

# NORTH LAKE SPECIFIC PLAN UPDATE

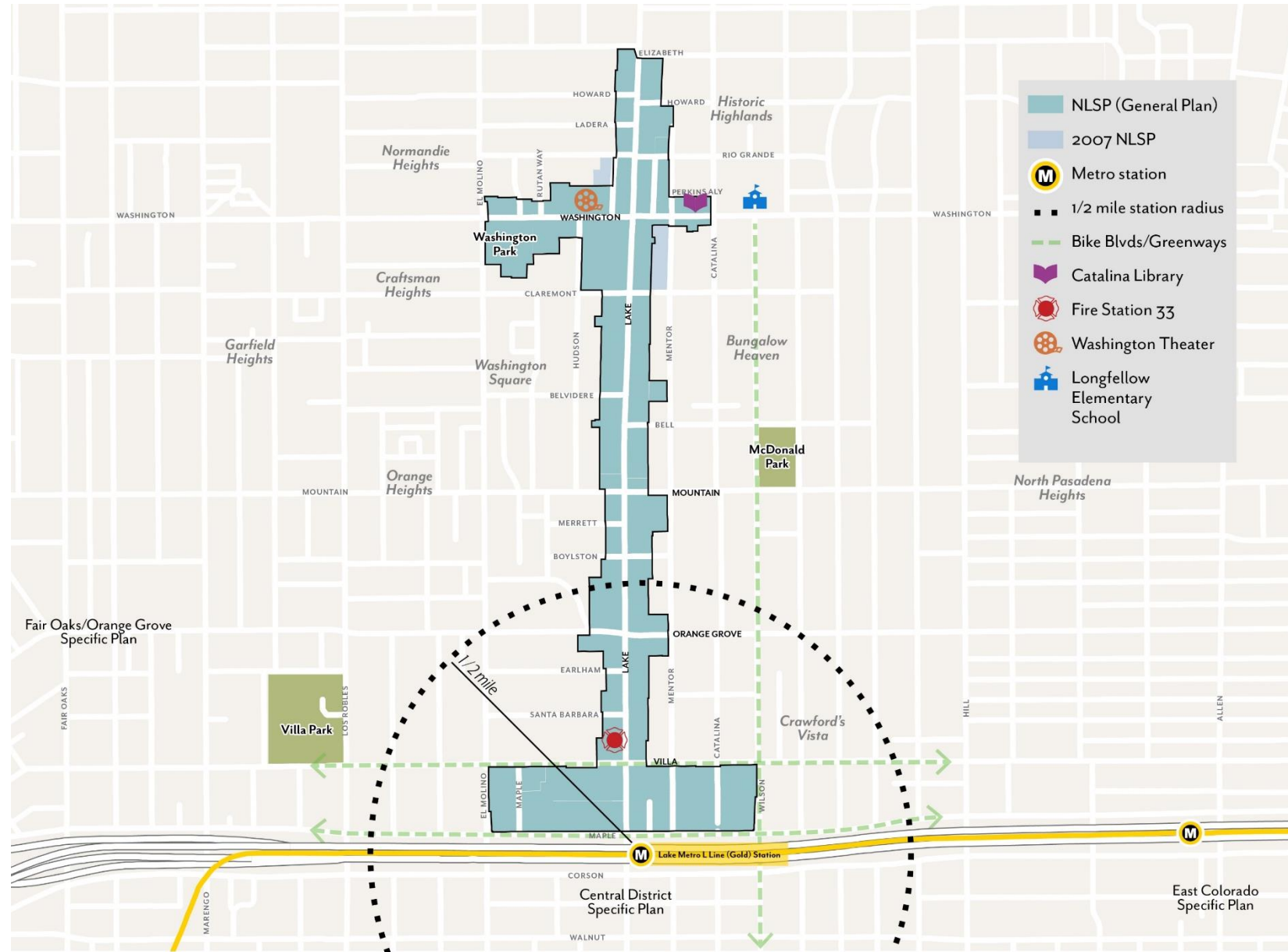
*Planning Commission Study Session  
May 24, 2023*



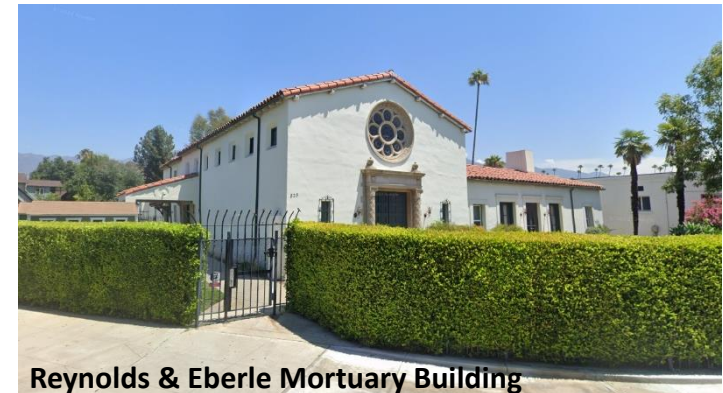
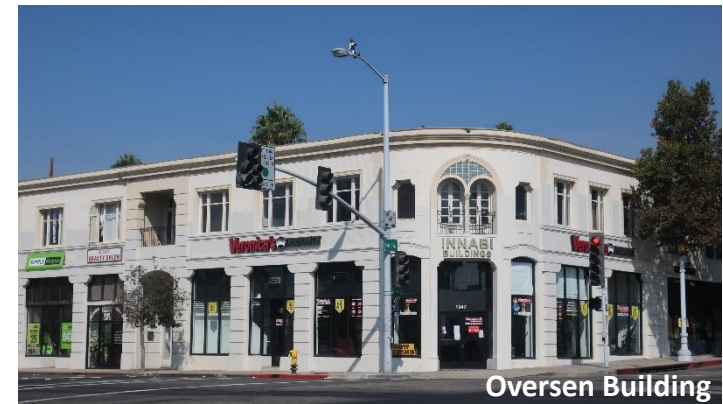
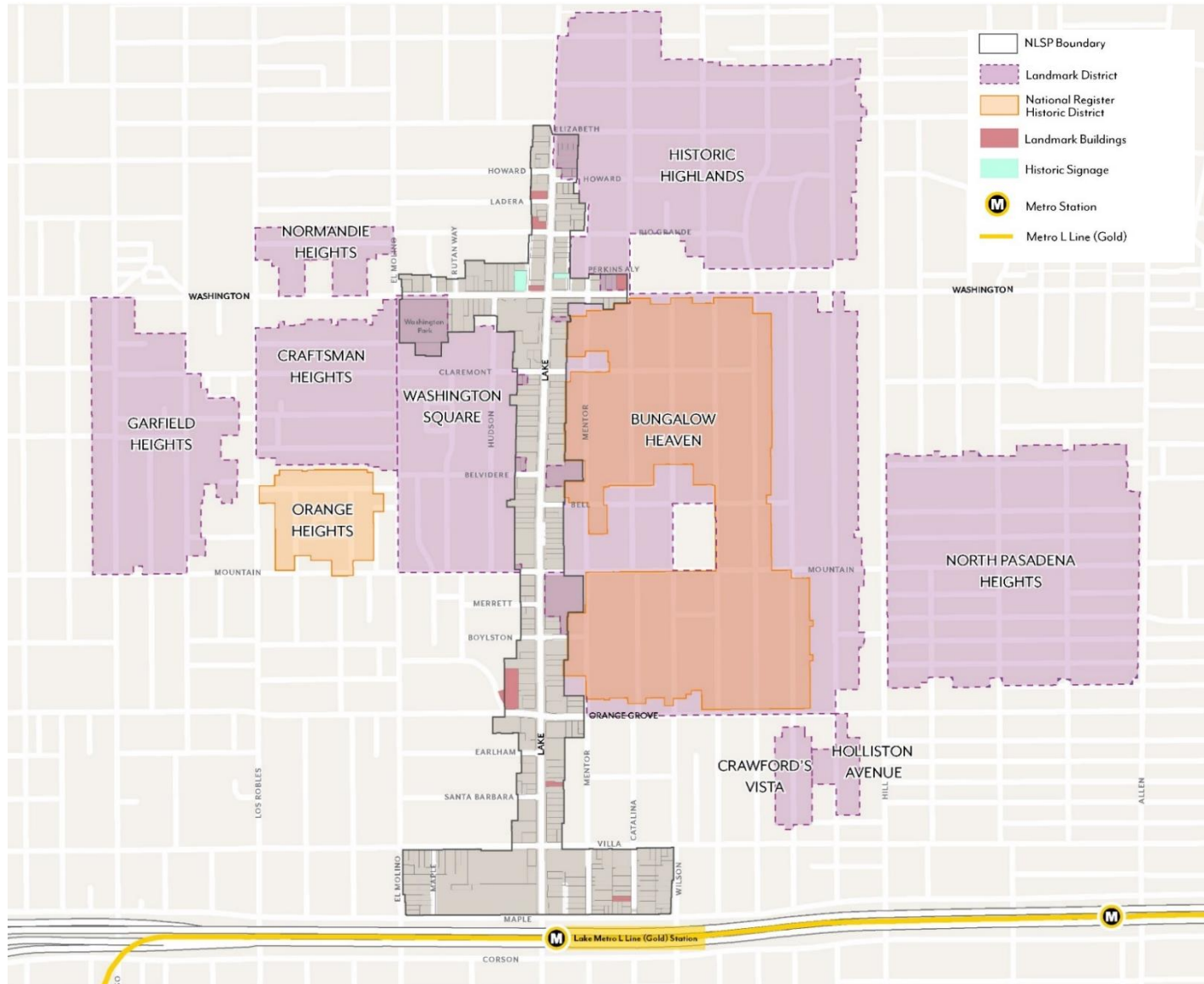
**OUR PASADENA**  
PUTTING THE PLAN IN MOTION

