

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

FINDINGS FOR APPROVAL OF GENERAL PLAN LAND USE DIAGRAM AMENDMENTS

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

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

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

*Land Use Element*

- **Goal 1. Sustainable Growth.** *Sustainable growth and change in orderly and well-planned developments within targeted areas that allow for higher density development in an urban core setting and in close proximity to transit that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, and makes efficient use of land, energy, and infrastructure.*
  - **Policy 1.1 (Basic Growth Policy).** *Accommodate growth that is consistent with community values and that complements the scale and character of Pasadena's unique residential neighborhoods, business districts, and open spaces.*
  - **Policy 1.2 (Targeted Growth).** *Target growth and new construction in infill areas and away from Pasadena's residential neighborhoods and open spaces by redeveloping underutilized and industrial properties, especially within the Central District, Transit Villages, Neighborhood Villages, and along selected corridors.*
  - **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 2.8 (Equitable Distribution of Community Devices and Amenities).** Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.
- **Policy 2.11 (Health Facilities).** Accommodate a wide range of healthcare and mental health facilities that are transit-accessible and pedestrian-friendly
- **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 3.5 (Hazardous Uses).** Prohibit or control land uses which pose potential health and environmental hazards to Pasadena's neighborhoods and districts.
- **Policy 3.6 (Non-Conforming Uses).** Encourage the replacement of non-conforming uses to achieve groupings of compatible uses that conform to the current zoning standards.
- **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 4.7 (Strengthen Major Corridors).** Encourage the economic improvement of underused parcels along Pasadena's corridors by clustering

*more intense uses at major intersections and lower intensity mixed-use or commercial development between major intersections.*

- **Policy 4.8 (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 5.4 (Community Connectivity).** Improve corridors crossing the 210 Freeway to accommodate safe and convenient walking and bicycling with landscape, trees, street furniture, and other amenities. This will improve the visual and physical connectivity of neighborhoods to the north and south. Consider the feasibility for constructing a landscaped deck over the freeway as an open space amenity and as a means of improving the connections between neighborhoods on either side of the 210 freeway.
- **Policy 5.6 (Property Access).** Discourage vehicle driveways on streets with higher pedestrian volumes within the Central District, Transit Villages, and Neighborhood Villages.
- **Policy 5.7 (Pedestrian Connections).** Support and enhance the pedestrian experience along public and private pedestrian passages, pathways, courtyards, paseos, alleys, and public walkways with increased connectivity and infrastructure, as well as businesses located along these pedestrian corridors.
- **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 7.3 (Compatibility).** *Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.*
  - **Policy 7.4 (Design Review).** *Require design review for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.*
- **Goal 8. Historic Preservation.** *Preservation and enhancement of Pasadena’s cultural and historic buildings, landscapes, streets and districts as valued assets and important representations of its past and a source of community identity, and social, ecological, and economic vitality.*
  - **Policy 8.1 (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.*

- **Policy 8.7 (Preservation of Historic Landscapes).** Identify, protect, and maintain cultural and natural resources associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.
- **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 9.5 (Public Art Reflecting Parks and Neighborhoods).** Commission public art that reinforces the identity of parks and neighborhoods, highlights neighborhood amenities through pedestrian-oriented artworks, and connects people with the natural environment through environmental-based artworks.
  - **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.
- **Policy 10.19 (Sustainable Transportation Network).** Implement an integrated network of transit, bike facilities, and pedestrian improvements as specified by the Mobility Element to reduce automobile trips and commute lengths, with corresponding reductions in energy consumption, pollution, and GHG emissions.
- **Goal 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 13. Innovation.** An environment fostering innovation and creativity enabling Pasadena to be on the “cutting-edge” of business development and jobs generation.
  - **Policy 13.5 (Creative/Innovation Employment Centers).** Provide for the clustering of creative, research, and incubator/“start-up” industries. Leverage the intellectual capital of Pasadena’s educational institutions creating distinct and cohesive centers offering new employment opportunities for its residents.
- **Goal 14. Visitors.** Pasadena is a major destination for tourists from throughout the world to celebrate its events, culture, history, and setting.
  - **Policy 14.1 Tourism and Hospitality.** Encourage the growth of cultural assets and entertainment activities that attract visitors and conventioners.
- **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.*
  - **Policy 19.7 (Reduced Demand for Parking).** *Reduce the demand for parking by encouraging businesses and residential development to incentivize walking, biking, and use of transit through practices such as subsidized Metro passes, exchanging parking for Metro passes, and other creative incentives.*
- **Goal 21. Desirable Neighborhoods.** *A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.*
  - **Policy 21.1 (Adequate and Affordable Housing).** *Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet*

*preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.*

- **21.2 (Equitable Distribution of Affordable Housing).** *Providing for the equitable distribution of affordable housing throughout the City, as defined by Housing Element goals and policies, capitalizing on opportunities for new development allowed by the densities permitted in the Central District and Transit Villages.*
- **21.3 (Neighborhood Character).** *Maintain elements of residential streets that unify and enhance the character of the neighborhood, including parkways, street trees, and compatible setbacks.*
- **21.4 (New Residential Development).** *Attract new residential development that is well-conceived, constructed, and maintained in a variety of types, densities, locations and costs.*
- **21.6 (Walkable Neighborhoods).** *Manage vehicle speeds and maintain sidewalks, parkways, street tree canopies, and landscaping throughout residential neighborhoods. Encourage walking as an enjoyable and healthy activity and alternative to automobile use.*
- **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 25.7 (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 27. R&D Flex Space.** A wide range of moderate to low-intensity industrial uses such as light manufacturing, research and development, creative office and incubator industries encouraging the development of new industries induced by the presence of Pasadena's educational institutions and medical facilities.
  - **27.1 (Diversity of Uses).** Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for Pasadena's residents and revenues to the City without compromising environmental quality.
  - **27.2 (Business Attraction).** Allow sufficient densities that enable development of technology, digital, research and development, and creative industries offering new job opportunities for residence.
  - **27.4 (Buffering from Adjacent Properties).** Ensure that industrial developments incorporate adequate landscape buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining uses.

- **27.6 (Adaptive Reuse).** Encourage the adaptive reuse of buildings (especially mid-century structures) for research and development and flex space by providing additional flexibility in parking standards.
- **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 34 (Fair Oaks and Orange Grove).** Distinct pedestrian-oriented villages containing a mix of commercial and housing.
  - **Policy 34.1 (Economic Vitality).** Transform North Fair Oaks Avenue from a low-density strip commercial corridor to a series of distinctive low- to medium-density, pedestrian oriented, mixed use villages where residents and visitors can live, shop, work and be entertained.
  - **Policy 34.2 (Pedestrian-Orientation).** Promote the inclusion of pedestrian-oriented plazas and amenities establishing a “village-like” environment where people shop, dine, meet friends, and actively use public places.

- **Policy 34.3 (Development Scale and Transitions).** *Require that the types of uses, densities, building massing and heights, and design development along Fair Oaks Avenue and Orange Grove Boulevard assure compatibility and accessibility with adjoining residential neighborhoods.*
- **Policy 34.4 (Business Expansion and Growth).** *Preserve existing and create a variety of new job opportunities through catalytic projects that create interest, identity and a focal point and neighborhood serving businesses located within larger Neighborhood Villages.*
- **Policy 34.5 (Special Study Area).** *Conduct a planning process involving local residents for the reuse of the Matthew “Mack” Robinson postal facility should the facility be vacated to consider potential uses, amenities, and design standards that assure compatibility with adjoining residential neighborhoods.*
- **Policy 34.6 (Linkage of the Central District).** *Establish and maintain pedestrian walkways that provide access between the Central District and the Fair Oak and Orange Grove area to encourage people to move freely between the two areas.*
- **Goal 40 (Northwest).** *Economically vigorous and well-maintained development.*
  - **Policy 40.2 (Institutional use Overconcentration).** *Prohibit new development of but allow for the improvement of: Single-Room Occupancy, Adult Day Care, General, Medical Services – Extended Care (i.e., Convalescent Facilities), Detention Facilities, Hospitals, Maintenance and Service Facilities, Residential Care, General, or a use classification that includes a use listed here with another use.*

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 Fair Oaks Orange Grove (FOOG) Specific Plan. The following describes the recommended changes to the Land Use Diagram.

