

## **3.4 LAND USE AND PLANNING**



## 3.4 LAND USE AND PLANNING

This section describes existing land uses on the project site and in the vicinity, as well as relevant land use plans and policies.

A summary of the impact conclusions related to land use is provided below. As discussed in the project's Initial Study (**Appendix A**) and in Section 3.0, subsection 3.3, Impacts Found to Be Less Than Significant, of this Draft EIR, the project would have no impact related to Impacts 3.3.4 and 3.4.5; therefore, they will not be discussed further in this Draft EIR.

Impact Number	Impact Topic	Impact Significance
3.4.1	Conflict with a general plan designation or zoning	Less than significant
3.4.2	Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project	Less than significant
3.4.3	Be incompatible with the existing land use in the vicinity	Less than significant
3.4.4	Affect agricultural resources or operations (e.g., impact to soils or farmlands, or impacts from incompatible land uses)	No impact
3.4.5	Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)	No impact
3.4.6	Cumulative land use impacts	Not cumulatively considerable

### 3.4.1 EXISTING SETTING

#### REGIONAL SETTING

The Mission Place Project is located in South Pasadena in Los Angeles County. The City is located in the western end of the San Gabriel Valley, north of the San Rafael Hills, east of the Arroyo Seco seasonal river, and south of Pasadena. The project is located in the larger Los Angeles Basin, which extends from the San Gabriel and Santa Monica mountains on the north and the Santa Ana Mountains on the east to the Pacific Ocean on the south. Most of the Los Angeles Basin has a gentle south slope interrupted by scattered ranges of hills, such as the San Rafael Hills.

South Pasadena encompasses approximately 3.42 square miles and is home to approximately 25,619 residents (City of South Pasadena 2010). Neighboring jurisdictions include Pasadena to the north, the city of Los Angeles to the west and south, and Alhambra to the southeast. South Pasadena is known for its tree-lined streets, historic homes, and local businesses and is densely populated and highly urbanized. The land uses in the city reflect a mix of low-, medium-, and high-density residential as well as general commercial, business parks, and parks and open space.

South Pasadena is also well served by public transportation, with six bus lines operated by the Los Angeles County Metropolitan Transportation Authority and the Metro Gold Line stop located at the corner of Mission and Meridian, approximately 0.2 miles northwest of the project site.

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#### PROJECT SITE

The project site is governed by the City of South Pasadena General Plan and the City's Zoning Code. The General Plan designates the project site as Mission Street Specific Plan and the project site is zoned as MSSP (Mission Street Specific Plan) District A or Core Area. The project site is located within the Mission Street Specific Plan, which was adopted in 1996 to address the impacts of the metro station on Mission Street and to implement the City's vision for the street itself as a pedestrian-oriented, historic shopping street.

#### SURROUNDING LAND USES

The project site is located on the south side of Mission Street in the downtown portion of South Pasadena and in the city's Mission West Historic Business District. The site is bounded by Mission Street on the north, El Centro Street on the south, Fairview Avenue on the east, and Diamond Avenue on the west. The land uses on the opposite sides of these streets are depicted on **Figure 2.0-4** and described in a clockwise fashion, starting from the top, in the following bullets:

- North of the project site, across Mission Street: one- and two-story commercial buildings with ground-floor storefronts and a dining patio facing the sidewalk; to the rear (north) of these buildings is a three-story mixed-use building fronting on Fairview Avenue
- Northeast corner of Mission Street and Fairview Avenue (cattycorner from the site): a one-story automotive repair shop
- Southeast corner of Mission Street and Fairview Avenue (east of the site, across Fairview Avenue): the vacant one-story Oroweat commercial building
- Northeast corner of Fairview Avenue and El Centro Street (east of the site, across Fairview Avenue): a two-story office building
- Southeast corner of Fairview Avenue and El Centro Street (cattycorner from the site): a two-story multi-family residential building
- South of the project site, across El Centro Street: the South Pasadena Public Library
- Southwest corner of El Centro Street and Diamond Avenue (cattycorner from the site): a two-story mixed-use building
- Northwest corner of El Centro Street and Diamond Avenue (east of the site, across Diamond Avenue): the three-story Golden Oaks apartment building
- Southwest corner of Diamond Avenue and Mission Street (east of the site, across Diamond Avenue): a two-story mixed-use building with ground-floor storefronts on Mission Street

Additional uses in the project vicinity include:

- South Pasadena Metro Gold Line Station, approximately 400 feet west of the site
- South Pasadena City Hall, approximately 900 feet east of the site

### **3.4.2 REGULATORY FRAMEWORK**

#### REGIONAL

#### **Southern California Association of Governments**

Los Angeles County and South Pasadena are part of a six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial counties. The Southern California Association of Governments (SCAG) serves as the federally recognized metropolitan planning organization (MPO) for this Southern California region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG also serves as the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. The City of South Pasadena and 30 adjacent jurisdictions constitute the San Gabriel Valley Subregion in the SCAG region. This subregion is governed by the San Gabriel Valley Council of Governments (SGVCOG). SCAG has developed plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

#### Regional Comprehensive Plan

The 2008 Regional Comprehensive Plan (RCP) is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use in preparing local plans and handling local issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region.

