

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

**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.*

- **Policy 1.8 (Unimproved Streets).** No developments on unimproved streets will be approved until adequate infrastructure improvements are in place or will be made.
- **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 2.3 (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 3. Compatible Land Uses.** *A mix and distribution of land uses characterized by their compatibility.*
  - **Policy 3.1 (High-impact Uses).** *Avoid the concentration of uses and facilities in any neighborhood or district where their intensities, operations, and/or traffic could adversely impact the character, safety, health, and quality of life.*
  - **Policy 3.2 (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.*
- **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.*
  - **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 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 4.6 (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 4.8 (Complete and Livable Neighborhoods).** Maintain the pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected to and walkable from neighborhood-serving businesses and public transit.
- **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.*

- **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 5.6 (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. Character and Scale of Pasadena.** *A built environment that evolves while maintaining Pasadena’s unique sense of place, character, and the urban fabric.*
  - **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.*
- **Policy 6.7 (Public Safety and Community Design).** *Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ownership.*
- **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 7.4 (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 8.1 (Identify and Protect Historic Resources).** *Identify and protect historic resources that represent significant examples of the City’s history.*
  - **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 8.6 (Infrastructure and Street Design Compatibility).** *Encourage street design, public improvements, and utility infrastructure that preserves and is compatible with historic resources.*
- **Goal 9. Public Art.** *Pasadena’s public art is an integral part of the City, reinforcing its visual character, reflecting the strength of its cultural and educational institutions, responding to its urban design initiatives and promoting dialogue across ethnic and generational lines. Public art in Pasadena reinforces neighborhood character and contributes to a beautiful, sustainable and livable Pasadena.*
  - **Policy 9.1 (Art as Identity).** *Use public art to reinforce Pasadena’s identity, blending culture, people, neighborhoods, and ideas to create a memorable urban landscape that respects the past and creates a legacy for the future.*
  - **Policy 9.3 (Gateway Improvements).** *Incorporate works of artists as components of public improvements at the City’s unique gateways.*
  - **Policy 9.4 (Arts Contributions to a More Walkable City).** *Implement artist-designed crosswalks, murals, free-standing artworks, and environments in pedestrian-oriented retail and entertainment districts.*
  - **Policy 9.6 (Public Art in Private Development Program).** *Refine the Public Art in Private Development Program to more actively contribute to Pasadena’s cultural identity and reinforce the City’s Urban Design principles.*
  - **Policy 9.7 (Support Cultural Activities).** *Encourage individuals, organizations, educational institutions, and other entities to provide and*

*support cultural activities, directly and cooperatively with the City, which are of interest and benefit to the public.*

- **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 10.3 (Best Practices for Sustainability).** *Monitor evolving sustainable development practices and technologies and implement those deemed appropriate and feasible in Pasadena.*
  - **Policy 10.4 (Sustainable Building Practices).** *Foster sustainable building practices and processes specified by the City's Green Building Code by incorporating energy and water savings, toxic and solid waste reduction strategies into the building of new structures and remodeling of existing structures.*
  - **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 10.14 (Native Plants).** *Maintain and, where appropriate, restore, areas of the city with native plants.*
  - **Policy 10.18 (Water Quality).** *Encourage the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed. In appropriate and feasible locations, construct stormwater curb extensions and street planters to transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants.*
- **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.
- **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 12.2 (Business Attraction).** Actively market Pasadena to increase demand for storefront space.
  - **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.
- **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 18.6 (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 19.1 (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 19.2 (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 25.5 (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.
- **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.
- **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.
- **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.
  - **Policy 29.4 (Bicycle Facilities).** Provide adequate bicycle facilities within one mile of Metro Gold Line station areas and throughout Transit Villages.
- **Goal 30. (Neighborhood Villages).** Lower 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 designed as communal places that are walkable from surrounding neighborhoods.
  - **Policy 30.1 (Mix of Uses).** Accommodate mixed-use development permitted by the applicable land use classification shown on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Neighborhood Village vision.

