

# NORTH LAKE SPECIFIC PLAN UPDATE

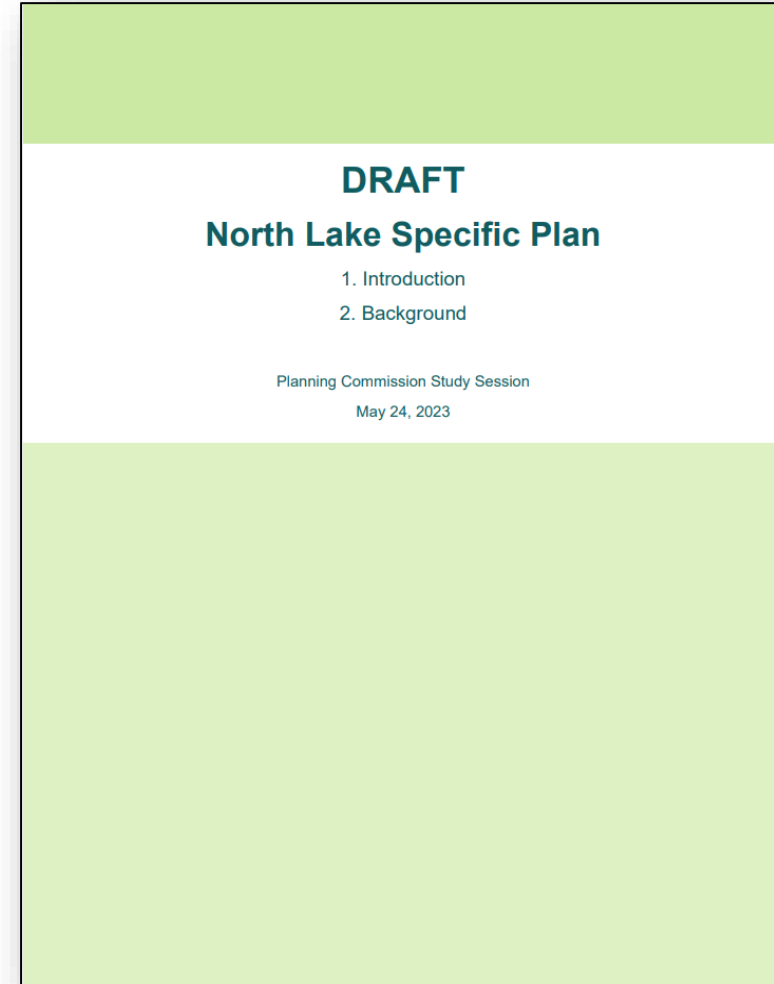
*Planning Commission Study Session  
January 10, 2024*



**OUR PASADENA**  
PUTTING THE PLAN IN MOTION

# Study Session: May 24, 2023

- Discussion on Plan boundary, vision, subarea concepts, preliminary land use regulations & development standards
- Presented the following Plan chapters:
  - Chapter 1 – Introduction (planning process & outreach)
  - Chapter 2 – Background (community/historic context & existing conditions)
- General comments included:
  - Incorporate additional historical background in the document
  - Address conflicts between auto-oriented uses/design & pedestrian-friendly streets
  - Prioritizing streetscape improvements, particularly street trees to improve the area
  - Pedestrian/bicycle accessibility & safety concerns
  - Implementation of the NLSP
  - Implications of State housing laws
  - Redevelopment of opportunity sites such as Food 4 Less, CVS & former Big Lots and Kaiser Permanente sites

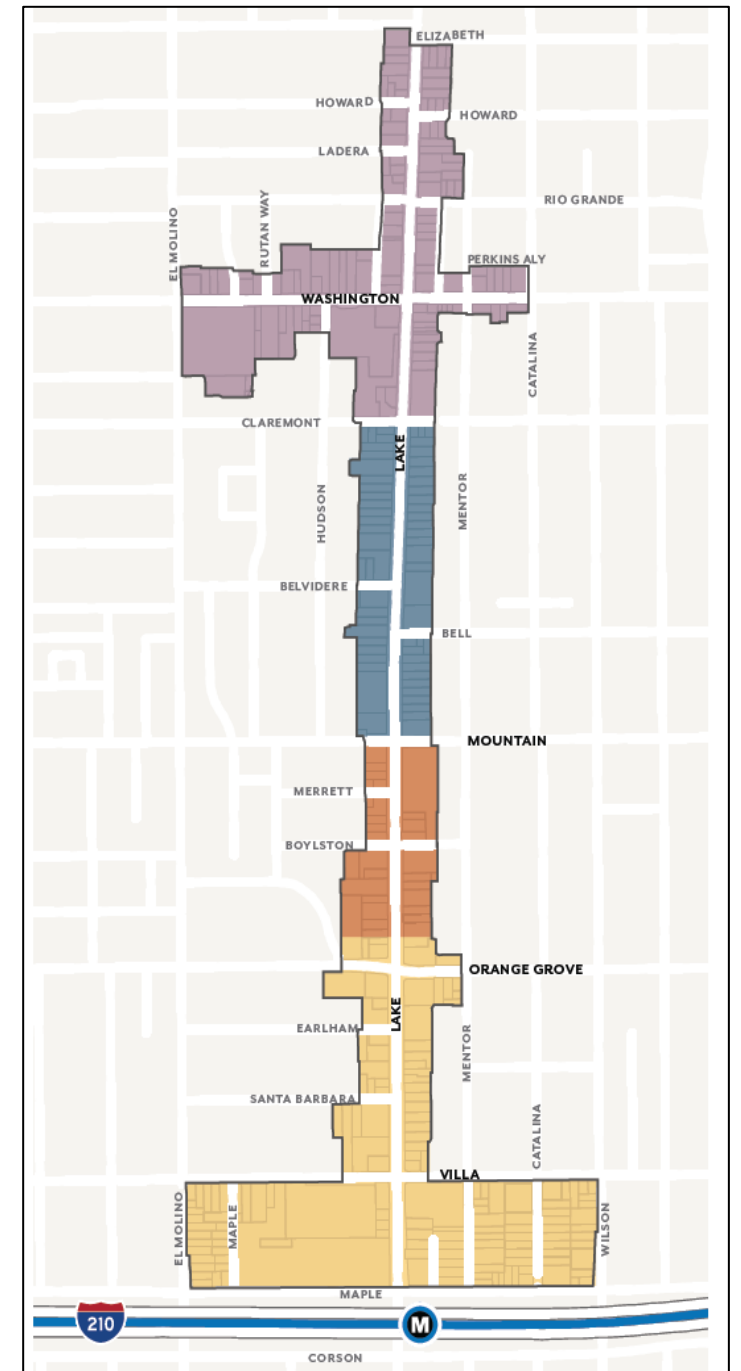
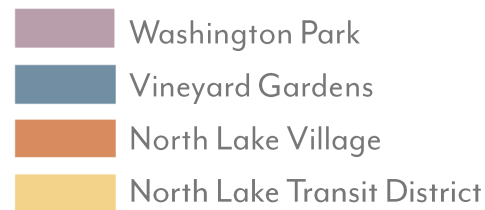


# Plan Boundary, Vision & Concepts



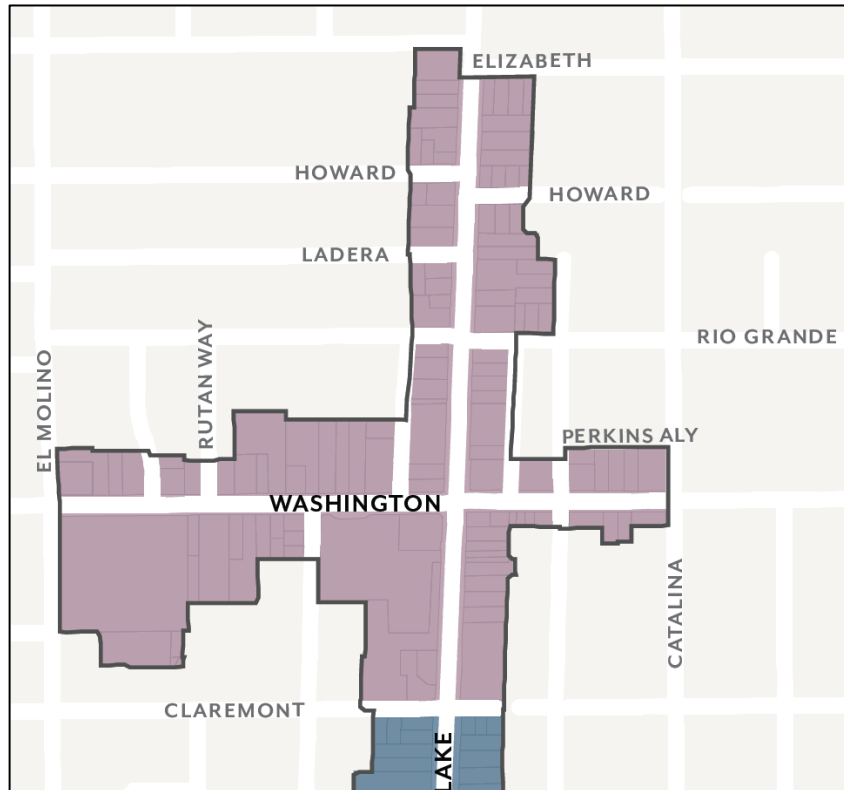
# Plan Vision (revised)

- “The vision of the NLSP area is to create a vibrant and visually cohesive corridor with **several distinctive districts** that serve the surrounding neighborhoods and community while being accessible to transit and pedestrians. New development will contribute to the community's cultural and architectural history with complementary-designed buildings, enhanced sidewalks, street trees, and public open spaces.”



