



STAFF REPORT

DATE: DECEMBER 8, 2021

TO: PLANNING COMMISSION

FROM: DAVID M. REYES, DIRECTOR OF PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: STUDY SESSION ON THE CENTRAL DISTRICT SPECIFIC PLAN UPDATE

RECOMMENDATION:

Receive the staff report and provide feedback on the draft Central District Specific Plan (CDSP). There is no action required at this time. Subsequent to this study session, staff anticipates returning to the Planning Commission next year with the proposed CDSP for review and recommendation to City Council.

BACKGROUND:

In 2018, the City initiated the *Our Pasadena – Putting the Plan in Motion* program to review and update the City's eight specific plan areas. The program's primary objective is to establish a refined set of permitted land uses, residential densities, buildable area, and development standards and guidelines that will shape the built environment within Pasadena's eight planning areas in accordance with the General Plan. The CDSP is the fourth Specific Plan to be presented to Planning Commission; the Lincoln Avenue Specific Plan was recommended for approval in June and the East Colorado Specific Plan in September of this year. The South Fair Oaks Specific Plan was presented to the Planning Commission during a study session in October.

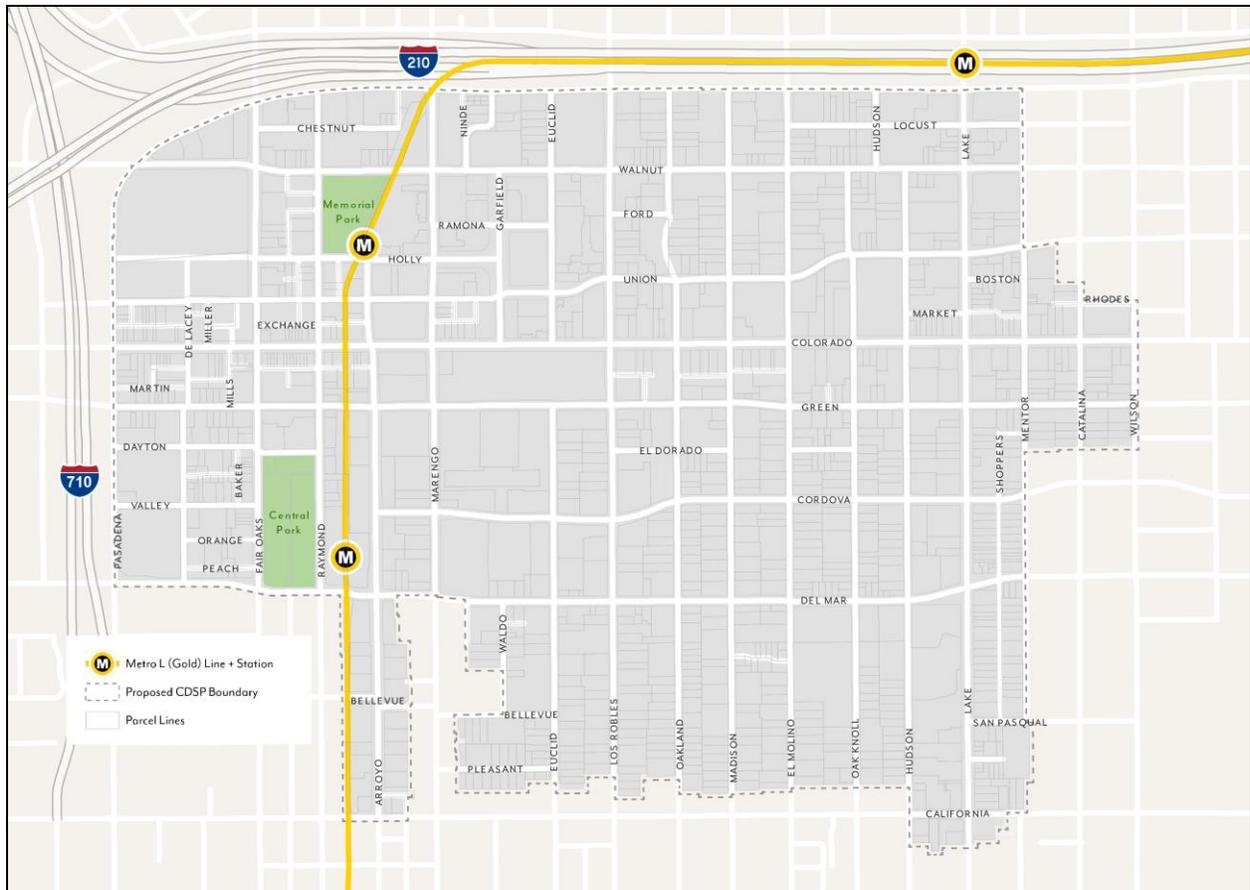
On October 18, 2021, staff presented the City Council with an overview of recent State legislation in the context of the General Plan and Specific Plan updates. At the conclusion of that discussion, the City Council directed staff to proceed with the Specific Plan Update program with some targeted adjustments to the proposed densities presented during the Round 3 workshops.