- **Policy 30.2 (Development at Key Nodes).** Encourage development at key intersections and on surface parking lots within neighborhood villages that result in additional neighborhood-serving amenities and intensified economic vitality.
- **Policy 30.3 (Neighborhood Identity).** Design neighborhood villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from nearby residential neighborhoods.
- **Policy 30.4 (Community Activity).** Foster neighborhood villages to be the center of community activity by assisting uses and services desired by the community to locate in these areas (restaurants; coffee shops; community theaters; yoga, dance, or karate studios; etc.)
- **Policy 30.5 (Connectivity to Neighborhoods).** Link neighborhood villages to adjoining residential neighborhoods through safe, convenient, well-designed pedestrian sidewalks and bicycle facilities.
- **Policy 30.6 (Pedestrian Orientation).** Encourage neighborhood serving land uses to provide access to services and goods by walking or bicycle.
- **Goal 36. (North Lake).** A well-designed and attractive corridor supporting multiple travel modes including transit, bicycling, and walking with clusters of distinctive places for shopping, dining, and living.
  - **Policy 36.1 (Economic Vitality of the Avenue).** Transform North Lake Avenue from a low-density strip commercial corridor to series of distinctive low- to medium-density, pedestrian oriented, mixed use villages designed and scaled to transition with adjoining residential neighborhoods where residents and visitors can live, shop, work and be entertained.
  - **Policy 36.2 (Lake Transit Village).** Provide for the development of higher intensity mix of retail, office, and multi-family housing uses in proximity to the Metro Gold Line station that expand the customer base for local businesses and support Metro Gold Line ridership contributing to the reduction of vehicle trips, energy consumption, and GHG emissions.
  - **Policy 36.3 (Lake-Washington Neighborhood Village).** Promote the development of additional commercial uses with housing and pedestrian-oriented plazas and amenities to establish a “village-like” environment where people shop, dine, meet friends, linger, and actively use public places.

- **Policy 36.4 (Neighborhood Compatibility).** *Require that the types of use and location, scale, and design of development buffer commercial and mixed-use development on Lake Avenue from adjoining lower density residential neighborhoods.*
- **Policy 36.5 (Transitional Heights and Setbacks).** *Protect adjacent Low Density Residential and Low-Medium Density Residential areas north of Orange Grove Boulevard, which contain a number of locally and nationally recognized historic properties and districts, from the development of mixed use or residential projects by requiring appropriate transitional heights. Mixed use or residential projects proposed in these locations shall be limited to no more than three stories in height for those portions of the project abutting commercial streets, stepping down to no more than two stories in height abutting the Low and Low-Medium residential areas. Appropriate setbacks shall also be established in order to provide further protection.*
- **Policy 36.6 (Accessibility).** *Design Lake Avenue and Washington Boulevard as complete streets that accommodate transit, bicycle, and pedestrian use. Include wider sidewalks, public plazas, parks and parklets, bike lanes, and bicycle parking.*

A **General Plan Land Use Diagram amendment** is recommended to update the land use designations and remove parcels from the plan area depicted on the Land Use Diagram, as proposed in the North Lake Specific Plan (NLSP). The following describes the recommended changes to the Land Use Diagram and are shown on Figure 2:

- (1) Update the land use designation for parcels north of Washington Boulevard and west of Washington Theater from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) and Low-Medium Mixed-Use (0-48 du/ac and 0-1.75 FAR) to Low Mixed-Use (0-32 du/ac and 0-1.0 FAR).
- (2) Update the land use designation for parcels north of Washington Boulevard at North Lake Avenue from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Low-Medium Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (3) Remove the four parcels designated Low-Density Residential at Howard Street from the NLSP.
- (4) Update the land use designation and remove from the NLSP an area at the southwest corner of Rio Grande and Mentor Avenue from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Low Density Residential (0-6 du/acre).

