

McMillan, Acquanette (Netta)

From: Liza Billington
Sent: Friday, November 21, 2025 12:11 PM
To: PublicComment-AutoResponse
Subject: North Lake Specific Plan Hearing

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Dear City Council,

I live adjacent to the north Lake corridor at [REDACTED] This is the north west corner of Mentor and Boylston. I, along with the overwhelming majority of my neighbors on Mentor, have advocated for the closure of all through traffic between Lake and Mentor. I have attended most if not all, of the meetings related to the NLSP over the past few years to voice my opinion on this topic. The earlier versions of the plan specifically called for the closing of Boylston to all through traffic between Lake and Mentor. Despite all less drastic measures, countless drivers continue to illegally drive east on Boylston from Lake to Mentor creating a dangerous condition for motorists on Mentor. I recall council member Cole voicing his support for the closure of Boylston. I cannot find any reference in the current draft to the closure of Boylston. Before this plan is adopted, I wish to request, once again, that the City Council includes the closure of Boylston in the final plan.

Respectfully,
Liza Billington

Pasadena, CA. 91104
Sent from my iPhone

McMillan, Acquanette (Netta)

From: Andrew Salimian
Sent: Friday, November 21, 2025 12:45 PM
To: PublicComment-AutoResponse
Subject: North Lake Specific Plan Update

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Dear Members of the City Council,

I'm writing in support of the North Lake Specific Plan Update as proposed by Planning staff and for the incorporation the recommendations of the Planning Commission. I've lived on Villa Street for the past five years just outside the plan area boundary. I take take Metro several times per week, but also frequent many of the businesses on the corridor.

I've always considered Lake Avenue one of the most important streets in Pasadena, behind Colorado Boulevard and Fair Oaks Avenue, but Lake Avenue serves its own important and unique role. It has traditionally connected two somewhat different neighborhoods: On the south, San Marino, the Oak Knoll neighborhood and the Huntington Hotel, developed as a wealthy and exclusive streetcar suburb; on the north, the San Gabriel Mountains and a community of naturalists, artists, hippies and beatniks who were drawn to to the natural beauty of the area and laissez-faire attitudes.

Despite Lake Avenue's importance, I hope we can all agree that North Lake Avenue has not lived up to its potential. Drive-thru businesses, empty storefronts managed by absentee landlords, and auto-oriented uses dominate the streetscape. I do want to akcondlege the many small businesses -many of which are immigrant owned - and property owners who are thriving in this corridor. Some of my favorite restaurants, shops and services are along Lake Avenue, yet they are often overlooked.

I believe the City of Pasadena has made three main errors in the previous planning of North Lake Avenue to create the conditions that exist today. First, the loose regulation of development and allowing businesses to do what is best for them at detriment to the neighborhood. The overconcentration of fast food businesses is evidence of this, and leads to dangerous and bottlenecked traffic where drive-thrus are placed too close to each other. Second, the oversight of the pedestrian experience that creates a unpleasant place to walk or shop. Planting trees, providing shade, and making crosswalks more safe would go a long way. Finally, the imposition of strict Euclidean zoning that creates commercial only or residential only zones in an area that should naturally be more mixed use, with businesses operating out of homes or homes created out of vacant office.

The plan as proposed addresses all of these issues. It also places the highest densities nearest the Lake Metro Station, while proposing more reasonable neighborhood-scaled development adjacent to low-rise residential districts like Bungalow Heaven and Washington Square. The Planning Commission took great care to ensure the plan is flexible but encourages further implementation to make sure the plan comes to fruition.

On a somewhat adjacent related issue, much of this plan area has been upzoned by SB-79, but it appears the City will be able to delay effectuation of the bill in the Lake Station area due to sufficient zoned capacity. I encourage you to delay effectuation so that the community-driven plan before you can take effect, and pursue a local TOD alternative plan to address the proposed state-driven zoning to the adjacent residential neighborhoods.

