

**ATTACHMENT I**  
**REQUIRED FINDINGS FOR GENERAL PLAN, SPECIFIC PLAN, AND ZONING CODE**

**FINDINGS FOR APPROVAL OF GENERAL PLAN LAND USE DIAGRAM AMENDMENTS**

*An amendment to the General Plan's diagram or text may be approved only after first finding that:*

- 1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan;*
- 2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City; and*
- 3. For General Plan diagram amendments only, the site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested/anticipated land use/developments.*

The proposed amendment to the General Plan Land Use Diagram is consistent with the goals, policies, and objectives of the General Plan as follows:

**Land Use Element**

- *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.*
  - *Policy 1.1 (Basic Growth Policy). Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena's unique residential neighborhoods, business districts, and open spaces.*
  - *Policy 1.2 (Targeted Growth). Target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.*
- *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 recreation opportunities, and supporting a healthy population while protecting the environment.*
  - *Policy 2.1 (Housing Choices). Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community's fair share of regional, senior, and workforce housing needs and provide a*

*strong customer base sustaining the economic vitality of Pasadena's commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.*

- *Policy 2.2 (Senior Housing). Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.*
- *Policy 2.3 (Commercial Businesses). Designate sufficient land to enable a broad range of viable commercial uses in Pasadena's Central District, Transit and Neighborhood Villages, and commercial corridors. These uses will serve both local and regional needs, reducing the need for residents to travel to adjoining communities, capturing a greater share of local spending, and offering a diversity of employment opportunities.*
- *Policy 2.4 (Job Choices). Provide opportunities for the development of a broad range of land uses that offer job opportunities for Pasadena's residents, including professional and creative office, institutional and research and development (R&D) flex space.*
- *Policy 2.5 (Mixed Use). Create opportunities for development projects that mix housing with commercial uses to enable Pasadena's residents to live close to businesses and employment, increasing non-auto travel, and interact socially.*
- *Policy 2.6 (Transit-Related Land Uses). Promote the development of uses that support and capture the economic value induced by the presence of transit corridors and stations.*
- *Policy 2.7 (Civic and Community Services). Provide diverse uses and services supporting Pasadena's residents such as facilities for civic governance and administration, public safety (police and fire), seniors and youth, community gatherings, and comparable activities.*
- *Policy 2.13 (Parks). Maintain existing and develop new parks and recreational facilities within walking distance of residents, supporting healthy lifestyles.*
- *Goal 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms*
  - *Policy 4.1 (Sustainable Urban Form). Provide an overall pattern of land uses and densities that encourages sustainable development; offers convenient alternatives to auto travel; ensures compatibility among uses; enhances livability and public health; sustains economic vitality; and reduces air pollution, greenhouse gas emissions, and energy consumption.*

- *Policy 4.2 (A Diversity of Places). Maintain and enhance the City’s urban form with distinct, compact, and walkable areas with a diversity of uses, densities, and characters. Offer choices for living, working, shopping, and recreation consistent with community values, needs, and demographics.*
- *Policy 4.3 (An Active Central District). Continue and reinforce the Central District as a vital, pedestrian-oriented place, linked to local and regional transit designed for all ages and serving as the focal point of community identity, business activity, employment, living, governance, and culture.*
- *Policy 4.4 (Transit Villages). Accommodate and intensify a mix of local and regional commercial, residential, and public uses close to the Metro Gold Line stations. Design these areas to accommodate safe and convenient walking, bicycling, and transit use. Include gathering places and amenities to enhance their quality and livability*
- *Policy 4.5 (Transit Villages in Context). Differentiate the mix and development intensities of the Transit Villages to reflect their setting, with the highest intensities at Fillmore, Del Mar, Memorial Park and Lake Metro Gold Line stations, moderate intensities at Sierra Madre Villa station and lowest intensities at the Allen Avenue station.*
- *Policy 4.10 (Architecture that Enhances). Locate and design buildings to relate to and frame major public streets, open spaces, and cityscape. New development at intersections should consider any number of corner treatments, and should balance safety and accessibility concerns with the vision of the area and the need for buildings to engage the street and create a distinct urban edge.*
- *Policy 4.11 (Development that is Compatible). Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.*
- *Policy 4.12 (Transitions in Scale). Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk and are sensitive to the physical and visual character of adjoining lower-density neighborhoods*
- *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.*
  - *Policy 5.1 1 (Walkable City). Maintain and improve sidewalks and pedestrian paths in Pasadena’s neighborhoods and business districts by incorporating street trees, landscaping, and pedestrian-oriented amenities.*

- *Policy 5.2 (Pedestrian-Oriented Development). Require buildings in the Central District, Transit Villages, Neighborhood Villages, and along corridors specified by the adopted specific plans to be located along the street/sidewalk and designed to promote pedestrian activity. This can be accomplished by incorporating transparent facades, small plazas, and dining areas; while locating parking to the rear or underground and placing primary entries on the street.*
- *Policy 5.3 (Community Greenways). Improve Pasadena’s public sidewalks as “greenway” corridors with extensive tree canopies, connecting its neighborhoods, Transit Villages, Neighborhood Villages, neighborhoods, parks, schools, and open spaces.*
- *Policy 5.5 (Civic Center Open Space). Continue to protect the character of the Civic Center as defined by its landscaped open spaces and tree canopy. Locate and design new civic structures to respect this urban form, character, design, functionality, and concepts in the Bennett Plan.*
- *Policy 5.6 (Property Access). Discourage vehicle driveways on streets with higher pedestrian volumes within the Central District, Transit Villages, and Neighborhood Villages.*
- *Policy 5.7 (Pedestrian Connections). Support and enhance the pedestrian experience along public and private pedestrian passages, pathways, courtyards, paseos, alleys, and public walkways with increased connectivity and infrastructure, as well as businesses located along these pedestrian corridors.*
- *Goal 6. Sense of Place and History. Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena’s character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
  - *Policy 6.1 (Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena’s character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
  - *Policy 6.2 (Established Neighborhoods). Preserve, protect, and enhance established residential neighborhoods by providing appropriate transitions between these and adjoining areas. Require new development to complement and respond to the existing physical characteristics that contribute to the overall character and livability of the neighborhood.*

- *Policy 6.3 (Form-Based Code). Establish standards regulating the form and scale of development to assure that new construction is sensitive to the massing, scale, architectural character, landscape design, and relationships to street frontages of existing uses.*
- *Policy 6.4 (View sheds). Recognize and protect significant views of the San Gabriel Mountains, the Arroyo Seco, open spaces along with views of significant structures such as the City Hall cupola, Central Library, and the Civic Auditorium.*
- *Goal 7. Architectural Design and Quality. Encourage an architecturally distinguished city with a diversity of building styles. New development will recognize this by supporting a variety of materials, forms, and construction techniques while demonstrating contextual relationship to its surroundings through traditional physical concepts (orientation, scale, materials) and non-physical concepts (cultural, climactic, economic)*
  - *Policy 7.1 (Architectural Quality). Design each building as a high-quality, long term addition to the City's urban fabric; exterior design and buildings material shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building.*
  - *Policy 7.2 (Architectural Diversity & Creativity). Allow for the development of a diversity of buildings styles. Support innovative and creative design solutions to issues related to context and environmental sustainability.*
  - *Policy 7.3 (Compatibility). Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.*
  - *Policy 7.4 (Design Review). Require design review for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.*
- *Goal 8. Historic Preservation. Preservation and enhancement of Pasadena's cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.*
  - *Policy 8.4 (Adaptive Reuse). Encourage sensitive adaptive re-use including continuing the historic use of historic resources to achieve their preservation, sensitive rehabilitation, and continued economic and environmental value.*
  - *Policy 8.5 (Scale and Character of New Construction in a Designated Landmark and Historic Districts). Promote an architecturally sensitive approach to new construction in Landmark and Historic districts. Demonstrate the proposed project's contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials.*