CENTRAL DISTRICT SPECIFIC PLAN UPDATE/DISCUSSION:

Plan Context, Boundary, and Existing Land Use and Form

The CDSP generally encompasses the area bound by the I-210 freeway to the north, Pasadena Avenue to the west, California Avenue to the south, and Wilson Avenue to the east.

Figure 1. Plan Area and Context

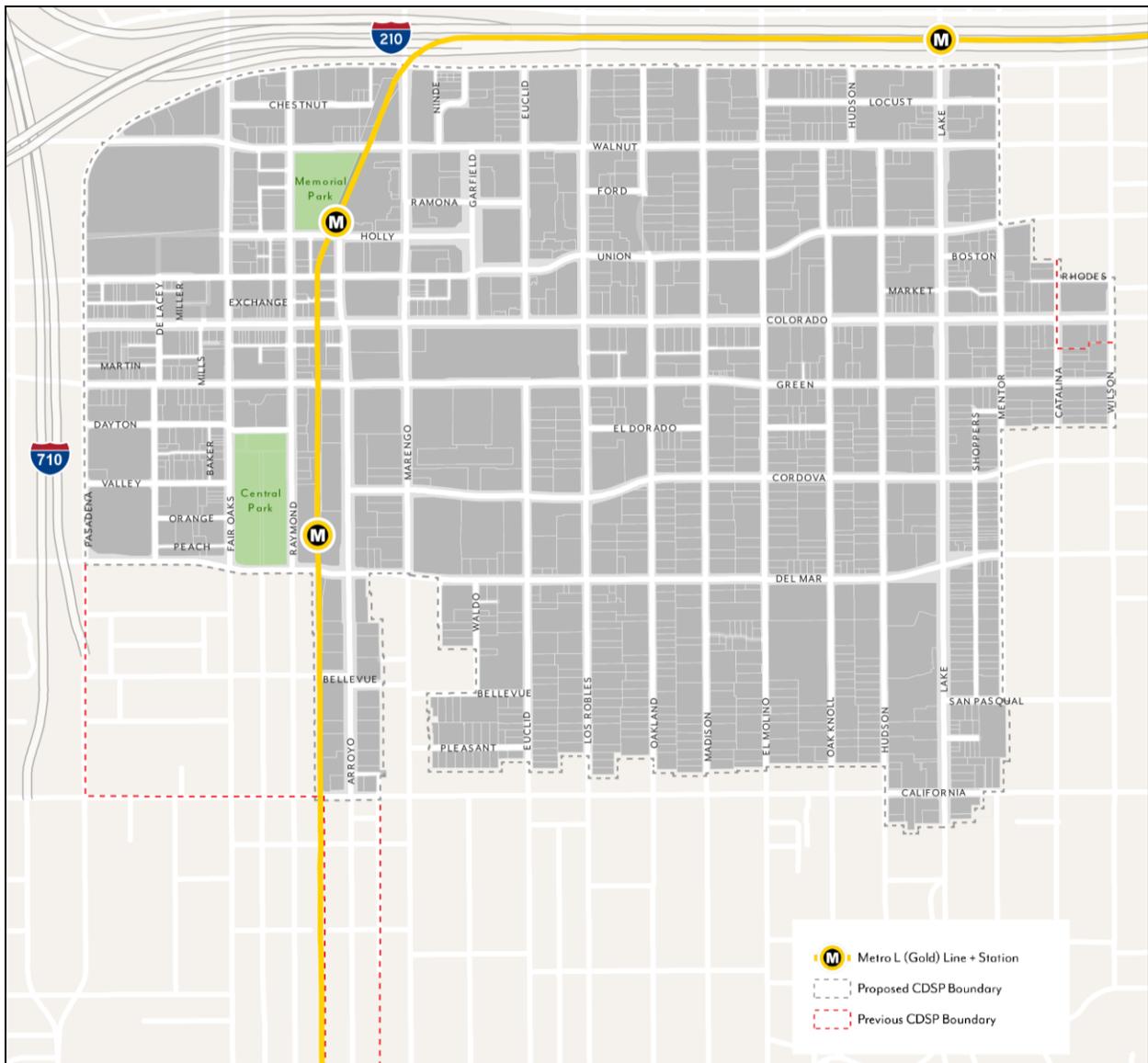


The CDSP area is the urban core of Pasadena and is the primary business, financial, retail, and government center of the City. Within the plan area, there are a number of distinct neighborhoods with unique identities including Old Pasadena, the Civic Center, Pasadena Playhouse, and South Lake. Old Pasadena is the historic core of the City that has developed into a vibrant retail and entertainment destination. The Civic Center is the governmental center of the City, distinguished by the landmark City Hall, Public Library, and Civic Auditorium in accordance with the historic Civic Center Plan, also referred to as “The Bennett Plan,” which provides for visual and pedestrian linkages among key civic buildings. The Playhouse District is an arts- and culture-oriented area, with theaters, universities, museums, bookstores, restaurants, and mixed commercial

and housing projects. Lake Avenue south of the I-210 Freeway is one of the City's primary office corridors and is a popular shopping and dining destination.