- (5) Add parcels at the southeast corner of Washington Park and update the land use designation from Medium-Density Residential (0-32 du/ac) to Open Space.
- (6) Update the land use designation for parcels southwest of Washington Boulevard and Hudson Avenue from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Low-Medium Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (7) Remove the area northeast of Hudson and Claremont from the NLSP and update the land use designation from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Medium-High Residential for the northernmost three parcels and to Low-Density Residential (0-6 du/ac) for the southernmost four parcels.
- (8) Update the land use designation for parcels southeast of Washington Boulevard and North Lake Avenue from Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR) to Low Mixed-Use (0-32 du/ac and 0-1.0 FAR).
- (9) Update the land use designation for parcels south of Washington Boulevard between Mentor and Catalina avenues from Medium Density Residential (16 du/ac) to Low Mixed-Use (32 du/ac and 0-1.0 FAR).
- (10) Update the land use designation for parcels at North Lake Avenue and Mountain Street south to Orange Grove Boulevard from Low Commercial (0-1.0 FAR) to Low-Medium Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (11) Add the parcel at 826 Boylston to the NLSP and update the land use designation from Medium-High Density Residential (0-32 du/ac) to Low-Medium Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (12) Add the parcel at 840 Earlham Street and change the land use designation from Institutional to Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR).
- (13) Add the parcels at 819 East Villa Street and 812-834 Santa Barbara Street and update the land use designation from Low-Medium Density Residential (0-12 du/ac) to Medium Mixed-Use (0-87 du/ac and 0-2.25 FAR).
- (14) Remove the area designated Low-Density Residential on Mentor Avenue north of Bell Street from the NLSP.
- (15) Remove the area designated Low-Density Residential on Mentor Avenue south of Mountain Street from the NLSP.
- (16) Update the land use designation for the parcels at 701 and 709 N. Mentor Avenue from Low-Density Residential (0-6 du/acre) to Medium-High Density Residential (0-32 du/ac) and remove from the NLSP.

- (17) Update the land use designation for the parcel at 919 E. Orange Grove Boulevard from Medium-Density Residential (0-16 du/acre) to Medium-High Density Residential (0-32 du/ac).

The General Plan's vision for North Lake a well-designed and attractive corridor supporting multiple travel modes including transit, bicycling, and walking with clusters of distinctive places for shopping, dining, and living. The general plan amendments listed above further implement the goals of the proposed NLSP and are consistent with the General Plan Land Use Element Goals and Policies previously identified.

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 North Lake Specific Plan ("NLSP") 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.*
  - **Policy 1.8 (Unimproved Streets).** *No developments on unimproved streets will be approved until adequate infrastructure improvements are in place or will be made.*

The proposed NLSP 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, the proposed NLSP targets growth and new construction along major corridors and near transit to foster a pedestrian friendly environment while maintaining its neighborhood commercial core.

- **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 2.3 (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.*

The proposed NLSP builds upon the existing strengths of the area as a neighborhood-serving commercial area, with a mix of uses, walkable areas with shopping, restaurants, and offices, while introducing mixed-use housing options.

- **Goal 3. Compatible Land Uses.** *A mix and distribution of land uses characterized by their compatibility.*
  - **Policy 3.1 (High-impact Uses).** *Avoid the concentration of uses and facilities in any neighborhood or district where their intensities, operations, and/or traffic could adversely impact the character, safety, health, and quality of life.*
  - **Policy 3.2 (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 NLSP focuses new growth in key segments of the plan area, ranging in densities from 32 to 87 dwelling units per acre. This allows new housing and catalytic development in areas that can accommodate growth. The proposed NLSP allows a variety of retail and offices uses, as well residential-only and mixed-used developments. The development standards as well as density and intensity regulations in the plan encourage redevelopment of existing and potentially nonconforming uses, while ensuring that protective measures are set in place between housing and more intensive 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.*
  - **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 4.6 (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 4.8 (Complete and Livable Neighborhoods).** Maintain the pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected to and walkable from neighborhood-serving businesses and public transit.
- **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 NLSP includes new development standards, including modulation, setbacks and stepbacks, common open space, parking, and height. The zoning districts in the proposed NLSP build upon the existing area, expanding the types of allowed land uses, thereby creating a diversity of places. The proposed NLSP also includes a range of densities and intensities to reflect their settings. Overall, the proposed NLSP promotes thoughtful support for neighborhood-serving commercial uses while providing measures to ensure pedestrian-friendly 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 (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 5.6 (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 NLSP includes 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.

