

EAST COLORADO SPECIFIC PLAN

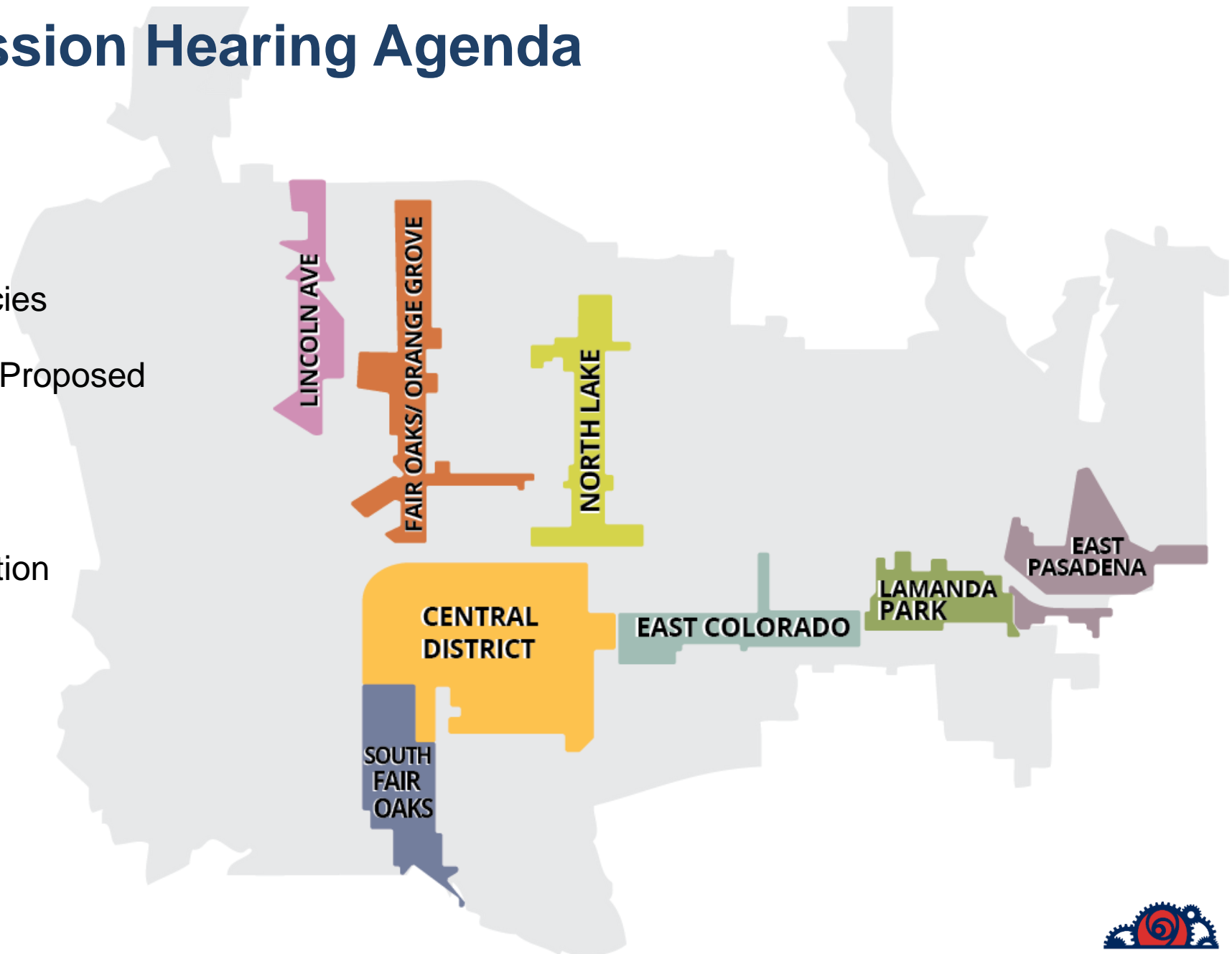
*Planning Commission Hearing
September 22, 2021*