#### 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to help coordinate development of the region's transportation improvements. The RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs.

In 2008, California State Senate Bill (SB) 375 was enacted to reduce greenhouse gas (GHG) emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. To achieve the goal of reduced GHG emissions, the legislation requires MPOs throughout the state to include a new element in their RTPs called a Sustainable Communities Strategy (SCS). SCAG is responsible for developing the SCS for the SCAG region. Consistent with SB 375, SCAG has included an SCS in its Regional Transportation Plan. The SCS

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integrates transportation, land use, housing, and environmental planning strategies with the goal of reducing regional GHG emissions.

SCAG is in the process of developing the 2016–2040 RTP, with a draft expected to be released in the fall of 2015.

#### LOCAL

#### City of South Pasadena General Plan

The City of South Pasadena General Plan (1998) provides a general, comprehensive, and long-range guide for community decision-making. The General Plan addresses a 15-year time period allowing for short-term, mid-range, and long-term objectives.

The General Plan comprises seven elements: Land Use and Community Design; Circulation and Accessibility; Economic Development and Revitalization; Historic Preservation; Housing; Open Space and Resource Conservation; and Safety and Noise. Each element of the General Plan is divided into six sections: (1) Introduction; (2) Existing Conditions; (3) Future Conditions; (4) Issues; (5) Goals and Policies; and (6) Strategies. The goals, policies, and strategies (implementation measures) guide the City in its growth and development.

#### Land Use and Community Design Element

The Land Use and Community Design Element of the General Plan establishes land use goals and policies, as well as supporting standards for the various categories of land use envisioned within the community. Additionally, community design issues and policies are incorporated to address the city’s physical appearance.

The Existing Conditions section of the element provides a summary of land uses in the city based on acreage. Current and projected population, housing, and employment data provide a basis for understanding anticipated growth in South Pasadena. The Future Conditions section provides a comparison of existing and proposed residential and nonresidential land uses by acreage. The Land Use and Community Design Element policies relevant to the proposed project are outlined in **Table 3.4-1**.

**TABLE 3.4-1**  
**SOUTH PASADENA GENERAL PLAN CONSISTENCY ANALYSIS – LAND USE AND COMMUNITY DESIGN ELEMENT**

General Plan Policies	Project Consistency
<b>Goal One</b> – To manage change and target growth by type and location to better serve community needs and enhance the quality of life.	
<b>Policy 1.3: Encourage mixed use:</b> Authorize, encourage and facilitate “mixed-use” development within targeted areas, including horizontally or vertically-integrated housing, live-work spaces, professional office and retail commercial uses.	Project implementation would result in a three-story mixed-use development comprising 7,000 square feet of ground-floor commercial space fronting Mission Street and 91 residential units on the second and third floors. The commercial spaces have been designed to enhance Mission Street’s pedestrian ambiance and complement the surrounding existing businesses. The proposed project would be located on an underutilized portion of the South Pasadena Unified School District’s surface parking lot that has been identified as an opportunity site for such development. Therefore, the proposed project would be consistent with this policy.