- **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.*
  - **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.*
  - **Policy 6.7 (Public Safety and Community Design).** *Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ownership.*

The proposed NLSP 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 NLSP provide sensitive transitions to established surrounding neighborhoods, and public art is encouraged on blank walls and policies and implementation measures aimed at encouraging public art.

- **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 7.4 (Design Review).** *Require design review for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.*

The proposed NLSP also includes design guidelines that are designed to provide additional design direction beyond the required development standards. The intent of the design guidelines is to provide additional design standards that promote innovative and creatively built structures.

- **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 8.1 (Identify and Protect Historic Resources).** *Identify and protect historic resources that represent significant examples of the City's history.*
  - **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 8.6 (Infrastructure and Street Design Compatibility).** *Encourage street design, public improvements, and utility infrastructure that preserves and is compatible with historic resources.*

- **Goal 9. Public Art.** *Pasadena's public art is an integral part of the City, reinforcing its visual character, reflecting the strength of its cultural and educational institutions, responding to its urban design initiatives and promoting dialogue across ethnic and generational lines. Public art in Pasadena reinforces neighborhood character and contributes to a beautiful, sustainable and livable Pasadena.*
  - **Policy 9.1 (Art as Identity).** *Use public art to reinforce Pasadena's identity, blending culture, people, neighborhoods, and ideas to create a memorable urban landscape that respects the past and creates a legacy for the future.*
  - **Policy 9.3 (Gateway Improvements).** *Incorporate works of artists as components of public improvements at the City's unique gateways.*
  - **Policy 9.4 (Arts Contributions to a More Walkable City).** *Implement artist-designed crosswalks, murals, free-standing artworks, and environments in pedestrian-oriented retail and entertainment districts.*
  - **Policy 9.6 (Public Art in Private Development Program).** *Refine the Public Art in Private Development Program to more actively contribute to Pasadena's cultural identity and reinforce the City's Urban Design principles.*
  - **Policy 9.7 (Support Cultural Activities).** *Encourage individuals, organizations, educational institutions, and other entities to provide and support cultural activities, directly and cooperatively with the City, which are of interest and benefit to the public.*
- **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.*
  - **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 10.14 (Native Plants).** *Maintain and, where appropriate, restore, areas of the city with native plants.*
- **Policy 10.18 (Water Quality).** *Encourage the use of natural processes to capture, treat, and infiltrate urban runoff throughout the watershed. In appropriate and feasible locations, construct stormwater curb extensions and street planters to transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants.*

The proposed NLSP aims to encourage adaptive reuse, public art and sustainable growth while strengthening the area's identity by allowing creative architecture and innovative job growth. The plan includes standards that preserves and enhances historic resources, create a sense of place through public art and best practices in the development of infrastructure that reduce greenhouse gas emissions and impacts.

- **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.*

The proposed NLSP 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 NLSP also introduces new development standards such as sidewalk minimums, parkway requirements, tree well size minimums, and tree species recommendations. These changes would accommodate a mix of density and land uses that will promote walkability, complete streets and facilitate better access to bus stops and the Metro station. The proposed NLSP also includes policies that would support future safety and mobility improvements such as bulb-outs, additional pedestrian crossings and encouraging cycling.

- **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 12.2 (Business Attraction).** *Actively market Pasadena to increase demand for storefront space.*

- **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.
- **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 18.6 (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 19.1 (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 19.2 (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.

The proposed NLSP includes parking requirements that are intended to ensure an adequate supply of parking commensurate with the goals and vision of the plan area, and will be flexible so as to not stifle reinvestment in the plan area.

- **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 25.5 (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.
- **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 NLSP supports a diversity of uses and 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.