# North Lake Specific Plan Area

- North of the I-210 freeway and Metro Lake Station
- Bounded by Elizabeth St to the north and Maple St to the south
- East-West corridors include Washington Blvd, Orange Grove Blvd, and Villa St
- Several historic districts surround North Lake Ave
- Within walking distance of parks, an elementary school, a library, and other amenities



# Historic Resources



# COMMUNITY ENGAGEMENT



# Work to Date Summary

## Phase 1

- Community open house
- Comprehensive existing conditions analyses (land use, urban form/design, mobility)
- Visioning
- First round of public workshops

## Phase 3

- Initial draft objective standards
- Test fit models for prototypical sites
- Design and Northwest Commission review
- Third round of public workshops
- **Draft plan, policy, standards and implementation text**

## Phase 2

- Technical studies (market/proforma, open space, modulation, etc.)
- Past projects and pipeline review
- Preliminary land use/urban design/public realm concepts
- Second round of public workshops

## Phase 4

- Refinements to objective standards
- Specific Plan Draft Proposed Plan
- Draft General Plan amendments
- Planning Commission and City Council review and adoption process



# Preliminary Draft Plan (October 2020)



## Round 1 Workshop

### Your Goals - Getting Specific

The Planning & Community Development Department hosted the first community workshop on the North Lake Avenue Specific Plan on June 21, 2018. The goal of the workshop was to solicit input on the vision and desired land uses and urban form of the area.



## ROUND TWO WORKSHOP

### Your Choices- Weighing the Options

The Planning & Community Development Department hosted a second community workshop on the North Lake Specific Plan area on May 30, 2019. The goal of the workshop was to present preliminary land use and urban form concepts that considered a number of factors, including community feedback received since the first workshop. Input received will help refine these concepts and guide the drafting of goals, policies, and development standards.



### Workshop Agenda and Materials



<https://www.ourpasadena.org/north-lake>

- Preliminary vision and concepts for each subarea
- Preliminary draft objective standards and use regulations (e.g. sidewalk widths, building heights, setbacks, and open space)



# Community Feedback

- Focus most of the **new housing opportunities** with public gathering spaces and other amenities **near the Metro Lake Station** (south of Orange Grove Blvd)
- Reinforce the intersection of **Washington Blvd** as a **focal point of community activity**
- Encourage adaptive reuse of existing residential buildings with **compatible commercial uses (between Claremont and Mountain St)**
- Incorporate pedestrian-oriented design treatments that **support a vibrant street atmosphere (between Orange Grove Blvd and Mountain St)**
- Maintain **sensitive transitions** to adjacent single-family residential neighborhoods and historic landmark districts
- Enhance North Lake Avenue's streetscape to **support safe pedestrian and bicycling, and use of public transportation**

Round 1 & 2 Community Workshops



Walking Tour – April 6, 2019



For additional information refer to Attachment B of the staff report

# PLAN VISION

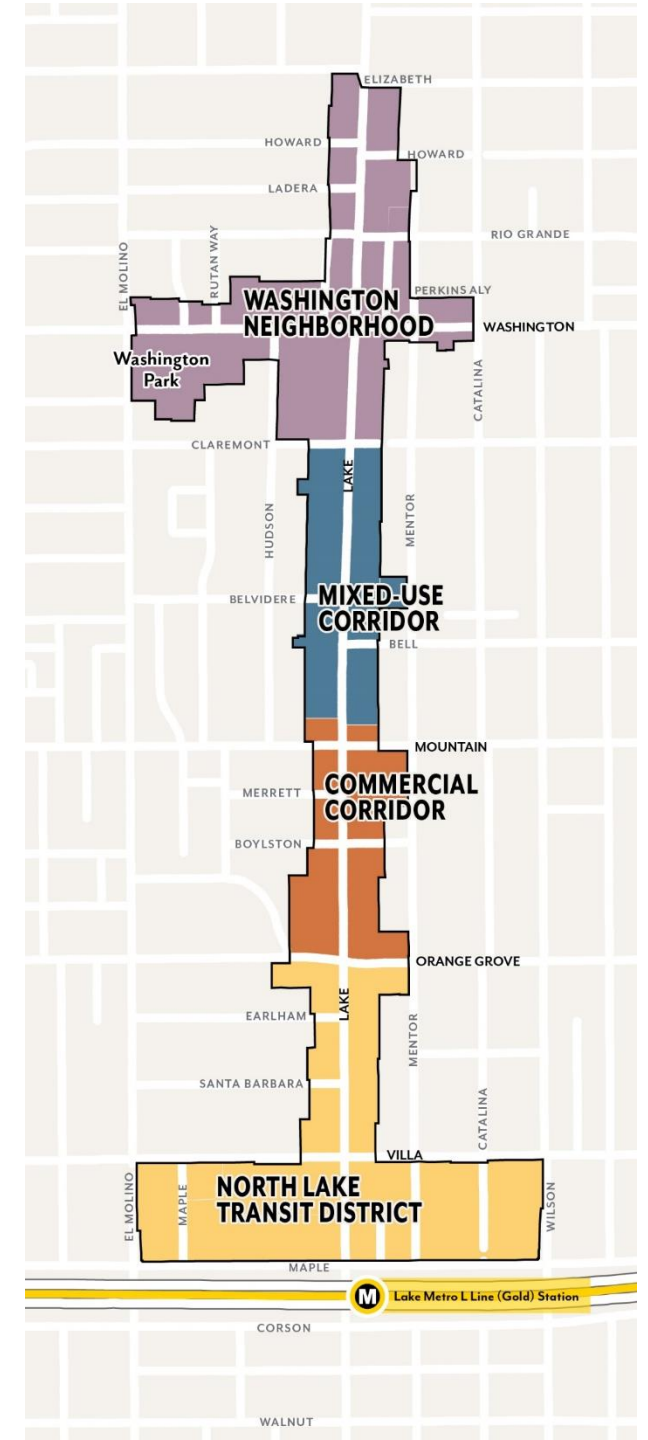




# General Plan Vision

*“North Lake Avenue is envisioned as a well-designed and attractive corridor supporting multiple travel modes, including transit, bicycling, and walking, with clusters of distinctive places for shopping, dining, and living.”*

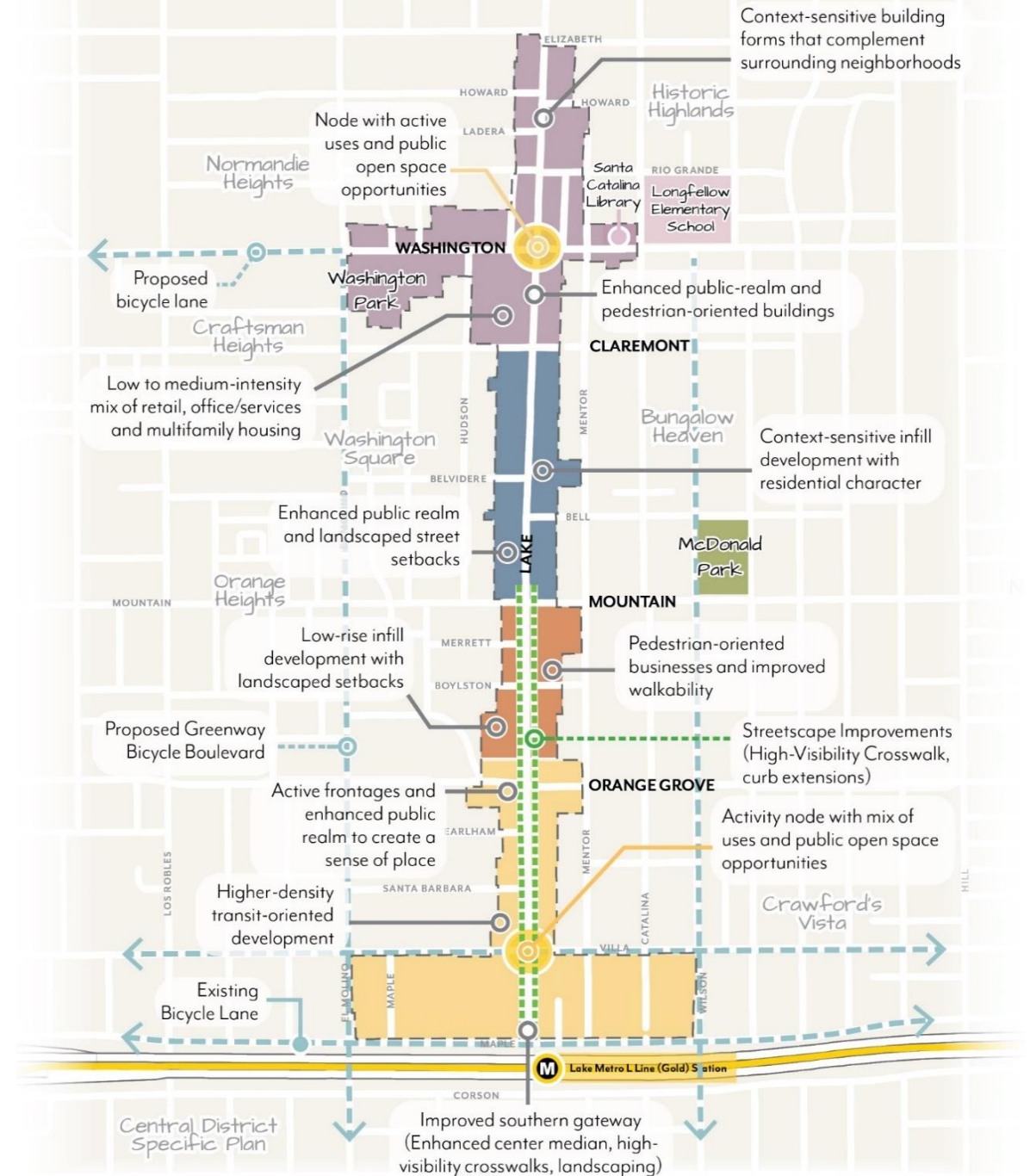
- Specific Plan is Organized into 4 Subareas:
  - **Washington Neighborhood** (between Elizabeth & Claremont St)
  - **Mixed-Use Corridor** (between Claremont & Mountain St)
  - **Commercial Corridor** (between Mountain St & Orange Grove Blvd)
  - **North Lake Transit District** (between Orange Grove Blvd & Maple St)