General Plan Policies	Project Consistency
<p><b>Policy 1.4: Encourage pedestrian-oriented development.</b> Adopt specific plans, zoning designations and development standards for targeted areas appropriate to assure compatible scale and orientation of permitted and conditionally-permitted uses, effective site planning, building design, massing and signage, shared parking and the joint use of facilities, and an emphasis on transit and bicycle access.</p>	<p>The proposed project would develop 7,000 square feet of commercial storefronts along Mission Street, as well as a publicly accessible 200-foot-long paseo connecting Mission Street to the District’s Administration Building and private outdoor areas for residents of the proposed residential units. The paseo is anticipated to be tree lined with a central fountain. The proposed Diamond Avenue frontage would include landscape planters and accent/safety lighting, which would enhance the pedestrian experience.</p> <p>The proposed garage provides 28 parking spaces for retail uses, 99 spaces for residential use, 60 spaces for SPUSD use, and 41 public parking spaces for a total of 228 parking space. Access to parking would be provided from Diamond Avenue and Fairview Avenue, limiting pedestrian conflict along Mission Street. The project would be located approximately 400 feet to the east of the South Pasadena Metro Gold Line Station. The project would be consistent with this policy.</p>
<p><b>Policy 1.5: Promote inclusion of art and amenities.</b> Encourage and require, where feasible, the incorporation of public art, gardens, light and water features, courtyards and passageways, and public plazas into the design of public improvements and private projects.</p>	<p>The proposed project includes a publicly accessible paseo that would include landscaping and a water feature. The ground-floor commercial area would have brick and glass storefront ground-floor façades with varying canopies/awnings along Mission Street. The proposed project would be consistent with this policy.</p>
<p><b>Goal Two</b> – To maintain the character of South Pasadena’s “main street” commercial areas, support the proprietary businesses of the city, avoid deterioration of commercial areas and the business tax base, and promote those forms of economic development that will provide additional jobs, services and opportunities to the city and its residents.</p>	
<p><b>Policy 2.4: Encourage ground-floor retail.</b> Encourage sales generating uses.</p>	<p>The proposed project would include develop 7,000 square feet of commercial storefront along Mission Street on-site currently occupied by underutilized surface parking. The proposed project would be consistent with this policy.</p>
<p><b>Policy 2.5: Intensify use in select locations.</b> Concentrate higher density and mixed-use development adjacent to transit or transportation corridors.</p>	<p>Implementation of the proposed project would result in a three-story mixed-use development comprising 7,000square feet of ground-floor commercial space fronting Mission Street with 91 residential units on the second and third floors within approximately 0.1 mile of the South Pasadena Metro Gold Line Station. The proposed project would be consistent with this policy.</p>
<p><b>Goal Three</b> – To emphasize pedestrians over cars in portions of the city.</p>	
<p><b>Policy 3.6: Encourage sidewalk interaction and “night-life.”</b> Encourage sidewalk dining; promote uses which extend the life of downtown into the evening hours without infringing upon the adjacent residential fabric.</p>	<p>The proposed project’s commercial spaces have been designed to encourage sidewalk interaction with ground-floor retail spaces that engage Mission Street and complement the surrounding existing businesses. A central courtyard would add public open space along Mission Street for retail and dining, while a paseo would allow connectivity through the site from Mission Street to the existing District buildings. The proposed project would be consistent with this policy.</p>
<p><b>Policy 3.7: Encourage neighborhood and pedestrian linkages.</b> Encourage linkages between projects and the surrounding neighborhood by means of walkways.</p>	<p>The proposed paseo would provide connectivity to the existing District buildings from Mission Street, while the development would include landscaping and accent and safety lighting along Diamond Avenue, enhancing the connectivity of the neighborhood to the south to Mission Street. The proposed project would be consistent with this policy.</p>
<p><b>Policy 3.9: Mitigate visual impacts of parking.</b> Promote methods to mitigate the visual impact of large expanses of at-grade parking wherever possible.</p>	<p>The proposed project would be developed on the District’s surface parking lot and would provide 228 parking spaces in a three-level subterranean garage. The parking would be available to the new residential and commercial occupants and for District uses and general public use. The proposed project would be consistent with this policy.</p>

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General Plan Policies	Project Consistency
<p><b>Policy 3.11: Locate multi-family convenient to major vehicular corridors.</b> Locate more intense residential uses convenient to if not along major vehicular corridors, avoiding single-family neighborhoods.</p>	<p>The proposed project has zoning of MSSP District A, which is intended to be a pedestrian-oriented shopping street with continuous storefronts along the sidewalks, with housing and offices located above and, in some cases, behind the storefronts. Mission Street is a primary transportation corridor, and the proposed project is located within approximately 0.1 mile of the South Pasadena Metro Gold Line Station. The proposed project would be consistent with this policy.</p>
<p><b>Policy 3.12: Encourage higher density in closer proximity to public transit.</b> Encourage higher residential densities and a reduced reliance on the automobile in the design of projects in proximity to public transit.</p>	<p>Implementation of the proposed project would result in a three-story mixed-use development comprising 7,000 square feet of ground-floor commercial space fronting Mission Street with 91 residential units on the second and third floors within approximately 0.1 mile of the South Pasadena Metro Gold Line Station. The proposed project would be consistent with this policy.</p>
<p><b>Policy 3.13: Promote mixed-use development.</b> Maintain compaction and encourage vertically mixed-use (ground floor retail, office and residential above) to create nodes of activity and to promote the pedestrian use concept.</p>	<p>Implementation of the proposed project would result in a three-story mixed-use development comprising 7,000 square feet of ground-floor commercial space fronting Mission Street with 91 residential units on the second and third floors within 400 feet of the South Pasadena Metro Gold Line Station. The proposed project would be consistent with this policy.</p>
<p><b>Goal 6</b> – To encourage the provision of and use of alternative modes of transit (bicycle, bus, light-rail).</p>	
<p><b>Policy 6.3: Improve transit accessibility:</b> Increase accessibility to all public transportation services.</p>	<p>The proposed project would introduce mixed-use residential and commercial uses within 400 feet of the South Pasadena Metro Gold Line Station, providing greater opportunity for occupants to utilize public transportation services. The proposed project would be consistent with this policy.</p>
<p><b>Policy 6.5: Enhance pedestrian and bicycle amenities.</b> Provide additional amenities such as street trees and furniture, supplemental lighting, widened walks, bikeways and narrowed vehicular right-of-ways to encourage non-vehicular usage.</p>	<p>The proposed project would provide bicycle parking facilities for residential and public use, street trees, and improved street and safety lighting. The proposed project would be consistent with this policy.</p>
<p><b>Goal 7</b> – To preserve South Pasadena’s historic character, scale and “small town” atmosphere.</p>	
<p><b>Policy 7.1: Reaffirm urban design objectives.</b> Maintain urban design guidelines encouraging pedestrian-oriented development, emphasizing ease of access to all parcels, uses, transit stops and public spaces; requiring human scale in building massing and detail; encouraging varied and articulated facades; requiring regular visual (as in the use of first floor windows with clear glass) and physical access for pedestrians; requiring that ground floor residential and commercial entries face and engage the street; and encouraging pedestrian-oriented streetscape amenities.</p>	<p>The proposed development utilizes elements of the District’s El Centro buildings’ Romanesque Revival style. In addition, buildings fronting Mission Street will introduce elements of Midwest-style storefronts similar to those found along Mission Street. The third level of the residential uses would be set back from Mission Street, and the overall mass of the two buildings would be broken up with the development of multiple courts along Mission Street and Diamond Avenue. The retail façades will all have full storefronts of 12-foot-high glass with canopies and awnings in varied designs. The proposed project would be consistent with this policy.</p>