The current CDSP, adopted in 2004, covers a slightly larger area than the draft Specific Plan. The 2015 General Plan Land Use Element included changes to the CDSP boundary. Parcels south of Del Mar Boulevard and west of the Metro L (Gold) Line right of way have shifted out of the CDSP area and into the updated South Fair Oaks Specific Plan (SFOSP) area. Additionally, the portion of Arroyo Parkway south of California Boulevard has also been shifted outside of the CDSP area and into the SFOSP area. The changes to the CDSP boundary are reflected in the proposed boundary shown in Figure 2.

Figure 2. Plan Boundary Changes



Planning Process and Community Engagement

The update to the CDSP is the result of an extensive three-year planning and public outreach process led by the Planning and Community Development Department. The planning process also involved coordination with staff from various City departments, including Public Works, Transportation, Economic Development, and the Accessibility Coordinator, as well as feedback from the Design Commission. Throughout the planning process, the Planning Department solicited input from residents, business and property owners, community leaders, and other stakeholder groups through a variety of outreach events, workshops, public meetings, and online engagement tools. Information on the engagement process, including public outreach methods and workshop meetings and materials is provided as Attachment B.

The following is a summary of the public outreach:

- Workshop 1 – listening and learning session to find out more about participants' experience living and/or working in, or visiting the plan area, and their ideas for how the plan could improve the area;
- Pop-Up Event – an interactive pop-up event at the Playhouse District Block Party to engage with residents and visitors on their vision for the Central District and the changes they would like to see;
- Workshop 2 – present emerging themes, draft vision, preliminary land use and urban form concepts that considered a number of factors, including community feedback;
- Youth Summit – engaged and introduced young residents in the City of Pasadena to the planning process through the use of multimedia tools and interactive activities including a virtual reality station, large floor map activity, and video;
- Workshop 3 (virtual open house) – refined plan vision and concept, along with preliminary draft land use regulations and development and public realm standards;
- Design Commission Meeting - solicited feedback, responded to clarifying questions from commissioners, and discussed various issues to be considered in the development of standards, policies, and implementation strategies for the next draft of the plan.

Participants shared a wide range of input throughout the outreach process, including the following recurring themes:

- Support for more housing around the Del Mar, Memorial Park, and Lake Metro L (Gold) Line Stations;
- Support for affordable housing for families, singles, and seniors;
- Strong desire to protect existing historic resources and iconic view sheds;
- Desire to protect and add to the tree canopy;

- Interest in traditional storefronts adjacent to the sidewalk, but with greater flexibility on ground floor uses due to concerns about vacancies;
- Support for wider sidewalks and more sustainable landscaping;
- Desire to maintain existing density in residential areas south of Cordova; and
- Support for implementation of paseos and more significant open spaces with various features and amenities.

In addition, the Design Commission provided the following comments:

- Support for tying open space requirements to the number of bedrooms as opposed to square footage or number of units;
- Interest in exploring the idea of allowing housing on Lake Avenue near the Lake Metro L (Gold) Line station in areas that are currently identified as High Commercial;
- Concerns that proposed development standards may be too prescriptive; and
- Desire for increasing design flexibility by providing a process for projects to seek exceptions to certain development standards such as modulation requirements, subject to Design Review approval.

Feedback received from these efforts helped to refine the preliminary draft vision, concepts, and standards that were presented last year and guided the drafting of goals, standards, and guidelines for the plan area that are presented in this report.