# Specific Plan Vision

*“North Lake Avenue will be a vibrant mixed-use corridor that provides housing opportunities, neighborhood-serving businesses, and amenities accessible to transit for residents, visitors, and employees.*

*Development will respect the historical properties and neighborhoods that are located within the plan area and provide sensitive transitions to landmark and historic neighborhoods adjacent to the plan area.”*



# WASHINGTON NEIGHBORHOOD



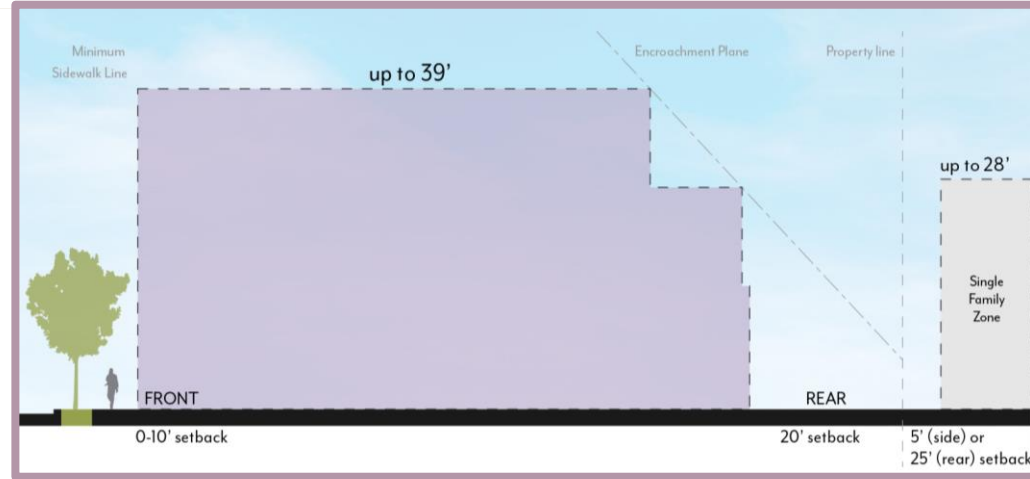
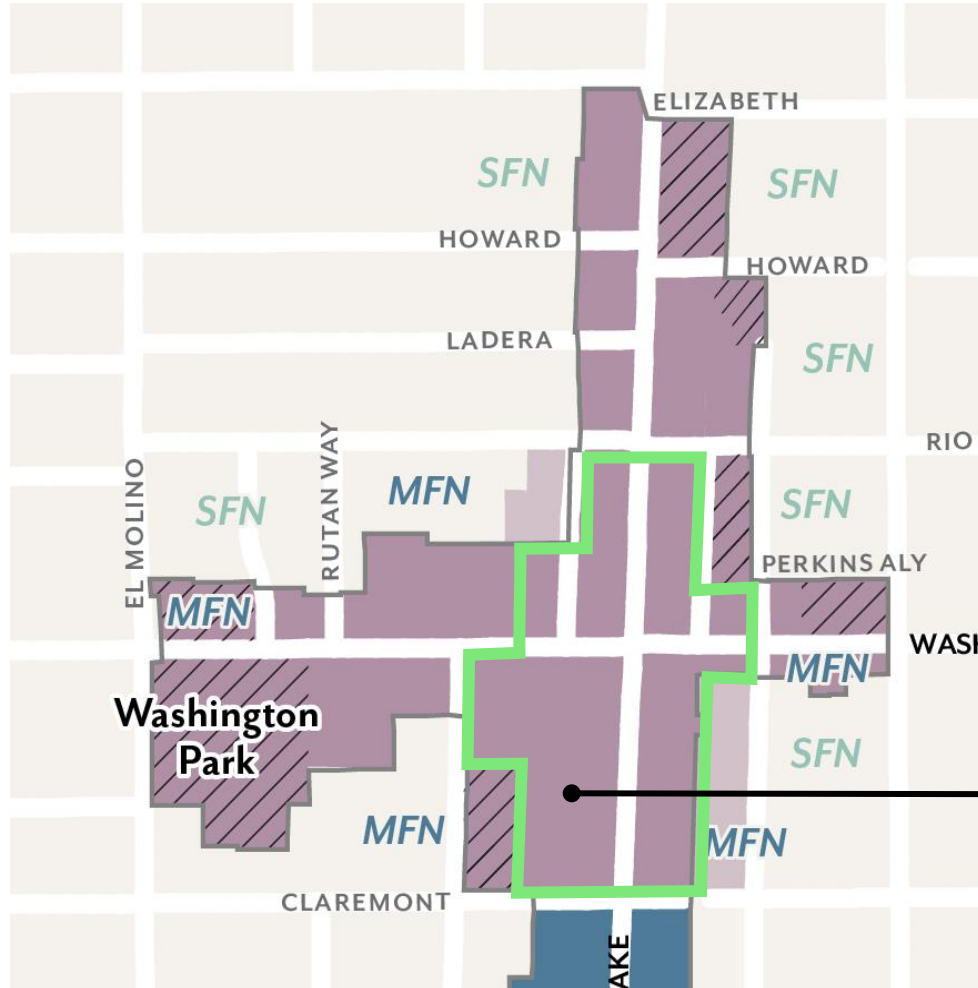


# Washington Neighborhood: Concept

- **Low-scale buildings with a mix of uses** including retail, office/services, and multifamily housing
- **Compatible buildings** that step down adjacent to single-family residential neighborhoods and historic landmark districts
- **Enhanced public realm**, with adequate sidewalk space for street trees, outdoor dining, and publicly accessible spaces that support community interaction and sense of place



# Washington Neighborhood: Building Scale & Transitions



- Min 20' rear setback adjacent to Single-Family zones
- Upper story rear setback (45° encroachment plane)
- 0-10' street setback

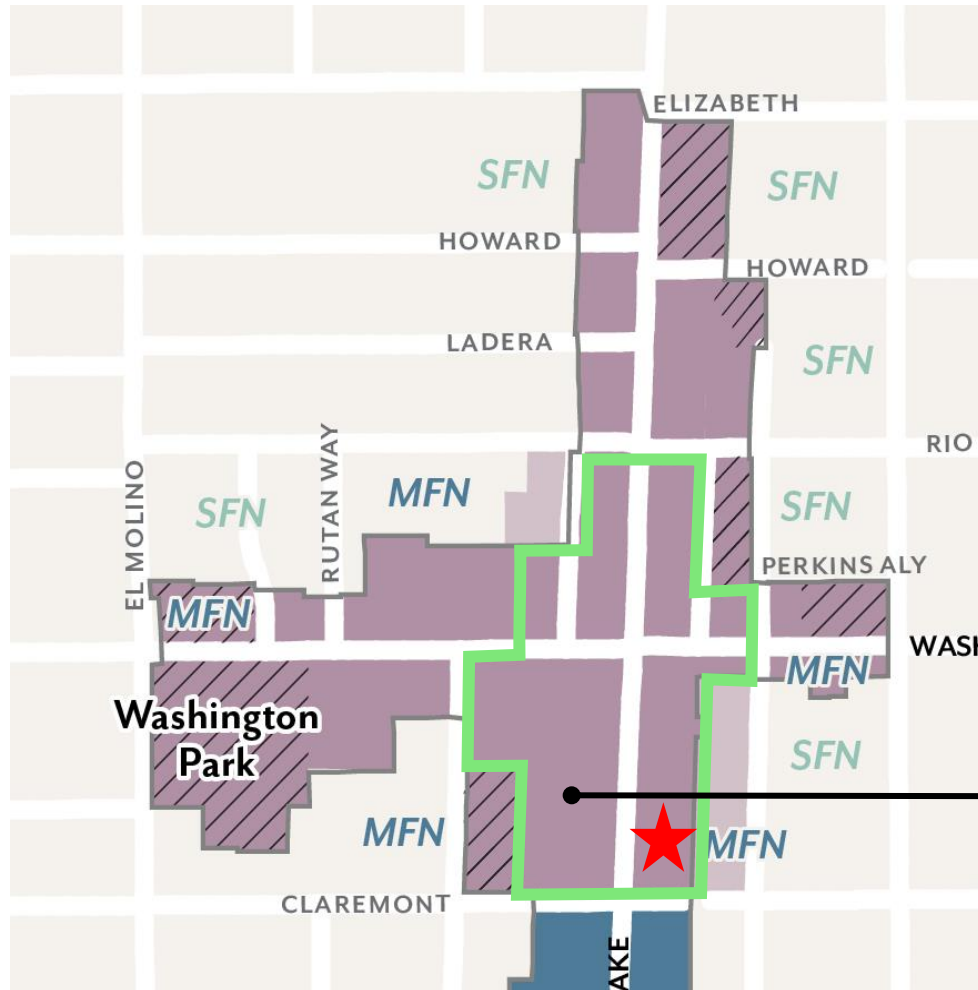


- Min 15' rear setback adjacent to Multi-Family zones
- If adjacent to Multi-Family zones, no upper story setback
- 0-3' street setback