# Washington Park: Concept

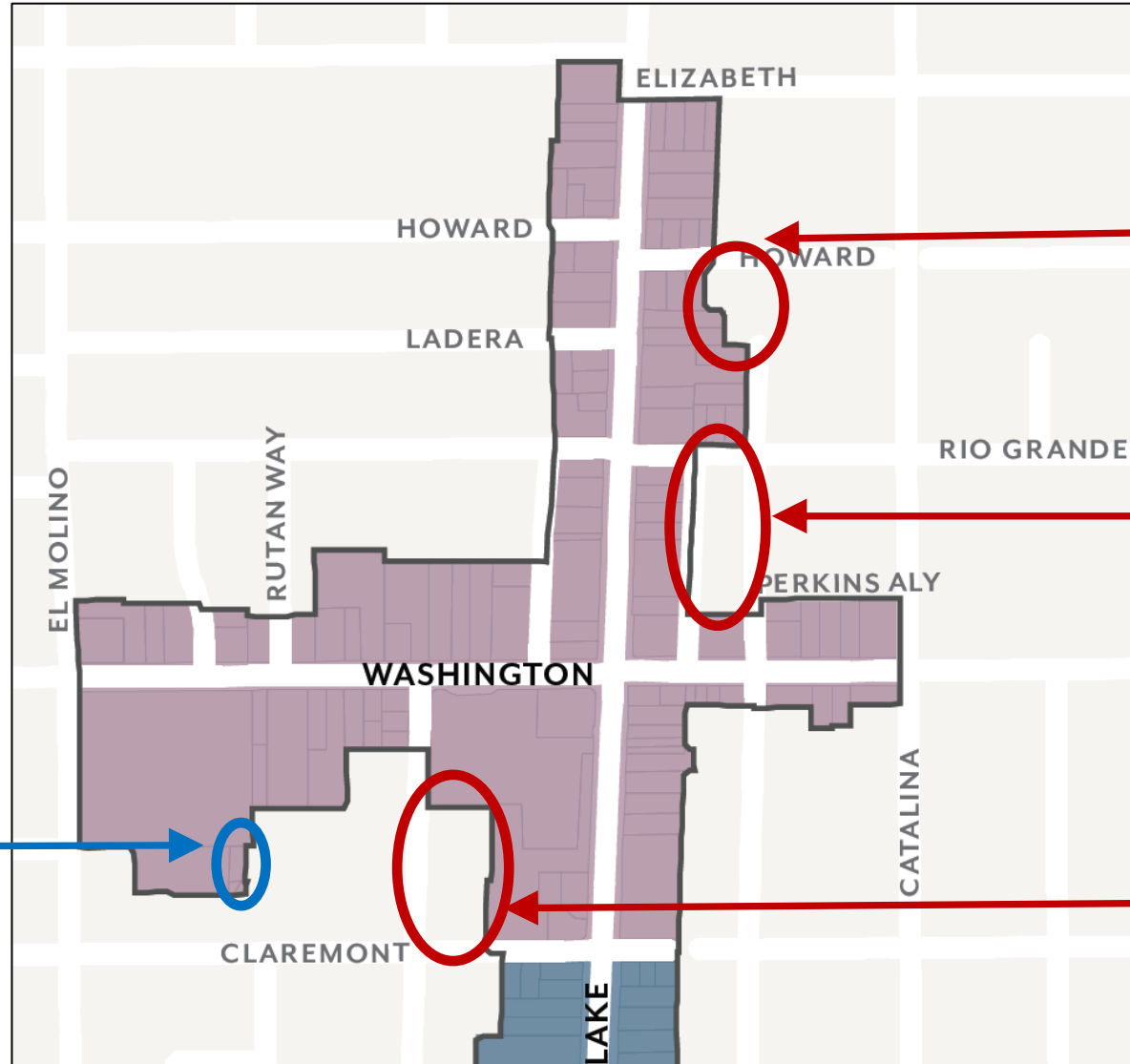
- **Low-scale buildings with a mix of uses** including retail, office/services, and multifamily housing
- **Compatible buildings** that step down adjacent to single-family residential neighborhoods and historic landmark districts
- **Enhanced public realm**, with adequate sidewalk space for street trees,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



# Washington Park: Revised Boundary

## Add into NLSP

3 parcels zoned OS  
(part of Washington Park)



## Remove from NLSP



4 parcels zoned RS  
between Howard St  
and Mentor Ave  
(SFR homes)

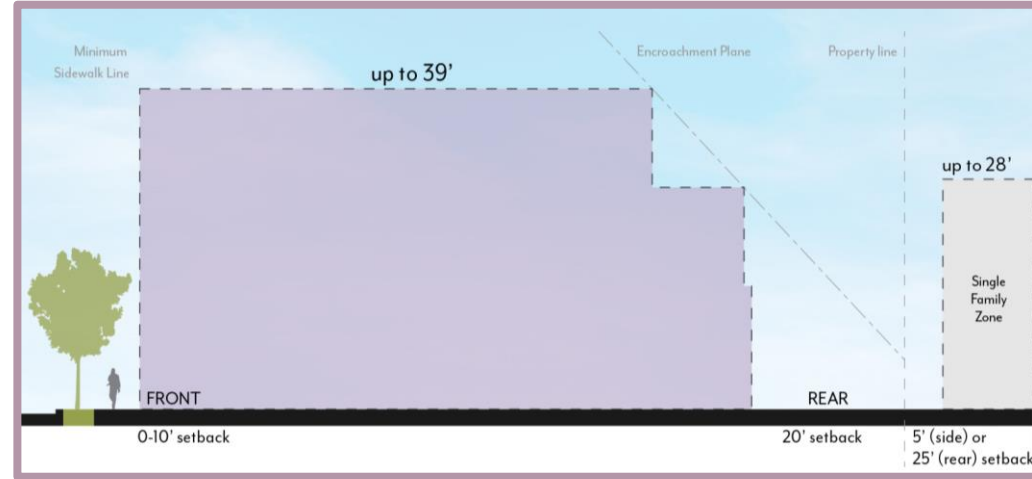
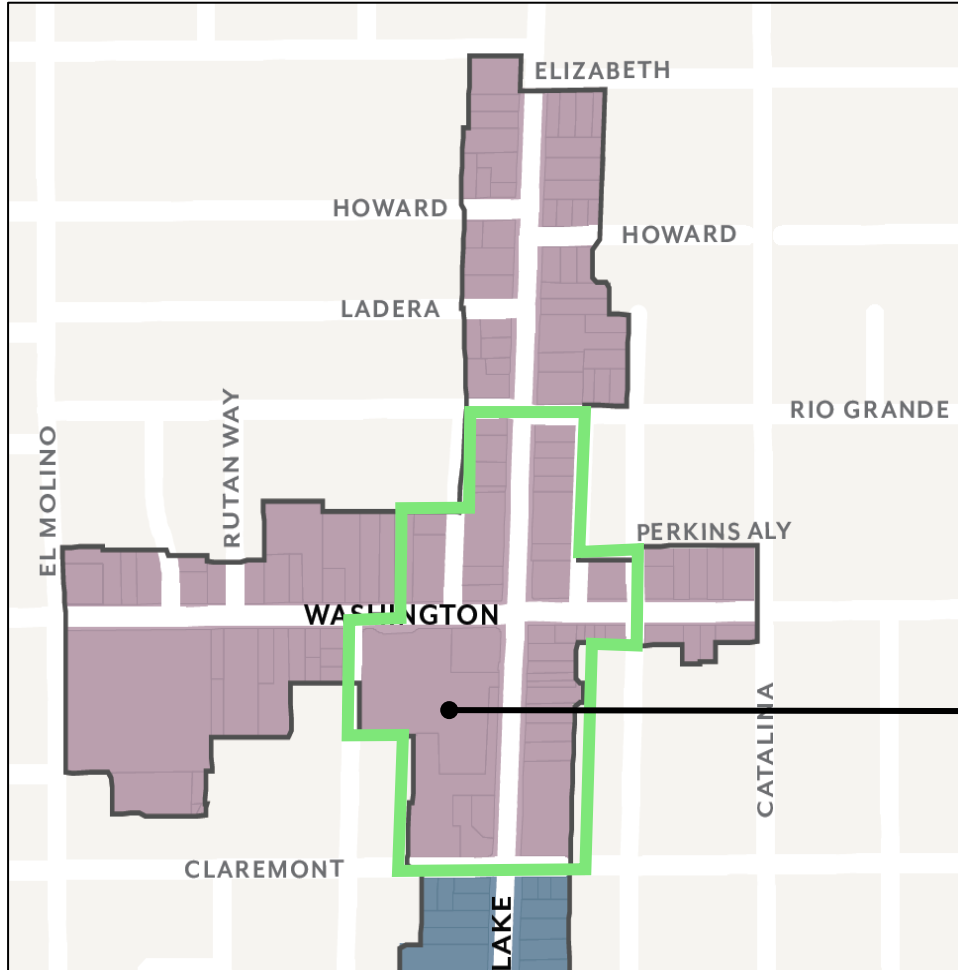


8 parcels zoned RS  
and 1 zoned CL on  
Mentor Ave (SFR  
homes)