- (1) Add two parcels near the intersection of Orange Grove Boulevard and Cypress Avenue (AIN 5726-010-041 and 5726-010-042) and update the land use designation from Med-High Density Residential (0-32 du/ac) to Low Mixed-Use (0-32 du/ac and 0-1.0 FAR).
- (2) Add a portion of the parcel north of Orange Grove Boulevard between Lincoln Avenue and Manzanita Avenue (AIN 5726-018-095) and update the land use designation from Low-Med Residential (0-12 du/ac) to Low Mixed-Use (0-32 du/ac and 0-1.0 FAR).
- (3) Update the land use designation for selected parcels along Fair Oaks Avenue between Orange Grove Boulevard and Yale Street from Medium Mixed-Use (0-87

du/ac and 0-2.25 FAR) to Low-Med Mixed Use (0-48 du/ac and 0-1.75 FAR). Add a parcel east of Fair Oaks Avenue (AIN 5726-003-032) and update the land use designation from Low-Med Density Residential (0-6 du/ac) to Low-Med Mixed Use (0-48 du/ac and 0-1.75 FAR).

- (4) Add the parcel on Painter Street west of Wheeler Lane (AIN 5725-001-001) and update the land use designation from Low-Med Density Residential (0-12 du/ac) to Low-Med Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (5) Update the land use designation for parcels on the west side of Raymond Avenue near Orange Grove Boulevard 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).
- (6) Update the land use designation for parcels east of Fair Oaks Avenue between Claremont Street and Washington Boulevard from Medium Density Residential (0-16 du/ac) to Low-Medium Mixed-Use (0-48 du/ac and 0-1.75 FAR).
- (7) Update the land use designation for Low Mixed-Use (0-32 du/ac and 0-1.0 FAR), Medium Density Residential (0-16 du/ac) and Low Commercial (0-1.0 FAR) parcels north of Washington Boulevard to Low-Med Mixed-Use (0-48 du/ac and 0-1.75 FAR).

The General Plan's vision for Fair Oaks Orange Grove is to offer a variety of housing options and flexible commercial, recreational, and community-building services around active, people-oriented corridors that celebrate the neighborhood's rich history. The general plan amendments listed above further implement the goals of the proposed FOOG plan 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 Fair Oaks Orange Grove (FOOG) Specific Plan 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 FOOG plan 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 FOOG plan targets growth and new construction along major corridors 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 2.8 (Equitable Distribution of Community Devices and Amenities).** *Ensure that parks and recreation facilities, community services, and amenities are equitably distributed and accessible throughout the City.*
- **Policy 2.11 (Health Facilities).** *Accommodate a wide range of healthcare and mental health facilities that are transit-accessible and pedestrian-friendly.*
- **Policy 2.13 (Parks).** *Maintain existing and develop new parks and recreational facilities within walking distance of residents, supporting healthy lifestyles.*

The proposed FOOG plan 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 3.5 (Hazardous Uses).** *Prohibit or control land uses which pose potential health and environmental hazards to Pasadena's neighborhoods and districts.*
  - **Policy 3.6 (Non-Conforming Uses).** *Encourage the replacement of non-conforming uses to achieve groupings of compatible uses that conform to the current zoning standards.*

The proposed FOOG plan 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 FOOG plan allows a variety of retail, research and development, and office 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 FOOG plan includes new development standards, including modulation, setbacks and stepbacks, common open space, parking, and height. The zoning districts in the proposed FOOG plan build upon the existing area, expanding the types of allowed land uses, thereby creating a diversity of places. The proposed FOOG plan also includes a range of densities and intensities to reflect their settings. Overall, the proposed FOOG plan 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 5.4 (Community Connectivity).** *Improve corridors crossing the 210 Freeway to accommodate safe and convenient walking and bicycling with landscape, trees, street furniture, and other amenities. This will improve the visual and physical connectivity of neighborhoods to the north and south. Consider the feasibility for constructing a landscaped deck over the freeway as an open space amenity and as a means of improving the connections between neighborhoods on either side of the 210 freeway.*
  - **Policy 5.6 (Property Access).** *Discourage vehicle driveways on streets with higher pedestrian volumes within the Central District, Transit Villages, and Neighborhood Villages.*
  - **Policy 5.7 (Pedestrian Connections).** *Support and enhance the pedestrian experience along public and private pedestrian passages, pathways, courtyards, paseos, alleys, and public walkways with increased connectivity*

*and infrastructure, as well as businesses located along these pedestrian corridors.*

The proposed FOOG plan 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 FOOG plan 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 FOOG plan 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 7.3 (Compatibility).** Require that new and adaptively re-used buildings are designed to respect and complement the defining built form, massing, scale, modulation, and architectural detailing of their contextual setting.
- **Policy 7.4 (Design Review).** Require design review for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.