- **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.*

The proposed NLSP promotes mixed-use zoning, allowing for a mix of compatible commercial and residential uses with densities and intensities. The plan allows for a variety of office uses while creating amenities that will be desirable 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.*

- **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.*
  - **Policy 29.4 (Bicycle Facilities).** *Provide adequate bicycle facilities within one mile of Metro Gold Line station areas and throughout Transit Villages.*
- **Goal 30. (Neighborhood Villages).** *Lower 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 designed as communal places that are walkable from surrounding neighborhoods.*
  - **Policy 30.1 (Mix of Uses).** *Accommodate mixed-use development permitted by the applicable land use classification shown on the Land Use Diagram, whether it is horizontally or vertically integrated, as an essential component to the creation and implementation of the Neighborhood Village vision.*
  - **Policy 30.2 (Development at Key Nodes).** *Encourage development at key intersections and on surface parking lots within neighborhood*

*villages that result in additional neighborhood-serving amenities and intensified economic vitality.*

- **Policy 30.3 (Neighborhood Identity).** *Design neighborhood villages to be distinct, cohesive, and pedestrian-oriented places that are linked with and walkable from nearby residential neighborhoods.*
- **Policy 30.4 (Community Activity).** *Foster neighborhood villages to be the center of community activity by assisting uses and services desired by the community to locate in these areas (restaurants; coffee shops; community theaters; yoga, dance, or karate studios; etc.)*
- **Policy 30.5 (Connectivity to Neighborhoods).** *Link neighborhood villages to adjoining residential neighborhoods through safe, convenient, well-designed pedestrian sidewalks and bicycle facilities.*
- **Policy 30.6 (Pedestrian Orientation).** *Encourage neighborhood serving land uses to provide access to services and goods by walking or bicycle.*

Higher housing densities would be provided within mixed-use zoning districts that help address the City's housing needs while focusing new growth at the core of the plan's boundaries. With new housing allowed within the area, and its proximity to the Metro line, employees will have multi-modal options getting to work.

The proposed NLSP implements the General Plan Land Use Element to achieve the adopted guiding principles, vision, goals, and policies for the NLSP area. The proposed NLSP accomplishes this by establishing land uses, densities, intensities, sidewalk widths, and innovative commercial use requirements that work together to create a vibrant employment hub near the Metro A Line.

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 NLSP 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 NLSP 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).

- **Goal 36. (North Lake).** *A well-designed and attractive corridor supporting multiple travel modes including transit, bicycling, and walking with clusters of distinctive places for shopping, dining, and living.*

- **Policy 36.1 (Economic Vitality of the Avenue).** Transform North Lake Avenue from a low-density strip commercial corridor to series of distinctive low- to medium-density, pedestrian oriented, mixed use villages designed and scaled to transition with adjoining residential neighborhoods where residents and visitors can live, shop, work and be entertained.
- **Policy 36.2 (Lake Transit Village).** Provide for the development of higher intensity mix of retail, office, and multi-family housing uses in proximity to the Metro Gold Line station that expand the customer base for local businesses and support Metro Gold Line ridership contributing to the reduction of vehicle trips, energy consumption, and GHG emissions.
- **Policy 36.3 (Lake-Washington Neighborhood Village).** Promote the development of additional commercial uses with housing and pedestrian-oriented plazas and amenities to establish a “village-like” environment where people shop, dine, meet friends, linger, and actively use public places.
- **Policy 36.4 (Neighborhood Compatibility).** Require that the types of use and location, scale, and design of development buffer commercial and mixed-use development on Lake Avenue from adjoining lower density residential neighborhoods.
- **Policy 36.5 (Transitional Heights and Setbacks).** Protect adjacent Low Density Residential and Low-Medium Density Residential areas north of Orange Grove Boulevard, which contain a number of locally and nationally recognized historic properties and districts, from the development of mixed use or residential projects by requiring appropriate transitional heights. Mixed use or residential projects proposed in these locations shall be limited to no more than three stories in height for those portions of the project abutting commercial streets, stepping down to no more than two stories in height abutting the Low and Low-Medium residential areas. Appropriate setbacks shall also be established in order to provide further protection.
- **Policy 36.6 (Accessibility).** Design Lake Avenue and Washington Boulevard as complete streets that accommodate transit, bicycle, and pedestrian use. Include wider sidewalks, public plazas, parks and parklets, bike lanes, and bicycle parking.