General Plan Policies	Project Consistency
<p><b>Policy 7.3: Stress building and entry orientation.</b> Encourage a balance in the configuration of entrances to shops in the downtown for pedestrian-oriented uses; assure visibility and accessibility; anchor stores shall orient to the street and transit stops in addition to parking lots, and smaller shops shall orient primarily to pedestrian street entrances and to urban open spaces.</p>	<p>The proposed project’s commercial spaces have been designed to encourage sidewalk interaction with ground-floor retail spaces that engage Mission Street and complement the surrounding existing businesses. A central courtyard would add public open space along Mission Street for retail and dining, while a paseo would allow connectivity through the site from Mission Street to the existing District buildings. The proposed project would be consistent with this policy.</p>
<p><b>Policy 7.4: Assure pedestrian access.</b> Encourage clear, direct and comfortable pedestrian access to street and parking.</p>	<p>Pedestrian access to the proposed project would be provided via existing sidewalks along Mission Street, Diamond Avenue, and Fairview Avenue. Commercial uses would have direct pedestrian access from Mission Street, and some of the proposed townhomes would have direct pedestrian access from Diamond Avenue. Pedestrian walkways would be provided from adjacent sidewalks to resident lobbies for the proposed indoor-entry residential units, and a walkway is proposed to maintain the existing pedestrian access to the north elevation of the District’s Administration Building and the south and west elevations of the Boardroom Building. The proposed paseo would provide additional pedestrian circulation on-site. The proposed project would be consistent with this policy.</p>
<p><b>Goal 8</b> – To harmonize physical change to preserve South Pasadena’s historic character, scale, and “small town atmosphere.”</p>	
<p><b>Policy 8.1: Require contextual, compatible and responsible design.</b> Encourage new development to respect South Pasadena’s heritage by requiring that it “respond to context” – the distinctiveness of the locality and region as well as the scale and special characteristics of the fabric of the site’s immediate surroundings; require that it be compatible with the traditions and character of the city, and minimize adverse impacts on the privacy and access to light and air of its neighbors.</p>	<p>The proposed project would incorporate the architectural style and scale of the Mission Street area. In particular, the proposed development utilizes elements of the District’s El Centro buildings’ Romanesque Revival style. Buildings fronting Mission Street will introduce elements of the Midwest-style storefronts similar to those found along Mission Street. The proposed design will use full brick veneer and smooth plaster and include details such as tracery, columns, stepped cornices, floor banding, arcades, metal roofs, and mission tile roofs as well as brick paving throughout. The proposed mixed-use buildings would be consistent with similar uses in the Mission Street area. The proposed project would be consistent with this policy.</p>
<p><b>Policy 8.3: Assure architectural and site design excellence.</b> Actively promote and publicly acknowledge architectural and site design excellence in new buildings, public and private outdoor spaces, and capital improvements, while at the same time discouraging poor quality development or incongruent development, e.g., “mini-malls.”</p>	<p>The commercial spaces have been designed to enhance Mission Street’s pedestrian ambiance and complement the surrounding existing businesses. The ground-floor commercial area would have brick and glass storefront ground-floor façades with varying canopies and awnings along Mission Street. The third level of the residential uses would be set back from Mission Street, and the overall mass of the two buildings would be broken up with the development of multiple courts along Mission Street and Diamond Avenue. The proposed project would be consistent with this policy.</p>

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General Plan Policies	Project Consistency
<p><b>Goal 14</b> – To provide and maintain a citywide pattern of healthy street trees coincident with the city’s reputation as “A City of Trees.”</p>	
<p><b>14.3: Encourage private-sector contributions.</b> Develop various landscaping themes that define neighborhood character as an urban design strategy; encourage private sector participation in implementation.</p>	<p>The proposed project would include the development of a tree-lined paseo and landscaping along Mission Street, Diamond Avenue, and Fairview Avenue. The proposed project would be consistent with this policy.</p>
<p><b>Goal 18</b> – To conserve the air, water and energy resources about us as an exercise of responsible stewardship of the natural setting in which we live.</p>	
<p><b>18.2: Increase the efficiency of water resource use.</b> Increase the efficiency of water use by the City and among South Pasadena residents and commercial and industrial users by promoting conservation, controlling irrigation, and encouraging graywater recycling.</p>	<p>The project’s outdoor common areas would incorporate xeriscape and drought-tolerant planting in addition to decorative hardscape throughout. All ongoing maintenance of the common areas would comply with the City of South Pasadena’s water conservation requirements, including utilizing weather-based irrigation systems. The commercial tenants would be required to comply with the Non-Residential Mandatory Measures of the California Green Building Standards Code. Stormwater flows on-site would be directed to proposed retention planters, with outflows and excess flows directed to the adjacent streets for capture by the City’s storm drain system. Additionally, residential dwelling and common area indoor facilities would incorporate water-efficient appliances and fixtures, including dual- or low-flush toilets and low-flow showerheads. The proposed project would be consistent with this policy.</p>
<p><b>18.3: Increase the efficiency of energy use.</b> Conserve energy-use and improve efficiency by the continuing refinement of building regulations and by encouraging the use of new technology.</p>	<p>The project would be designed to comply with the California Green Building Code.. Building design features would include operable windows providing natural sunlight and ventilation to primary rooms; low-flow showerheads; high-efficiency washing machines and dishwashers in residential units; high-efficiency low-flow plumbing fixtures; electric vehicle charging stations; and tankless water heaters. As an option, rooftop solar panels may also be installed. The installation of energy-efficient appliances is consistent with the energy conservation goals and policies outlined in the Open Space and Resource Conservation Element of the City’s General Plan. The proposed project would be consistent with this policy</p>