The proposed FOOG plan 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.
  - **Policy 8.7 (Preservation of Historic Landscapes).** Identify, protect, and maintain cultural and natural resources associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.
- **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 9.5 (Public Art Reflecting Parks and Neighborhoods).** Commission public art that reinforces the identity of parks and neighborhoods, highlights neighborhood amenities through pedestrian-oriented artworks, and connects people with the natural environment through environmental-based artworks.
- **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.*
- **Policy 10.19 (Sustainable Transportation Network).** *Implement an integrated network of transit, bike facilities, and pedestrian improvements as specified by the Mobility Element to reduce automobile trips and commute lengths, with corresponding reductions in energy consumption, pollution, and GHG emissions.*

The proposed FOOG plan 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 FOOG plan 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 FOOG plan 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 Metro stations. The proposed FOOG plan 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 13. Innovation.** An environment fostering innovation and creativity enabling Pasadena to be on the “cutting-edge” of business development and jobs generation.
  - **Policy 13.5 (Creative/Innovation Employment Centers).** Provide for the clustering of creative, research, and incubator/“start-up” industries. Leverage the intellectual capital of Pasadena’s educational institutions creating distinct and cohesive centers offering new employment opportunities for its residents.
- **Goal 14. Visitors.** Pasadena is a major destination for tourists from throughout the world to celebrate its events, culture, history, and setting.
  - **Policy 14.1 Tourism and Hospitality.** Encourage the growth of cultural assets and entertainment activities that attract visitors and conventioners.

The proposed FOOG plan promotes tourism by celebrating the area’s cultural history and assets. The plan’s renaming of subareas aims to promote tourism specific to this culturally significant area of the City.

- **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.*

- **Policy 19.7 (Reduced Demand for Parking).** *Reduce the demand for parking by encouraging businesses and residential development to incentivize walking, biking, and use of transit through practices such as subsidized Metro passes, exchanging parking for Metro passes, and other creative incentives.*

The proposed FOOG plan 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 21. Desirable Neighborhoods.** *A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.*
  - **Policy 21.1 (Adequate and Affordable Housing).** *Provide a variety of housing types (i.e. small subdivisions, row housing, and condominiums), styles, densities, and affordability levels that are accessible to and meet preferences for different neighborhood types (e.g., mixed use pedestrian environments and traditional suburban neighborhoods), physical abilities and income levels, pursuant to the Housing Element.*
  - **21.2 (Equitable Distribution of Affordable Housing).** *Providing for the equitable distribution of affordable housing throughout the City, as defined by Housing Element goals and policies, capitalizing on opportunities for new development allowed by the densities permitted in the Central District and Transit Villages.*
  - **21.3 (Neighborhood Character).** *Maintain elements of residential streets that unify and enhance the character of the neighborhood, including parkways, street trees, and compatible setbacks.*
  - **21.4 (New Residential Development).** *Attract new residential development that is well-conceived, constructed, and maintained in a variety of types, densities, locations and costs.*
  - **21.6 (Walkable Neighborhoods).** *Manage vehicle speeds and maintain sidewalks, parkways, street tree canopies, and landscaping throughout residential neighborhoods. Encourage walking as an enjoyable and healthy activity and alternative to automobile use.*
- **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 25.7 (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 FOOG plan 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 FOOG plan 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 27. R&D Flex Space.** A wide range of moderate to low-intensity industrial uses such as light manufacturing, research and development, creative office and incubator industries encouraging the development of new industries induced by the presence of Pasadena's educational institutions and medical facilities.
  - **27.1 (Diversity of Uses).** Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for Pasadena's residents and revenues to the City without compromising environmental quality.
  - **27.2 (Business Attraction).** Allow sufficient densities that enable development of technology, digital, research and development, and creative industries offering new job opportunities for residence.
  - **27.4 (Buffering from Adjacent Properties).** Ensure that industrial developments incorporate adequate landscape buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining uses.
  - **27.6 (Adaptive Reuse).** Encourage the adaptive reuse of buildings (especially mid-century structures) for research and development and flex space by providing additional flexibility in parking standards.

The proposed FOOG plan promotes R&D Flex and adaptive reuse spaces, allowing for a mix of compatible uses with attracting technical, creative and research and development businesses. The plan proposes standards to help buffer these uses from adjacent residential neighborhoods.