Draft CDSP Vision and Subareas

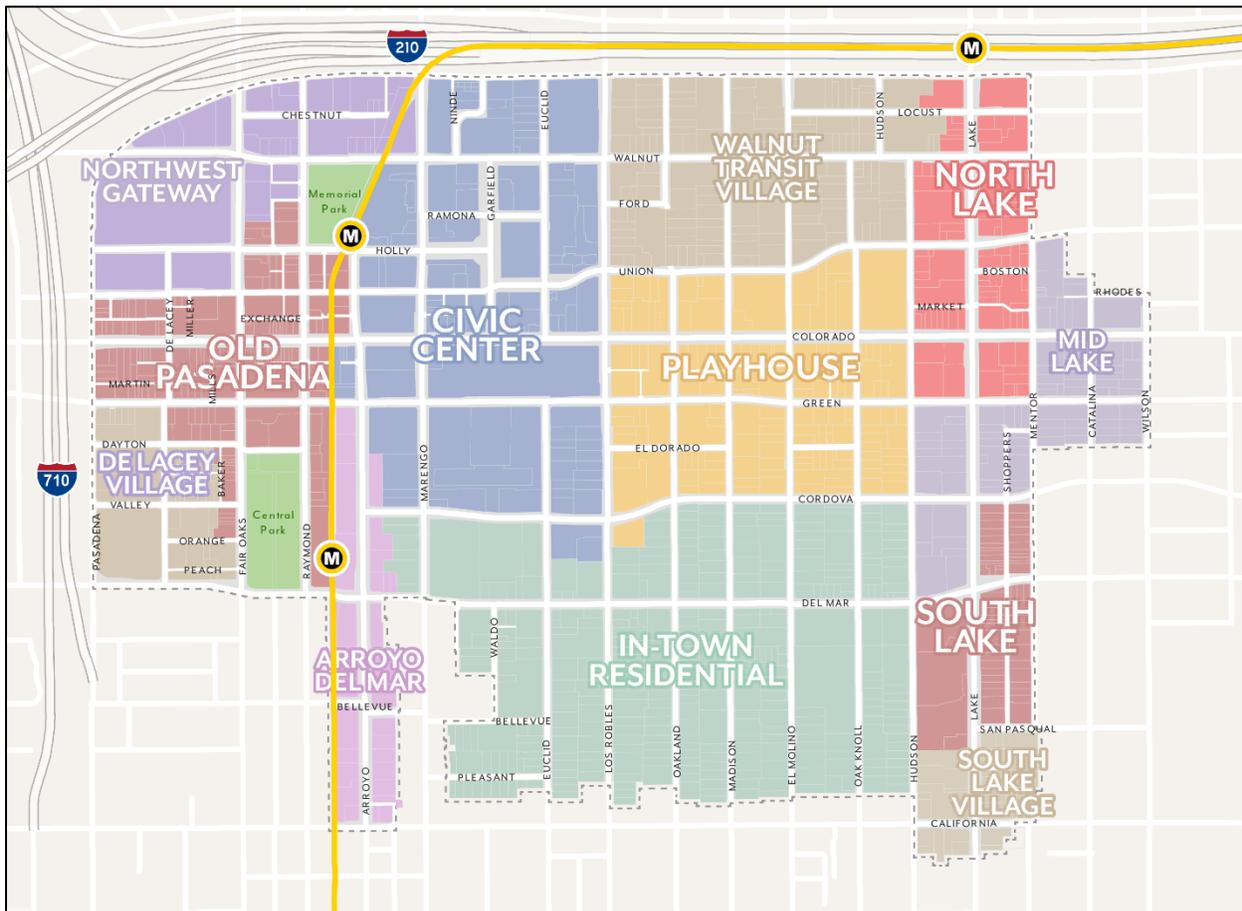
The CDSP area is envisioned as building upon its existing strengths as Pasadena's vibrant downtown, providing a diversity of economic, civic, cultural, entertainment, and residential opportunities. The district is intended to be a place to work, shop, live, and play for all generations, with convenient access by foot, bicycle, and transit, as well as by car. Physical and economic growth is intended to support this role and respect the numerous resources of historical and cultural significance that contribute to the district's unique identity. The objectives of the CDSP, as drafted, are as follows:

- A district that supports a mix of housing and commercial development near transit and existing services to encourage walkability and transit usage;
- Well-designed multi-family housing that creates varied and affordable options for the community and supports nearby businesses.
- A public realm that invites residents, employees, and visitors to walk the district, with active streetscapes, open spaces, and rich landscaping that encourages public life and a sense of place. Businesses and institutions that contribute to the economic development and vitality of the district, providing the community with services, amenities, and job opportunities, while supporting the City's fiscal health;

- Businesses and institutions that contribute to the economic development and vitality of the district and city as a whole, providing the community with services, amenities, and job opportunities while supporting the City’s fiscal health.
- Infill development guided by form-based design standards that respect and enhance historic and cultural resources, encourage adaptive reuse, and strengthen the district’s identity while allowing creative architectural design.
- A series of pedestrian-oriented and mixed-use villages linked by corridors with safe and comfortable access to services, amenities, and transit.

To achieve this vision, the CDSP area has been organized into a series of subareas that are distinguished by their existing conditions, General Plan Land Use designations, and the plan’s vision for the future (See Figure 3). Each subarea will contain a set of goals and policies that help to guide implementation and shape future development.