#### City of South Pasadena Zoning Code

The City of South Pasadena Zoning Code (Chapter 36 of the Municipal Code) implements the policies of the South Pasadena General Plan by classifying and regulating the uses of land and structures within the city in a manner consistent with the General Plan. South Pasadena has been divided into zoning districts that implement the General Plan. These districts are established and illustrated on the City of South Pasadena Zoning Map. As illustrated on the Zoning Map, the existing zoning district on the project sites is MSSP (Mission Street Specific Plan) District A or Core Area.

District A includes the shopping district in the Core Area and convenience retail nodes in the West Area. District A is intended to be a pedestrian-oriented shopping street with continuous storefronts along the sidewalks and housing and offices above, and in some cases, behind the storefront. Permitted land uses include convenience retail and services, restaurants, and specialty retail on the ground floor, with other uses like live/work spaces, housing units, hotels or bed and breakfasts with up to 16 rooms, offices, studios, etc.

### **City of South Pasadena Design Guidelines**

In an effort to protect the attractiveness of the city's distinct neighborhoods, the City has put into place a number of design guidelines to direct the visual impact of future growth and improvements. These include the Residential Design Guidelines and the Commercial Design Guidelines, as well as Mission Street Specific Plan design guidelines. The City also adopted a telecommunications ordinance as part of the Zoning Code to aesthetically guide the location of telecommunications facilities throughout the community.

### **City of South Pasadena Heritage Preservation Program**

The treatment and management of historic resources in South Pasadena is addressed in the City's General Plan as well as in its Mission Street Specific Plan. In 1971, South Pasadena adopted Cultural Heritage Ordinance No. 1591 that established the city's Cultural Heritage Commission to advise the City Council on all issues related to preservation. After the City Council contracted for a comprehensive historic resources survey in 1991, it adopted the South Pasadena Historic Resources Survey: Inventory of Address in 1994. The list comprises the Cultural Heritage inventory as defined in Section 2.73.A-11E of Ordinance No. 2004. The Cultural Heritage Commission is responsible for adopting specific criteria and recommendations for the designation of landmarks and historic districts, subject to approval by the City Council. The following is a list of the six categories of landmark designation:

- Eligible for National Register of Historic Places – Districts, sites, buildings, structures, and objects of local, state and national significance in American history, architecture, archaeology, and culture that possesses integrity of location, design, setting, materials, workmanship, feeling, and association.
- Eligible for California Register of Historical Landmark Program – Sites and structures that contribute in a unique way to the history and heritage of the state. Several categories may determine landmark status, such as architectural, influential individuals, and other comparable categories.
- Eligible for California Point of Historical Interest Program – Program recognizes sites and structures of local or countrywide importance.
- Locally Significant Resources – Structures, places, or historic sites that are individually significant to South Pasadena's history and heritage.
- Districts – Structures, groups of structures, historic sites or features, design components, natural features, and landscape architecture that contribute to the historic or community sense of place or are significant to an area's historic feel. Normally, significant district structures must be located within the district boundaries; however, all structures in this area are not necessarily contributors to the district.
- Resources Eligible for the California Register of Cultural Resources – The register automatically includes all properties eligible for or listed in the National Register, California Registered Historic Landmarks from No. 770, and California Points of Historical Interest, and will include locally registered landmarks, inventories, and the new category of the California Register itself.

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#### Mission Street Specific Plan

The Mission Street Specific Plan (MSSP) was adopted in 1996 to create a vision for the area that serves the Gold Line Station on Mission Street. The plan, by updating zoning guidelines in the Mission Street area, addresses the importance of developing Mission Street as a catalyst for economic development in South Pasadena while maintaining the small-town, pedestrian-oriented character of the city's historic district.