- *Policy 8.6 (Infrastructure and Street Design Compatibility). Encourage street design, public improvements, and utility infrastructure that preserves and is compatible with historic resources.*
- *Goal 10. City Sustained and Renewed. Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.*
  - *Policy 10.2 (Land Uses Supporting Sustainability). Encourage land uses and improvements that reduce energy and water consumption, waste and noise generation, air quality impacts and support other comparable resource strategies for a sustainable Pasadena; including alternative energy generation, electric vehicle parking and charging, recycling, and similar facilities.*
  - *Policy 10.6 (Adaptive Reuse). Encourage adaptive reuse of structures, including non-historic structures, as a means of supporting environmental sustainability.*
  - *Policy 10.7 (Landscape). Encourage sustainable practices for landscape materials, landscape design, and land development.*
  - *Policy 10.13 (Urban Forest). Maintain and plant additional trees along the City's sidewalks, civic places, parks, and in private developments to support the health and diversity of wildlife, sequester GHG emissions, and contribute to the reduction of the urban heat-island.*
  - *Policy 10.19 (Sustainable Transportation Network). Implement an integrated network of transit, bike facilities, and pedestrian improvements as specified by the Mobility Element to reduce automobile trips and commute lengths, with corresponding reductions in energy consumption, pollution, and GHG emissions.*
- *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, multimodal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.*
  - *Policy 18.1 (Development Mix and Densities). Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and transit use as an alternative to the automobile, as specified by the Land Use Diagram.*

- *Policy 18.2 (Mobility). Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.*
- *Policy 18.3 (Modal Choices). Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.*
- *Policy 18.4 (Transit-Pedestrian Coordination). Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.*
- *Policy 18.5 (Land Use-Mobility Compatibility). Manage vehicle traffic volumes and speeds to improve their compatibility with the character of the adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.*
- *Policy 18.6 (Relationship of Buildings to Transit Stops). Require that building entrances or accessways be oriented toward transit stops when located adjacent to these facilities.*
- *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.*
  - *Policy 19.2 (Parking Limits). Establish limits on the amount of parking that may be developed for projects in the Central District and Transit Villages to promote walking, bicycling, and use of transit as an alternative to the automobile.*
  - *Policy 19.4 (Park Once). Provide the opportunity for residents, patrons and visitors to park once and visit many destinations in the Central District, Transit Villages, and Neighborhood Villages through centrally located shared parking while providing additional flexibility for businesses to provide parking off-site or participate in other alternative parking funding mechanisms.*
  - *Policy 19.5 (Bicycle Parking). Accommodate the development of bicycle parking centers in the Central District, Transit Villages, and Neighborhood Villages and require larger development projects to incorporate secured and convenient bicycle parking facilities.*
  - *Policy 19.6 (Unbundled Parking). Encourage practices that separate the cost of parking from commercial lease rates, the costs of housing, and – where feasible – the price of goods and services to ensure that non-car owners do not pay for parking they do not need and help people weigh the true cost of driving in lieu of transit.*

- *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 and contribute to a positive experience for residents and visitors.*
  - *Policy 25.1 (Diversity of Uses). Encourage the development of a broad range of commercial uses that reduce the need to travel to adjoining communities, while capturing a greater share of local spending.*
  - *Policy 25.2 (Compact Infill Development). Encourage commercial uses along major corridors, in Neighborhood Villages, and as infill development adjacent to existing commercial uses and on surface parking lots to improve commercial services, maximize revenue generation, and leverage concentrating commercial uses.*
  - *Policy 25.4 (Architecture and Site Design). Require that new development protect community character by providing architecture, landscaping, and urban design of equal or greater quality than existing and by respecting the architectural character and scale of adjacent buildings.*
  - *Policy 25.5 (Connectivity to Neighborhoods). Link commercial areas to adjoining residential neighborhoods and other districts by well-designed and attractive streetscapes with pedestrian sidewalks and street amenities.*
  - *Policy 25.6 (Multi-Use of Public Alleys). Consider alleys as multi-use public spaces that buffer commercial uses from residential areas and serve circulation, parking, utilities, loading areas and trash receptacles. They may also provide access to paseos, rear commercial entries, multiple storefronts and public use areas.*
  - *Policy 25.7 (Buffering Adjoining Residential Areas). Ensure commercial uses adjoining residential neighborhoods or mixed residential and commercial uses are designed to be compatible with each other.*
  - *Policy 25.8 (Pedestrian, Bicycle and Transit Access). Require commercial projects to be designed to promote convenient pedestrian and bicycle access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.*
  - *Policy 25.10 (Retail). Designate land and develop guidelines for the development of pedestrian friendly commercial areas, each with their own unique identity.*
  - *Policy 25.11 (Retail Streetscapes). Maintain and, where deficient, increase street trees, plantings, furniture, signage, public art and other amenities that encourage pedestrian activity in retail districts and corridors.*
- *Goal 26. Offices. A diversity of professional, creative, medical, research, and other offices offering attractive job opportunities for residents, and serving as a centerpiece of Pasadena’s economy.*



- *Policy 26.1 (Office). Encourage the orderly development and expansion of office uses based upon current conditions and future projects to improve the relationship of jobs and housing in certain areas of the City.*
- *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.*
  - *Policy 29.1 (Mix of Uses). Accommodate mixed-use development permitted by the applicable land use classification on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Transit Village vision.*
  - *Policy 29.2 (Neighborhood Identity). Design Transit Villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from adjoining neighborhoods.*
  - *Policy 29.3 (Pedestrian Orientation). Require the inclusion of improvements and amenities to create a safe and comfortable environment for sitting, meeting neighbors and friends, walking and providing easy access to Metro Gold Line station areas and a mix of uses in close proximity to the station.*

The proposed amendments to the General Plan Land Use Diagram consist of removing a portion of California Boulevard south of Lake Avenue and adding the parcels north of Cordova Street, between N. Mentor Avenue and N. Wilson Avenue. The following describes the recommended changes to the Land Use Diagram:

- Update the land use designation for a portion of the parcels at the intersection of North Garfield Avenue and East Holly Street (45 feet behind the street-facing property lines) from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) and Institutional to Open Space;
- Update the land use designation for the parcels that comprise Playhouse Village Park from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Open Space;
- Update the land use designation on all High Commercial (0-3.0 FAR) parcels to High Mixed-Use (0-87 du/ac and 0-3.0 FAR);
- Update the land use designation on two parcels fronting Walnut Street (APNs 5723-010-046 and 5723-010-047) west of North Lake Avenue from Urban Housing (0-87 du/ac) to High Mixed-Use (0-87 du/ac and 0-3.0 FAR);
- Update the land use designation on five parcels in the vicinity of North Lake Avenue (APNs 5738-003-901, 5723-011-010, 5723-011-016, 5723-011-034 and 5723-011-035) from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to High Mixed-Use (0-87 du/ac and 0-3.0 FAR);

- Update the CDSP boundary by adding the parcels between S. Mentor Avenue and S. Wilson Avenue, north of Cordova Street, in the Central District Specific Plan, as Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR);
- Update the CDSP boundary by removing the area south of California Boulevard designated Low Mixed-Use (0-32 du/ac and 0-1.0 FAR);
- Update the land use designation of two parcels fronting South Lake Avenue (APNs 5721-027-019 and 5721-027-020) from Med-High Density Residential (0-32 du/ac) to Low Mixed-Use (0-32 du/ac and 1.0 FAR);
- Update the land use designation for parcels between El Molino Avenue and Hudson Avenue (south of Del Mar Boulevard, excluding Institutional uses) from Med-High Residential (0-32 du/ac) to High Residential (0-48 du/ac); and
- Update the land use designation on all Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) parcels south of Central Court between De Lacey Avenue and Fair Oaks Avenue to High Mixed-Use (0-87 du/ac and 0-3.0 FAR).