OUR PASADENA
PUTTING THE PLAN IN MOTION

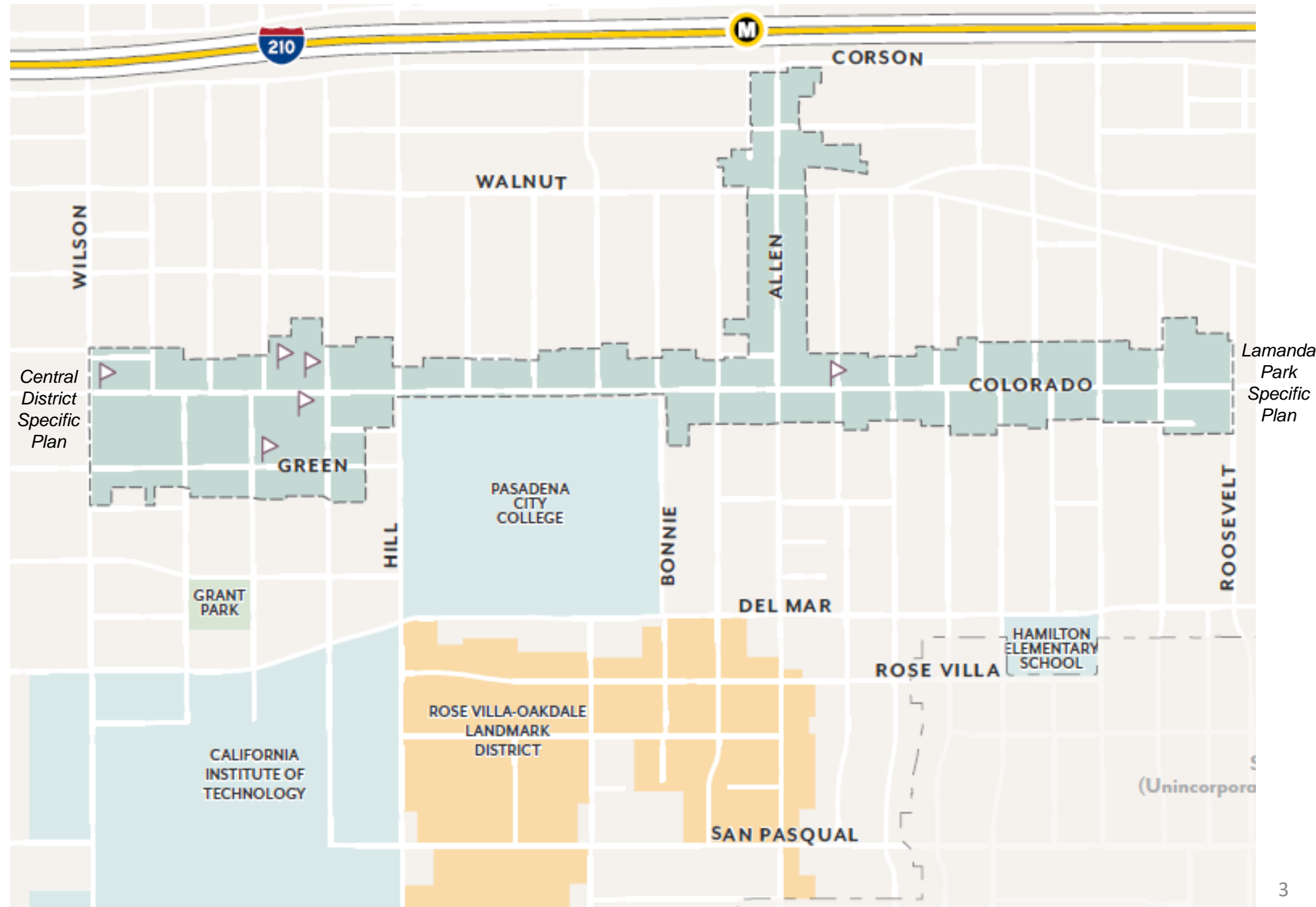
Planning Commission Hearing Agenda

- Specific Plan Context & Public Outreach
- Plan Vision, Goals & Policies
- Commission Feedback & Proposed ECSP Refinements
- Plan Implementation
- Environmental Determination
- Recommendation