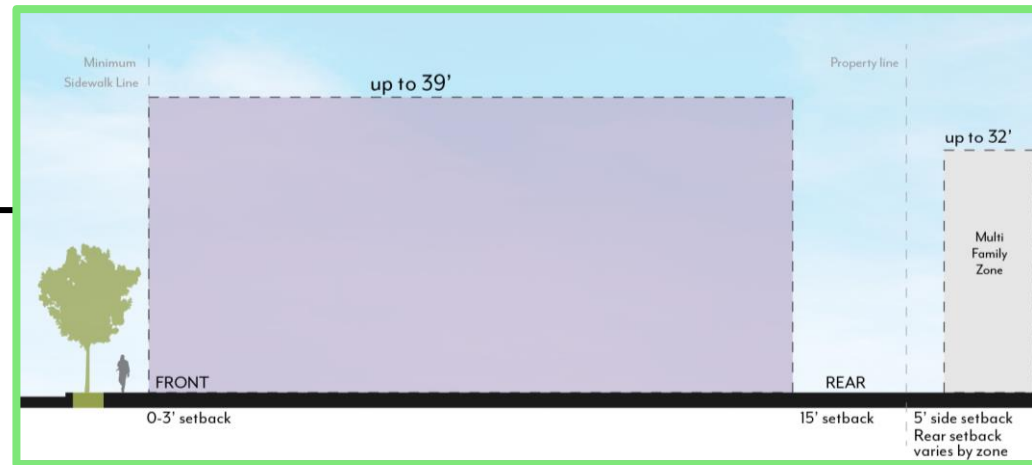


3 parcels zoned RM  
4 zoned RS on  
Hudson Ave  
(MFR and SFR  
homes)

# Washington Park: Building Scale & Transitions

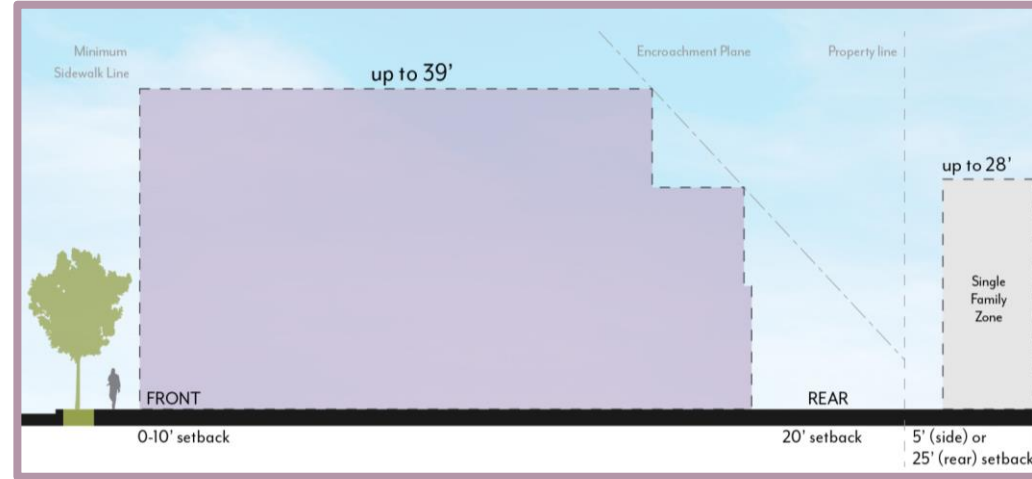
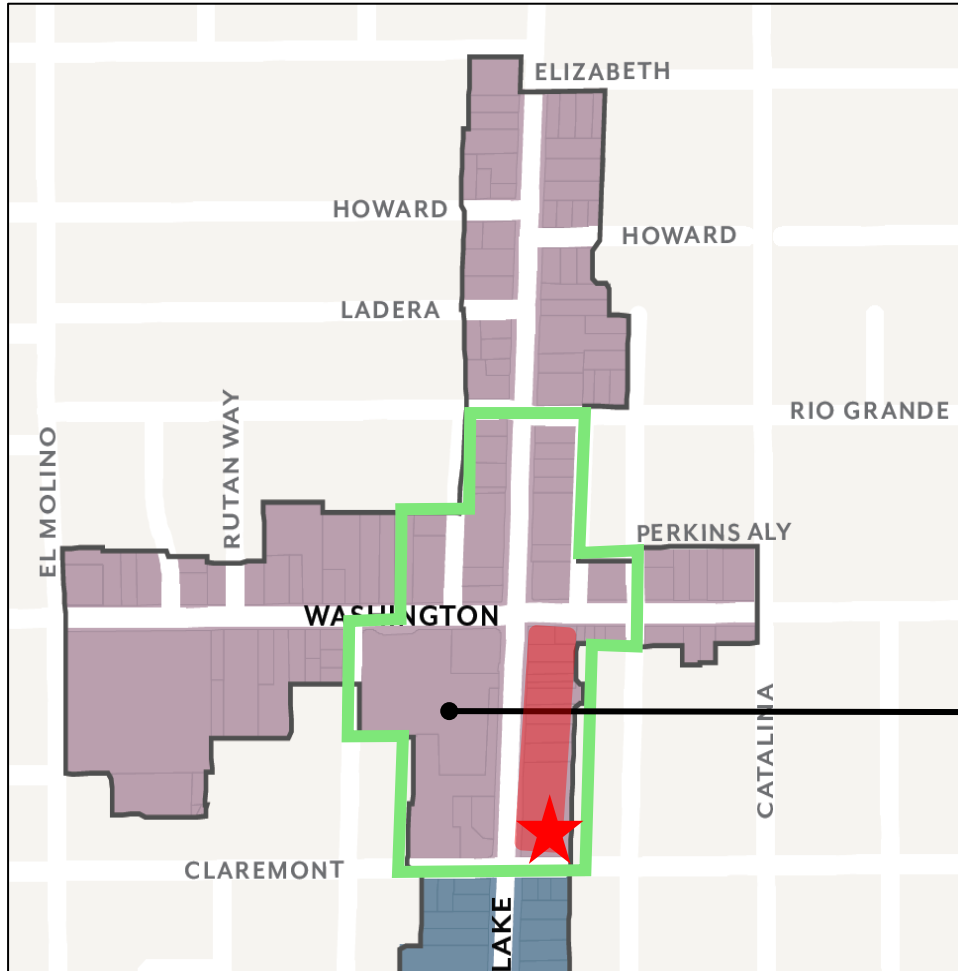


- Min 20' rear setback adjacent to Single-Family zones
- Upper story rear setback (45° encroachment plane)
- 0-10' street setback

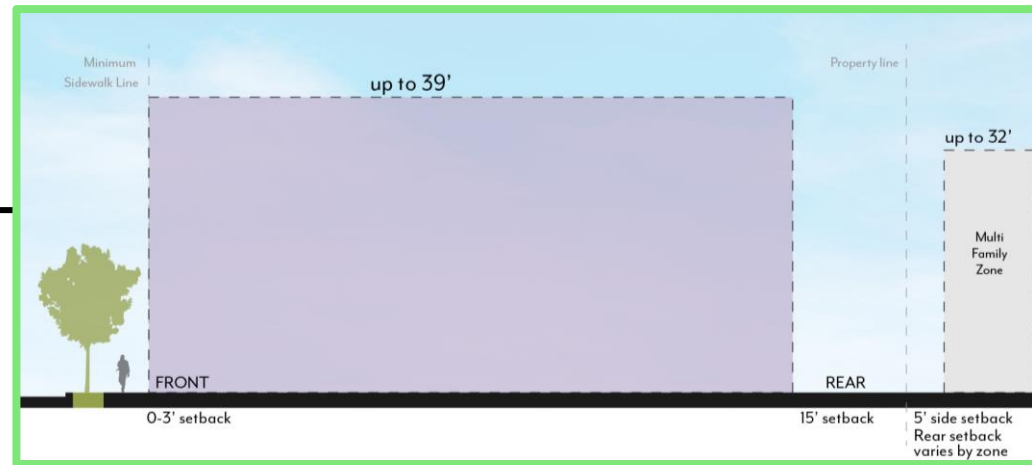


- Min 15' rear setback adjacent to Multi-Family zones
- If adjacent to Multi-Family zones, no upper story setback
- 0-3' street setback

# Washington Park: Residential Uses & Density



- 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

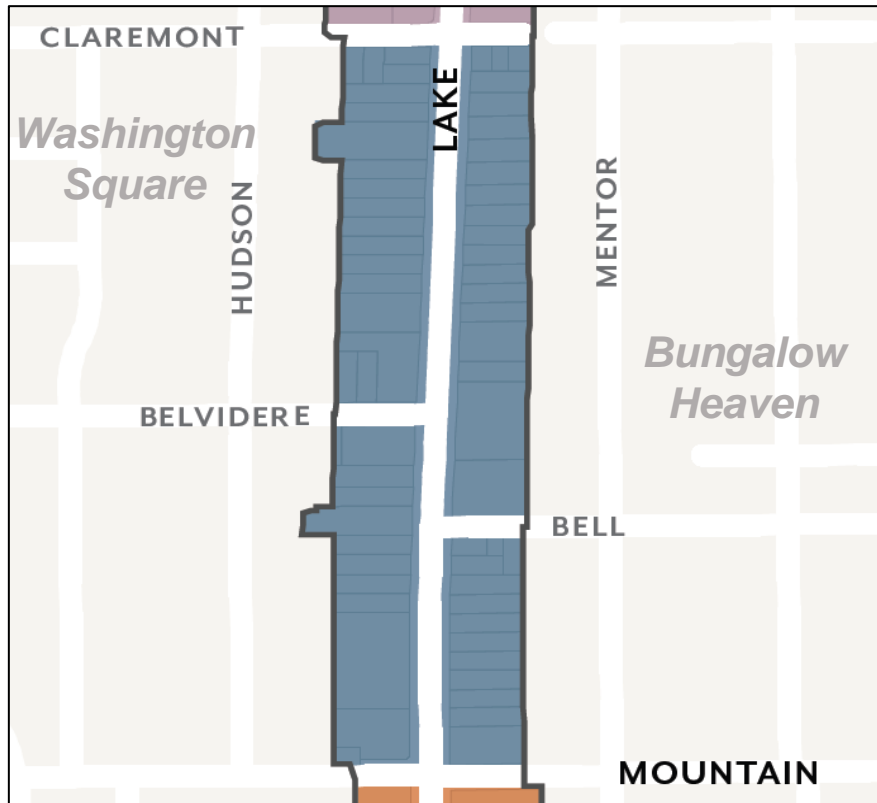
Round 3 proposed 0 du/ac on the east side of Lake, south of Washington Blvd, but General Plan allows up to 87 du/ac