The MSSP includes detailed regulatory mechanisms tailored to the particular land use mix and circumstances of the Mission Street area. The MSSP has developed three distinct districts: MSSP District A, MSSP District B, and MSSP District C. MSSP District A is intended to be a pedestrian-oriented shopping street with continuous storefronts along the sidewalks, with housing and offices located above and, in some cases, behind the storefronts. MSSP District B is intended to encourage uses that place residents and employees within walking distance of the shopping core or nodes and within proximity to the Gold Line Station and to establish a place for small-scale artisans and other cottage industries that serve both local residents and the broader specialty market. MSSP District C is intended to encourage renovation, allow commercial reuse of historic residences, and allow the provision of additional housing that will place residents within walking distance of the Gold Line Station. Additionally, MSSP District C is intended to allow parking that serves nearby commercial uses as well as the Gold Line Station and to provide a buffer between the more intensive commercial uses and adjacent residential neighborhoods.

The City has identified the MSSP Area as a Focus Area, which is defined in the General Plan as an area that has unique character and/or conditions that require special planning considerations. The overarching intent of the City's General Plan is to restore the concept of mixed-use commercial/residential areas that enhance the walkability of the community. The MSSP Area has defined precise land use patterns, zoning, setbacks, and design to encourage transit-oriented and pedestrian-oriented development.

#### 3.4.3 IMPACTS AND MITIGATION MEASURES

##### STANDARDS OF SIGNIFICANCE

The following standards of significance are based on California Environmental Quality Act (CEQA) Appendix G and were compiled in accordance with CEQA Guidelines Section 15064.7. For purposes of this Draft EIR, implementation of the proposed project could result in potentially significant impacts from land use and planning if the project would result in any of the following:

- 1) Conflict with a general plan designation or zoning.
- 2) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project.
- 3) Be incompatible with the existing land use in the vicinity.
- 4) Affect agricultural resources or operations (e.g., impact to soils or farmlands, or impacts from incompatible land uses).
- 5) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community).

As discussed in the project's Initial Study (**Appendix A**) and in Section 3.0, subsection 3.3, Impacts Found to Be Less Than Significant, of this Draft EIR, the project would have no impact related to standards of significance 4 and 5. Therefore, these standards will not be discussed further in this Draft EIR.

### METHODOLOGY

The analysis in this section focuses on the compatibility of the project site's proposed use with existing and planned land uses adjacent to the site, as well as consistency with any applicable land use plans, policies, or regulations adopted to avoid or mitigate an environmental effect.

The focus of this impact analysis is whether the project would result in significant physical environmental impacts associated with land use. Specific impacts and issues associated with aesthetics, biological resources, geology and soils, hazards, hydrology and water quality, recreation, and transportation were addressed in the Initial Study included as **Appendix A**. Issues as they relate to air quality, cultural resources, greenhouse gas emissions, noise, public services, utilities, and transportation and traffic are addressed in each technical section, and the reader is referred to the appropriate subsection (Sections 3.1 through 3.8) of this Draft EIR for detailed analyses of other relevant environmental effects.

### PROJECT IMPACTS AND MITIGATION MEASURES

#### **Conflict with a General Plan Designation or Zoning (Standard of Significance 1)**

**Impact 3.4.1** The project would be consistent with all applicable City of South Pasadena General Plan policies and zoning regulations. There would be a **less than significant** impact.

The proposed project would develop a current surface parking lot with a three-story mixed-use development comprising 7,000 square feet of ground-floor commercial space fronting Mission Street with 91 residential units on the second and third floors. The commercial spaces have been designed to enhance Mission Street's pedestrian ambiance and complement the surrounding existing businesses. The proposed project would be located on an underutilized portion of the South Pasadena Unified School District's surface parking lot that has been identified as an opportunity site for such development.

#### City of South Pasadena General Plan

The General Plan land use designation for the project site is Mission Street Specific Plan (MSSP). As described above, the City has identified the MSSP Area as a Focus Area, which is defined in the General Plan as an area that has unique character and/or conditions that require special planning considerations. The overarching intent of the City's General Plan is to restore the concept of mixed-use commercial/residential areas that enhance the walkability of the community. The MSSP Area has defined precise land use patterns, zoning, setbacks, and design to encourage transit-oriented and pedestrian-oriented development. The project would comply with the MSSP Area requirements.

A discussion of the project's compatibility with relevant land use goals and policies associated with the City's General Plan is provided in **Table 3.4-1**. Based on the findings of the consistency analysis in the table, the proposed project would not result in conflicts with General Plan designations. This impact is considered **less than significant**.

### 3.4 LAND USE AND PLANNING

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#### City of South Pasadena Zoning Code

As described previously, the project site is zoned MSSP District A, which is intended to be a pedestrian-oriented shopping street with continuous storefronts along the sidewalks, with housing and offices located above and, in some cases, behind the storefronts. Consistent with this zoning district, the project site will be developed as a mixed-use-style development with storefronts along the sidewalks and housing above. The project proposes to transform an existing parking lot into a vibrant part of the city in accordance with the mission of MSSP District A. The project would obtain a conditional use permit as part of project approval. The site's zoning would be maintained, which indicates the City's intent to maintain the project site as a site for mixed-use development. Therefore, the proposed project would be consistent with the Zoning Code and would not result in any conflicts that could result in a physical impact on the environment. The project would have a **less than significant** impact.

