

ATTACHMENT A

FINDINGS FOR ZONE CHANGE AND PLANNED DEVELOPMENT (PD) PD 36 – 3200 E. FOOTHILL BLVD. PLANNED DEVELOPMENT

Zone Change to Planned Development and Adoption of PD Plan: The following findings are required to change the zoning designation of the project site from EPSP-d2-IG-B-4 (East Pasadena Specific Plan subarea d2 general industrial district) to Planned Development 36 (PD 36) and adopt a PD Plan (PD 36 - 3200 East Foothill Boulevard Planned Development).

1. *The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan.*

The project is consistent with the goals, policies and objectives of the General Plan as described herein.

GOAL 1. Sustainable Growth. Sustainable growth and change in orderly and well-planned developments within targeted areas that allow for higher density development in an urban core setting and in close proximity to transit that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, and makes efficient use of land, energy, and infrastructure.

The project is located in a developed urban area complete with adjacent retail commercial activity and employment opportunities, and within one quarter mile of the Metro Gold Line Sierra Madre Villa Station. The project replaces a currently underutilized commercial property with a dense, mixed, multi-family residential and commercial development near a transit station, embodying the General Plan's vision of Transit Villages. The project contributes to the City's housing stock and economic base by focusing development along a commercial corridor and near a transit station, while preserving the character of surrounding single-family residential neighborhoods.

GOAL 2. Land Use Diversity. A mix of land uses meeting the diverse needs of Pasadena's residents and businesses, fostering improved housing conditions, offering a variety of employment and recreational opportunities, and supporting a healthy population while protecting the environment.

As a mixed-use development, the project offers a diversity of land uses needed to maintain a vibrant urban lifestyle. Proposed within the project is multi-family housing, including affordable housing, publicly-accessible open space, retail space and flexible live/work units that will develop with the neighborhood. The multi-family housing will include a variety of unit sizes ranging from studio to three-bedroom

configurations. Over 20,000 square feet of open space in a central park promotes recreation for use by the residents as well as the surrounding neighborhood. In addition to the central park, the project includes 65,000 square feet of open space in various courtyards, a paseo, a dog park (for residents), and the retail courtyard.

GOAL 3. Compatible Land Uses. A mix and distribution of land uses characterized by their compatibility.

The introduction of residential uses along Foothill Boulevard, in conjunction with ground floor retail/restaurant space and live/work units within a commercial district serves to activate an area in close proximity to public transportation. Residents will have multiple access points to and from the development, activating the pedestrian edge along Foothill Boulevard and Kinneloa Avenue. Based on the existing pattern of development along Foothill Boulevard, the project provides opportunities for compatible pedestrian-oriented retail spaces to complement the established commercial uses.

GOAL 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms. These diverse forms include distinct, walkable districts, corridors, and transit and neighborhood villages and cohesive, unique single and multi-family residential neighborhoods and open spaces where people of all ages can live, work shop and recreate.

A walkable corridor is created with the introduction of commercial uses on the south side of Foothill Boulevard, with pedestrian oriented amenities and open space for residents and neighbors to gather. The massing scale along Foothill Boulevard is broken down, providing multiple access points for residents and the surrounding community to activate the pedestrian edge. The project includes a large central park and paseos that reinforce the walkability of the project.

GOAL 5. Pedestrian-Oriented Places. Development that contributes to pedestrian vitality and facilitates bicycle use in the Central District, Transit Villages, Neighborhood Villages, and community corridors.

The development contributes to pedestrian vitality through the porous edges of the building massing along Foothill Boulevard, which include various access points. The proposed site design directs pedestrians toward public transportation and public gathering spaces as well as commercial destinations, creating a connected neighborhood. The shared street at the center of the project is designed to encourage pedestrian activity by placing active uses such as the leasing office, fitness center, and residential lobbies along this roadway. The project includes a publicly accessible route around and through the project site that connects to the central park.