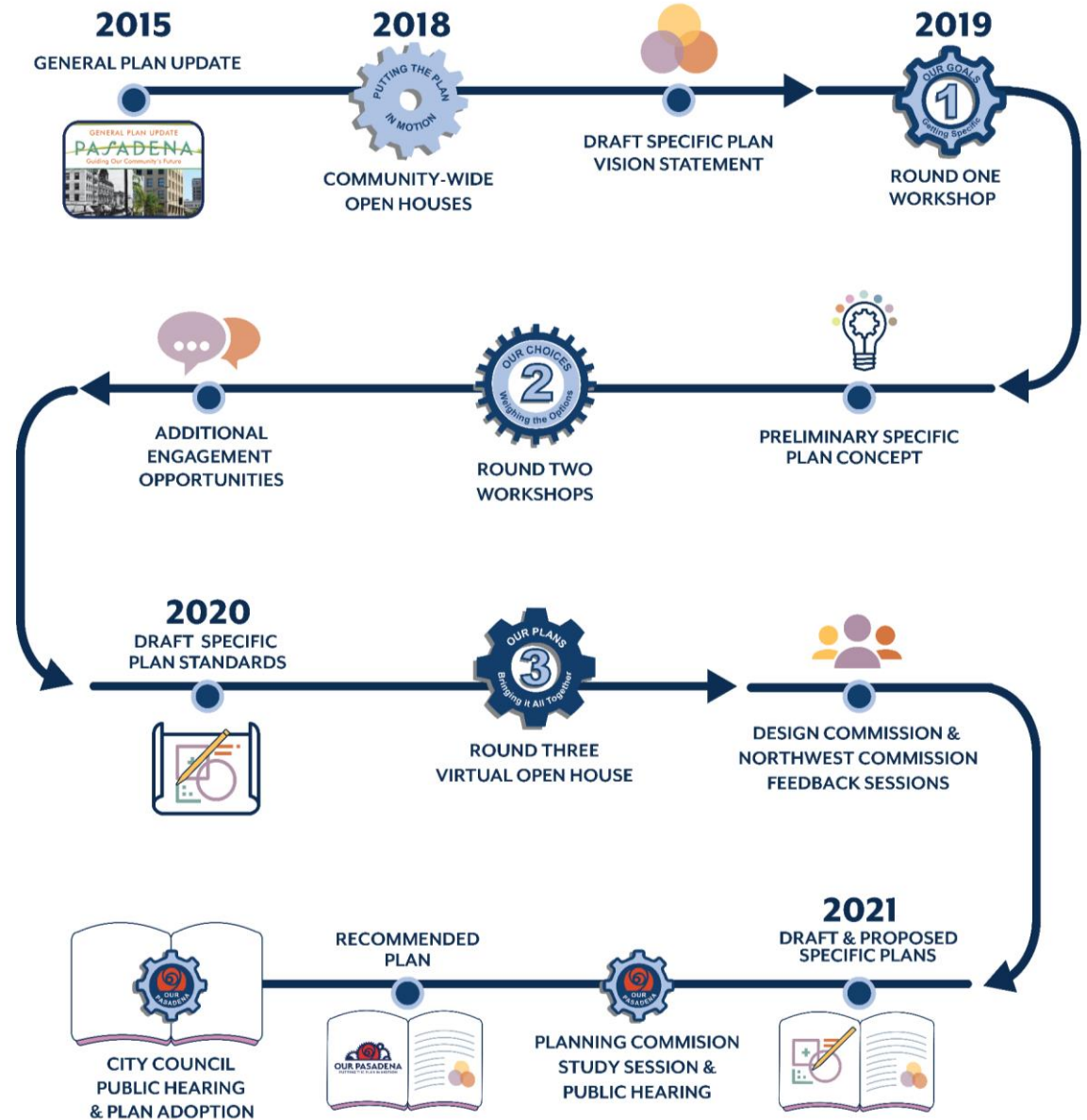
Context

- South of the 210 freeway and Allen Transit Station
- Between Central District and Lamanda Park Specific Plans
- Near PCC and Caltech
- 15-minute walk to South Lake, Playhouse District



Community Engagement Process

- Open Houses – *Approx. 150 participants*
- Round 1 Workshop – *Approx. 30 participants*
- Pasadena City College Pop-Up Event – *Approx. 55-65 participants*
- Community Walking Tour– *Approx. 45 participants*
- Round 2 Workshop – *Approx. 30 participants*
- Youth Summit– *Approx. 30 high school students and 10 youth ambassadors*
- Round 3 Virtual Open House & Webinar – *Approx. 2,667 website users & 75 participants to live webinar*



Community Engagement Overview



Postcard mailers sent to all properties within the current ECSP boundaries and within a 500-ft radius of the boundary

OurPasadena email notifications and social media posts for interested parties who signed up for updates

Council District newsletters, flyers sent through PUSD and Pasadena Education Network, and articles in Pasadena Now

City staff direct communication with property owners, residents, youth through Pasadena Youth Ambassadors Program

PLAN VISION, GOALS & POLICIES



Vision

“East Colorado will be a community for shopping, dining, learning, and living within a vibrant and well-connected mixed-use district that provides multi-family housing and neighborhood businesses accessible to transit.”