The General Plan’s vision for the Central District is to build upon the existing strengths as a vibrant downtown with a mix of uses, walkable areas with shopping, entertainment, restaurants, offices, and housing connected by multiple modes of transit. The proposed Central District Specific Plan (CDSP) builds upon the existing plan and strengths of the area as a vibrant downtown with a mix of uses, walkable areas with shopping, entertainment, restaurants, offices, educational institutions, and housing connected by multiple modes of transit. The general plan amendments listed above further implement the goals of the proposed CDSP and are consistent with the General Plan Land Use Element Goals and Policies previously identified.

One of the more significant amendments is the allowance of residential uses along Lake Avenue, north of Green Street. The intent is to encourage a mix of commercial and residential uses near the Metro A Line (Previously L Gold) Lake Station and existing businesses to promote economic vitality for the City, as well as provide additional housing opportunities, neighborhood amenities, and services for the surrounding community. By shifting residential opportunities closer to the Metro Lake Station, an additional 600-1,000 units could be accommodated in the plan area compared to the existing plan which supports the City’s need for new housing opportunities. Another significant amendment is the proposed removal of the area south of California Boulevard, near Lake Avenue. Removal of this section from the boundary is proposed to maintain the area as a commercial node with neighborhood-serving uses in walking distance to the surrounding community.

Other General Plan Amendments include changing the land use designation between El Molino Avenue and Hudson Avenue from Med-High Residential to High Residential to align the General Plan with current zoning designations and changing the land use designation on all Medium Mixed-Use parcels south of Central Court between De Lacey Avenue and Fair Oaks to High Mixed-Use to allow for greater FAR and height. These changes support the City’s need for increase housing density opportunities.

For the reasons described above, the amendments to the Land Use Diagram would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.

## FINDINGS FOR ADOPTION OF A SPECIFIC PLAN

*The City Council may adopt a Specific Plan only if it finds that the proposed plan is in conformance with the goals, policies, and objectives of the General Plan and other adopted goals and policies of the City.*

The proposed Central District Specific Plan (“CDSP”) is consistent with the goals, policies, and objectives of the General Plan as follows:

- *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.*
  - *Policy 1.1 (Basic Growth Policy). Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena’s unique residential neighborhoods, business districts, and open spaces.*
  - *Policy 1.2 (Targeted Growth). Target growth and new construction in infill areas and away from Pasadena’s residential neighborhoods and open spaces by redeveloping underutilized and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.*

The proposed CDSP implements the land uses, densities, and intensities established in the General Plan Land Use map, which represents community values and the anticipated scale and character of Pasadena’s neighborhoods. By increasing housing densities and creating more flexibility of commercial uses, the proposed CDSP targets growth and new construction along major corridors and near transit to foster a pedestrian friendly downtown environment.

- *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 recreation opportunities, and supporting a healthy population while protecting the environment.*
  - *Policy 2.1 (Housing Choices). Provide opportunities for a full range of housing types, densities, locations, and affordability levels to address the community’s fair share of regional, senior, and workforce housing needs and provide a strong customer base sustaining the economic vitality of Pasadena’s commercial land uses. The types, densities, and location of housing shall be determined by the Land Use Diagram and reflect the projected needs specified in the Housing Element.*
  - *Policy 2.2 (Senior Housing). Encourage the development of senior housing that has access to commercial services, health care facilities, community facilities, and public transit.*

- *Policy 2.3 (Commercial Businesses). Designate sufficient land to enable a broad range of viable commercial uses in Pasadena’s Central District, Transit and Neighborhood Villages, and commercial corridors. These uses will serve both local and regional needs, reducing the need for residents to travel adjoining communities, capturing a greater share of local spending, and offering a diversity of employment opportunities.*
- *Policy 2.4 (Job Choices). Provide opportunities for the development of a broad range of land uses that offer job opportunities for Pasadena’s residents, including professional and creative office, institutional and research and development (R&D) flex space.*
- *Policy 2.5 (Mixed Use). Create opportunities for development projects that mix housing with commercial uses to enable Pasadena’s residents to live close to businesses and employment, increasing non-auto travel, and interact socially.*
- *Policy 2.6 (Transit-Related Land Uses). Promote the development of uses that support and capture the economic value induced by the presence of transit corridors and stations.*
- *Policy 2.8 (Equitable Distribution of Community Devices and Amenities). Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.*
- *Policy 2.11 (Health Facilities). Accommodate a wide range of healthcare and mental health facilities that are transit-accessible and pedestrian-friendly.*

The proposed CDSP builds upon the existing 2004 plan and strengths of the area as a vibrant downtown with a mix of uses, walkable areas with shopping, entertainment, restaurants, offices, and housing connected by multiple modes of transit. The most significant land use shift compared to the existing plan is the allowance of residential uses along Mid Lake Avenue, north of Green Street, in exchange of maintaining the current commercial character along Lake Avenue, south of Cordova Street, and scaling-back areas east of Mentor Avenue. Changes to housing densities along Mid Lake Avenue encourage a mix of commercial and residential uses near the Lake Station promoting transit-oriented development, economic vitality, and provide housing opportunities, neighborhood amenities, and services for the surrounding community.

- *Goal 3. Compatible Land Uses. A mix and distribution of land uses characterized by their compatibility.*
  - *Policy 3.2 (Care Facilities). Allow for the development of senior daycare facilities, assisted living facilities, hospice, child care, and other care facilities where they can be located, designed, and managed to ensure compatibility with and the safety of adjoining uses, consistent with adopted specific plans, Community Places policies and in accordance with state legislation.*

- *Policy 3.3 (Assembly Facilities). Require that assembly facilities for social, cultural, educational, and religious organizations be located, designed, and managed to ensure compatibility and avoid traffic, noise, and other negative impacts with adjoining uses.*
- *Policy 3.5 (Hazardous Uses). Prohibit or control land uses which pose potential health and environmental hazards to Pasadena’s neighborhoods and districts.*
- *Policy 3.6 (Non-Conforming Uses). Encourage the replacement of non-conforming uses to achieve groupings of compatible uses that conform to the current zoning standards.*

The proposed CDSP focuses new growth in key segments of the plan area, ranging in densities from 16 to 87 dwelling units per acre. This allows new housing and catalytic development in areas that can accommodate growth, while limiting the intensity of development within the south portion of the plan area to create more sensitive transitions to existing neighborhoods and maintain quality of life. The proposed CDSP allows Residential Care, Supportive, and Transitional Housing facilities as well as a variety of public assembly and cultural institution uses in various districts within the plan area. The development standards as well as density and intensity regulations in the plan encourage redevelopment of existing, potentially nonconforming uses, and land uses that include alcohol sales will continue to be carefully regulated through the Conditional Use Permit process.