Figure 3. CDSP Subareas



Draft Land Use, Development, and Public Realm Standards

The draft regulations and standards presented in this report seek to facilitate and encourage development and improvements to realize the vision for the plan area, factoring in community, stakeholder, and commission input received throughout the outreach process. The draft regulations and standards are provided in Attachment A, the existing 2004 CDSP is provided in Attachment C, and a comparison of the draft and existing regulations and standards is provided in Attachment D.

A summary of the draft regulations and standards that implement the plan vision is discussed in the following subsections. It should also be noted that the design guidelines in the existing CDSP would remain in effect as part of the CDSP update, with the updated plan codifying many of the guidelines into standards and reinforcing the intent of the design guidelines through additional goals, policies, diagrams, and standards.

Land Use, Intensity, and Density

The proposed land use regulations in the draft CDSP do not represent significant changes to the land use regulations. However, there are a few notable changes in the draft CDSP. One such change is proposed along the west side of South Lake Avenue between Cordova Street and San Pasqual Street, where housing is currently permitted except on the ground floor, and limited to 50% of total building floor area. The draft CDSP would not allow any housing in this area, consistent with the General Plan Land Use Diagram's designation of these parcels as Medium Commercial. Beyond this change, the draft CDSP focuses more on encouraging the appropriate uses on the ground floor of mixed-use buildings, with less emphasis on uses above the ground floor. For example, on streets that are intended to maximize pedestrian activity and reinforce the existing commercial character, such as in Old Pasadena, the draft CDSP calls for a Type 1A Ground Floor Frontage, which is defined as requiring a minimum of 80% commercial use on the ground floor, and a maximum of 20% residential common space. Residential units on the ground floor would be prohibited within 35 feet of the sidewalk line in these areas. Alternatively, in areas that are less commercially focused and maximum flexibility is desired to avoid vacant storefronts, Type 3B Ground Floor Frontages are established, which allow any combination of commercial uses, residential common space, and residential units with no percentage requirements. More tailored requirements are established on a street-by-street basis throughout the plan area, as shown in Chapter 6, Section 6.2, Map 6.2-1 and Table 6.2-1 in the draft CDSP (Attachment A).

With respect to residential density and floor area ratios (FARs), the draft CDSP generally proposes the maximum building intensities allowable by the General Plan Land Use Element. In many cases, such as along the Colorado Boulevard corridor, Northwest Gateway subarea, and In-Town Residential subarea, the existing regulations for residential density and FAR already match the maximum allowable under the

General Plan. In some areas, residential density would increase from 48 or 60 dwelling units per acre (du/ac) to 64 or 87 du/ac, while FAR would increase less substantially, from 1.5 or 2.0 to 2.25 or 3.0. Some of the areas that would experience the greatest increases in the draft CDSP would be portions of the Mid-Lake subarea and the block containing the Central Library. The proposed increases in residential density and FARs are consistent with the General Plan Land Use Diagram, which in turn implements the General Plan's guiding principles, goals, and policies. The overall objective is to focus the majority of new growth throughout the City in the Central District, which contains three light rail stations, major employment and shopping destinations, and numerous other cultural and civic amenities.

For a complete list of allowed uses and permit requirements, refer to Chapter 4 of the draft CDSP (Attachment A). Definitions of land uses are found in Pasadena Municipal Code (PMC) 17.80.020. Additional standards for specific land uses may apply; refer to the PMC Section noted in the table. For more detailed maps and regulations relating to density and intensity, refer to Chapter 6 of the draft CDSP (Attachment A).

Building Height Limits

Consistent with the General Plan Land Use Diagram's designation of Medium and High Mixed Use throughout the majority of the CDSP area, proposed building heights in key locations throughout the plan area have been increased. However, in general, maximum heights in the draft CDSP remain mostly consistent with existing regulations. Height districts have also been consolidated for easier implementation and more consistency across the plan area. While the existing CDSP has ten different height districts, the draft CDSP has six. The draft CDSP also maintains required protections for the City Hall view corridor, with more clear definitions of what is protected - the City Hall dome as visible from intersection of Hudson Avenue and Union Street. The draft CDSP would also maintain height averaging provisions in most of the plan area, allowing additional height over 30% of the building footprint, if other portions of the building are lowered to achieve the required average height.

In response to comments regarding the importance of preserving tree canopies and preventing overly massive buildings fronting narrower streets, the draft CDSP introduces street setbacks along Green Street, which requires that buildings shall not exceed 20 feet in height before stepping back 8 feet in depth. Additionally, the draft CDSP requires transitional height areas along the south side of Union Street and north side of Green Street. This requires a 12 foot height reduction in buildings within the first 50 feet along the north side of Green Street, and within the first 100 feet from the south side of Union. Height averaging is not permitted within these transitional height areas.