Big Lots is an opportunity site in the Housing Element (current density is 32 du/ac)

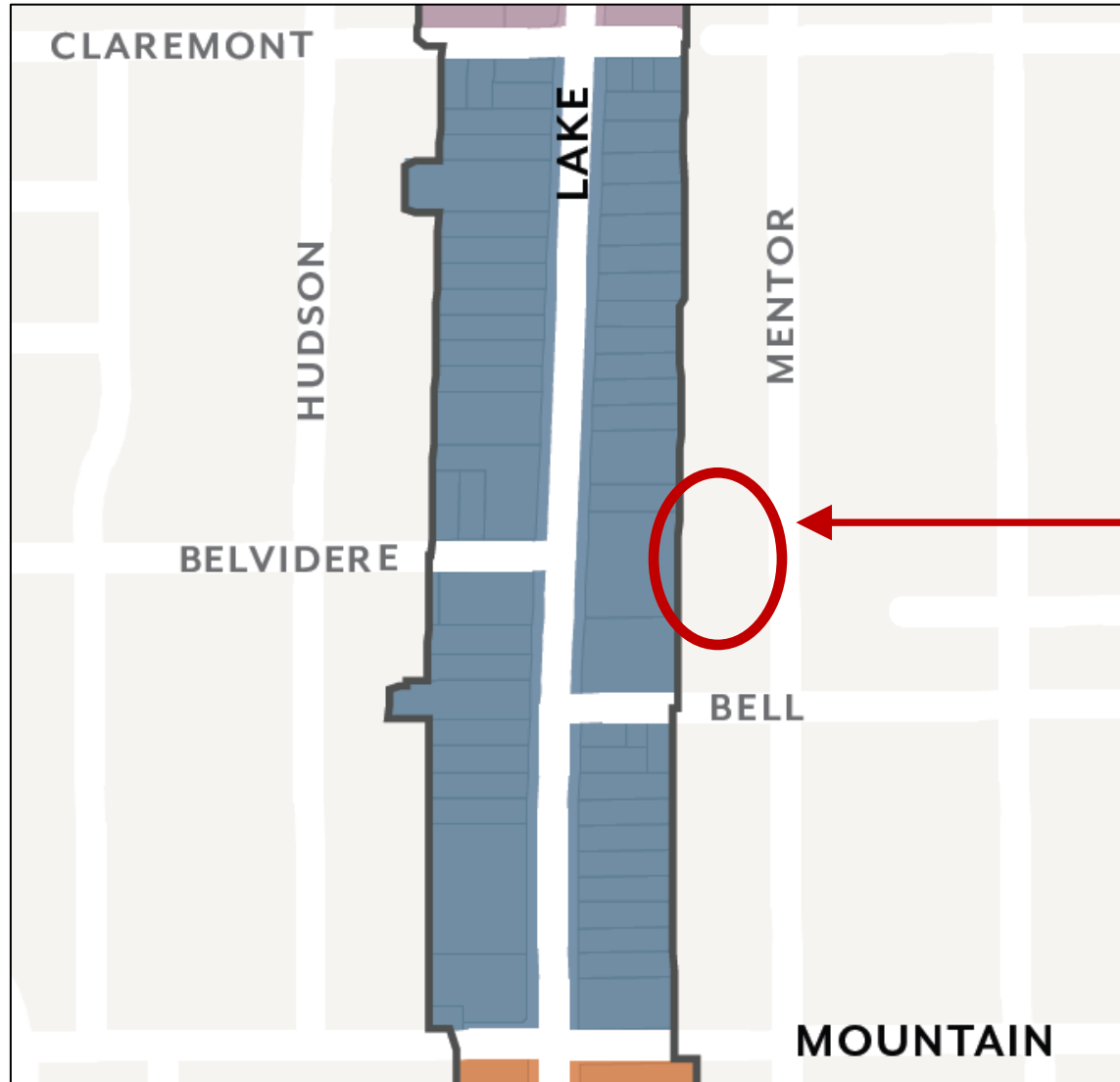


# Vineyard Gardens: Concept

- 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



# Vineyard Gardens: Revised Boundary

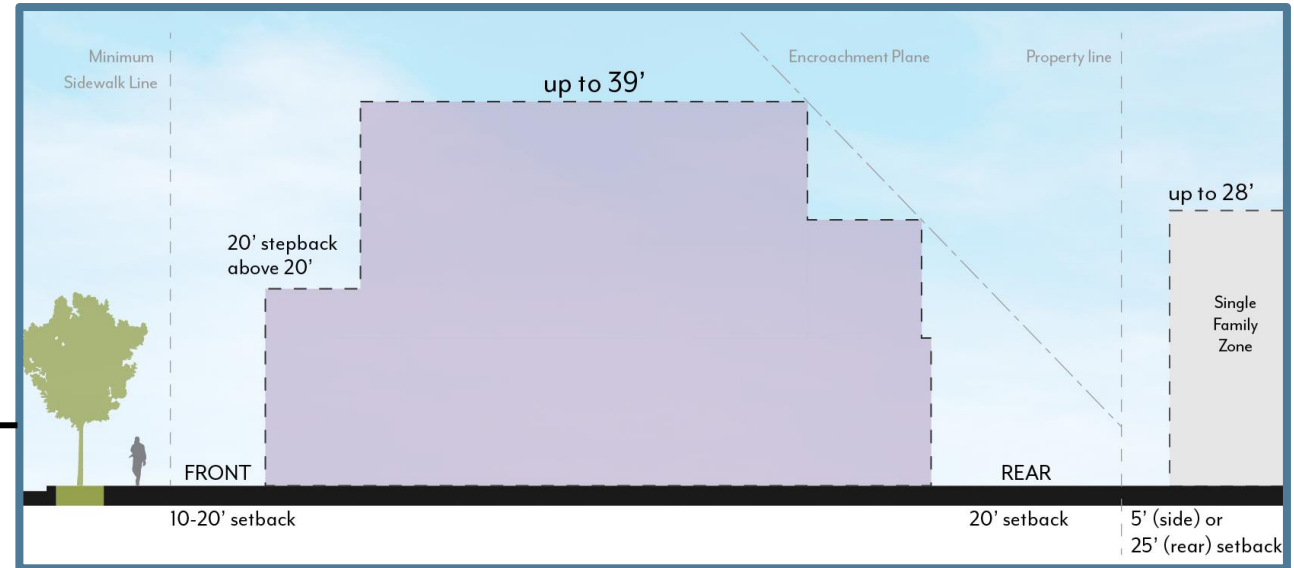
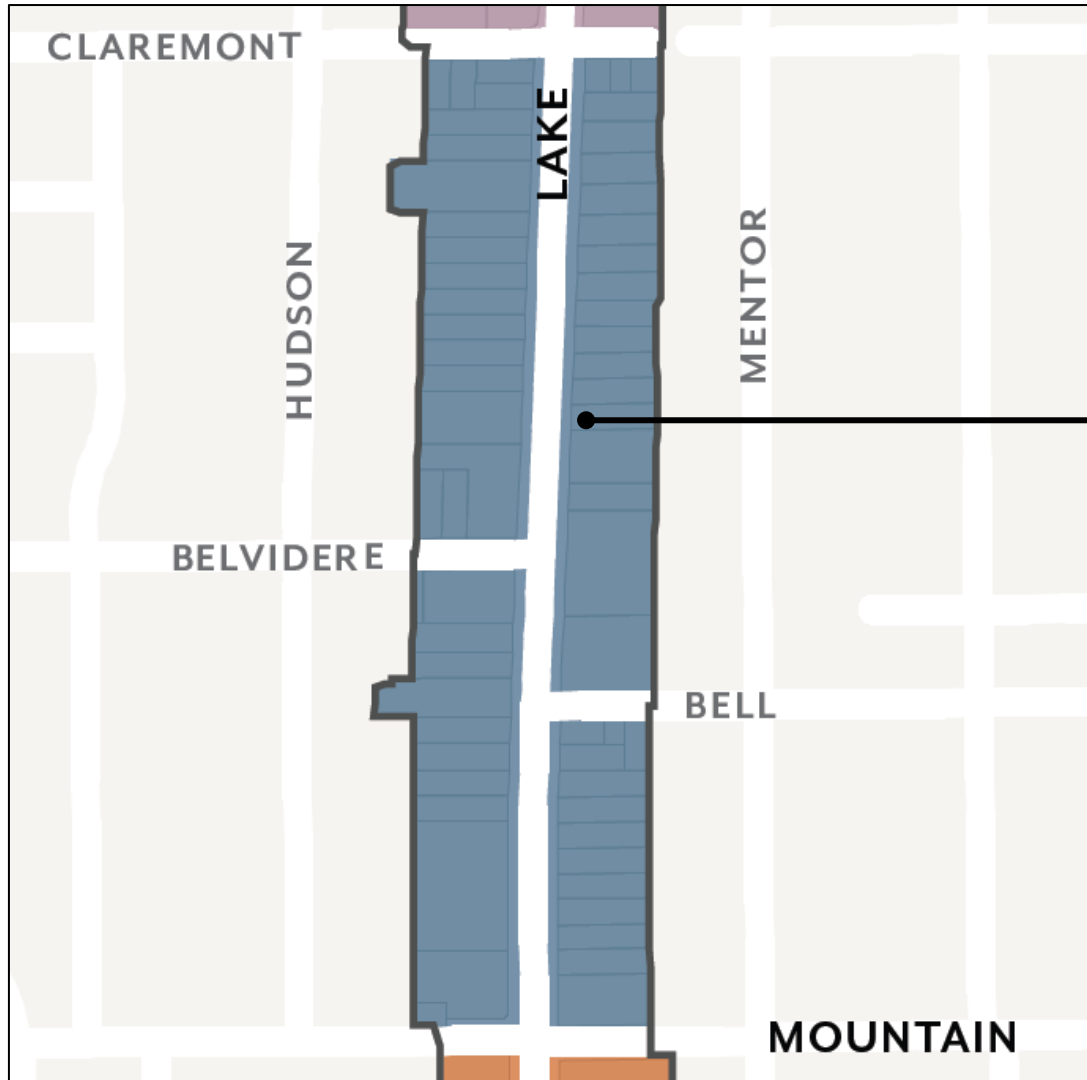