- *Goal 4. Elements Contributing to Urban Form. A safe, well-designed, accessible City with a diversity of uses and forms*
  - *Policy 4.1 (Sustainable Urban Form). Provide an overall pattern of land uses and densities that encourages sustainable development; offers convenient alternatives to auto travel; ensures compatibility among uses; enhances livability and public health; sustains economic vitality; and reduces air pollution, greenhouse gas emissions, and energy consumption.*
  - *Policy 4.2 (A Diversity of Places). Maintain and enhance the City’s urban form with distinct, compact, and walkable areas with a diversity of uses, densities, and characters. Offer choices for living, working, shopping, and recreation consistent with community values, needs, and demographics.*
  - *Policy 4.4 (Transit Villages). Accommodate and intensify a mix of local and regional commercial, residential, and public uses close to the metro Gold Line stations. Design these areas to accommodate safe and convenient walking, bicycling, and transit use. Include gathering places and amenities to enhance their quality and livability.*
  - *Policy 4.5 (Transit Villages in Context). Differentiate the mix of development intensities of the Transit Villages to reflect their setting, with the highest intensities at Fillmore, Del Mar, Memorial Park and Lake Metro Gold Line stations, moderate intensities at Sierra Madre Villa station and lowest intensities at the Allen Avenue station.*

- *Policy 4.6 (Neighborhood Villages). Support neighborhoods through the intensification of development at major intersections to serve as centers of neighborhood identity and activity. Encourage the clustering of community-oriented commercial services, housing, and community gathering places with pedestrian-oriented amenities that are accessible and walkable.*
- *Policy 4.7 (Strengthen Major Corridors). Encourage the economic improvement of underused parcels along Pasadena’s corridors by clustering more intense uses at major intersections and lower intensity mixed-use or commercial development between major intersections.*
- *Policy 4.9 (Gateways). Define prominent points of entry to the city with high quality, distinctive architecture or engineering (consider entry points like the intersection of South Orange Grove Boulevard and West Colorado Boulevard, the Colorado Street Bridge, or North Fair Oaks at Woodbury). Other elements, including art installations, landscaping, and light elements are also encouraged.*
- *Policy 4.10 (Architecture that Enhances). Locate and design buildings to relate to and frame major public streets, open spaces, and cityscape. New development at intersections should consider any number of corner treatments, and should balance safety and accessibility concerns with the vision of the area and the need for buildings to engage the street and create a distinct urban edge.*
- *Policy 4.11 (Development that is Compatible). Require that development demonstrates a contextual relationship with neighboring structures and sites addressing such elements as building scale, massing, orientation, setbacks, buffering, the arrangement of shared and private open spaces, visibility, privacy, automobile and truck access, impacts of noise and lighting, landscape quality, infrastructure, and aesthetics.*
- *Policy 4.12 (Transitions in Scale). Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.*

The proposed CDSP includes numerous new development standards, including minimum sidewalk widths, setbacks, building stepbacks, massing, ground floor design, and façade modulation which are intended to support walkable, mixed-use neighborhoods that reduce the need to drive, enhance urban design, and achieve appropriate transitions in scale to ensure that new development is compatible. The zoning districts in the proposed CDSP build upon the existing plan, expanding the types of allowed land uses, thereby creating a diversity of places. The proposed CDSP also includes a range of densities and intensities to reflect their settings, with the highest intensities in the northern districts of the plan and transitioning to existing residential communities in the southern area of the CDSP. Overall, the proposed CDSP promotes thoughtful growth along portions of Colorado, Lake, Raymond, and Arroyo Parkway, particularly near the Metro A Line Del Mar, Memorial Park, and Lake Stations, by creating a set

of community oriented commercial services, housing, and community gathering places that are walkable and accessible from nearby neighborhoods.

The proposed plan includes a new requirement for Publicly Accessible Open Space (“PAOS”) that builds on the historic legacy of the Central District’s network of publicly accessible open space. Larger projects with more than 80,000 square feet will be required to provide a percentage of that area as PAOS. The PAOS can be in the form of a paseo or a plaza, depending on the location of the site. The requirement would contribute to a sense of place by establishing plazas and paseos at key locations, encouraging access along major pedestrian corridors.

- *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.*
  - *Policy 5.1 (Walkable City). Maintain and improve sidewalks and pedestrian paths in Pasadena’s neighborhoods and business districts by incorporating street trees, landscaping, and pedestrian-oriented amenities.*
  - *Policy 5.2 (Pedestrian-Oriented Development). Require buildings in the Central District, Transit Villages, Neighborhood Villages, and along corridors specified by the adopted specific plans to be located along the street/sidewalk and designed to promote pedestrian activity. This can be accomplished by incorporating transparent facades, small plazas, and dining areas; while locating parking to the rear or underground and placing primary entries on the street*
  - *Policy 5.3 (Community Greenways). Improve Pasadena’s public sidewalks as “greenway” corridors with extensive tree canopies, connecting its neighborhoods, Transit Villages, Neighborhood Villages, neighborhoods, parks, schools, and open spaces.*
  - *Policy 5.4 (Community Connectivity). Improve corridors crossing the 210 Freeway to accommodate safe and convenient walking and bicycling with landscape, trees, street furniture, and other amenities. This will improve the visual and physical connectivity of neighborhoods to the north and south. Consider the feasibility for constructing a landscaped deck over the freeway as an open space amenity and as a means of improving the connections between neighborhoods on either side of the 210 freeway.*
  - *Policy 5.6 (Property Access). Discourage vehicle driveways on streets with higher pedestrian volumes within the Central District, Transit Villages, and Neighborhood Villages.*
  - *Policy 5.7 (Pedestrian Connections). Support and enhance the pedestrian experience along public and private pedestrian passages, pathways, courtyards, paseos, alleys, and public walkways with increased connectivity and infrastructure, as well as businesses located along these pedestrian corridors.*



The proposed CDSP includes new requirements for minimum sidewalk widths, minimum parkway size and frequency, minimum tree well and tree size, active ground floor uses, ground floor design, street wall minimums, and transparency requirements. The proposed CDSP also includes requirements for publicly accessible open space, with specific guidance on implementing these requirements to create a network of paseo connections connecting existing pedestrian connections, as well as policies and implementation actions aimed at improving safety and the convenience of walking. All of these elements are designed to work together to make the proposed CDSP area more pedestrian-oriented by encouraging well-designed and engaging ground floors of buildings and comfortable, shaded sidewalks.

- *Goal 6. Sense of Place and History. Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena’s character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
  - *Policy 6.1 (Sense of Place and History). Require new development and changes to existing development to be located and designed to respect the defining elements of Pasadena’s character and history such as its grid street pattern, block scale, public realm, courtyards, paseos, alleys, neighborhoods and districts, building massing and heights, significant architecture, and relationship to the mountains and Arroyo Seco.*
  - *Policy 6.2 (Established Neighborhoods). Preserve, protect, and enhance established residential neighborhoods by providing appropriate transitions between these and adjoining areas. Require new development to complement and respond to the existing physical characteristics that contribute to the overall character and livability of the neighborhood.*
  - *Policy 6.3 (Form-Based Code). Establish standards regulating the form and scale of development to assure that new construction is sensitive to the massing, scale, architectural character, landscape design, and relationships to street frontages of existing uses.*
  - *Policy 6.5 (Public Art). Integrate public art in private projects and in public spaces, including streetscapes, parks, and civic spaces.*

The proposed CDSP includes goals and policies supporting context-appropriate development that is sensitive to historic properties and encourages adaptive reuse of buildings to achieve preservation and rehabilitation of both designated and undesignated historic properties. Setback, stepback, and height standards in the proposed CDSP provide sensitive transitions to established surrounding neighborhoods, and public art is encouraged through limitations on blank walls and policies and implementation measures aimed at encouraging public art. The development standards in the proposed CDSP that regulate building form, massing, and design within the context of surrounding buildings and the public realm, are consistent with the definition of “Form-Based Code” established in the General Plan and will ensure that future development is contextually compatible with the existing setting.

- *Goal 7. Architectural Design and Quality. Encourage an architecturally distinguished city with a diversity of building styles. New development will recognize this by supporting a variety of materials, forms, and construction techniques while demonstrating contextual relationship to its surroundings through traditional physical concepts (orientation, scale, materials) and non-physical concepts (cultural, climactic, economic).*
  - *Policy 7.1 (Architectural Quality). Design each building as a high-quality, long term addition to the City's urban fabric; exterior design and buildings material shall exhibit permanence and quality, minimize maintenance concerns, and extend the life of the building.*
  - *Policy 7.2 (Architectural Diversity & Creativity). Allow for the development of a diversity of buildings styles. Support innovative and creative design solutions to issues related to context and environmental sustainability.*
  - *Policy 7.3 (Compatibility). Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.*

The proposed CDSP also includes design guidelines that are designed to provide additional design direction beyond the required development standards. These guidelines, which have been carried forward from the 2004 CDSP, are divided up by the public realm, the private realm, and by sub-district. The intent of the design guidelines is to provide additional design standards that promote compact development patterns, focus activity on public places, and are compatible with the existing commercial development and historic resources.