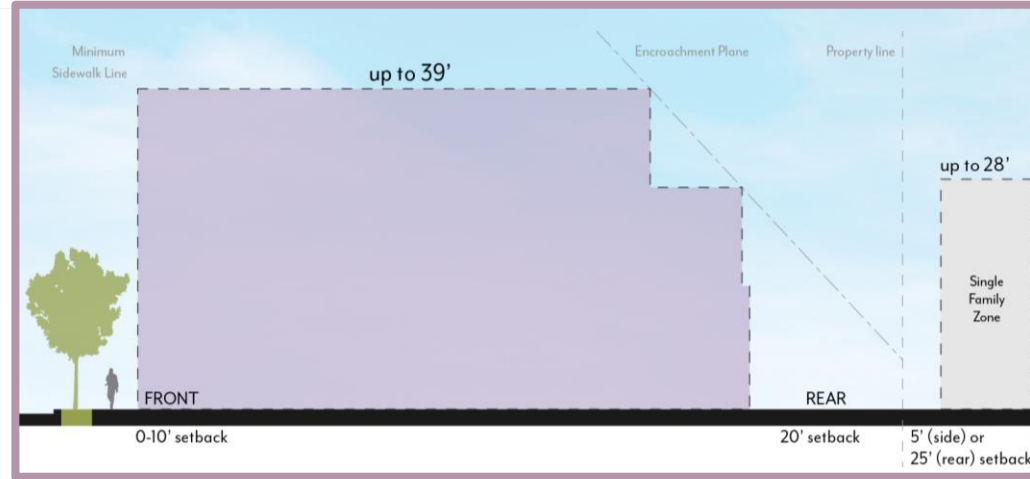
**SFN**: Single-Family Neighborhood

**MFN**: Multi-Family Neighborhood

# Washington Neighborhood: Residential Uses and Density (New)



**SFN**: Single-Family Neighborhood  
**MFN**: Multi-Family Neighborhood



- Min 20' rear setback adjacent to Single-Family zones
- Upper story rear setback (45° encroachment plane)
- 0-10' street setback
- **32 du/ac**



- Min 15' rear setback adjacent to Multi-Family zones
- If adjacent to Multi-Family zones, no upper story setback
- 0-3' street setback
- **64 du/ac**

**★** Round 3 proposed 0 du/ac on the east side of Lake, south of Washington, but General Plan allows up to 87 du/ac. Big Lots is an opportunity site in the Housing Element (current density is 32 du/ac)



# Washington Neighborhood: Publicly Accessible Open Space



Potential for public plaza (PAOS) at the existing shopping center site along Washington Blvd or North Lake Ave

# Washington Neighborhood: Boundary Adjustments (New)



- 1\* Remove parcels that are developed/zoned for single-family residential uses and/or within a historic landmark district
- 2 Remove parcels that are developed/zone for multi-family residential uses and within a historic landmark district
- 3 Remove parcels subject to City of Gardens
- 4 Remove parks and other public facilities