No changes are proposed to maximum heights along Colorado Boulevard and North Lake Avenue between Colorado Boulevard and the I-210 freeway, which currently allow up to 75 feet or up to 90 feet with height averaging. This height standard would remain the tallest allowable throughout the draft CDSP. Heights along Walnut Street are generally proposed to allow a slight increase, from 60 feet to 63 feet, or from 75 feet to

78 feet with height averaging. This 3-foot increase is intended to accommodate more traditional 15-foot ground floor heights, consistent with the historic character of the Central District. These ground floor heights will also encourage a wider variety of commercial uses and reduced vacancies on ground floors.

Heights along South Lake Avenue, between Colorado Boulevard and just south of California Boulevard, follow a gradual transition downward going south along the corridor as follows:

- Between Green Street and Del Mar Boulevard: One-foot increase, resulting in a maximum height of 51 feet or up to 66 feet with height averaging;
- Between Del Mar Boulevard and California Boulevard: No change to base height of 40 ft. but introducing height averaging, allowing up to 55 ft. for up to 30% of the building footprint provided the average height of the overall building is 40 ft.
- South of California Boulevard: One-foot increase, resulting in a maximum height of 36 feet, with no height averaging allowed.

Base height maximums throughout the Old Pasadena subarea would generally remain set at 40 feet, but height-averaging maximums would increase from 45 feet to 55 feet. Finally, based on community feedback, the allowable height for the block containing the historic Castle Green would be reduced from 75 feet or 90 feet with height averaging, to 63 feet or 78 feet with height averaging.

The In-Town Residential subarea is mostly currently regulated by RM-48 and RM-32 development standards, which are also referred to as “City of Gardens” standards. The draft CDSP would maintain the base height limits for these areas, with the only proposed change increasing the maximum height for height averaging in the RM-48 portion from 45 feet to 55 feet. The base height of 40 feet would remain unchanged. This increase in maximum height using height averaging is intended to encourage more articulation in building massing while maintaining the overall character of these established multi-family neighborhoods.

It should be noted that numerous additional development standards are also being introduced in the draft CDSP that affect the potential building envelope, massing, and perception of height. These include building setbacks, historic adjacency requirements, modulation, and façade breaks. For additional standards related to building height, including ground floor height and upper floor setbacks, refer to Chapter 6 of the draft CDSP (Attachment A).

Sidewalk, Building Setback, and Street Trees

To support pedestrian mobility and amenities within the sidewalk that is supportive to adjacent uses, the draft CDSP establishes minimum sidewalk widths ranging from 10 to 15 feet, with the widest sidewalks required along major thoroughfares including Colorado Boulevard, Lake Avenue, and Arroyo Parkway, as well as streets within the

core Civic Center. Each sidewalk width requirement is also designated as “Active” or “Residential”, indicating the amount of sidewalk width that will be allocated to the Walk Zone, Amenity Zone, and Frontage Zone. More detail on sidewalk widths can be found in Chapter 5, Section 5.1, Map 5.1-1 and Figure 5.1-3 of the draft CDSP (Attachment A).

The draft CDSP also includes setback requirements ranging from 0 feet to 15 feet for between 70% and 90% of building frontages. Each setback requirement is expressed as a range in order to provide flexibility for building design while maintaining appropriate setbacks and spaces for landscaping and other pedestrian amenities. Many corridors and street segments allow a 0-foot setback, which in most cases is intended to reinforce the existing streetwall, particularly in the Old Pasadena historic district, which is already built-out and minimal change is expected to occur, with any potential development intended to maintain the historic character and setbacks. However, portions of Green Street outside of the Old Pasadena historic district are assigned a setback range of 3 feet to 8 feet, which, in addition to sidewalk width and upper story step-back requirements, are intended to support and promote the existing tree canopy. Additionally, certain subareas that are anticipated to be developed with mostly multi-family residential uses, propose a 5 foot to 15 foot setback. More detail on proposed setback requirements can be found in Chapter 6, Section 6.1.4, Map 6.1-4 of the draft CDSP (Attachment A).

The combination of minimum sidewalk widths, building setbacks, subterranean parking structure setbacks, and other standards, such as minimum parkways, not only serves to reduce the appearance of building mass, but also creates greater opportunities for increasing the street tree canopy throughout the CDSP area. This is in direct response to public comments received throughout the outreach process expressing a strong desire by the community to preserve iconic tree canopies along key corridors such as Green Street, as well as increase the number of trees overall to improve the pedestrian experience and meet sustainability and carbon sequestration goals. An appendix to the updated CDSP will also include an analysis of the existing street tree inventory and make recommendations for potential alternative tree species along key corridors that would complement existing trees while improving shade in a sustainable manner.