#### City of South Pasadena Design Guidelines

In accordance with Municipal Code Chapter 36.410.040, Design Review, the project would be subject to the City's design review process, which would ensure that the proposed improvements are consistent with the City's Citywide Design Guidelines and MSSP design guidelines as outlined in Section 8. The guidelines provide specific standards that would address the proposed landscaping, fencing, building mass, building color palette, circulation, and pedestrian walkway design. Therefore, with the City's design approval, the project would be consistent with the City's applicable design guidelines and would not result in any conflicts that could result in a physical impact on the environment. This impact is considered **less than significant**.

#### City of South Pasadena Historic Preservation Guidelines

The project site is a paved parking lot adjacent to the South Pasadena Unified School District (SPUSD) Administration Building. The project site itself is not a known historic resource, but it is adjacent to numerous historic resources and lies within the South Pasadena Historic Business District (also known as the Mission West Historic Business District), which is listed on the National Register of Historic Places. The two existing buildings on the project site—the School District Administration Building (formerly El Centro School) and the auditorium addition, which is now the SPUSD Boardroom—are contributing resources to the historic district. In addition, there are individual historic resources near the project site, including the South Pasadena Public Library to the south, the South Pasadena Bank Building to the southwest, and the El Centro/Central Market to the north. The proposed project would add two mixed-use buildings within the Historic Business District and has the potential to affect the setting and context of the historic resources in the project vicinity. All project impacts would be mitigated to a less than significant impact as described in Section 3.2 Cultural Resources, of this Draft EIR. Therefore, this impact is considered **less than significant**.

As determined in the preceding discussion, the project would not result in any conflicts with applicable General Plan policies or zoning regulations that could result in a significant adverse physical impact. The project would have a **less than significant** impact.

#### Mitigation Measures

None required.

**Conflict with Applicable Environmental Plans or Policies Adopted by Agencies with Jurisdiction over the Project (Standard of Significance 2)**

**Impact 3.4.2** The project would be consistent with all applicable environmental plans or policies adopted by agencies with jurisdiction of the project and therefore would have a **less than significant** impact.

Local Regulations

As described above in Impact 3.4.1, the project is consistent with City of South Pasadena regulations enacted to protect the environment and as such would have a **less than significant** impact.

Regional Regulations

South Pasadena, where the project site is located, is part of a larger metropolitan planning area overseen by the Southern California Association of Governments. SCAG has developed plans to achieve specific regional objectives. The project’s consistency with the 2012–2035 SCAG Regional Transportation Plan in **Table 3.4-2**.

**TABLE 3.4-2  
SCAG RTP GOALS PROJECT CONSISTENCY ANALYSIS**

SCAG RTP Goal	Consistency Analysis
<b>RTP/SCS G1:</b> Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not applicable:</b> This is not a project-specific goal and therefore is not applicable.
<b>RTP/SCS G2:</b> Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent:</b> Designed to be consistent with the City of South Pasadena General Plan Circulation and Accessibility Element, the project is intended to maximize mobility for project occupants by placing housing near an important transit corridor. The project further includes streetscape improvements and development standards that would implement street-facing storefronts and building entrances, thus encouraging pedestrian accessibility and encouraging mobility.
<b>RTP/SCS G3:</b> Ensure travel safety and reliability for all people and goods in the region.	
<b>RTP/SCS G4:</b> Preserve and ensure a sustainable regional transportation system.	
<b>RTP/SCS G5:</b> Maximize the productivity of our transportation system.	By encouraging a variety of modes of transportation, the project would maximize the productivity of the transportation system and would ensure a sustainable regional transportation system is connected and whole.
<b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation.	<b>Consistent:</b> The CEQA process ensures that plans at all levels of government consider all environmental impacts of a proposed project. The various sections of this DEIR appropriately address the potential environmental impacts of the proposed project and outline existing regulations, standard conditions, and mitigation measures to reduce and/or eliminate any impacts, as applicable and feasible. For example, Section 3.1, Air Quality, of this DEIR addresses air quality impacts, and Section 3.3, Greenhouse Gas Emissions, addresses global climate change impacts of the proposed project. The sections outline existing regulations, standard conditions, and mitigation measures that will reduce any air quality and global climate change impacts to the extent feasible.  It is important to note that with the proposed mitigation, project impacts would be mitigated to a less than significant .

### 3.4 LAND USE AND PLANNING

SCAG RTP Goal	Consistency Analysis
<p><b>RTP/SCS G7:</b> Actively encourage and create incentives for energy efficiency, where possible.</p>	<p><b>Consistent:</b> The proposed project would incorporate “green” building measures in both the building design and the landscape design. Building design features would include operable windows providing natural sunlight and ventilation to primary rooms; low-flow showerheads; high-efficiency washing machines and dishwashers in residential units; high-efficiency low-flow plumbing fixtures; electric vehicle charging stations; and tankless water heaters. As an option, rooftop solar panels may also be installed. The installation of energy-efficient appliances is consistent with the energy conservation goals and policies outlined in the Open Space and Resource Conservation Element of the City’s General Plan.</p>
<p><b>RTP/SCS G8:</b> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.</p>	<p><b>Consistent:</b> The proposed mixed-use project would be located on a previously developed site that is surrounded on all sides by developed land and located approximately 0.1 mile from the Metro Gold Line Station. The project is on an infill site in a transit priority area that would facilitate transit and non-motorized transportation.</p>
<p><b>RTP/SCS G9:</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><b>Not applicable:</b> This is not a project-specific goal and therefore is not applicable.</p>

As shown above, the project is compatible with SCAG’s Regional Transportation Plan. This impact is considered **less than significant**.