\*Area includes other uses

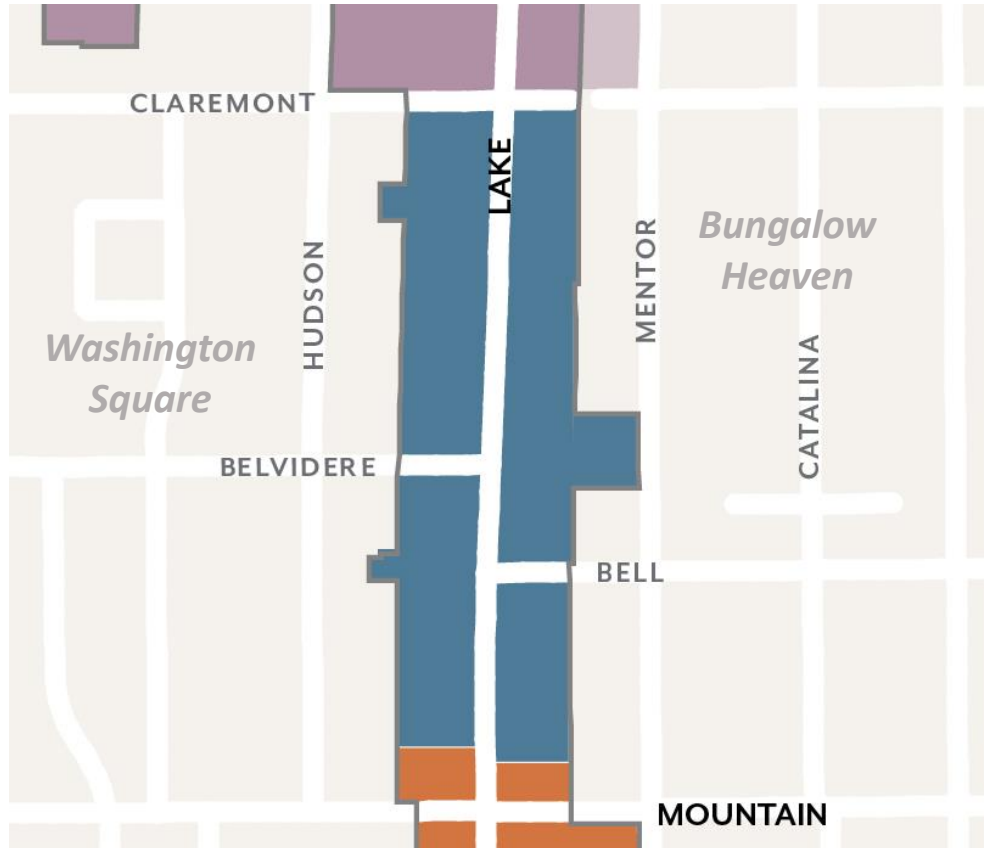
# MIXED-USE CORRIDOR



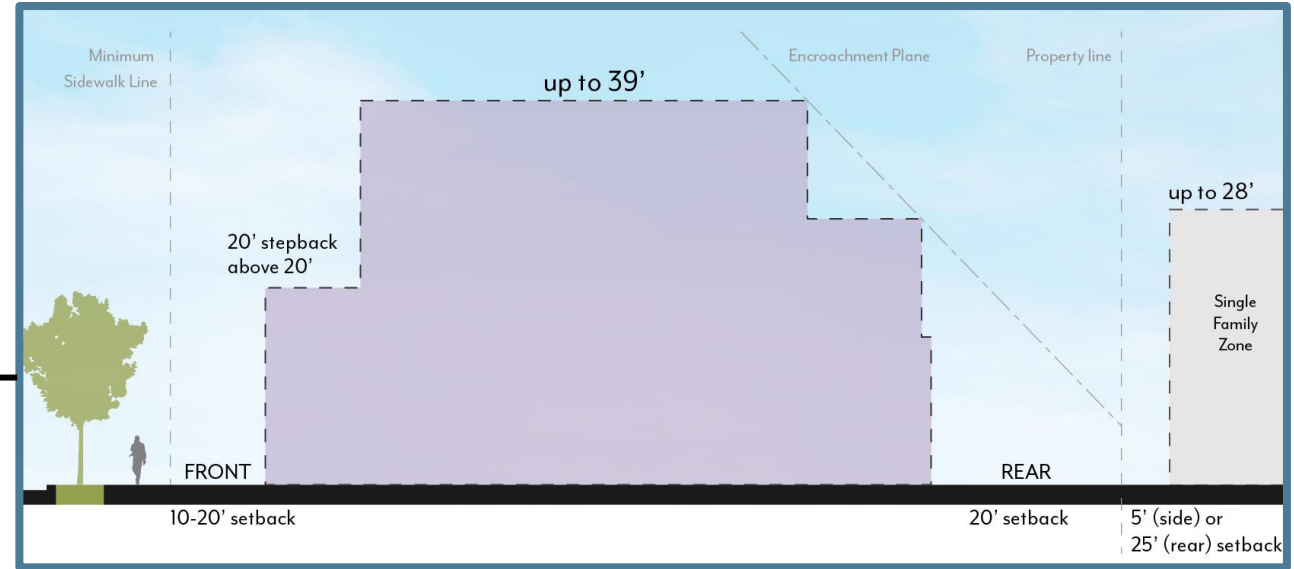
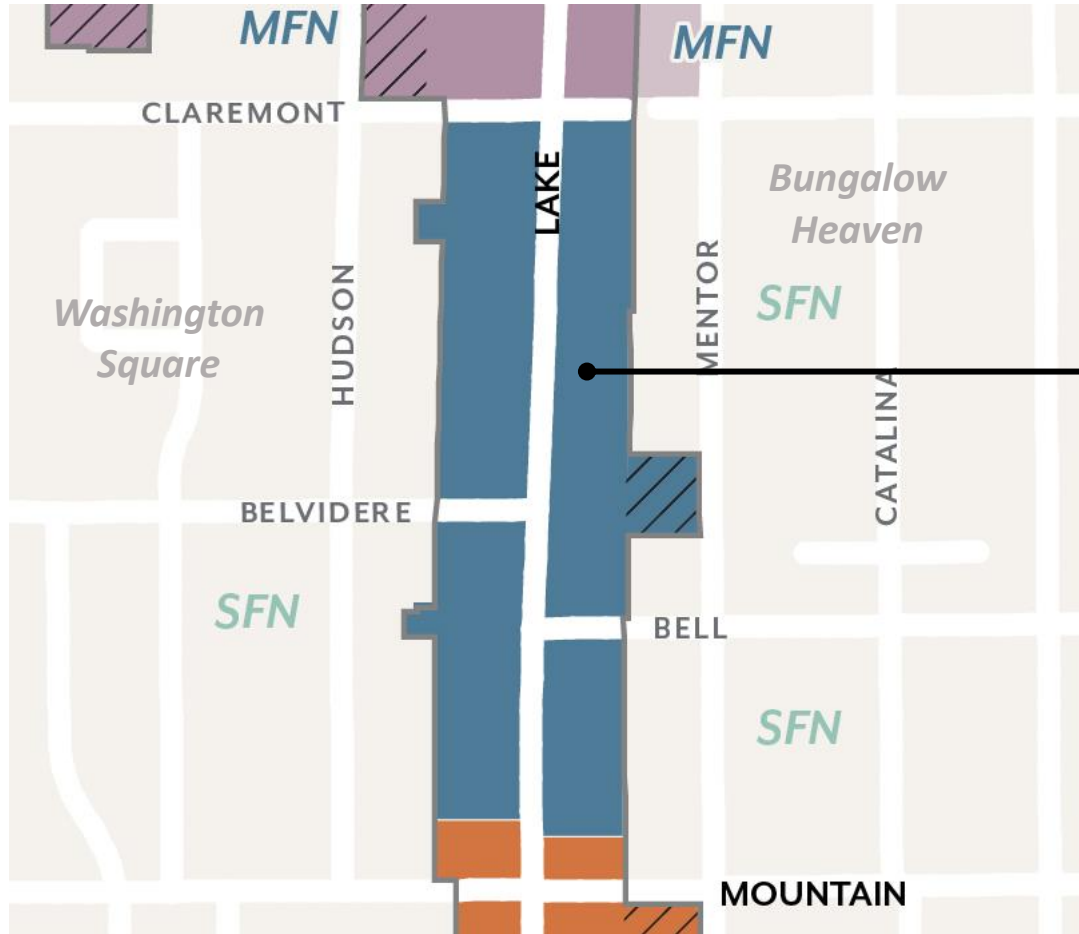


# Mixed-Use Corridor: Concept

- A primarily residential in character district with large landscape setbacks and buildings that step back from the street
- New infill development that steps down to adjacent single-family residential neighborhoods and historic landmark districts
- Encourage preservation of older buildings through reduced parking requirements for new commercial uses
- Enhanced public realm, with adequate sidewalk space for street trees and other amenities that complement existing landscaped bulb-out extensions



# Mixed-Use Corridor: Building Scale & Transitions



**SFN**: Single-Family Neighborhood

**MFN**: Multi-Family Neighborhood

- Front Transitions
  - 10-20' street setback
  - Upper story stepback at 20' (with 20' depth)
- Rear Transitions
  - Min 20' rear setback adjacent to Single-Family Zones
  - Upper story rear stepback (45° encroachment plane)
- 32 du/ac



# Mixed-Use Corridor: Architecture & Design

- Include design guidelines for commercial and mixed-use projects to complement residential architectural styles
- Incorporate elements of City of Gardens standards to apply to residential-only projects
- Consider renaming subarea to “Belvidere Gardens”



DRAFT

## Design Guidelines

New development along North Lake Avenue within the MUC should complement and respond to the immediate area, reflecting the scale and proportion of residential buildings dating from the 1900s to 1940s in the corridor.



Craftsman example with building alterations and setback



Adaptive re-use of Spanish Colonial Revival/Spanish Eclectic residential building to commercial office

## Building Alterations:

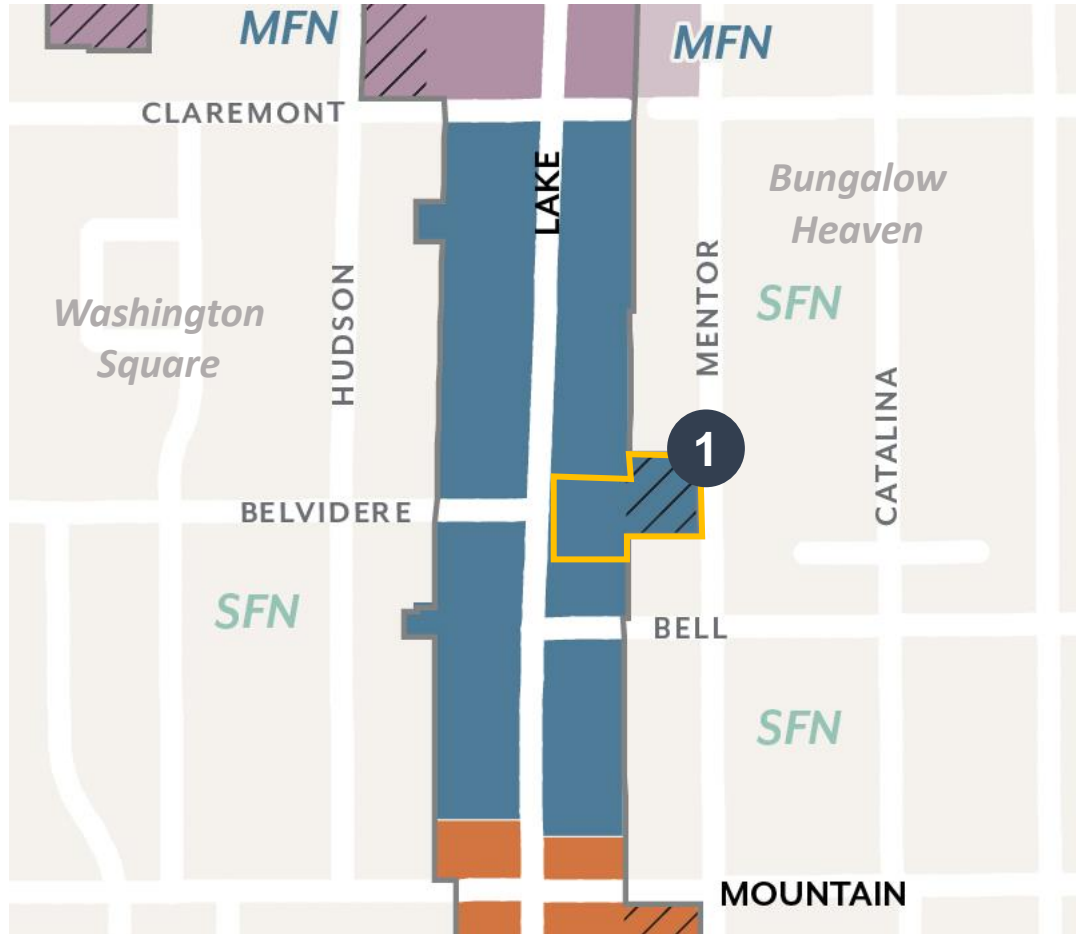
- » Original architectural details and building materials should be preserved in place whenever feasible.
- » Deteriorated architectural details and building materials should be repaired rather than replaced, whenever possible.
- » Original architectural details and building materials that have deteriorated beyond repair should be replaced in kind.
- » Original porches should be maintained.
- » Historic windows and doors should be preserved; a new or replacement window or door should match the appearance of the original.
- » The original form, materials, eaves, rafter tails, gutters and other roof features should be preserved or replaced in kind.
- » An addition should have a compatible design with the original building.
- » A roof-top addition should be subordinate in scale and character.
- » Seismic retrofitting should minimize changes to original architectural features and building materials.