Plan Objectives



1. Mixed-Use Corridors

A mix of new and existing neighborhood commercial uses, public amenities, and housing options to serve families, students, and faculty

2. Pedestrian-Oriented Districts

A series of well-connected pedestrian-oriented districts each with their own character, supported by an engaging urban form and public realm

3. Compatible Character

High quality development that is compatible with the existing character, scale, and surrounding neighborhoods

Plan Objectives



4. Walkable Streetscapes

A walkable community with enhanced sidewalks and connective paseos to make transit and destinations comfortable and pleasant to access

5. Multi-Modal Mobility

A community that supports traveling without a car and provides safe and comfortable options for getting around

6. Greening & Open Space

A livable and sustainable community with rich landscaping and open space

Goals and Policies

Plan Area-Wide Topics:

- Public Realm & Community Cohesion
- Development & Design
- Economic Development

Organized by Subarea:

- Mid-City
- College District
- Gateway
- Eastern Corridor
- Allen Residential
- Allen Transit

MID-CITY SUBAREA



Goal 8. A cohesive mixed-use district with a strong sense of place and supportive land uses that takes advantage of close proximity to PCC, Caltech, and South Lake.



Policies:

- 8.a. Mix of Uses.** Encourage housing, neighborhood businesses, and entertainment options to support the PCC and Caltech communities to create a full service district.
- 8.b. Unit Mix.** Support a mix of unit sizes including micro-units, co-housing, and three bedrooms or more in residential developments to support families and students.
- 8.c. Cohesive District.** Connect Colorado Boulevard and Green Street through new development and activity, enhanced streetscapes, new public open spaces, and mid-block pedestrian paseos to create a cohesive district west of PCC.
- 8.d. Connections to PCC.** Strengthen connections between PCC and Green Street through pedestrian-oriented development and an improved tree canopy between Holliston and Hill Streets.

PROPOSED ECSP REFINEMENTS



Planning Commission Study Session – August 25

Public Comments

- Desire to restrict drive-through establishment or expansion in the plan area due to potential impacts to residential neighborhoods
- Consider increasing heights, excluding mechanical equipment from floor area, reassessing open space thresholds, and increasing flexibility in standards overall for research & development uses to encourage these uses in the plan area

Planning Commission Comments

- Consider expanding plan boundary to include last two parcels along Green, between Holliston and Hill.
- Augment language in the proposed plan to discuss relationship to the Central District and Lamanda Park Specific Plan areas
- No desire to allow new drive-through uses, as this is conflict with desire for enhanced pedestrian mobility
- Support for mixing residential and commercial ground floors and establishing flexibility
- Support for paseos in general, with some concerns about implementation, impacts on businesses, and feasibility
- Support for transparency requirements and improvements for how people access buildings and businesses
- No strong preference between allée vs. single row with landscaped setbacks concepts on north/south streets to connect Green and Colorado; interest in additional shade trees to supplement slow-growing oaks
- Some concern with proposed density within Gateway, Allen Transit, and Mid-City; interest in considering increased density near Hill/Colorado
- Request for information on potential height, density of future development with density bonus provisions
- Revise terminology throughout all Specific Plans to clarify that requirements pertain to privately owned, but publicly accessible open space, rather than publicly owned open space
- Support for corner plaza requirement at intersection of Allen/Colorado
- Create flexibility in open space requirements for research & development uses within the plan area

Specific Plan Boundary

Feedback

- Interest in including the remaining parcels along E. Green Street between S. Holliston Avenue and S. Hill Avenue within the ECSP area