The proposed NLSP presents an opportunity for the Goal and Policies to be implemented in policy and practice, and for the City and community to work together in confronting planning challenges and envisioning the future of the North Lake area. The

proposed NLSP represents the outcome of an outreach process and technical planning and design effort, directly informed by the perspectives and expertise of community members, City staff, the Planning Commission, Design Commission, and the City Council.

Through existing plans and documents, such as the Zoning Code, Design Guidelines for Neighborhood Commercial & Multi-Family Districts, Pasadena Street Design Guide, Master Street Tree Plan, and Pasadena Climate Action Plan, Land Use Element Goal and Policies can be pursued and achieved.

### Housing Element

- **Goal HE-1.** *Neighborhoods citywide with quality housing, parks and community services, infrastructure, and public services that maintain and enhance neighborhood quality, character, and residents' health.*
  - **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 (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-1.5 (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.*
- **Goal HE-2.** *A balanced supply and diversity of rental and ownership housing suited to residents of varying lifestyle needs and income levels.*
  - **Policy HE-2.1 (Housing Diversity).** *Housing Diversity. Facilitate and encourage diversity in types, prices, ownership, and size of single-unit homes, apartments, homes, mixed-use and transit-oriented developments, work/live housing, and emerging housing types.*

- **Policy HE-2.2 (Strategic Growth).** Direct new residential development into the Central District, transit villages, neighborhood villages, and along key corridors-neighborhoods where people can live and work, shop, and benefit from access to a rail and bus 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 citywide, with an emphasis on ensuring integration of affordable housing into every neighborhood.
- **Policy HE-2.5 (Adaptive Reuse).** Support innovative strategies for the adaptive reuse of office, retail, hotels/motels, and industrial buildings, consistent with land use policy, to accommodate innovative housing types and productive use of underused buildings.
- **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-2.9 (Community Involvement).** Continue and support dialogue with builders, advocates, nonprofits, residents, finance industry, and other stakeholders to understand and address evolving housing needs of residents and the workforce.

The proposed NLSP introduces an increase in density with mixed-use options. The plan area includes several Housing Element identified opportunity sites that are incorporated to allow housing. Several new development standards, including minimum sidewalk widths, setbacks, building stepbacks, massing, 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.

The proposed NLSP is the result of a 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 NLSP update were made available for review, comment, and discussion. Six Planning Commission Study Session were held, along with several meetings of a Planning Commission Subcommittee on the Public Realm.

### 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 1.23** *Improve public health by supporting walking and bicycling throughout the city.*

The Lake Avenue Station (Metro A Line) links North Lake to communities in Arcadia, Monrovia, Duarte/City of Hope, Irwindale, Azusa to the east and South Pasadena, Highland Park, and Downtown Los Angeles to the west and southwest. The NLSP's proximity to the Metro A Line will help employees within the area commute from various Los Angeles County areas to Pasadena. Additionally, with enhanced street designs like bulb-outs and additional crossings, the plan promotes a transit/bike/walk culture.

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

### Climate Action Plan

- Measure T-1.2: Continue to improve bicycle and pedestrian safety.
  - Measure T-1.2 D (Traffic Calming) - Identify locations to implement traffic calming features to slow vehicle traffic and improve bicycle safety.
  - *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 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.
  - *Measure UG-2.1 D (Tree List)* - Update the list of approved trees for planting in Pasadena with a focus on native and drought-tolerant species.

The proposed NLSP 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 North Lake 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 NLSP is additionally consistent with the goals outlined in the Pasadena 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 NLSP 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 NLSP area.

Additional Zoning Map Amendments for 50 S. Virginia Avenue, 701 and 709 N. Mentor Avenue, and 1311 and 1321 N. Mentor Avenue would allow for additional housing opportunities, while the Zoning Code Amendment to Section 17.30.080 (Central District Specific Plan, Open Space Standards) would correct a typo in the Central District Specific Plan ordinance.

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 proposed NLSP.

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.