GOAL 6. Character and Scale of Pasadena. *A built environment that evolves while maintaining Pasadena's unique sense of place, character, and the urban fabric.*

Through the study of the existing grid pattern of development, the proposed project is imprinted with the unique local urban context surrounding the site. The central park provides an ideal location to integrate public art and facilitate related community exploration. By locating this multi-family mixed-use project along a commercial corridor, the project will serve to preserve and enhance established residential neighborhoods to maintain Pasadena's unique character.

GOAL 12. Shopping and Dining. *Diversity of shopping opportunities enabling Pasadena's residents to acquire desired goods and services in the City, as well as attracting customers from surrounding communities.*

The project contains pedestrian-scaled retail/restaurant and live/work opportunities that will provide goods and services to the community and surrounding neighborhood. Smaller storefronts encourage small business activity, creating a network of shopping and dining to complement the neighboring larger commercial spaces to the east and south.

GOAL 18. Land Use/Transportation Relationship. *Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multi-modal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.*

The proposed development is organized to effectively use the surrounding nearby transportation resources. The courtyards and paseos are designed to direct the residents towards local bus and rail services reinforcing the Transit Village concept. The Project will include bicycle parking and bike repair facilities to encourage residents and visitors to utilize alternative transportation.

GOAL 19. Parking Availability. *The supply of parking will reflect Pasadena's objective to protect residential neighborhoods; create a vital, healthy, and sustainable economy; establish Pasadena as a leader in environmental stewardship; encourage physical activity and a commitment to health and wellness; and encourage walking, biking, and transit. The supply of parking in an area will also reflect the type, mix, and density of uses; the availability of shared facilities; and the proximity to transit.*

Beyond the connection to public transportation, the project also provides a combination of parking strategies to accommodate the needs of the community. To mitigate the impact of retail parking on the surrounding neighborhood, on-site parking is provided via a dedicated retail-only garage access. Deliveries for both

retail tenants and residents is facilitated by multiple dedicated loading/delivery spaces on the property. For the residents, a series of four decentralized parking locations provide access to their vehicles and to secured bicycle facilities. The project also provides a network of courtyards and paseos to promote pedestrian activity and reinforce the connection to the Sierra Madre Villa Gold Line Station.

GOAL 21. Desirable Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life and are well maintained.

The residential component provides a variety of housing types ranging from studio to three bedroom apartments, which encourages a diverse population. Additionally, affordable housing will be provided on site ensuring that economically diverse residents will bring stability and a quality of life to this community. The project represents development with residential amenities that will be well-maintained and encourage pride in residency.

GOAL 23. Multi-Family Neighborhoods. Multi-Family residential neighborhoods that provide ownership and rental opportunities, exhibit a high quality of architectural design, and incorporate amenities for their residents.

The proposed architectural design and character focus on courtyard spaces and paseos while also encouraging an active streetscape. The project proposes a combination of amenity spaces, including two clubhouses that provide communal function spaces in addition to the fitness facility. Large open spaces provide places for residents to recreate and informally gather. The majority of residential units include balconies to provide private open space. Further, the project will be reviewed by the Design Commission to ensure high-quality design that is compatible with the surrounding environment.

GOAL 24. Supporting Uses in Residential Neighborhoods. Supporting uses that meet the needs of residents located and designed to be subordinate to, and compatible with, the function and quality of the residential environment.

Placing multi-family uses in this central location allows residents to walk or bike one half mile or less to commercial centers to the northeast and south, to parks, and to transit. The inclusion of live/work units in the development supports home based businesses. The project includes retail/restaurant and live/work uses that will serve the residents of the project as, well as the surrounding neighborhood.

GOAL 25. Vital Districts and Corridors. Diverse, active, prosperous and well-designed commercial corridors and districts that provide a diversity of goods, services and entertainment.

The proposed commercial oriented spaces along Foothill Boulevard will complement the retail corridor by providing additional pedestrian opportunities along the southern side of Foothill Boulevard. The existing retail along the northern side of Foothill Boulevard will also benefit from the additional residents and commercial activity. Increased street trees, street furniture, and signage will further activate and energize the pedestrian experience.

GOAL 28. Places to Live, Work, Shop and Recreate. A diversity of well-designed corridors and villages containing an integrated mix of commercial uses and/or housing that enable Pasadena's residents to live close to businesses, services and employment.