**Remove from NLSP**

Parking lot of La Villa Lake apartments zoned RS-LD-1



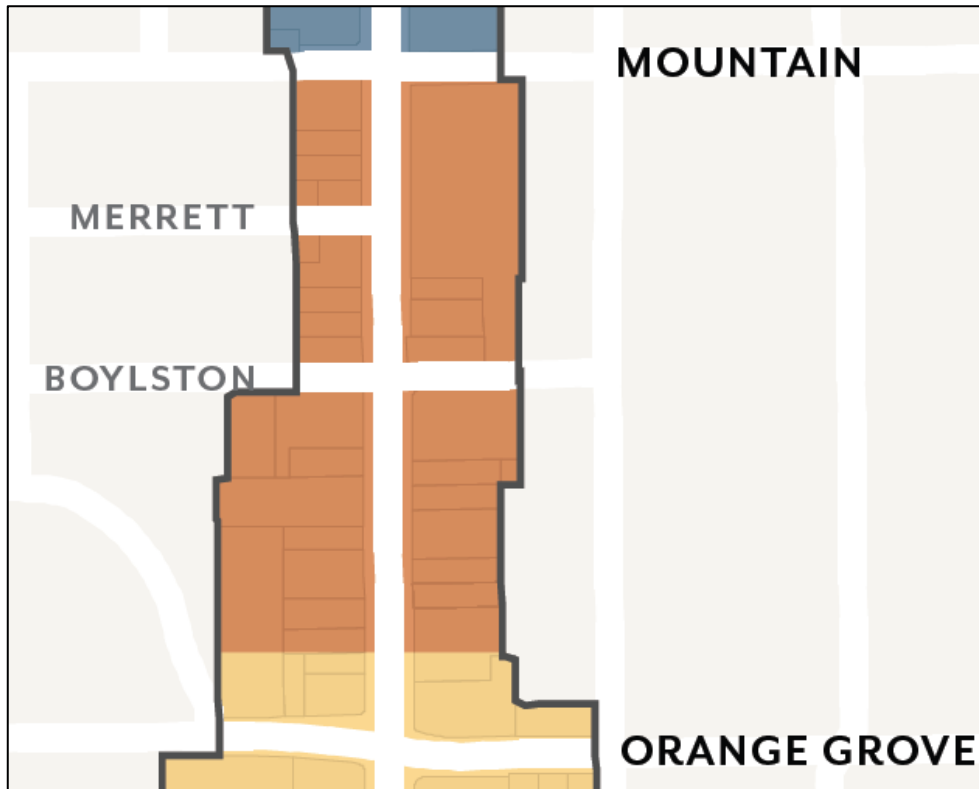
# Vineyard Gardens: Building Scale & Transitions



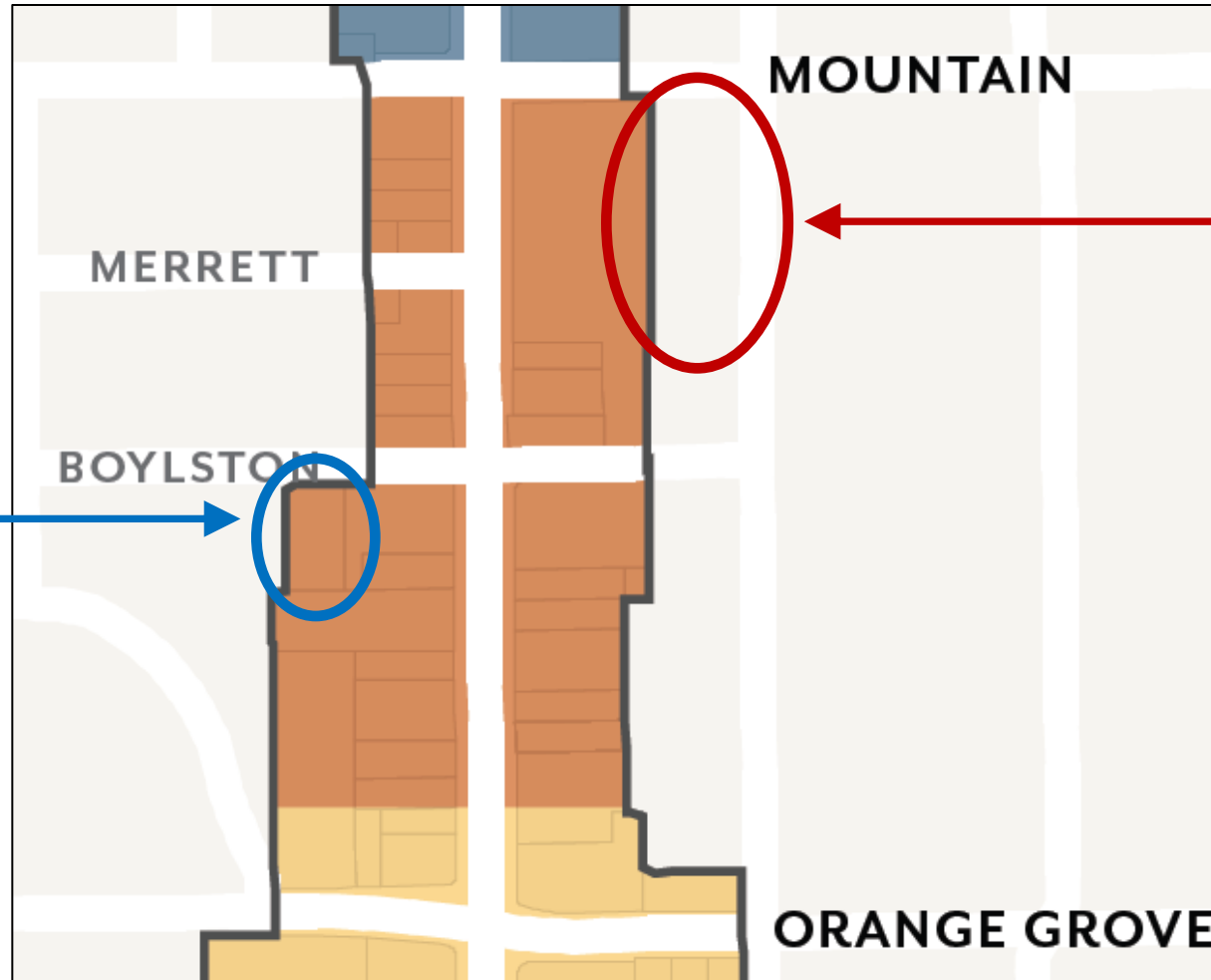
- Front Transitions
  - 10-20' street setback
  - Upper story stepback at 20' (with 20' depth)
- Rear Transitions
  - Min 20' rear setback adjacent to Single-Family zones
  - Upper story rear stepback (45° encroachment plane)
- 32 du/ac