Thank you for hearing my comments. Please support this plan for adoption.

Andrew Salimian
Council District 5 Resident

McMillan, Acquanette (Netta)

From: julianna
Sent: Sunday, November 23, 2025 5:20 PM
To: Gordo, Victor; Rivas, Jessica; Rick Cole; jess@jessforpasadena.com; Jason; Jones, Justin; Hampton, Tyron; Masuda, Gene; PublicComment-AutoResponse; Jomsky, Mark; Madison, Steve
Cc: 'julianna'; Paige, Jennifer; Rocha, Luis; Mikaelian, Jason; Marie-Claude Fares; 'David Delgado'; 'Carol Hernandez'; 'Bridget Lawlor'; [REDACTED] Sinclair, David; Cerna, Anita; suzanne [REDACTED]; 'Marsha Rood'; bevdsims; 'Annette Yasin'; [REDACTED]; 'Dawn O'Keeffe'; 'Tina Miller'
Subject: RE: November 24th City Council Agenda Item #17 : Continued Public Hearing: North Lake Specific Plan

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DATE: November 22, 2025

TO: Honorable Mayor and Members of the City Council

FROM: Julianna Delgado, MArch, PhD, FAICP

RE: November 24th City Council Agenda Item #17: Continued Public Hearing: North Lake Specific Plan

Honorable Mayor and Members of the City Council,

After several years of honing an update of the North Lake Specific Plan (NLSP) and as Chair of the Planning Commission's Subcommittee on the Public Realm Section, I urge you to adopt the Plan and move swiftly to implement its action items. Plans are merely words on paper. Physical changes to North Lake Avenue are needed and long overdue.

The recommended Plan is an exercise in placemaking. It is a landmark among the City's planning documents as it is the first to feature standards for the public realm, "the elephant in the room" that are key to transforming the bleak, auto-oriented corridor north of the 210 that has been largely ignored. The Plan includes thoughtful rezoning of the private realm to increase additional housing and community-serving uses to provide much needed "eyes on the street." Proposed physical improvements would also focus on reducing operationally the road width dedicated solely to vehicles and emissions. If the Plan is implemented, North Lake Avenue will become a "Great Street," vibrant, multi-modal and both "complete" and "green" contributing to environmental sustainability. It will serve as the heart of the surrounding neighborhoods and an economic generator for the City, a place we all want to be.

All those who contributed to the Plan should be commended. It has also been a distinct pleasure to work closely with City Staff, especially planners David Sinclair and Anita Cerna. I applaud their sound planning expertise and willingness to collaborate with the community—which included representatives from six of the City's affected historic districts—respecting its vision as shown in Appendix 3., "NLSP Subcommittee Recommendations."

Respectfully,

Julianna Delgado, MArch, PhD, FAICP

Chair, Planning Commission Subcommittee on the NLSP Public Realm Section

Julianna Delgado, MArch, Ph.D, FAICP

President, Southern California Planning Congress
Planning Commissioner, City of Pasadena

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Design Commissioner (Chair), City of Pasadena
Member, Mayor's Housing Task Force, City of Pasadena

Professor Emerita, Department of Urban and Regional Planning
California State Polytechnic University, Pomona

After enlightenment, do the laundry.

- Zen proverb

McMillan, Acquanette (Netta)

From: Ralph Begleiter
Sent: Sunday, November 23, 2025 3:35 PM
To: PublicComment-AutoResponse
Subject: Public comment re: Pasadena City Council agenda for 11-24-2025

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To the City Council of Pasadena -

This correspondence relates to:

Agenda Item 16. ZONING CODE AMENDMENT TO IMPLEMENT OBJECTIVE DESIGN STANDARDS
FOR HIGH DENSITY RESIDENTIAL DEVELOPMENT

My name is Ralph Begleiter. I reside at _____ in Pasadena, inside the "Lake Station District" identified in the proposal you are considering tonight, which has been thoroughly vetted by the city Planning Commission and thoroughly aired with the community across years of discussion and amendment. After this thorough process, the Planning Commission has unanimously recommended its approval by the City Council.