Example of original porch on a Craftsman style building



# Mixed-Use Corridor: Boundary Adjustments (New)



## Potential Boundary Adjustments:

- 1 Remove eastern portion of La Villa Lake Apartments parcel that is zoned RS and is within LD-1 (currently developed as surface parking lot)



**SFN**: Single-Family Neighborhood  
**MFN**: Multi-Family Neighborhood

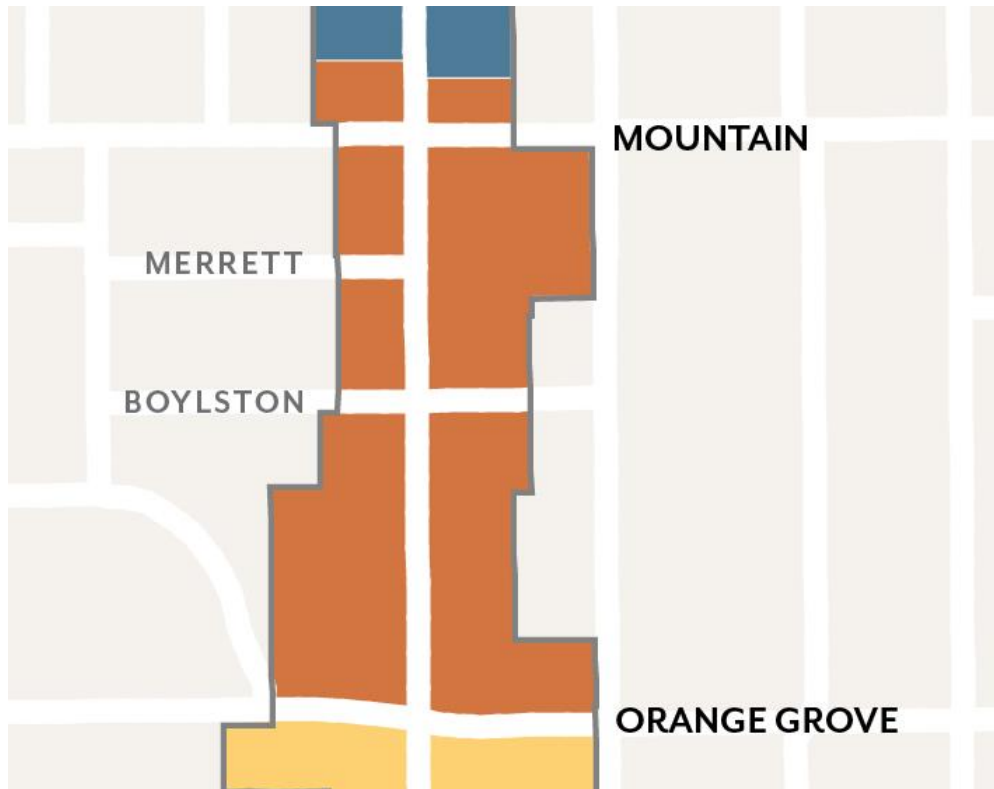
 Potential removals

# COMMERCIAL CORRIDOR



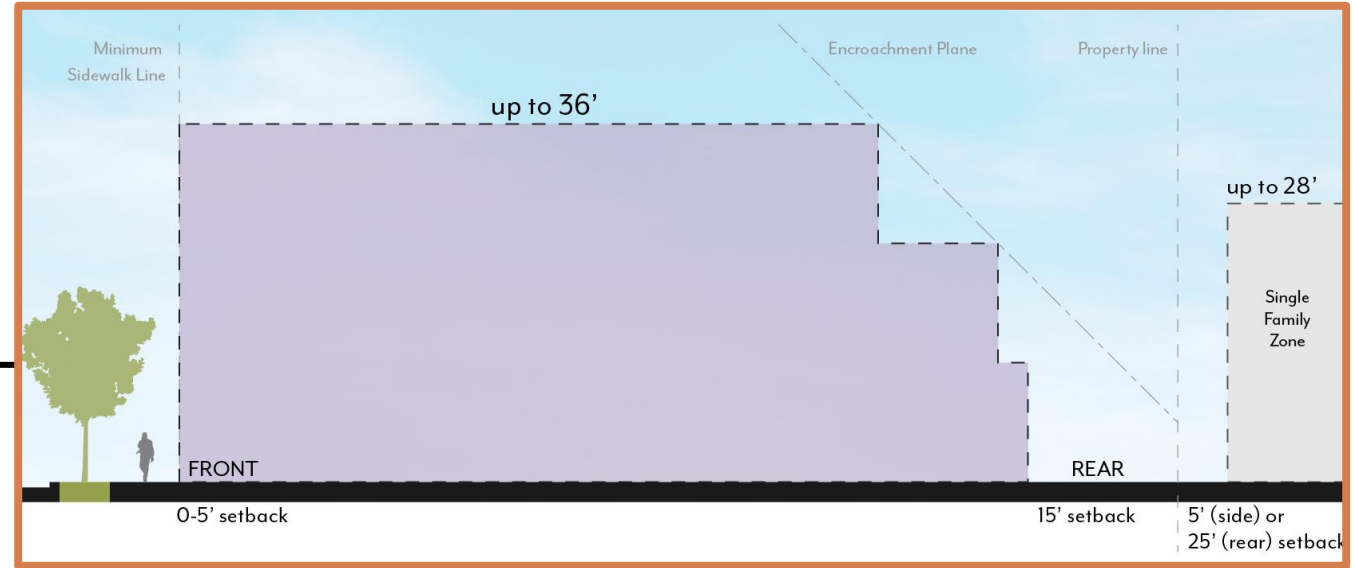
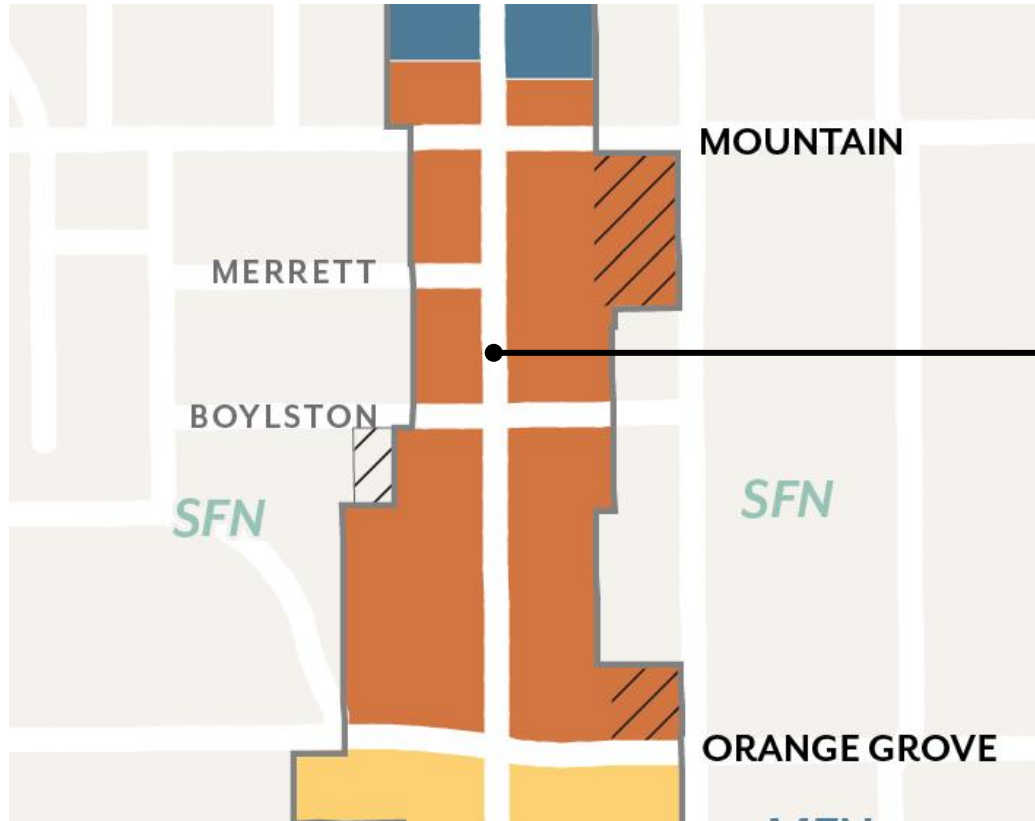
# Commercial Corridor: Concept

- **Commercially focused district** that supports existing businesses and encourages new pedestrian-oriented business
- **Low-scale infill development** fronting the street with landscaped setbacks to improve walkability and aesthetic character
- **Step down new buildings and provide appropriate setbacks** adjacent to single-family residential and historic landmark districts
- **Adequate sidewalk space** for street trees and other amenities that support community interaction and a sense of place





# Commercial Corridor: Building Scale & Transitions



- Min 15' rear setback adjacent to Single-Family Zones
- Upper story rear stepback (45° encroachment plane)
- 0-5' street setback

**SFN**: Single-Family Neighborhood

**MFN**: Multi-Family Neighborhood


# Commercial Corridor: Pedestrian-Friendly Environment

- Revisit “garden” district concept in the 2007 NLSP that envisioned businesses would share driveways and parking lots in order to create gardenlike outdoor dining areas
- How can we create a more pleasant pedestrian environment?
  - Outdoor dining opportunities
  - Direct pedestrian access from sidewalk
  - Landscaped setbacks
  - Buffer parking lots
- Consider renaming the subarea



“Garden” district concept in the 2007 NLSP



 Potential opportunity sites for redevelopment. An existing drive-through business may be demolished and rebuilt with the approval of a CUP if the square footage of the new building is not more than the building proposed to be demolished.