- *Goal 8. Historic Preservation. Preservation and enhancement of Pasadena's cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.*
  - *Policy 8.4 (Adaptive Reuse). Encourage sensitive adaptive re-use including continuing the historic use of historic resources to achieve their preservation, sensitive rehabilitation, and continued economic and environmental value*
  - *Policy 8.5 (Scale and Character of New Construction in a Designated Landmark and Historic Districts). Promote an architecturally sensitive approach to new construction in Landmark and Historic districts. Demonstrate the proposed project's contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials.*
- *Goal 10. City Sustained and Renewed. Development and infrastructure practices that sustain natural environmental resources for the use of future generations and, at the same time, contribute to the reduction of greenhouse gas emissions and impacts on climate change.*

- *Policy 10.6. (Adaptive Reuse). Encourage adaptive reuse of structures, including non-historic structures, as a means of supporting environmental sustainability.*
- *Policy 10.7 (Landscape). Encourage sustainable practices for landscape materials, landscape design, and land development.*

The proposed CDSP aims to enhance historic and cultural resources, encourage adaptive reuse, and strengthen the district's identity while allowing creative architecture. The plan includes standards to protect historic resources and existing elements of the area that provide a sense of place and distinct character. The proposed CDSP includes detailed new standards with diagrams that define an appropriate building envelope for new development that is adjacent to historic resources. These standards are intended to allow redevelopment that respects and enhances historic resources in the vicinity. The standards help to create a sensitive transition between new development and historic resources. Reductions in parking requirements for certain commercial uses up to a certain size also encourages adaptive reuse by not requiring the construction of new parking.

The proposed plan refines the current parking requirements by establishing an appropriate number of parking spaces by land use, size of development, and location. Projects within a half-mile of public transit will not be required to provide parking. The proposed CDSP includes reductions in parking requirements for certain commercial uses, which encourages changes in use in existing buildings without the need to replace the buildings to accommodate additional parking. This allows adaptive reuse and investment in existing buildings. The proposed CDSP includes requirements that encourage sustainable practices, such as requiring that all plant materials in parkways be native or climate appropriate, limiting the amount of impermeable surfaces within a paseo, and requiring that all projects incorporate a variety of open space types for gathering, recreation, and respite.

- *Goal 11. Job Opportunities. Provide land use capacities that accommodate a diversity of job opportunities for Pasadena's residents.*
  - *Policy 11.1 (Business Expansion and Growth). Support the growth and success of businesses that create new job opportunities and productive and satisfying employment for Pasadena residents.*
  - *Policy 11.3 (New and Complementary Businesses). Identify opportunity sites for expansion of successful Pasadena companies and attraction of new establishments that are complementary with Pasadena's Central District, neighborhood and transit villages, and commercial corridors.*
  - *Policy 11.4 (Barriers). Reduce barriers to gainful employment such as lack of public transportation, training, job information, and childcare.*

The proposed CDSP aims to support businesses that contribute to the economic development and vitality of the district. The CDSP provides new flexibility in the types of commercial land uses allowed, which is intended to reduce barriers to new businesses and job opportunities from locating in the plan area. Newer growth is centered along Lake Avenue to promote economic development and housing opportunities and services for the surrounding communities.

- *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.*
  - *Policy 12.1 (Vital Commercial Districts). Enhance commercial districts to create quality shopping and dining experiences.*
  - *Policy 12.3 (Adequate Parking). Coordinate public/private parking improvements and policies to support local business.*
  - *Policy 12.4 (Revitalization of Commercial Areas). Encourage the revitalization of commercial and industrial areas by attracting private investment.*
  - *Policy 12.5 (Small Businesses). Encourage the retention and expansion of small businesses through incentives, by providing adequate infrastructure and street beautification. Promote locating of small businesses as integral to the identity of the neighborhood villages.*
  - *Policy 12.6 (Local Businesses). Support the development of Pasadena-grown and based retail businesses as an alternative to national chain brands*

The proposed CDSP supports a vibrant downtown with mix of residential and pedestrian-oriented commercial uses supports both city-wide and local needs. The district is intended to be a place to work, live, shop, and play for all generations and abilities. The proposed Central District Specific Plan builds upon the existing strengths of the district, including the numerous resources of historical and cultural significance and distinct neighborhoods. Parking requirements for certain commercial uses, such as restaurants and outdoor dining uses, have been reduced or eliminated to promote new dining experiences and economic vitality utilizing the existing parking supply to accommodate demand. This also reduces costs and barriers to entry for small and locally-owned businesses looking to locate and/or expand in the plan area and helps reduce the negative impacts of displacement and gentrification. Sidewalk width, parkway, ground floor transparency, and street tree requirements have also been included in the plan to beautify the street and help establish a more welcoming pedestrian environment.

- *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, multimodal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.*
  - *Policy 18.1 (Development Mix and Densities). Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and transit use as an alternative to the automobile, as specified by the Land Use Diagram.*
  - *Policy 18.2 (Mobility). Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.*

- *Policy 18.3 (Modal Choices). Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.*
- *Policy 18.4 (Transit-Pedestrian Coordination). Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.*

The proposed CDSP promotes mixed-use zoning and appropriate density increases compared to what is allowed under existing regulations, along with a variety of commercial uses. The proposed CDSP also introduces new development standards such as sidewalk minimums, parkway requirements, tree well size minimums, tree species recommendations, and ground floor use and design requirements and guidelines. These changes would accommodate a mix of density and land uses that will promote walkability, complete streets and facilitate better access to bus stops along the corridor. The proposed CDSP also includes policies that would support future safety and mobility improvements to the street right-of-way, such as signalized pedestrian crosswalks along Colorado Boulevard, and bulb-outs with sustainable elements, cooling strategies, which are consistent with goals and policies expressed in the General Plan Mobility Element.

- *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.*
  - *Policy 19.1 (Parking Standards). Establish, periodically review, and adjust as necessary parking standards to ensure an adequate supply of parking commensurate with the vision, uses, densities, availability of alternative modes, and proximity to transit stations in the area.*
  - *Policy 19.3 (Parking Management). Manage parking to reduce the amount of land devoted to frequently vacant parking lots through parking management tools.*
  - *Policy 19.4 (Park Once). Provide the opportunity for residents, patrons and visitors to park once and visit many destinations in the Central District, Transit Villages, and Neighborhood Villages through centrally located shared parking while providing additional flexibility for businesses to provide parking off-site or participate in other alternative parking funding mechanisms.*
  - *Policy 19.5 (Bicycle Parking). Accommodate the development of bicycle parking centers in the Central District, Transit Villages, and Neighborhood Villages and require larger development projects to incorporate secured and convenient bicycle parking facilities.*

- *Policy 19.6 (Unbundled Parking). Encourage practices that separate the cost of parking from commercial lease rates, the costs of housing, and – where feasible – the price of goods and services to ensure that non-car owners do not pay for parking they do not need and help people weigh the true cost of driving in lieu of transit.*

The proposed CDSP includes key updates to parking requirements that are intended to ensure an adequate supply of parking commensurate with the goals and vision of the plan area. The proposed plan reduces the parking requirements for commercial uses by setting a consistent minimum parking requirement of two spaces per 1,000 square feet for office, retail, restaurant, and service uses. Also, no additional parking will be required for these uses occupying less than 5,000 square feet as well as for private property outdoor dining spaces less than 500 square feet. Projects within designated historic resources and changes of use in structures built prior to 1970 will also not be required to provide additional parking. Bicycle parking remains a requirement for new uses, and shared parking remains an option for multiple uses that meet zoning code requirements. Finally, the proposed CDSP requires unbundling of parking for any building with new residential units.