- **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 via bus routes, employees will have multi-modal options getting to work.

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

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 FOOG area 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 FOOG 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 34 (Fair Oaks and Orange Grove).** Distinct pedestrian-oriented villages containing a mix of commercial and housing.
  - **Policy 34.1 (Economic Vitality).** Transform North Fair Oaks Avenue from a low-density strip commercial corridor to a series of distinctive low-to medium-density, pedestrian oriented, mixed use villages where residents and visitors can live, shop, work and be entertained.

- **Policy 34.2 (Pedestrian-Orientation).** *Promote the inclusion of pedestrian-oriented plazas and amenities establishing a “village-like” environment where people shop, dine, meet friends, and actively use public places.*
- **Policy 34.3 (Development Scale and Transitions).** *Require that the types of uses, densities, building massing and heights, and design development along Fair Oaks Avenue and Orange Grove Boulevard assure compatibility and accessibility with adjoining residential neighborhoods.*
- **Policy 34.4 (Business Expansion and Growth).** *Preserve existing and create a variety of new job opportunities through catalytic projects that create interest, identity and a focal point and neighborhood serving businesses located within larger Neighborhood Villages.*
- **Policy 34.5 (Special Study Area).** *Conduct a planning process involving local residents for the reuse of the Matthew “Mack” Robinson postal facility should the facility be vacated to consider potential uses, amenities, and design standards that assure compatibility with adjoining residential neighborhoods.*
- **Policy 34.6 (Linkage of the Central District).** *Establish and maintain pedestrian walkways that provide access between the Central District and the Fair Oak and Orange Grove area to encourage people to move freely between the two areas.*
- **Goal 40 (Northwest).** *Economically vigorous and well-maintained development.*
  - **Policy 40.2 (Institutional use Overconcentration).** *Prohibit new development of but allow for the improvement of: Single-Room Occupancy, Adult Day Care, General, Medical Services – Extended Care (i.e., Convalescent Facilities), Detention Facilities, Hospitals, Maintenance and Service Facilities, Residential Care, General, or a use classification that includes a use listed here with another use.*

The proposed FOOG plan continues to prohibit the overconcentration of these uses in the plan area.

The proposed FOOG plan 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 FOOG area. The proposed FOOG plan 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 and 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 FOOG plan 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 FOOG area.

- **Goal HE-5.** A housing environment in which all people have equal access to the housing of their choice and are treated with dignity and respect in the neighborhoods in which they choose to live.
  - **Policy HE-5.1 (Fair Housing).** Support the enforcement of federal and State fair housing laws that prohibit discrimination in the sale, rental, and occupancy of housing on the bases of race, religion, color, ancestry, national origin, age, sex, sexual orientation, family type, handicap, minor children, or other protected status under State and federal law.

#### 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 1.11.** Design Streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
  - **Policy 1.17.** Design streets to improve access to destinations by transit, bicycle and walking.

- **Policy 1.18.** Increase walking and bicycling to local destinations and regional transportation services by developing wayfinding signage for pedestrians and bicyclists.
- **Policy 1.22.** Minimize street and intersection widening to facilitate pedestrian crossings and protect historic resources and open space.
- **Policy 1.23.** Improve public health by supporting walking and bicycling throughout the city.

Multiple bus routes link the FOOG area to the Metro A Line and 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 FOOG area'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.

- **Objective 2. Encourage walking, biking, transit and other alternatives to motor vehicles**
  - **Policy 2.3.** Provide convenient, safe and accessible transit stops.
  - **Policy 2.8.** Maintain existing and identify new opportunities for bicycle infrastructure.

Additionally, the proposed FOOG plan 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: Facilitate high density, mixed-use, transit-oriented, and infill development**
  - **Measure T-5.1 D (Reduce Parking Requirements)** Consider amending the Zoning Code to reduce parking requirements in targeted areas as a means of minimizing single-occupancy vehicle travel, and present to City Council for consideration.
- **Measure 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 FOOG plan 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.

#### 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 FOOG plan 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 FOOG area. The proposed Zoning Map designations are intended to allow land uses that are consistent with the General Plan Land Use Element. The accompanying Zoning Code provisions regulate the intensity and design of new development in a way that is economically viable yet sensitive to the needs and desires of the community based on the established General Plan vision and public input received over the course of the development of the proposed FOOG plan.

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.