# North Lake Village: 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



# North Lake Village: Revised Boundary



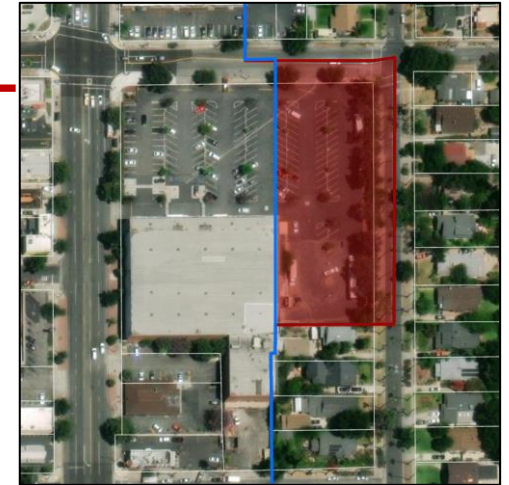
## Add into NLSP

McDonald's parking lot zoned RM

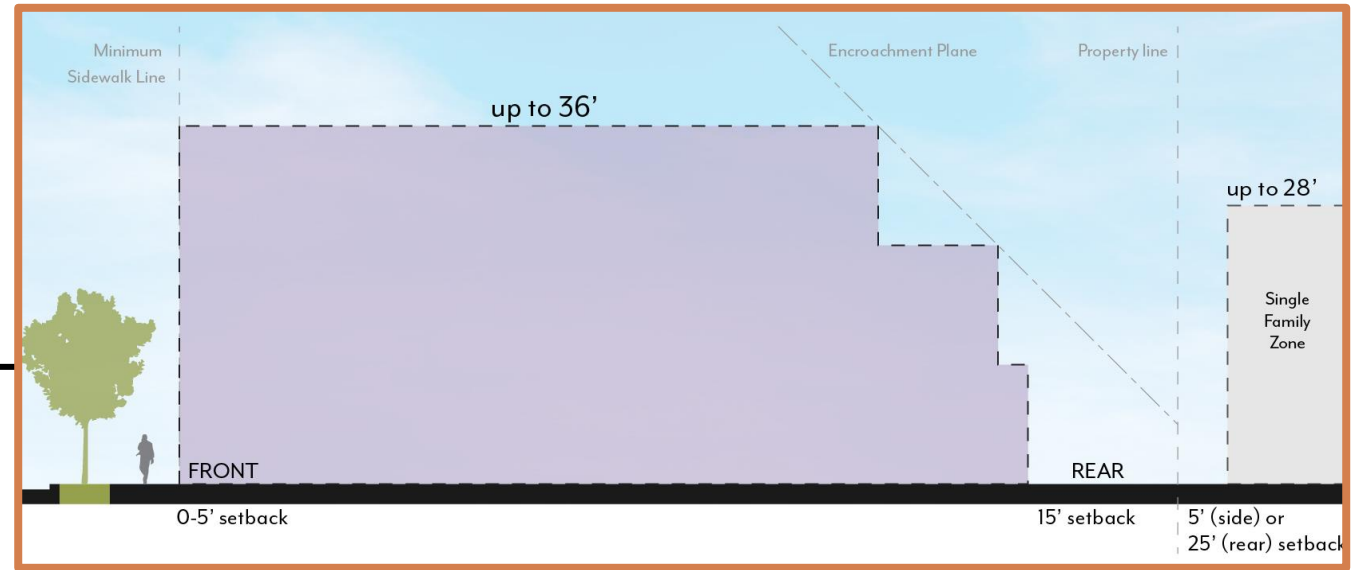
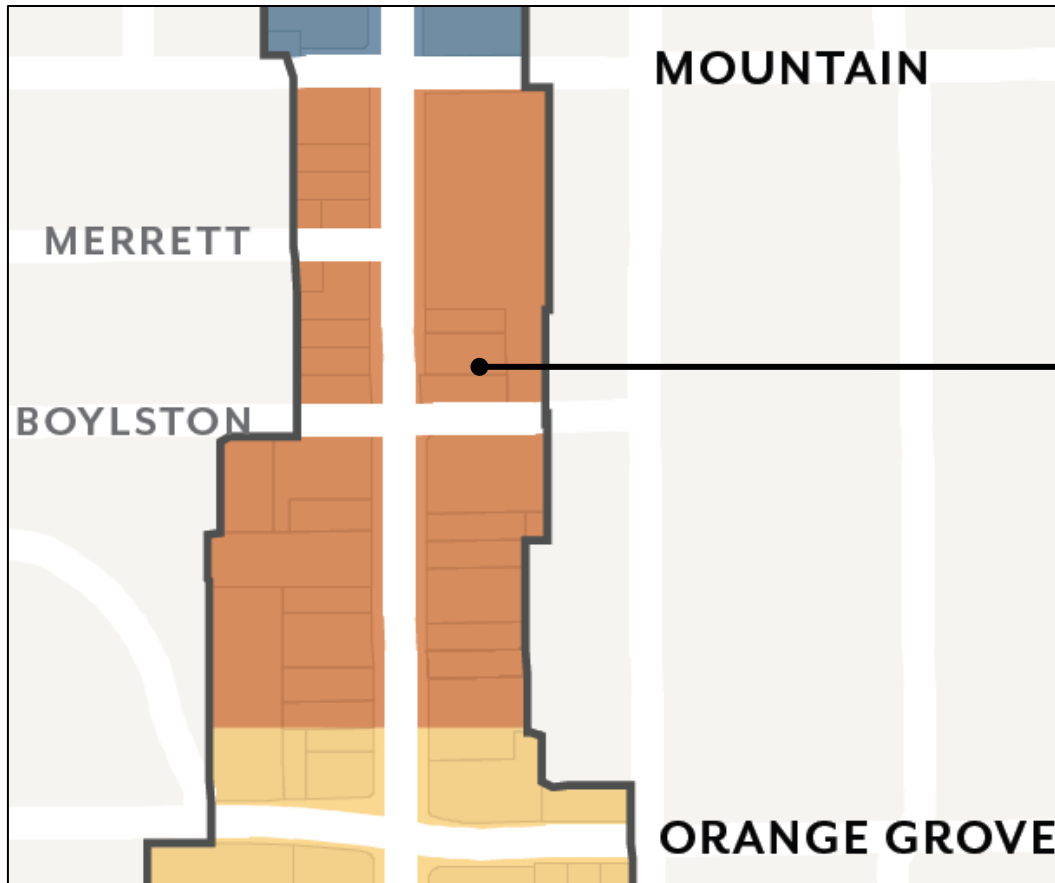


## Remove for NLSP

CVS parking lot zoned RS-LD-1



# North Lake Village: Building Scale & Transitions



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

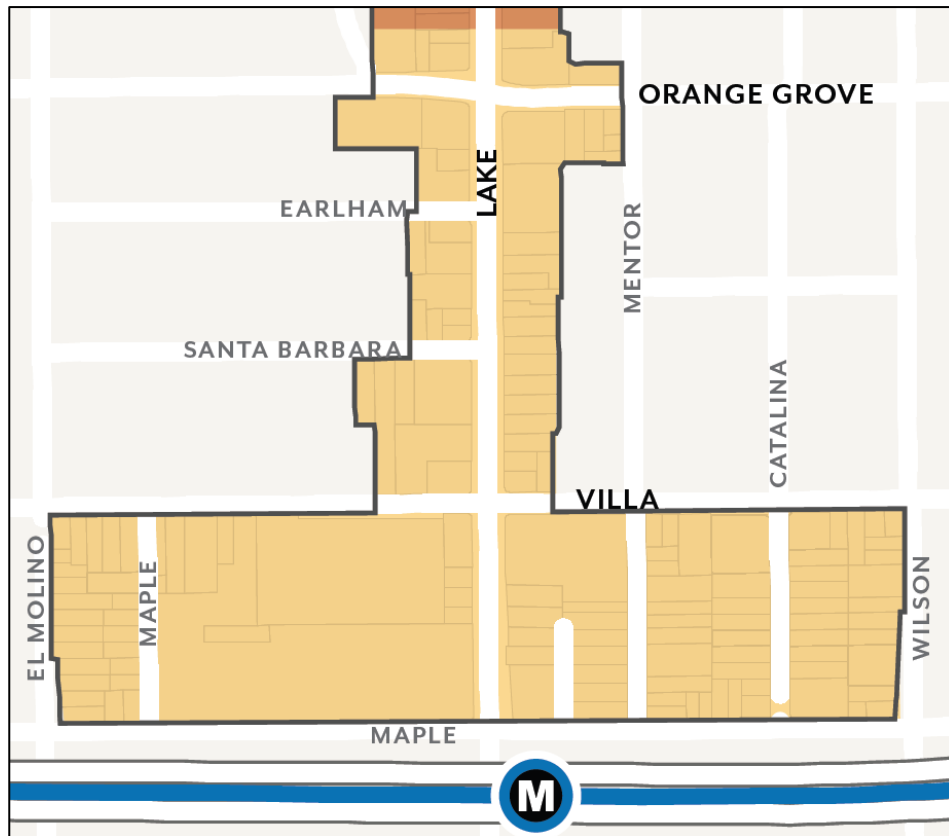
# North Lake Village: Drive-Through Businesses

- Current regulations within NLSP
  - **New** drive-throughs are not allowed in NLSP (since 1997)
  - Existing drive-throughs are 'legal, non-conforming uses'
    - Existing drive-throughs can be demolished & rebuilt with a Conditional Use Permit (CUP)
    - Rebuilt drive-throughs cannot exceed the original building size
  - Out of the 7 existing drive-throughs, 2 have been rebuilt & 4 have been remodeled
- Current Citywide regulations
  - 'Legal, non-conforming uses' can only be altered or enlarged with a Minor CUP
  - Demolition and rebuilding of existing drive-through is not permitted
- Draft standards
  - Retain 'rebuild' provision
  - Prohibit new curb cuts on Lake Ave & Orange Grove Blvd if accessible from a secondary street or alley
  - Share driveways with adjacent properties/uses wherever feasible to reduce number of curb cuts
  - Limit number of driveways (one driveway for parcel less than 200 ft wide)