- *Goal 20. Information and Participation. All Pasadena communities will be uniformly aware and participate in land use planning, entitlement processes, and decision-making processes through the communication of clear and understandable information and engagement opportunities.*
  - *Policy 20.1 (Neighborhood Meetings). Encourage broad representation and community participation at all steps of the planning process.*
  - *Policy 20.2 (Brochures and Notices). Provide notices and information regarding the review and entitlement process for proposed development projects enabling the public to provide input in decision-making. Ensure supporting documents, such as staff reports dealing with land use matters, are easily accessible on the City website and are provided in a timely manner.*
  - *Policy 20.4 (Neighborhood Connections). Utilize the Neighborhood Connections office to send notices of neighborhood meetings and public hearings to neighborhood associations within a reasonable radius of a proposed project and to the Pasadena Neighborhood Coalition.*
  - *Policy 20.5 (Public Discussion). Increase public discussion through the use of new technology, providing multiple locations, times, communication avenues for public involvement and discussion of long range planning initiatives.*

The proposed CDSP is the result of a four-year planning and public outreach process. Throughout this process, the Planning & Community Development Department solicited input from residents, business and property owners, community leaders, and other stakeholder groups through a variety of outreach events, public meetings, and online engagement tools. This included a ‘pop-up’ outreach event at the Playhouse District Block Party and three rounds of community workshops, including a virtual workshop that is still available for public viewing, where draft documents of the CDSP update were made available for review, comment, and

discussion. Publicly-noticed meetings were also held with the Community within the Council District, the Design Commission and Planning Commission.

- *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.*
  - *Policy 21.1 (Adequate and Affordable Housing). Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.*
  - *Policy 21.3 (Neighborhood Character). Maintain elements of residential streets that unify and enhance the character of the neighborhood, including parkways, street trees, and compatible setbacks.*
  - *Policy 21.4 (New Residential Development). Attract new residential development that is well-conceived, constructed, and maintained in a variety of types, densities, locations and costs.*
  - *Policy 21.5 (Housing Character and Design). Encourage the renovation of existing housing stock in single- and multi-family neighborhoods. When additions or replacement housing is proposed, these should reflect the unique neighborhood character and qualities, including lot sizes; building form, scale, massing, and relationship to street frontages; architectural design and landscaped setbacks.*
  - *Policy 21.6 (Walkable Neighborhoods). Manage vehicle speeds and maintain sidewalks, parkways, street tree canopies, and landscaping throughout residential neighborhoods. Encourage walking as an enjoyable and healthy activity and alternative to automobile use.*
  - *Policy 21.7 (Safety). Require residential developments to facilitate and enhance neighborhood safety by including design features such as front porches or large front windows.*
- *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.*
  - *Policy 23.1 (Character and Design). Design and modulate buildings to avoid the sense of “blocky” and undifferentiated building mass, incorporate well-defined entries, and use building materials, colors, and architectural details complementing the neighborhood, while allowing flexibility for distinguished design solutions.*

- *Policy 23.2 (Parking Areas and Garages). Minimize the visibility of parking areas and garages.*
- *Policy 23.3 (Landscaped Setbacks and Walkways). Provide appropriate setbacks, consistent with the surrounding neighborhood, along the street frontage and, where there are setbacks, ensure adequate landscaping is provided.*
- *Policy 23.4 (Development Transitions). Ensure sensitive transitions in building scale between buildings in multi-family residential areas and lower-scale buildings in adjoining residential areas.*
- *Policy 23.5 (Streetscapes). Provide ample public spaces and tree-lined sidewalks furnished with pedestrian amenities that contribute to comfortable and attractive settings for pedestrian activity.*
- *Policy 23.6 (Open Space Amenities). Require that open space is provided on-site, is accessible, and of sufficient size to be usable by residents, in common areas and/or with individual units pursuant to the Zoning Code.*

A majority of the proposed CDSP promotes mixed-use zoning districts which, by allows housing as well as commercial and other uses. The proposal to add housing opportunities along Mid Lake Avenue creates new housing options that are not available today. The proposed CDSP also maintains an existing lower density multi-family residential district near the southwestern edge of the plan area, which in turn maintains opportunities for different type of housing options. The proposed CDSP includes updated and more robust open space requirements, including private and common open space requirements for multi-family residential developments. The proposed CDSP also introduces new development standards such as modulation requirements, façade articulation, sidewalk and setback minimums, parkway requirements, tree well size minimums, tree species recommendations, and ground floor design requirements. Other design standards address the appearance of parking entrances from the street and transitions between new development and adjacent properties that are of lower scale or that contain historic resources.

- *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 and contribute to a positive experience for residents and visitors.*
  - *Policy 25.1 (Diversity of Uses). Encourage the development of a broad range of commercial uses that reduce the need to travel to adjoining communities, while capturing a greater share of local spending.*
  - *Policy 25.2 (Compact Infill Development). Encourage commercial uses along major corridors, in Neighborhood Villages, and as infill development adjacent to existing commercial uses and on surface parking lots to improve commercial services, maximize revenue generation, and leverage concentrating commercial uses.*



- *Policy 25.3 (Cohesive Development). Encourage the cohesive development and/or master planning of large commercial sites and corridors.*
- *Policy 25.4 (Architecture and Site Design). Require that new development protect community character by providing architecture, landscaping, and urban design of equal or greater quality than existing and by respecting the architectural character and scale of adjacent buildings.*
- *Policy 25.5 (Connectivity to Neighborhoods). Link commercial areas to adjoining residential neighborhoods and other districts by well-designed and attractive streetscapes with pedestrian sidewalks and street amenities.*
- *Policy 25.6 (Multi-Use of Public Alleys). Consider alleys as multi-use public spaces that buffer commercial uses from residential areas and serve circulation, parking, utilities, loading areas and trash receptacles. They may also provide access to paseos, rear commercial entries, multiple storefronts and public use areas.*
- *Policy 25.7 (Buffering Adjoining Residential Areas). Ensure commercial uses adjoining residential neighborhoods or mixed residential and commercial uses are designed to be compatible with each other.*
- *Policy 25.8 (Pedestrian, Bicycle, and Transit Access). Require commercial projects to be designed to promote convenient pedestrian and bicycle access to and from nearby neighborhoods, transit facilities, bikeways, and other amenities.*
- *Policy 25.10 (Retail). Designate land and develop guidelines for the development of pedestrian friendly commercial areas, each with their own unique identity.*
- *Policy 25.11 (Retail Streetscapes). Maintain and, where deficient, increase street trees, planting.*
- *Policy 25.12 (Retail Parking). Develop alternative parking management strategies for businesses in areas with limited parking (such as East Washington Boulevard) while protecting nearby residential neighborhoods implementing such techniques as park once and shared lots and structures.*

The proposed CDSP supports an active residential and retail focused district that is connected by a network of successful public open spaces and high-quality transit services. The plan encourages infill commercial development by introducing mixed-use and expanding the types of land uses that are allowed in existing commercial zoning districts within the plan area. This flexibility is intended to attract new private investment in underutilized sites. Parking requirements for certain commercial uses up to a certain size, such as restaurants and outdoor dining uses, have been reduced or eliminated to promote new dining experiences and economic vitality while relying on existing parking supply to accommodate demand. This also reduces costs and barriers to entry for small and locally owned businesses looking to locate in the plan area and helps reduce the negative impacts of displacement and gentrification. New

development standards for nonresidential uses address ground floor design elements such as transparency, blank walls, shade structures, recessed entrances, and arcades/galleries to support a more attractive pedestrian environment. Sidewalk width, parkway, ground floor transparency, and street tree requirements have also been included in the plan to beautify the street and help establish a more welcoming pedestrian environment.