I strongly support the proposal for the North Lake District Specific Plan. This plan aims to produce a people-friendly segment of Pasadena, while promoting much-needed improvements to the North Lake Avenue area.

I especially commend the Planning Commission for its careful separation of the plan into two categories affecting density and height of construction... divided north and south at Orange Grove Boulevard. Under this plan, to protect the character of historically important neighborhoods north of Orange Grove, the city will discourage high-density and encourage low-height development north of Orange Grove.

At the same time, the city will encourage (with height averaging) higher density and higher-height development south of Orange Grove, especially in properties adjacent to Lake Avenue and between Villa and Maple Streets, to help ease the region's housing shortage, control escalating housing prices and boost transit ridership.

I also applaud the Planning Commission's decision to allow developers to use "open spaces," including generous balconies and street-level spaces such as parking lots, to permit greater flexibility in density and height restrictions for their projects.

Since the Planning Commission's unanimous endorsement of this Lake Station District Plan, the state of California has enacted into law new requirements encouraging denser/higher development within short distances of key transit stations, aligned completely with the one in the Lake Station District of Pasadena.

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It's long past time for urban areas like Pasadena to recognize and support the benefits of increased housing availability close to transit stations, benefits which have been visible for decades in other states and urban areas. The Lake Station District is a textbook example of both the need for more housing - including more affordable housing - as well as the urban geography perfect for locating such development within walking distance of the Lake Avenue Station.

I urge the Pasadena City Council not only to approve the pending Lake Station District Plan, but also to throw its considerable weight behind vigorous implementation in the immediate future. This is a change that's good for the neighborhood, good for the housing supply, good for public transit and good for the city. It's time to move forward, not to delay any further.

Thank you for your consideration. Respectfully submitted,

Ralph Begleiter

=====
Ralph Begleiter

McMillan, Acquanette (Netta)

From: Paul Little
Sent: Monday, November 24, 2025 12:12 PM
To: PublicComment-AutoResponse; cityclerk
Cc: Rivas, Jessica; Cole, Rick; Jones, Justin; Paige, Jennifer; Márquez, Miguel
Subject: North Lake Avenue Specific Plan Revision

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Hello.

Thank you for taking into account my opinions, experience and perspective as you move forward in planning for the future of Lake Avenue north of the 210 Freeway.

I am writing this as a private citizen and resident living four blocks east of North Lake Avenue.

My experience with North Lake Avenue dates back decades. I served on the first North Lake Avenue Specific Plan Working Group and was the city council member for District 2 during the initial approval and the second iteration/update of the specific plan. I have lived four blocks from Lake Avenue and half a block south of Washington Boulevard for 39 years now.

To date, all the planning and effort to create a walkable, pedestrian-oriented street have failed.

Another plan to create a walkable, bikeable, pedestrian friendly North Lake Avenue will also fail.

Maybe it is time recognize the realities of North Lake Avenue and build on what is successful there.

First, in all these discussions, the real stakeholders along Lake Avenue - the businesses and their owners and managers, along with commercial property owners - have not been part of these (or any previous) discussions. Without the input of these important members of the North Lake Avenue community, you will simply be putting together a plan and forcing it on unknowing (and likely unwilling) commercial interests.

Let's face facts.

North Lake is not, and never will be, a pedestrian friendly street. It is too hot, too unfriendly to pedestrians and too steep. Yes, there are areas that could be enhanced to attract walking customers to local merchants, most notably the Lake and Washington intersection. However, no matter what the amenities, merchants or services offered, the adjacent neighbors only very occasionally walk to businesses at that intersection. In all the times I have been to La Caravana for dinner I have never seen a neighbor there, despite it being a truly terrific and unique local restaurant. Likewise Kathleen's and Cabrera's. Other businesses along Lake Avenue are patronized predominantly by those in cars. Many areas are simply not attractive to walkers because of the heat, grade of the street, general degradation of the buildings or type of businesses located there. But mostly, neighbors will not walk to Lake Avenue, no matter what is done to try to make it walkable.