# 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





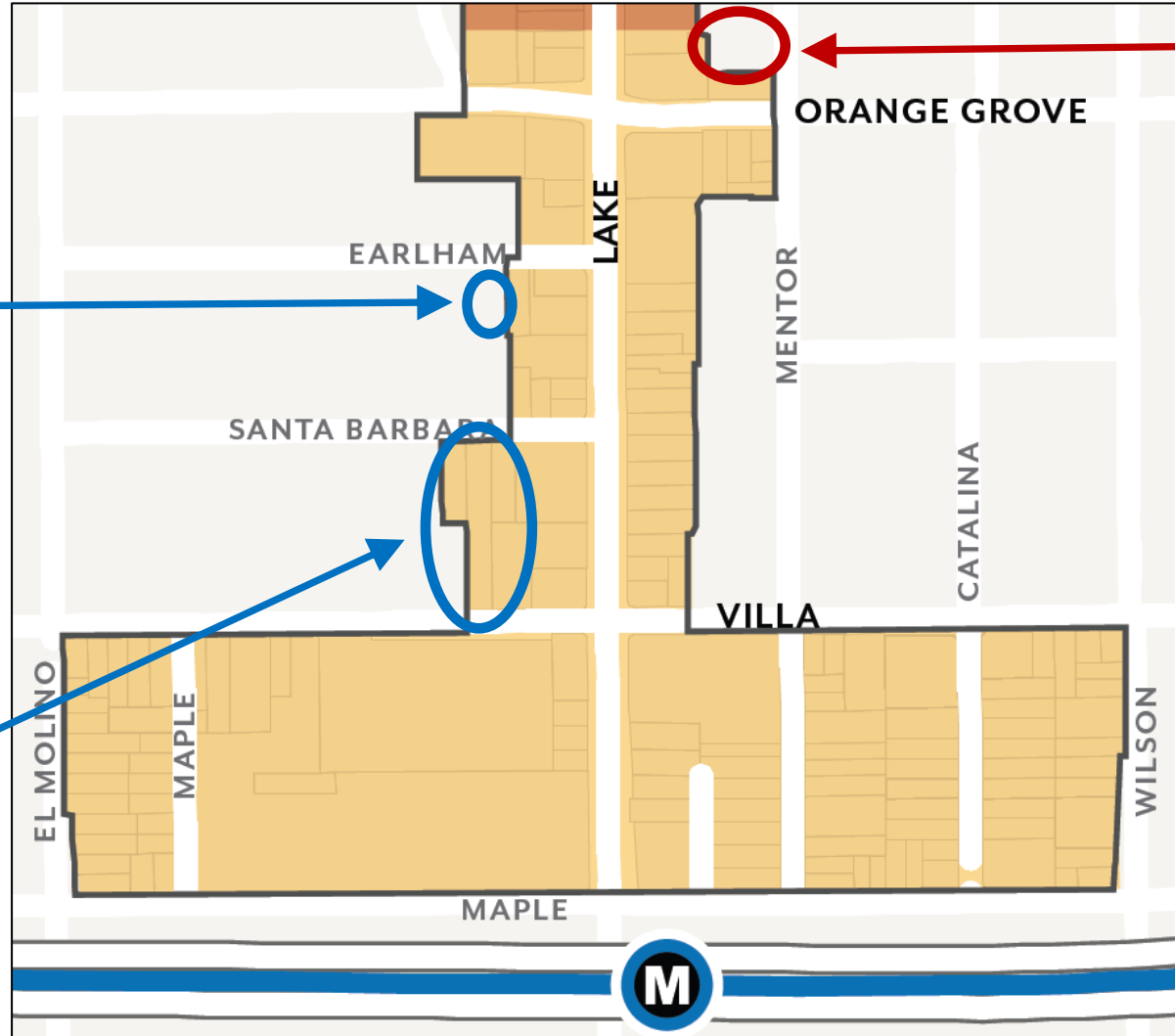
# North Lake Transit District: Revised Boundary

## Add into NLSP

Parking lot for commercial center at Lake Ave & Earlham St zoned PS



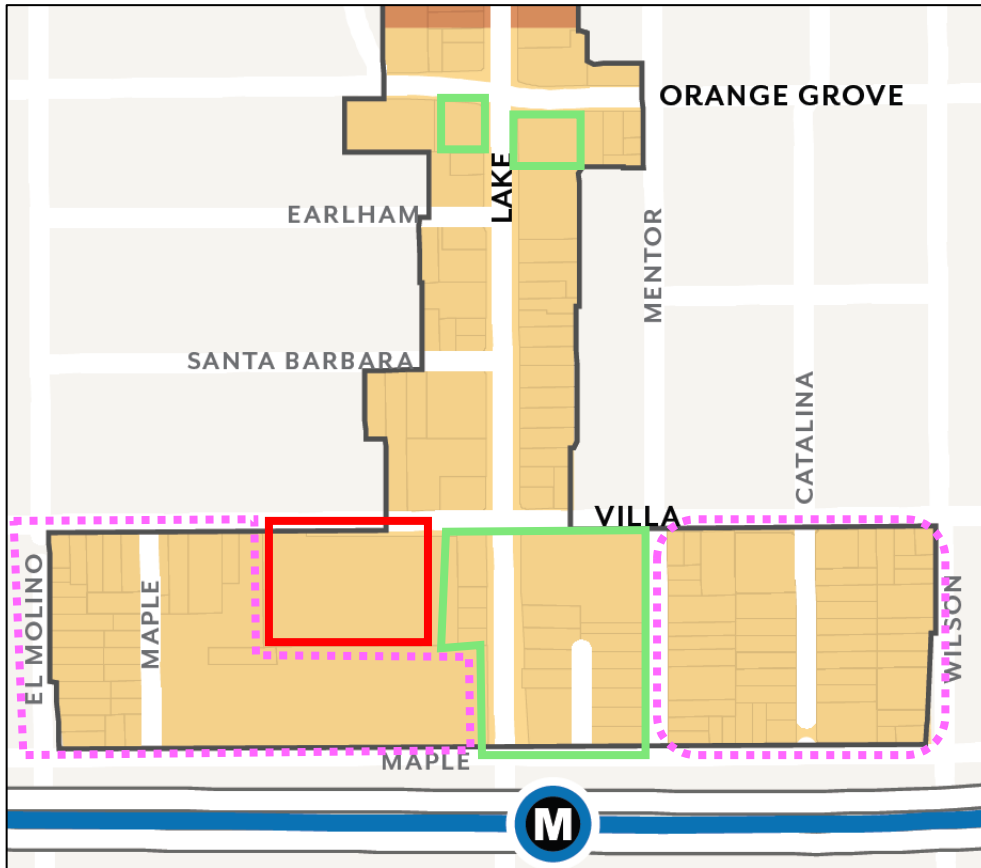
Parking lot of Pasadena Covenant Church zoned RM



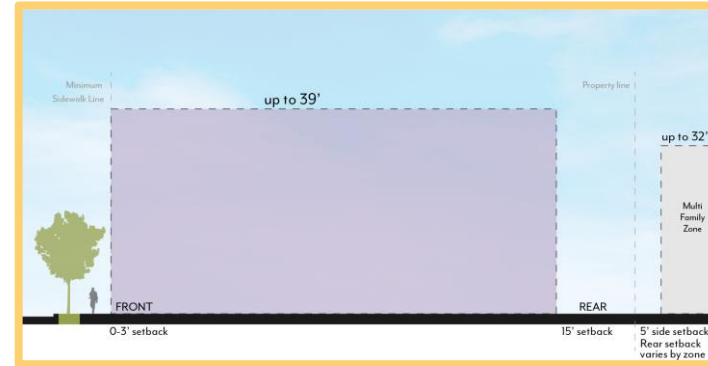
**Remove from NLSP**  
Multi-Family residence zoned RM on Mentor Ave



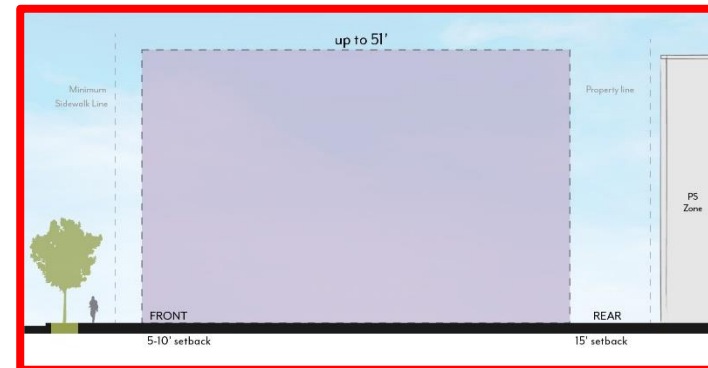
# North Lake Transit District: Building Scale & Transitions



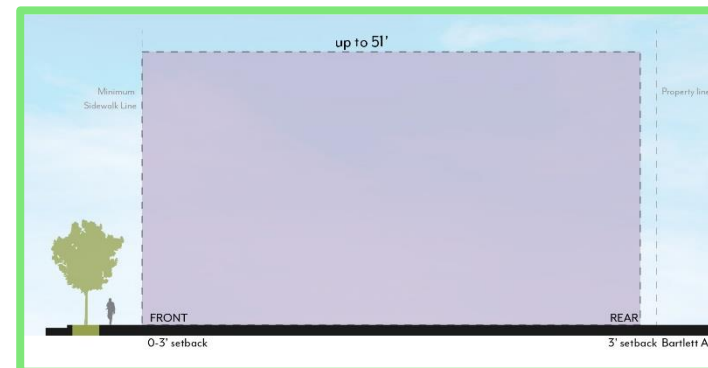
 RM-48 or CUP/ Master Plan development standards apply



- Minimum 15' rear setback adjacent to Multi-Family zones
- 0-3' street setback (5' min if ground floor residential)
- 87 du/ac



- Minimum 15' rear setback adjacent to Multi-Family zones
- 0-10' street setback (5' min if ground floor residential)
- 87 du/ac



- Minimum 5' rear setback
- 0-3' street setback (5' min if ground floor residential)
- 87 du/ac

# Concept Renderings



# Rendering of Preliminary Standards



## Draft Standards:

- 4-story building with a stepped-back extra story at the corner (3-story buildings elsewhere)
- Combination of mixed-use with ground floor commercial & residential-only buildings
- Focus most of the publicly-accessible space off Lake Ave
- Building setback range is 0 to 3 ft along Lake Ave
- Minimum 12' sidewalk with street trees planted every 30'
- Reflects planned streetscape enhancements (i.e. extended curb/bulb-out, ADA ramps, continental crosswalks)

*View: looking southward at the corner of Lake Ave & Orange Grove Blvd*

# Publicly Accessible Open Spaces (PAOS)



## Draft PAOS Standards:

- Applicable to projects in the Washington Park & North Lake Transit District with 60,000 sf or more of building floor area (i.e. Food 4 Less & former Kaiser site)
- Amount of PAOS ranges between 2 to 5% of building floor area

## Potential Revisions:

- Require all projects with 60,000 sf or more of building floor area to provide PAOS (e.g. CVS site)
- Recalibrate amount of PAOS requirement

# Public Realm Approach



# Public Realm Standards

- Similar standards in recently adopted Specific Plans, such as minimum sidewalk widths, parkway dimensions, street tree frequency (or spacing) & tree well dimensions will be included in the Plan
- A design guide for tree selection with recommendations on alternative tree species will also be prepared

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# Public Realm Standards: Sidewalk Widths

- **Amenity zone** includes space for street trees, street lights, parkways, street furniture & bus shelters
- **Walk zone** is dedicated to pedestrian travel, free of obstruction
- **Frontage zone** allows for pedestrian travel, door openings, bicycle parking, planters/landscaping, shade structures & seating





# Public Realm Standards: Street Trees

## Existing Street Tree

Types of tree species planted in the public right-of-way

## Master Street Tree Plan (MSTP)

Designates official street tree species planted in the public right-of-way

## Design Guidance for Tree Selection (included as an appendix to the NLSP)

Intended to guide discussion between the City and community when updating the MSTP

**MASTER STREET TREE PLAN**

The City's Master Street Tree Plan was first published by the Pasadena Park Department in 1940 as the Official Street Tree List, and serves as the guiding document that designates the official tree species to be planted on a block-by-block basis throughout the City. The goal of the MSTP is to promote a uniform urban design on a neighborhood scale, while also promoting species diversity city-wide. With the development and expansion of the City, and with changes in arboricultural practices, the MSTP has been revised and amended accordingly.