- *Goal 26. Offices. A diversity of professional, creative, medical, research, and other offices offering attractive job opportunities for residents, and serving as a centerpiece of Pasadena’s economy.*
  - *Policy 26.1 (Office). Encourage the orderly development and expansion of office uses based upon current conditions and future projects to improve the relationship of jobs and housing in certain areas of the City.*
  - *Policy 26.2 (Creative Office). Allow additional flexibility for creative office spaces to locate and grow in non-traditional areas and areas with desirable amenities for employees.*
  
- *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, reduce automobile use, and actively engage and enhance pedestrian activity.*
  - *Policy 28.1 (Land Use Mix). Allow for the development of properties and buildings in areas designated as “Mixed Use” for a mix of compatible commercial and residential uses.*
  - *Policy 28.2 (Development Scale). Establish standards to assure that an adequate scale and footprint of any single use is achieved in mixed-use areas to establish a cohesive environment that minimizes impacts attributable to the adjacency of different uses. This may define minimum parcel and building size, number of housing units, and/or nonresidential square footage, as well as relationships and setbacks.*
  - *Policy 28.3 (On-site Amenities). Require that residential/nonresidential mixed-use projects provide on-site amenities that contribute to the living environment of residents such as courtyards, outdoor barbecues, and recreation facilities.*
  - *Policy 28.4 (Design Integration). Require residential and nonresidential portions of mixed-use buildings and sites to be integrated through architectural design, development of pedestrian walkways and landscaping.*

The proposed CDSP promotes mixed-use zoning, allowing for a mix of compatible commercial and residential uses with densities and intensities that are appropriate to the scale of adjacent neighborhoods. To further address issues of development scale, new standards such as building modulation, façade articulation, stepbacks, and setbacks would be required for new developments. Private, common, and public open space would also be required to be

incorporated into new developments, including mixed-use buildings, which would contribute to the living environment of future 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.*
  - *Policy 29.1 (Mix of Uses). Accommodate mixed-use developments permitted by the applicable land use classification on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Transit Village vision.*
  - *Policy 29.2 (Neighborhood Identity). Design Transit Villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from adjoining neighborhoods.*
  - *Policy 29.3 (Pedestrian Orientation). Require the inclusion of improvements and amenities to create a safe and comfortable environment for sitting, meeting neighbors and friends, walking and providing easy access to Metro Gold Line station areas and a mix of uses in close proximity to the station.*
  - *Policy 29.4 (Bicycle Facilities). Provide adequate bicycle facilities within one mile of Metro Gold Line station areas and throughout Transit Villages.*

Higher housing densities would be provided within mixed-use zoning districts that help address the City’s housing needs while focusing new growth near the Metro A Line stations at Memorial Park and Lake. Mixed-use and increased density in the areas immediately surrounding Lake Avenue will provide opportunities for more people to live closer to transit.

The proposed CDSP implements the General Plan Land Use Element to achieve the adopted guiding principles, vision, goals, and policies for the CDSP area. The proposed CDSP accomplishes this by establishing land uses, densities, intensities, sidewalk widths, and ground floor use requirements that work together to create a vibrant and pedestrian-oriented village along the Metro A Line near downtown development. Furthermore, publicly accessible open space requirements that would apply to larger developments would be configured to establish a network of paseos throughout the large blocks between commercial corridors.

New housing opportunities would be provided within mixed-use zoning districts, which focus new housing construction in commercial infill areas that help address the City’s housing needs while focusing growth near the Metro A Line stations at Del Mar and Lake. Mixed-use and increased density in the areas immediately surrounding these stations will provide opportunities for more people to live closer to transit. Also, the plan calls to expand the east-west paseo network improving pedestrian connections and reducing large block sizes. These spaces will create additional connections and amenity opportunities for commuters using transit.

The proposed CDSP includes updated and more robust open space requirements, including private and common open space requirements for multi-family residential developments that

reflect what is being built in the City today. The proposed CDSP also introduces new development standards such as modulation requirements, façade articulation, sidewalk and setback minimums, parkway requirements, tree well size minimums, tree species recommendations, and ground floor design requirements that will work together to create a vibrant and welcoming pedestrian environment, encouraging walking as a viable alternative to driving.

On balance, the areas that will result in new housing opportunities that do not currently exist or an increase in density and floor area ratio compared to existing Specific Plan regulations, are sufficient to ensure that there will be no net loss of development capacity within the CDSP compared to existing standards. Furthermore, all densities and floor area ratios are within the ranges that are established in the adopted General Plan Land Use Diagram. Therefore, the proposed CDSP is consistent with the adopted General Plan Land Use Diagram and is in compliance with The Housing Crisis Act of 2019 (Gov. Code Section 66300).

### Housing Element

- *Goal HE-1. Sustainable neighborhoods of quality housing, parks and community services, infrastructure, and other associated services that maintain and enhance neighborhood quality, character, and the health of residents.*
  - *Policy HE-1.1. (Neighborhood Character). Encourage, foster, and protect a balanced mix, density, and form of residential and mixed-use districts and neighborhoods. Preserve the character, scale, and quality of established residential neighborhoods.*
  - *Policy HE-1.3. (Housing Design). Require excellence in design of housing through use of materials and colors, building treatments, landscaping, open space, parking, and environmentally sensitive and sustainable building design.*
  - *Policy HE-1.4. (Neighborhood Involvement). Encourage residents and neighborhood organizations to be proactive in identifying and addressing housing and neighborhood needs and seeking solutions in partnership with the City.*
  - *Policy HE-1.5. (Historic Preservation). Promote the preservation of historically and architecturally significant buildings and the quality of historic neighborhoods through the appropriate land use, design, and housing policies and practices.*
  - *Policy HE-1.6. (Community Services). Integrate and maintain the provision of schools, public safety, community centers, infrastructure, green spaces and parks, and other public amenities with the planning and development of housing.*
  - *Policy HE-1.7 (Natural Environment). Preserve the neighborhood and community parks, street trees, open spaces and recreational areas,*

*hillsides, and other landscape amenities that support, define, and lend character to residential neighborhoods.*

- *Goal HE-2. An adequate supply and diversity of quality rental and ownership housing opportunities suited to residents of varying lifestyle needs and income levels.*
  - *Policy HE-2.1. (Housing Diversity). Facilitate and encourage diversity in types, prices, ownership, and size of single-family homes, apartments, town homes, mixed-uses, transit-oriented developments, and work/live housing, among others.*
  - *Policy HE-2.2. (Strategic Growth). Direct new residential development into the Central District, neighborhood, and transit villages to create neighborhoods where people can live and work, shop, and benefit from access to a Gold Line station or public transit.*
  - *Policy HE-2.3. (Environmental Sustainability). Encourage sustainable patterns of residential growth and preservation with respect to land use, building and site design, resource conservation, open space, and health considerations.*
  - *Policy HE-2.4 (Affordable Housing). Facilitate a mix of household income and affordability levels in residential projects and the appropriate dispersal of such units to achieve greater integration of affordable housing throughout the City.*
  - *Policy HE-2.5 (Adaptive Reuse). Support innovative strategies for the adaptive reuse of residential, commercial, and industrial structures to provide for a wide range of housing types and residential uses that respect the historic integrity of the structure.*
  - *Policy HE-2.6 (Housing Incentives). Facilitate the development of affordable housing through regulatory concessions, financial assistance, density bonuses, the inclusionary housing program, and other City and outside agency programs.*
  - *Policy HE-2.8 (Community Involvement). Continue and support dialogue with builders, advocates, nonprofits, residents, finance industry, and other stakeholders in addressing the housing needs of residents and workforce in Pasadena.*

The proposed CDSP represents community values and the anticipated scale and character of Pasadena's neighborhoods. By introducing new land uses such as housing and more flexibility of commercial uses, the plan targets growth on Lake Avenue.