# Commercial Corridor: Pedestrian-Friendly Environment (New)

Frontage (w/ outdoor dining)

Other Edges (landscape)



## Planned Streetscape Enhancements



Bus zone and crosswalk enhancements & new landscaped medians between Mountain and Boylston St

**Boylston Street**  
View looking south towards Orange Grove Boulevard



New signaled crosswalk and bus zone enhancements

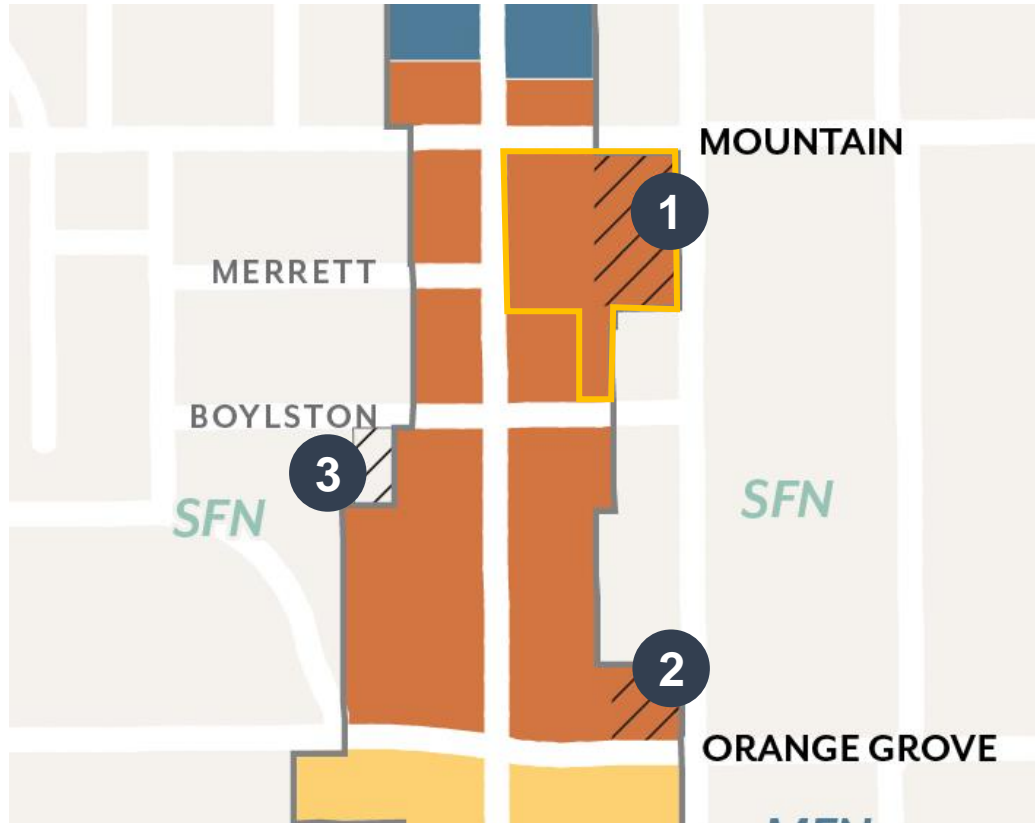
**Orange Grove Boulevard**  
View looking north at Bus Stop



Bus zone and crosswalk enhancements



# Commercial Corridor: Boundary Adjustments (New)



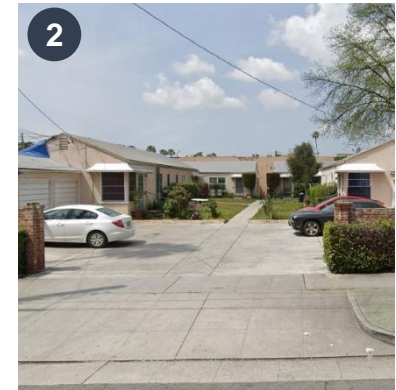
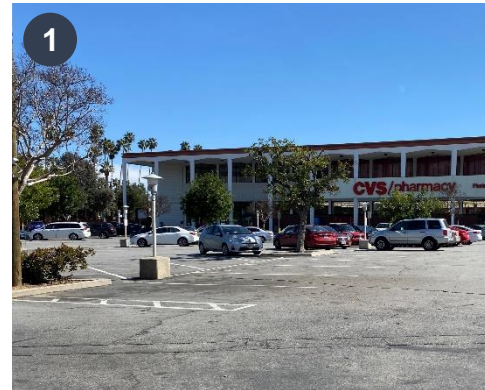
**SFN**: Single-Family Neighborhood

**MFN**: Multi-Family Neighborhood

 Potential removals/ additions

## Potential Boundary Adjustments:

- 1 Remove portion of CVS parking lot within RS-6-LD-1 (top parcel)
- 2 Remove auto-use and Multi-family buildings (lower parcels)
- 3 Add McDonalds drive thru and parking lot parcel to avoid splitting lot