Please note that this Master Street Tree Plan web application is for information purposes only. The designated tree species for any purposes of planting trees in the public right-of-way must be approved by staff from the Department of Public Works.

The designated tree species can be found by clicking on the respective street segment, or by using the application's address finder tool. A link is provided in the pop-up window to Cal Poly's Urban Forest Ecosystems Institute to search and learn more about the characteristics of different tree species.

[Cal Poly's Urban Forest Ecosystems Institute](#)

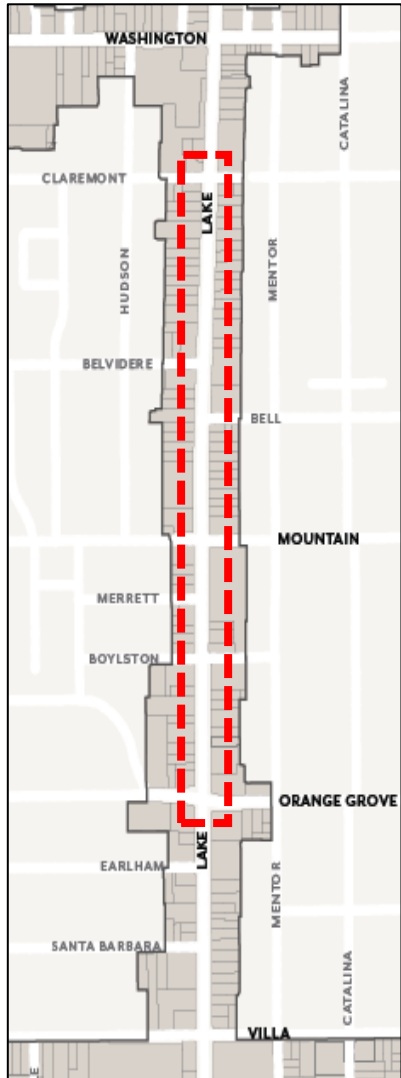
**Pasadena Master Street Tree Plan**

Street: N LAKE AVE  
From Street: BOYLSTON ST  
To Street: E ORANGE GROVE BLVD  
Previous: FIRH  
Current Updated: SASE QUAG PLAC  
Year: 1998  
Species 1: CHINESE TALLOW TREE  
Species 2: LIVE OAK  
Species 3: LONDON PLANE  
Species 4:  
Species 5:

[Click Here to learn more about the Tree Species.](#)

[Zoom to](#)

# Designated/Existing Street Trees: Claremont St/Orange Grove Bl



Street Segment	Master Street Tree Plan Designations	Existing Tree Species
Lake Avenue (Claremont Street to Orange Grove Boulevard)	<ul style="list-style-type: none"> <li>Chinese Tallow Tree</li> <li>Live Oak</li> <li>London Plane</li> </ul>	<ul style="list-style-type: none"> <li>Live Oak</li> <li>London Plane</li> <li>Queensland Pittosporum</li> <li>Western Sycamore</li> </ul>

## Existing Tree Species along Selected Street Segment



Queensland Pittosporum (24)



London Plane (22)



Live Oak (20)



Western Sycamore (3)

# Guidance for Future Tree Selection

- Existing streetscape is characterized by mix of London Plane, Live Oak, Queensland Pittosporum & Western Sycamore trees
- Recommended future plantings take into consideration current successful tree plantings & the Master Street Tree Plan (MSTP)
- Recommended shade trees can create a cohesive streetscape & be resilient in urban environments
- Seasonal accent trees can provide color throughout the year

## Recommended Tree Species

### Lake Avenue (Claremont Street to Orange Grove Boulevard)

Sidewalk (Shade)	Median (Shade/Accent)
<ul style="list-style-type: none"><li>• London Plane</li><li>• Live Oak</li><li>• Queensland Pittosporum</li></ul>	<ul style="list-style-type: none"><li>• London Plane</li><li>• Maidenhair (Ginkgo)</li><li>• Jacaranda</li></ul>

\*Potentially remove Chinese Tallow Tree from the MSTP (not an existing tree found in NLSP area)

\*\* Add new trees along the median

# Guidance for Future Tree Selection

Sidewalk



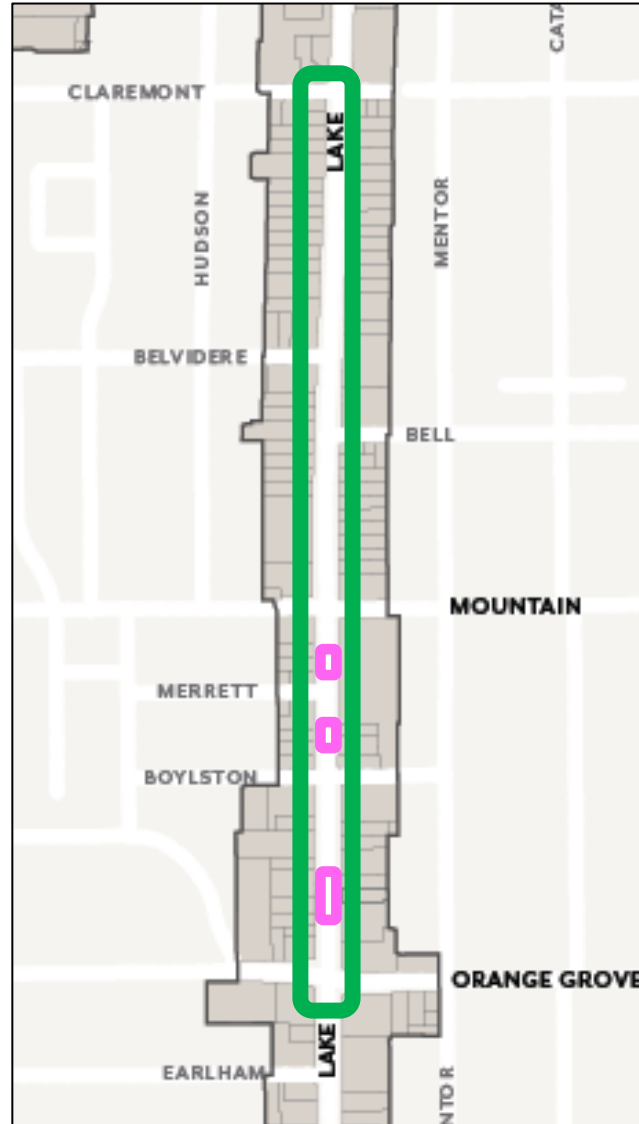
Queensland Pitt.



Live Oak



London Plane



Median



London Plane



Jacaranda



Maidenhair

# Traffic & Pedestrian Safety Enhancement Plan



# Capital Improvement Project: Maple St to Mountain St

## Traffic & Pedestrian Safety Enhancement Plan Objectives:

- Widen sidewalks
- Upgrade crosswalks to be more visible
- Add curb extensions at intersections to shorten crosswalks & space for landscaping, furniture & amenities
- Install 'leading pedestrian interval' lighting
  - 'Head start' for pedestrians and gives more visibility
- Department of Transportation to advertise an RFP in summer 2024 for full design, public outreach, and construction.

## Planned Streetscape Enhancements

E. Orange Grove



Proposed enhanced bus zone with landscaped median



Proposed signalized and crosswalk improvements @ Villa St



Existing raised landscaped median between Maple and Villa St

E. Maple

# Other Capital Improvement Projects

Project	Project Description	Location	Total Estimated Costs	Timing	Department
Citywide Parks Playground Shade Structure Installation – Phase I	Playground shade structure installation at four parks including Washington Park	Washington Park	\$1,800,000	FY 2024	Public Works
Pasadena Pedestrian Plan – Outreach & Conceptual Design	Implementation of the Pasadena Pedestrian Plan (Lake Ave identified as a priority street)	Northwest Pasadena (targeted area)	\$2,200,000	Begin FY 2024	Transportation
Construction of New Facility – Fire Station 33	Design & construction of new building to house Fire Station 33 & equipment	515 N. Lake	\$60,000,000	When funds identified	Fire
North Lake Specific Plan	Implementation of the adopted North Lake Specific Plan (streets and streetscapes)	North Lake Specific Plan Area	\$4,000,000	When funds identified	Public Works
Mobility Hubs & First/Last Mile Improvements	Mobility hub first/last mile access improvements at the A Line Metro Stations & future N. Hollywood/Pasadena Bus Rapid Transit Line	A Line Metro Stations	\$24,000,000	When funds identified	Transportation

# Next Steps





# Next Steps

- Key questions
  - Vision for each of the subareas – key objectives/goals
  - North Lake Village Subarea
    - Desired land uses
    - Whether to continue to allow existing drive-throughs to be rebuilt
  - Location of future PAOS
  - Preferred types of street tree species for Lake Ave
  - Implementation priorities for the NLSP area
- Return to Planning Commission with proposed NLSP for review and recommendation to the City Council

**Thank you**