Open Space and Paseos

The draft CDSP revises open space requirements to improve quality of life for future residents, businesses, students, and visitors. Publicly accessible open space requirements for larger projects provide linear and nonlinear spaces for people to walk, rest, and gather – offering more types of outdoor amenities in addition to traditional park space. Private and common open space requirements for residential development would be based on the number of bedrooms in each proposed unit, representing an increase in the amount of open space for new projects compared to existing standards and ensuring adequate open space amenities for the number of residents within each building. Common open space is also required for commercial projects, creating

amenities for visitors and employees. In addition to the benefit of providing open space for building users, the requirements also contribute to better building modulation and massing with patios, balconies, terraces, and plazas.

The draft CDSP also builds on the historic legacy of the Central District's network of publicly accessible open space, which has been identified and reinforced in various planning documents, including *Pasadena Passages*; the 2004 CDSP; and the Playhouse District Concept Plan for Streetscapes, Walkways, and Alleys. These planning efforts have focused on preserving and expanding the existing network of paseos and plazas in the Central District to connect key destinations and encourage pedestrian activity, architectural quality, and a sense of discovery unique to Pasadena. This vision was also widely supported by numerous community members throughout the outreach process for the CDSP update.

In keeping with that vision, a requirement for Publicly Accessible Open Space ("PAOS") is proposed for projects with more than 80,000 square feet of gross floor area. The amount of PAOS required increases based on the size of a proposed project, as well as its proximity to a Metro light-rail station platform. For example, a project with gross floor area between 80,000 and 119,999 square feet would be required to provide 2% of that area as PAOS if the site is located more than 750 feet away from a Metro station platform, but that requirement is increased to 3% if the site is within 750 feet of a platform. The connection of PAOS requirements with proximity to transit is combined with designations of required plaza locations at two key locations – at Green Street between Raymond and Arroyo, and at the southeast corner of Walnut and Lake. The proposed paseo network in the draft CDSP represents a refinement of the network identified in prior planning efforts, with updated considerations such as lot sizes, existing development, project feasibility, property ownership, and likelihood of turnover. The map shown in Figure 4 illustrates the required plaza locations for projects that are subject to a PAOS requirement.

In addition to plazas, the draft CDSP includes required paseo locations for projects that are subject to a PAOS requirement. The locations of these paseos were informed by the *Pasadena Passages* vision, as well as opportunity sites where new, larger developments are anticipated to occur over the life of the plan. The proposed paseo locations are also shown in Figure 4.

More detailed information on open space requirements can be found in Chapter 6, Section 6.3 of the draft CDSP.

Figure 4. Sites Where PAOS Paseos and Plazas are Required



Parking

The draft CDSP refines parking requirements for commercial uses by setting a consistent minimum parking requirement of 2 spaces per 1,000 square feet for office, retail, restaurant, and service uses. The updated parking standards also do not require any parking for these uses for the first 5,000 square feet, or for the first 500 square feet of outdoor dining per tenant. This allows for greater flexibility for changes in use, particularly when a new restaurant seeks to occupy an existing tenant space that was previously used for retail or office. The reduced parking requirements also reflect the CDSP area’s access to high quality transit, including the Lake, Memorial Park, and Del Mar Stations, all of which are walkable within a quarter- and half-mile radius, covering the majority of the plan area. Finally, adaptive re-use of historic resources is also encouraged by not requiring any new parking for projects within a designated historic resource, including additions, or changes of use in structures built prior to 1970

regardless of their historic designation. More information on parking is available in Chapter 6, Section 6.4 of the draft CDSP (Attachment A).

Implementation of the CDSP

The updated CDSP will be primarily implemented through the adoption of the plan's new land use, public realm, and development regulations, which align private sector investment with the plan's vision, goals, and policies. In addition, CDSP improvements and programs funded through the City and outside sources, can further implement the plan, particularly where redevelopment is less likely to occur. The draft CDSP will include targeted actions intended to help guide and prioritize the implementation of the plan. It will also provide an overview of existing services, plans, and programs, all of which can be leveraged to help implement the plan. A summary of funding sources will also be included to guide the City in understanding and selecting available funding sources to implement the improvements and programs identified in the updated CDSP. Feedback on the draft CDSP will help prioritize programs identified for this plan area.

Environmental Analysis

An addendum to the General Plan Final Environmental Impact Report (GP EIR) is being prepared to evaluate the environmental effects associated with the CDSP update and to determine whether these impacts are consistent with the evaluation presented in the GP EIR in compliance with CEQA (Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). The CDSP Update Addendum will be presented to the Planning Commission along with the proposed CDSP.