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I just noticed that Desylados restaurant just north of Orange Grove has closed, too.

There are successful businesses on Lake Avenue that are a destination for customers - customer in cars. You should capitalize on those, encourage them in their prosperity and success and incorporate their needs into your plan.

just look at who is investing in North Lake Avenue.

Those are predominantly the drive-thru and auto oriented uses. Drive-thru and take-out restaurants such as McDonald's, Chick-fil-A, Starbucks and others have invested millions in building, remodeling and expanding because it makes financial sense to put money into a successful business. Can you think of any successful retail stores along Lake Avenue? I can only think of a handful: Auto Zone and O'Reilly Auto Parts, 7-Eleven, the pet store (none of which are pedestrian oriented or destinations for walkers).

Maybe your effort would have some success if you incorporated those business owners' into the discussion and used their suggestions to help shape your plans.

What would really enhance the business opportunities along Lake Avenue is customers who may actually want to patronize businesses there. if you allow for more housing along North Lake Avenue, you will provide customers that potential entrepreneurs may see as customers, prompting them to open nearby. There are lots along Lake (or very nearby) that would be ideal for multi-family apartment buildings or condos.

North Lake is also not bicycle friendly and no amount of wishful thinking or improvements, short of flattening the street, will make it attract bike riders. Doing expensive improvements to try to make Lake Avenue a bicycle friendly street will not increase bike ridership there. (Please, before investing in any improvements, can we look at what has been installed and evaluate that for effectiveness? Are bike riders actually using the greenway/bikeway on North Marengo, for example?)

Some improvements would be very welcome. Shade trees and other things that will cool the street for those of us who do walk it (or at least portions of it with my dog at least once a week). Maybe some murals on the building walls? (Something to engage the imagination.)

I do appreciate the attention to housing and the opportunities to create housing. That will bring customers to the area - a positive outcome. Are we planning for enough?

Thank you,

Paul Little
Pasadena, CA

McMillan, Acquanette (Netta)

From: Amy Deavoll
Sent: Monday, November 24, 2025 4:48 PM
To: PublicComment-AutoResponse
Cc: julianna; 'Annette Yasin'; 'Garth Garrett'; 'Randolph Meredyth-Drake'; 'Mike Schaffer'; 'Melissa Schaffer'; 'Evan Sutton'; 'robert ditzler'; 'Bonnie Seglowich'
Subject: November 24th City Council Agenda Item #17: Continued Public Hearing: NLSP

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Honorable Mayor and Members of the City Council,

Thank you for the opportunity to speak regarding the NLSP agenda item #17.

I have two requests:

Question 1:

Per Attachment B, my neighbors on the west side of North Mentor have concerns about the Zoning and and Use" shown in Chapter 4 on page 63_which the segment in the "NL-MU-C" zoning district.

We request the stretch of Lake from Claremont to Washington to be designated as an "NL-MU-N" zoning district to protect our historic neighborhood.

This specific stretch should correspond with Mixed-Use Neighborhood (not Mixed-Use Core) per Attachment F, #8 recommended General Plan and Zoning Code Amendments:

"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)."

Question 2:

Per Attachment F, under the **General Plan Amendments**, I agree with #8 described on page 2 (shown in Figure 2 on page 4) to:

"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)."