The proposed CDSP includes numerous new development standards, including minimum sidewalk widths, setbacks, building stepbacks, massing, ground floor design, and façade modulation are intended to support walkable, mixed-use neighborhoods that reduce the need to

drive, enhance urban design, and achieve appropriate transitions in scale to ensure that new development is compatible. In addition to minimum sidewalk widths, the proposed CDSP includes minimum tree well sizes and a selection of street tree species that emphasize a robust shade canopy that will provide both aesthetic value as well as reduce urban heat to encourage walkability. The proposed CDSP includes updated and more robust open space requirements, including requirements for publicly accessible open space for larger development projects, which would create equitably distributed open space amenities for the surrounding neighborhoods. The proposed CDSP also incorporates detailed new standards with diagrams that define an appropriate building envelope for new development that is adjacent to historic resources. These standards are intended to allow redevelopment that respects and enhances historic resources in the vicinity. Reductions in parking requirements for certain commercial uses up to a certain size also encourage adaptive reuse by not requiring the construction of new parking.

The proposed CDSP is the result of a four-year planning and public outreach process. Throughout this process, the Planning & Community Development Department solicited input from residents, business and property owners, community leaders, students, and other stakeholder groups through a variety of outreach events, public meetings, and online engagement tools. This included a ‘pop-up’ event, community walking tour, and three rounds of community workshops, including a virtual workshop that was continuously available for several months, where iterations of the CDSP update were made available for review, comment, and discussion. Publicly-noticed meetings were also held with the Design Commission and Planning Commission.

### Mobility Element

- *Objective 1. Enhance Livability*
  - *Policy 1.1. Encourage connectivity and accessibility to a mix of land uses that meet residents' daily needs within walking distance.*
  - *Policy 1.7 Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.*
  - *Policy 1.17 Design streets to improve access to destinations by transit, bicycle and walking.*
  - *Policy 1.20 Develop measures that would reduce conflicts between bicyclists and pedestrians on sidewalks especially in commercial areas.*
  - *Policy 1.23 Improve public health by supporting walking and bicycling throughout the city.*

New development standards for nonresidential uses address ground floor design elements such as transparency, blank walls, shade structures, recessed entrances, and arcades/galleries to support a more attractive retail environment. These uses are intended to serve the daily needs of residents within walking distance of existing neighborhoods and in new housing developed as part of the proposed CDSP. Sidewalk width, parkway, ground floor transparency, and street tree

requirements have also been included in the proposed CDSP to beautify the street and help establish a more welcoming pedestrian environment.

According to the Mobility Element, Fair Oaks Avenue, Corson Ave, Foothill Boulevard, Colorado Boulevard, Marengo Avenue, Los Robles Avenue, Lake Avenue, Union Street, Walnut Avenue are all classified as Connector-City streets. Raymond Avenue, Del Mar Boulevard, and Wilson Avenue are all classified as Connector-Neighborhood streets. The entirety of the plan area is within walking distance of the Metro A Line Del Mar, Memorial Park, and/or Lake stations and accessible to several Pasadena transit lines. The proposed land uses, development intensity, and density are intended to align with the Mobility Element by balancing new development with significant pedestrian improvements to encourage more transit ridership and reduce the necessity of vehicle trips, thereby mitigating the impacts of traffic on nearby neighborhoods.

Additionally, the proposed CDSP is also consistent with the following other adopted goals and policies of the City:

*Climate Action Plan*

- Measure T-5.1: Facilitate high density, mixed-use, transit-oriented, and infill development
  - *Measure T-5.1 B (Efficient Land Use)* - Through the development review process, evaluate new development projects based on consistency with the General Plan's Land Use Element and encourage high density, mixed-use, transit-oriented, and infill development
  - *Measure T-5.1 D (Reduce Parking Requirements)* - Consider amending the Zoning Code to reduce parking requirements in targeted areas as a means of minimizing single-occupancy vehicle travel, and present to City Council for consideration
- Measure E-1.2: Encourage the use of energy conservation devices and passive design concepts that make use of the natural climate to increase energy efficiency
  - *Measure E-1.2 B (Natural Light)* - Encourage new projects to provide ample daylight in the structure through the use of lighting shelves, exterior fins, skylights, atriums, courtyards, or other features to enhance natural light penetration
- Measure WC-3.1: Improve storm water to slow, sink, and treat water run-off, recharge groundwater, and improve water quality
  - *Measure WC-3.1 F (Cut Curbs and Bioswales)* - Develop a policy requiring the use of cut curbs and bioswales in new development and redevelopment projects and present the policy to City Council for consideration
- Measure UG-1.1: Continue to preserve, enhance, and acquire additional green space throughout Pasadena to improve carbon sequestration, reduce the urban heat-island effect, and increase opportunities for active recreation

- *Measure UG-1.1 D (Green Space Policies)* - Through the development and permit review process, ensure new development and redevelopment projects include planting trees and providing green space where possible
- *Measure UG-1.1E (Native Green Space)* - Through the development and permit review process, evaluate landscaping plans to ensure that native species are utilized where feasible
- **Measure UG-2.1: Continue to protect existing trees and plant new ones to improve and ensure viability of Pasadena’s urban forest**
  - *Measure UG-2.1 A (Sidewalk Trees)* - Continue to work with the Pasadena Beautiful Foundation to plant trees in all existing sidewalk sites that do not currently contain trees

The proposed CDSP is consistent with the adopted Climate Action Plan (CAP) by providing updated standards and design guidelines that implement key measures within the CAP, including measures related to transportation, energy efficiency, water conservation, and urban greening.

*Street Design Guide*

*The Pasadena Street Design Guide establishes guidelines for various zones within the street and public right of way. The proposed Central District Specific Plan furthers these goals by referencing and building upon the Street Design Guide and defining appropriately-sized sidewalks for pedestrian comfort and accessibility, along with standards and guidelines for amenity zones and building frontage zones.*

The proposed CDSP is additionally consistent with the goals outlined in Pasadena’s Street Design Guide and implements that document by providing standards designed to enhance pedestrian comfort and accessibility, specifically related to the pedestrian zone, amenity zone, and building frontage zones.



## FINDINGS FOR APPROVAL OF ZONING CODE/ZONING MAP AMENDMENTS

*An amendment to the Zoning Code or the Official Zoning Map may be approved only after first finding that:*

- 1. The proposed amendment is in conformance with the goals, policies, and objectives of the General Plan; and*
- 2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*

The proposed CDSP is consistent with the goals, policies, and objectives of the General Plan as outlined in the section above titled “Findings for the Adoption of a Specific Plan.”

The proposed amendments to the Zoning Code and Zoning Map would implement a robust set of updated and carefully calibrated development standards that have been designed to achieve the vision, goals, and policies for the proposed CDSP area. The proposed Zoning Map designations are intended to allow land uses that are consistent with the General Plan Land Use Element. The accompanying Zoning Code provisions regulate the intensity and design of new development in a way that is economically viable yet sensitive to the needs and desires of the community based on the established General Plan vision and public input received over the course of the development of the CDSP update.

Additional zoning map amendments outside of the proposed CDSP include changing zoning of parcels south of California Boulevard between Hudson and Mentor Avenues from CD-5 to CL-2 as these parcels are proposed to be removed from the CDSP boundary. The maximum FAR would be 1.0 to reflect the existing Low Mixed-Use land use designation.

Additional zoning code amendments outside of Chapter 17.30 (Central District Specific Plan) include removing the hours of operation clause for Animal Hospitals in the Central District in 17.50.050, amending Section 17.50.350 (Urban Housing) to no longer require compliance with these development standards for projects in the Central District, fixing typographical errors in the adopted 2022 South Fair Oaks Plan in 17.35, as some references were misnumbered in the translation from the Specific Plan document to Zoning Code text, and technical cleanups to ensure limited hours of operation apply as required by 17.40.070 for the adopted 2022 East Colorado, 2022 South Fair Oaks, and 2021 Lincoln Avenue specific Plans in 17.31, 17.35, and 17.37.

Finally, the proposed amendments have been studied for environmental impacts pursuant to the California Environmental Quality Act, and no new or substantially increased impacts were found. Therefore, the amendments would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.