NEXT STEPS:

The Planning Department anticipates presenting the proposed CDSP, any associated Zoning Code and/or General Plan amendments, and the addendum to the General Plan EIR to the Planning Commission for its review and recommendation to City Council sometime next year. This report focuses on the background, public outreach, land use, development standards, and public realm standards in the CDSP update for the Planning Commission and members of the public to use as reference for the study session.

CONCLUSION:

This report focuses on the background, public outreach, land use, development standards, and public realm standards in the CDSP update for the Planning Commission and members of the public to use as reference for the study session. The following policy issues remain open for discussion and staff will provide additional information during the study session for direction from the Planning Commission and public input:

General Plan Amendments

Throughout the outreach process, staff heard from numerous stakeholders that the General Plan designation for parcels fronting North Lake Avenue just south of the I-210 Freeway should be changed from High Commercial to High Mixed Use. Such a change would result in allowing housing on these parcels where housing is currently not allowed. While this corridor was originally intended to remain a corporate office hub for the City, there are indications that demand for traditional commercial office space has softened, and the need for additional housing would make re-purposing or redeveloping some of these sites a viable alternative if land use regulations permitted housing. Given the proximity of this area to the Metro L (Gold) Line Lake Station, existing building intensities, and shifting commercial and housing market dynamics, a General Plan amendment would be worthwhile for the Planning Commission to consider as part of the CDSP update.

Another General Plan amendment for the Planning Commission to consider relates to the parcel at the corner of Union Street and El Molino Avenue, where a new park is currently under construction. The parcel is currently designated Medium Mixed Use, and there has been interest expressed by the Playhouse Village Association to re-designate it to Open Space. The Open Space designation would be an appropriate change that reflects the parcel's intended use.

Proposed Densities and Heights

After a recent community meeting with residents of Council District 7, concerns were raised regarding the densities and heights that were presented during the Round 3 Workshops for the South Lake Village subarea, particularly on parcels south of California Boulevard between Hudson and Mentor Avenues. In light of that feedback, staff has recommended maintaining the existing densities and heights on those parcels in the Draft CDSP (Attachment A) rather than increasing them as was proposed during the Round 3 workshops. The current recommendation would result in no change from existing regulations, which allow 16 dwelling units per acre and up to 35 feet in height. Similarly, for parcels in the South Lake subarea, along the east side of South Mentor Avenue, south of East Del Mar Boulevard, staff has recommended maintaining the existing maximum density of 48 dwelling units per acre and maximum height of 35 to 40 feet. This would also represent no change from existing regulations.

Staff has also received public comment in response to the Round 3 workshops regarding the densities and heights being considered for the North Lake subarea along North Mentor and North Catalina Avenues. Various stakeholders expressed a desire to respect the historic character of the collection of low-scale early 20th Century architecture, rear courtyards and alleys, and multiple cultural venues in this area by lowering building heights. The draft CDSP proposes maximum heights up to 63 feet, or 78 feet with height averaging in these areas. It should be noted that existing regulations for parcels along North Mentor and Catalina Avenues in this area currently allow up to 75 feet and 60 feet in height, respectively.

More generally, response to recent City Council direction, staff is considering various adjustments to the proposed densities and heights throughout other areas of the CDSP, and further recommendations will be presented to the Planning Commission at a future meeting. Any input from the Planning Commission study session on proposed densities and heights would provide valuable direction toward that effort.

Changes to CDSP Boundary

During the recent community meeting with Council District 7 residents, comments were received regarding potential changes to the CDSP boundary. Some residents questioned whether the portion of the South Lake Village subarea located south of California Boulevard should remain in the CDSP. It was suggested that these parcels should be removed from the Specific Plan and re-zoned to not allow residential uses in order to maintain the existing low-scale commercial uses on those parcels. While revising the CDSP boundary is an option, it would be worthwhile to consider whether removing these parcels from the CDSP would result in a net benefit to the neighborhood, particularly since any parcel not included in the CDSP would also not be subject to the numerous other development and design standards contained in the CDSP. These include minimum sidewalk widths, maximum unbroken façade standards, ground floor design requirements, open space requirements, and many others.

Respectfully submitted,



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Attachments:

- Attachment A – 2021 CDSP: Draft Chapters 4, 5, and 6
- Attachment B – CDSP Update Public Outreach Process
- Attachment C – 2004 CDSP
- Attachment D – 2004/2021 CDSP Land Use and Development Standards Comparison Table

Attachments are available at the following link: <http://www.ourpasadena.org/CDSP-PC-SS-120821>

ATTACHMENT A

2021 CDSP: Draft Chapters 4, 5, and 6

Can be viewed at:

<http://www.ourpasadena.org/CDSP-PC-SS-120821>

ATTACHMENT B
CDSP Update Public Outreach Process

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ATTACHMENT C
2004 CDSP

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ATTACHMENT D

2004/2021 CDSP Land Use and Development Standards Comparison Table

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