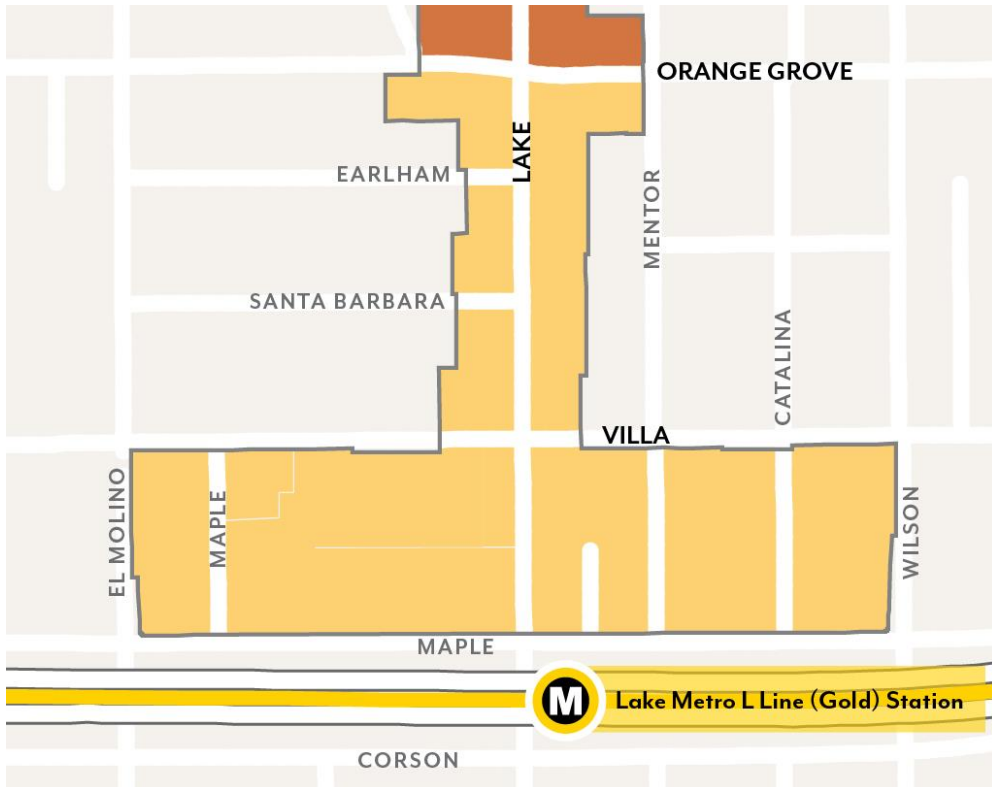


# **NORTH LAKE TRANSIT DISTRICT**



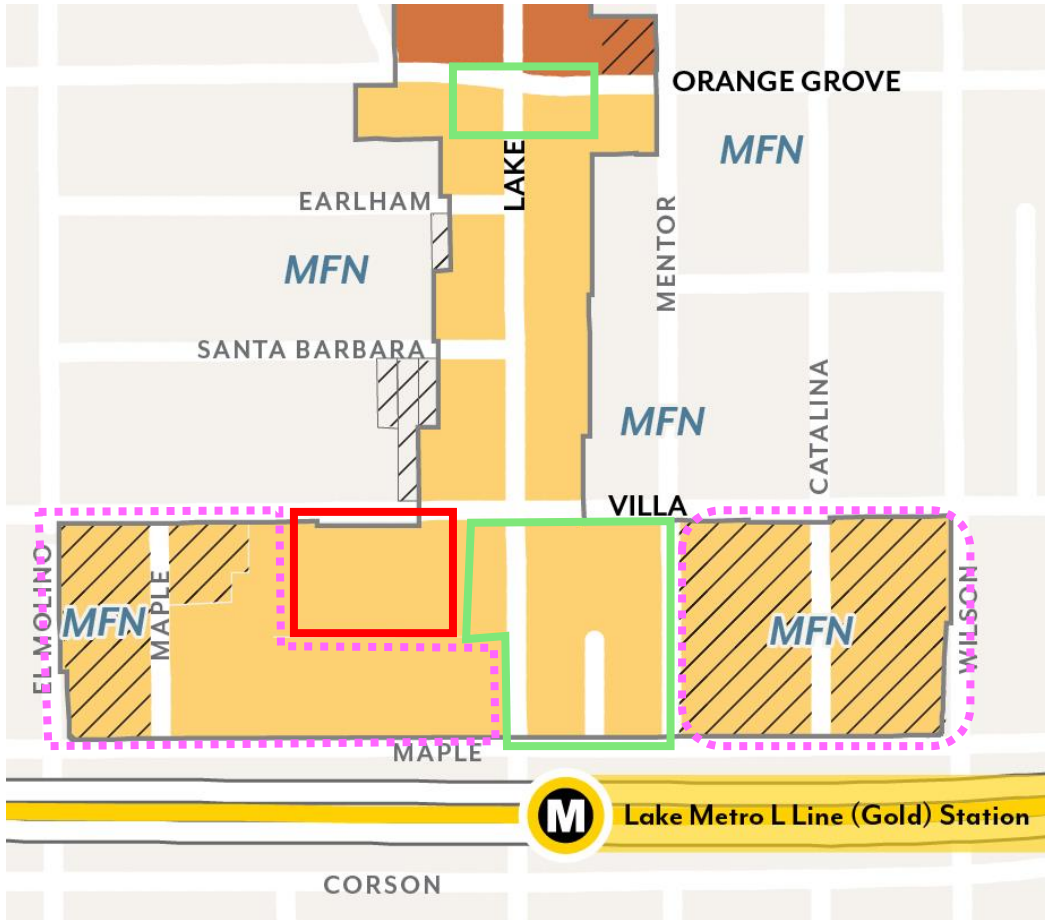
# North Lake Transit District: Concept

- Provide for the development of a **mix of retail, office, and multifamily housing** in proximity to the Metro Lake Station
- **Enliven frontages** to increase comfort and safety of streets for pedestrians
- **Create activity node** at the intersection of North Lake Ave and Villa St
- **Enhance sidewalk** with shade trees and publicly accessible open spaces to create a sense of place





# North Lake Transit District: Building Scale & Transitions

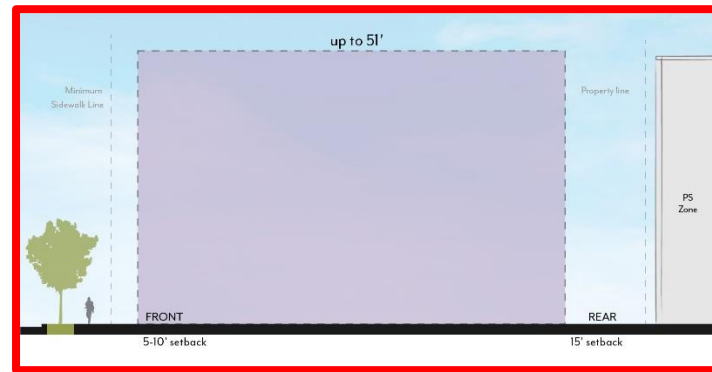


**MFN:** Multi-Family Neighborhood

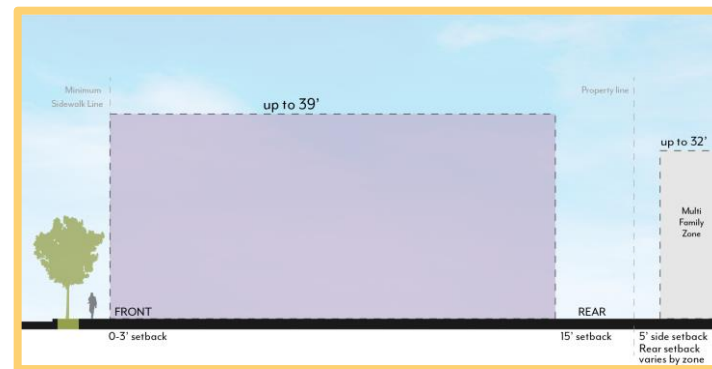
 RM-48 or CUP/ Master Plan development standards apply



- Minimum 5' rear setback
- 0-3' street setback
- 87 du/ac

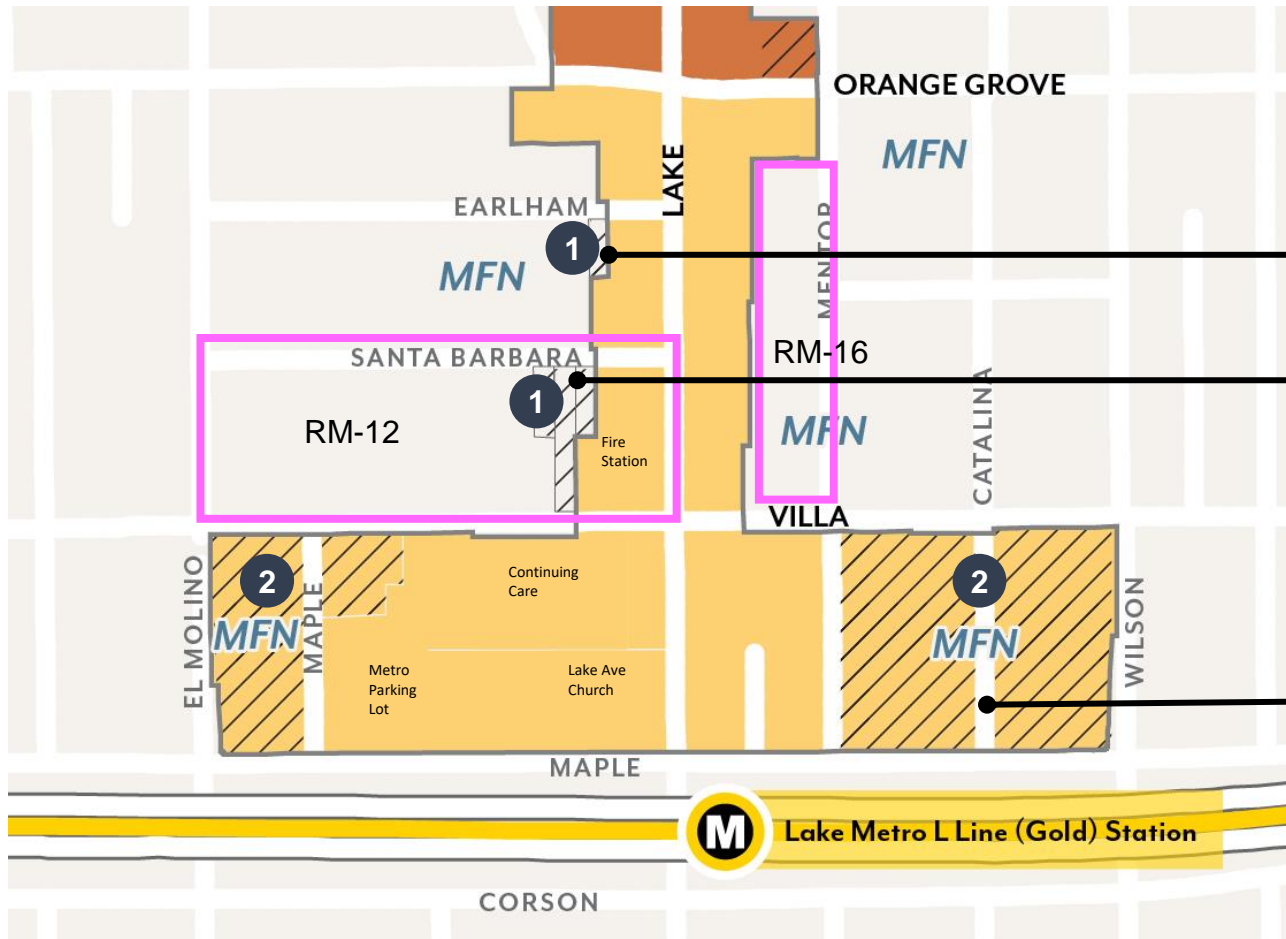


- Minimum 15' rear setback adjacent to Multi-family zones
- 5-10' street setback
- 87 du/ac



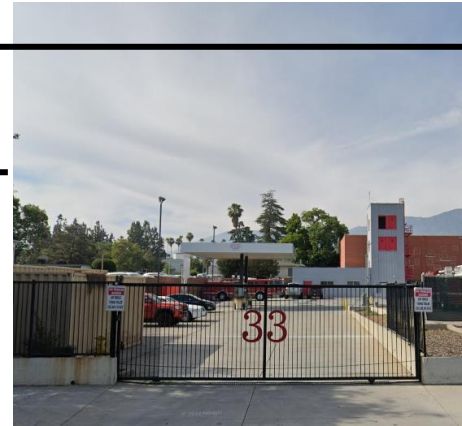
- Minimum 15' rear setback adjacent to Multi-family zones
- 0-3' street setback
- 87 du/ac

# North Lake Transit District: Boundary Adjustments (New)



## Potential Boundary Adjustments:

- 1 Add to the NLSP to avoid splitting lots
- 2 Remove parcels subject to City of Gardens



**MFN:** Multi-Family Neighborhood

 Potential removals/additions



# North Lake Transit District: Pedestrian-Friendly Environment (New)

How can we create a more pleasant pedestrian environment?

- Pedestrian-friendly frontages and uses
- Publicly accessible open space (plaza at Lake/Villa)
- Outdoor dining opportunities
- Landscaped parkways with street trees
- Character-defining features such as cultural and historical wayfinding markers, enhanced street furniture and pedestrian amenities, neighborhood identity signage, and public art



## Planned Streetscape Enhancements



Proposed enhanced bus zone with landscaped median



Proposed signaled and crosswalk improvements @ Villa St



Existing raised landscaped median between Maple and Villa St



**THANK YOU**