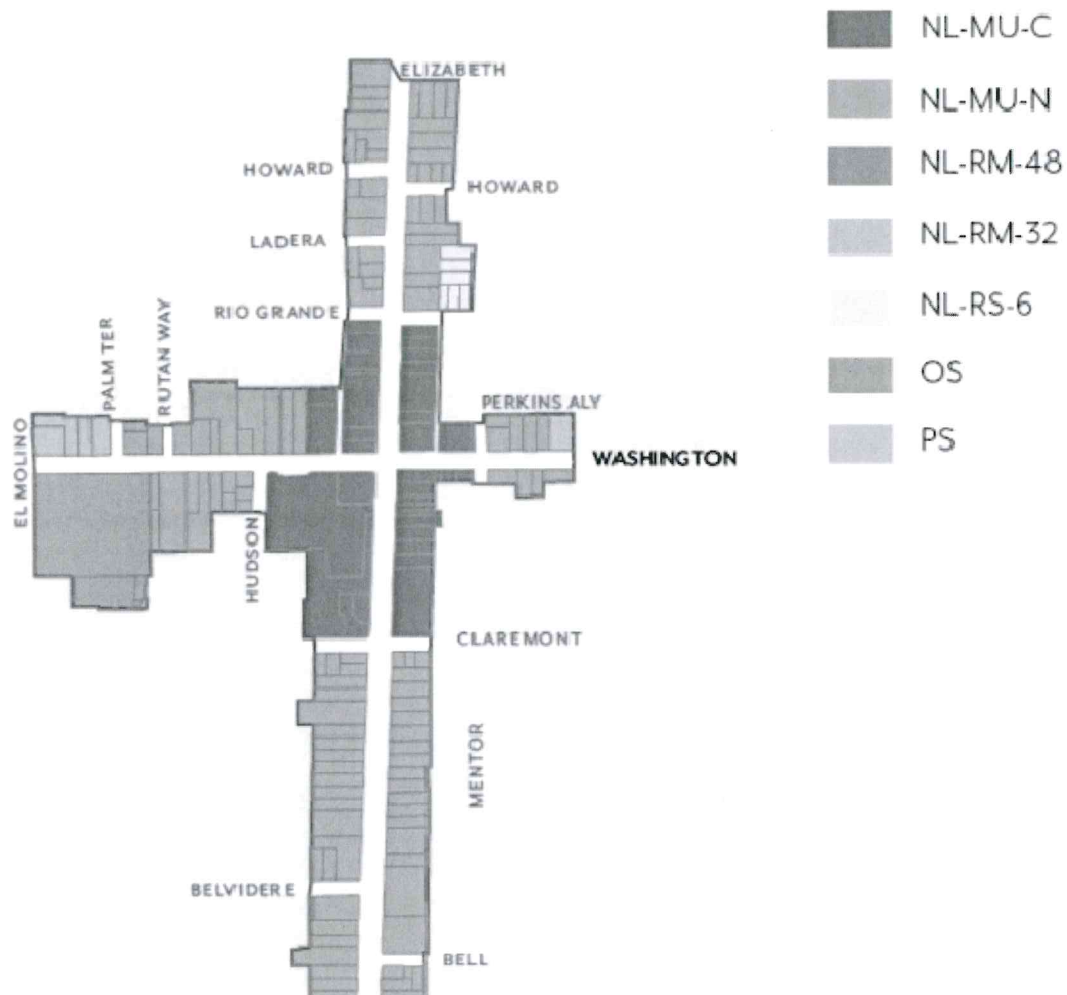
Likewise, the **Zoning Code Amendments** on page 5 features Table 1, which proposes new zoning to existing zoning – specifically, the existing "RM-12" to "NL-MU-N"

Table 1. Existing and Recommended Zoning Districts for

Zoning District*			
Existing	CL-SP-1b CL-SP-1e RM-48	CL-SP-1b CL-SP-1d CL-SP-1e CO-SP-1a CO-SP-1c RM-12 RM-16 RM-32	OS
Proposed	NL-MU-C	NL-MU-N	OS

However, Figure 3 shown on page 6 shows Lake from Claremont to Washington as dark blue as “**NL-MU-C**”

Figure 3. Recommended Zoning Districts for Parcels in the Proposed NLSP



Per the previous pages, shouldn't this segment be redefined as "NL-MU-N" and shown in the purple color?

Thank you so much,
Amy Deavoll