial near station. (2)	Do not permit new development. (2)		Allow adaptive re-use: office to housing. (3)
Develop north of Maple Avenue but not north of East Orange Grove Boulevard. (3)	Traffic at Lake Avenue and 210 freeway is bad and new development would make it worse. (3)		
Develop over 210 freeway. (3)	Do not develop south of 210 freeway; area is already built out. (3)		
Allen Station			
Growth	Preserve	Design	Housing
Allow development around station. (1)	Protect residential neighborhoods north of freeway. (2)	Permit up three to four stories in proximity to 210 freeway. (3)	
Increase the allowable density north of the station, as well as construct retail, neighborhood services, mixed-use. (2)			
Limit new development to south of the station only. (2)			
Encourage mixed-use development. (3)			
Redevelop existing buildings rather than construct new ones. (3)			
Develop small scale, neighborhood-serving uses from Colorado to Walnut. (3)			
Sierra Madre Villa Station			
Growth	Preserve	Design	Housing
Allow new development around station (1)			
Allow commercial and office			

uses. (2)				
Allow mixed-use developments. (2)				
Locate new development south of the station. (3)				
Develop vacant properties. (3)				
Develop more restaurants, entertainment, and commercial. (3)				
Create new jobs through development. (3)				
Produce a community benefit from growth. (3)				