With this proposed mixed-use development, a diversity of residential types and commercial opportunities will create a neighborhood where residents can live and have access to neighboring commercial uses and employment. On-site amenities, including retail spaces, a fitness center, courtyards, paseos, and a central park, contribute to the integrated living environment of the residents.

GOAL 29. Transit Villages. Moderate to high density mixed-use clusters of residential and commercial uses developed in an integrated 'village-like' environment with buildings clustered on common plazas and open spaces in proximity to Metro Gold Line stations capitalizing on their induced market demands and land values, facilitating ridership, and reducing automobile use while increasing walkability

The proposed moderate-density mixed-use development, located within one-quarter mile of the Sierra Madre Villa Metro Gold Line Station and within walking and bicycling distance to nearby commercial uses, facilitates establishment of this neighborhood's Transit Village atmosphere. The project includes bicycle parking and a repair shop to encourage residents to use alternative modes of transportation. The residences, designed around public and semi-private courtyards, promote a sense of community where the open spaces become places for the residents to interact.

Based on the analysis provided above, the project is consistent with the Goals of the City's General Plan Land Use Element.

The General Plan Land Use Designation for the project site is Medium Mixed Use (0.0 to 2.25 FAR, 0-87 du/acre maximum). The FAR of the proposed development is 1.53, within the range of FAR prescribed by the General Plan Land Use Designation. Further, the proposed residential density is 55.2 dwelling units per acre. The Medium Mixed Use Land Use Designation is intended to support the development of multi-story buildings with a variety of compatible commercial (retail and office) and residential uses. It further states that development is characterized by shared open spaces, extensive landscaping, small

to medium separations between buildings, and shared driveways and parking. Accordingly, the proposed project includes five-story buildings with retail, restaurant, work/live and residential uses. The project also includes a central park and a retail court connected internally and to Foothill Boulevard. Therefore, the proposed project is consistent with the Medium Mixed Use General Plan Land Use Designation for the project site.

The Pasadena General Plan indicates the project site is located within the East Pasadena Specific Plan (EPSP) area. The General Plan's vision for the EPSP is to provide additional employment opportunities by facilitating expansion of existing businesses and development of new businesses, while adding new housing opportunities to enable residents to live close to jobs and transit. Goal 33 of the General Plan Land Use Element seeks to create a "semi-urban environment with higher-density mixed-use developments incorporating retail, office and housing uses to provide increase opportunities encourage transit use and walking." The project is consistent with the vision and purpose of the East Pasadena Specific Plan as described in the General Plan Land Use Element.

The Pasadena General Plan allocated 750 housing units and 1,095,000 square feet of commercial development capacity to the EPSP area. The project is proposing 481 market-rate housing units and 69 affordable housing units. The City's development caps do not apply to affordable housing units in the East Pasadena Specific Plan. The project, as outlined in the PD Plan, can be accommodated within the existing development capacity prescribed by the General Plan.

2. *The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*

The proposed zoning map amendment will change the zoning designation of the project site from EPSP-d2-IG-B-4 to PD 36 to allow for the cleanup and revitalization of an underutilized site with a non-conforming self-storage land use located on one of the City's main commercial corridors. The project proposes to provide housing within close proximity of transit, commercial and employment hubs in East Pasadena. The project, as outlined in the PD Plan, includes uses that may be permitted as part of the PD process, and that are compatible with uses in surrounding areas. A Sustainable Communities Environmental Assessment (SCEA) was prepared for the proposed project the identified potential environmental impacts (Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, Transportation and Traffic, and Tribal Cultural Resources). The SCEA concluded that the potential impacts can be mitigated to a less than significant level through the incorporation of mitigation measures into the project. Furthermore, the project was reviewed by the Fire Department, Building and Safety Division, and Public Works Department; and no safety concerns were raised following their initial review. The project is also required to undergo the plan check process, where each of the aforementioned departments/divisions will conduct a thorough review of the project prior to issuance of any building permits. Therefore, the project, as outlined in the

PD Plan, conditions of approval, and Mitigation Monitoring and Reporting Program will not be detrimental to the public interest, health, safety, convenience, or general welfare of the city.