#### Mitigation Measures

None required.

#### **Be Incompatible with the Existing Land Use in the Vicinity (Standard of Significance 3)**

**Impact 3.4.3** The project would be compatible with existing land uses and would have a **less than significant** impact.

The project site is located on the south side of Mission Street in the downtown portion of South Pasadena and in the city’s Mission West Historic Business District. The site is bounded by Mission Street on the north, El Centro Street on the south, Fairview Avenue on the east, and Diamond Avenue on the west. The land use compatibility is described below in **Table 3.4-3**.

**TABLE 3.4-3  
PROJECT CONSISTENCY WITH EXISTING LAND USES**

Direction	Use	Compatibility
At the southern corner of the project site	South Pasadena Unified School District Headquarters	<b>Compatible:</b> The current structure serves as the District’s administration headquarters and houses the different functions of the District. The project would introduce a mix of residential and commercial uses adjacent to the building while maintaining parking available to building users. The project would be compatible with the current usage because it would not encumber the District’s daily operations and the existing building’s use and access. The project would enhance amenities available to building occupants. For a discussion of project impacts on the structure’s historic importance, please see Section 3.2, Cultural Resources, of this DEIR.
North of the project site, across Mission Street	One- and two-story commercial buildings with ground-floor storefronts and a dining patio facing the sidewalk; to the rear (north) of these buildings is a three-story mixed-use building fronting on Fairview Avenue	<b>Compatible:</b> The project would be a mixed-use three-story building with storefronts on the ground floor and housing above. The project would include street-facing storefronts and building entrances. Parking would be underground.
Northeast corner of Mission Street and Fairview Avenue (catty-corner from the site)	A one-story automotive repair shop	<b>Compatible:</b> The project includes commercial uses on the ground floor. The proposed project would not encumber the existing use access and operations.
Southeast corner of Mission Street and Fairview Avenue (east of the site, across Fairview Avenue): commercial building	The vacant one-story Orowheat	<b>Not applicable:</b> The current site is vacant.
Northeast corner of Fairview Avenue and El Centro Street (east of the site, across Fairview Avenue)	A two-story office building	<b>Compatible:</b> The project includes commercial uses that would serve the existing office building and enhance the occupants’ experience.
Southeast corner of Fairview Avenue and El Centro Street (catty-corner from the site)	A two-story multi-family residential building	<b>Compatible:</b> The project would include multi-family housing.
South of the project site, across El Centro Street:	South Pasadena Public Library	<b>Compatible:</b> Although the project would not include any civic uses, it would include a mixture of commercial and residential uses. The residential uses are compatible with the library’s mission of serving the public, while the commercial uses would enhance patrons’ available amenities. For a discussion of project impacts on the structure’s historic importance, please see Section 3.2, Cultural Resources, of this DEIR.
Southwest corner of El Centro Street and Diamond Avenue (catty-corner from the site)	A two-story mixed-use building	<b>Compatible:</b> The project would be a three-story mixed-use development.

### 3.4 LAND USE AND PLANNING

Direction	Use	Compatibility
Northwest corner of El Centro Street and Diamond Avenue (east of the site, across Diamond Avenue)	The three-story Golden Oaks apartment building	<b>Compatible:</b> The project would include housing.
Southwest corner of Diamond Avenue and Mission Street (east of the site, across Diamond Avenue)	A two-story mixed-use building with ground-floor storefronts on Mission Street	<b>Compatible:</b> The project would be a three-story mixed-use development with ground-floor storefronts and housing above.

As shown above, the project is compatible with existing land uses and impacts would be **less than significant**.

#### Mitigation Measures

None required.

### 3.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

#### CUMULATIVE SETTING

Land use impacts are typically isolated to a jurisdiction, except where land uses may interact or conflict with adjacent jurisdictions. Because the project site is located entirely within South Pasadena, the cumulative setting would be limited to the city.

#### CUMULATIVE IMPACTS AND MITIGATION MEASURES

#### Cumulative Land Use Impacts

**Impact 3.4.4** The project would not contribute to cumulative land use impacts associated with the division of an established community, nor would it conflict with land use plans and regulations that provide environmental protection. This impact would be **not cumulatively considerable**.

Expected population and employment growth in the city would result in land use changes as provided in the City's General Plan. The project site is currently an underutilized surface parking lot located in an area identified by the City as an area of future growth and economic vitality. As identified in Impacts 3.4.1 and 3.4.2, the project would not conflict with any applicable land use plans, policies, or regulations and would have no effect on the land use plans of surrounding jurisdictions. Thus, the project impacts would be **not cumulatively considerable** to land use impacts.

#### Mitigation Measures

None required.

**3.4.5 REFERENCES**

City of South Pasadena. 1996. *Mission Street Specific Plan*.

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