Response / Approach

Hill Avenue Branch Library

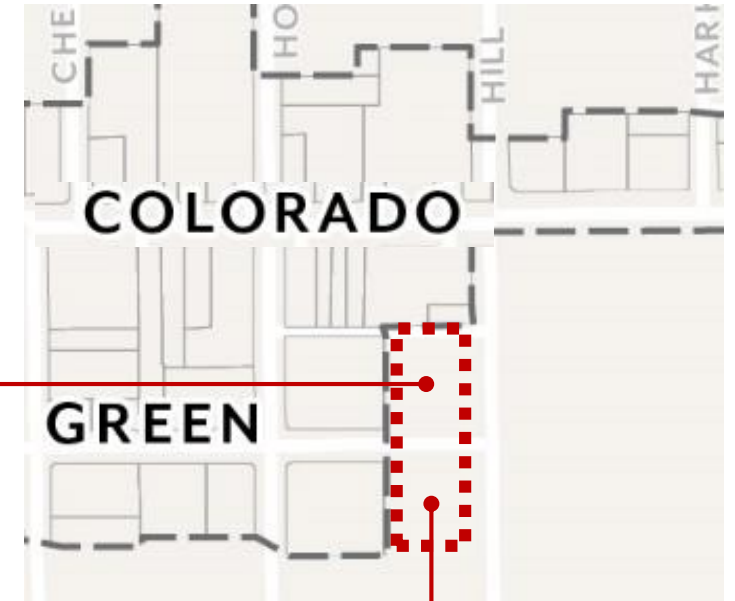


→ *City-owned public facility*

St. Philip the Apostle Church



→ *Institutional use regulated by CUP*



- Any significant redevelopment proposal on these parcels would require zone change and/or CUP, including public review processes
- Recommendation to not include additional parcels in the plan area

Relationship to Adjacent Specific Plans

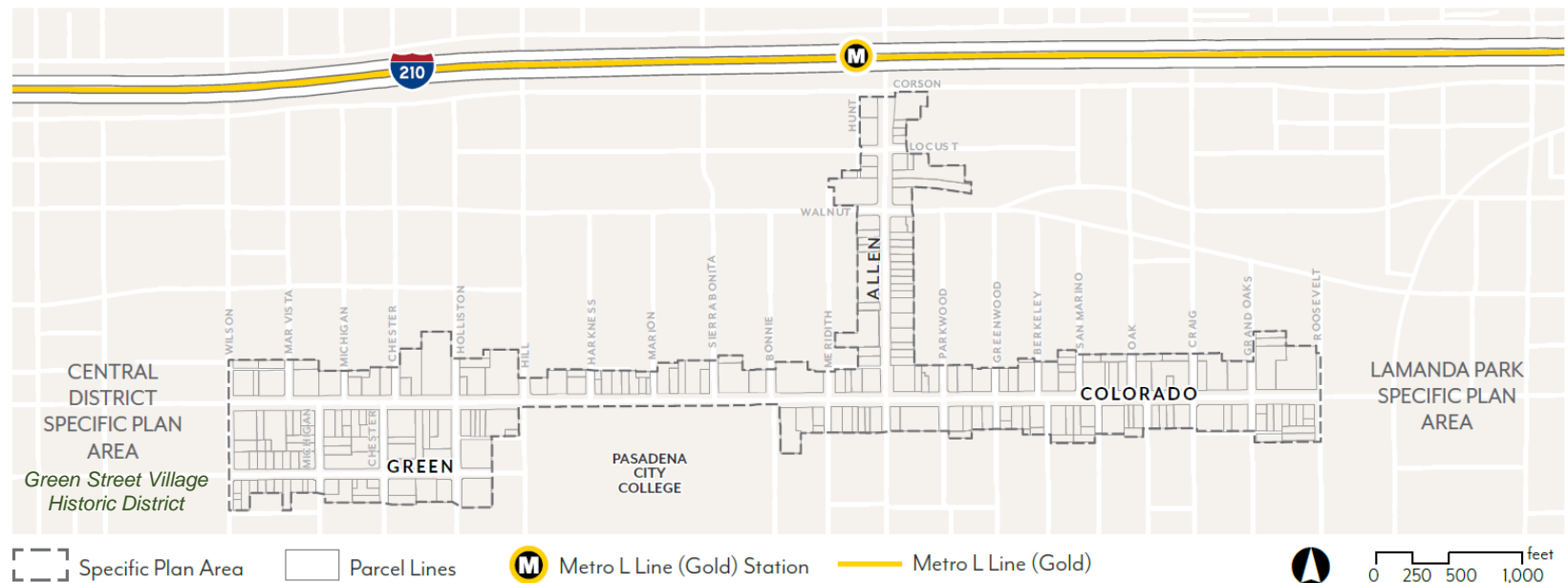
Feedback

- Reference relationships to the Central District and Lamanda Park Specific Plan areas

Response / Approach

- Introductory text in Chapter 1 revised and references to adjacent specific plans added to Map 1.1-1

Map 1.1-1: East Colorado Specific Plan Area



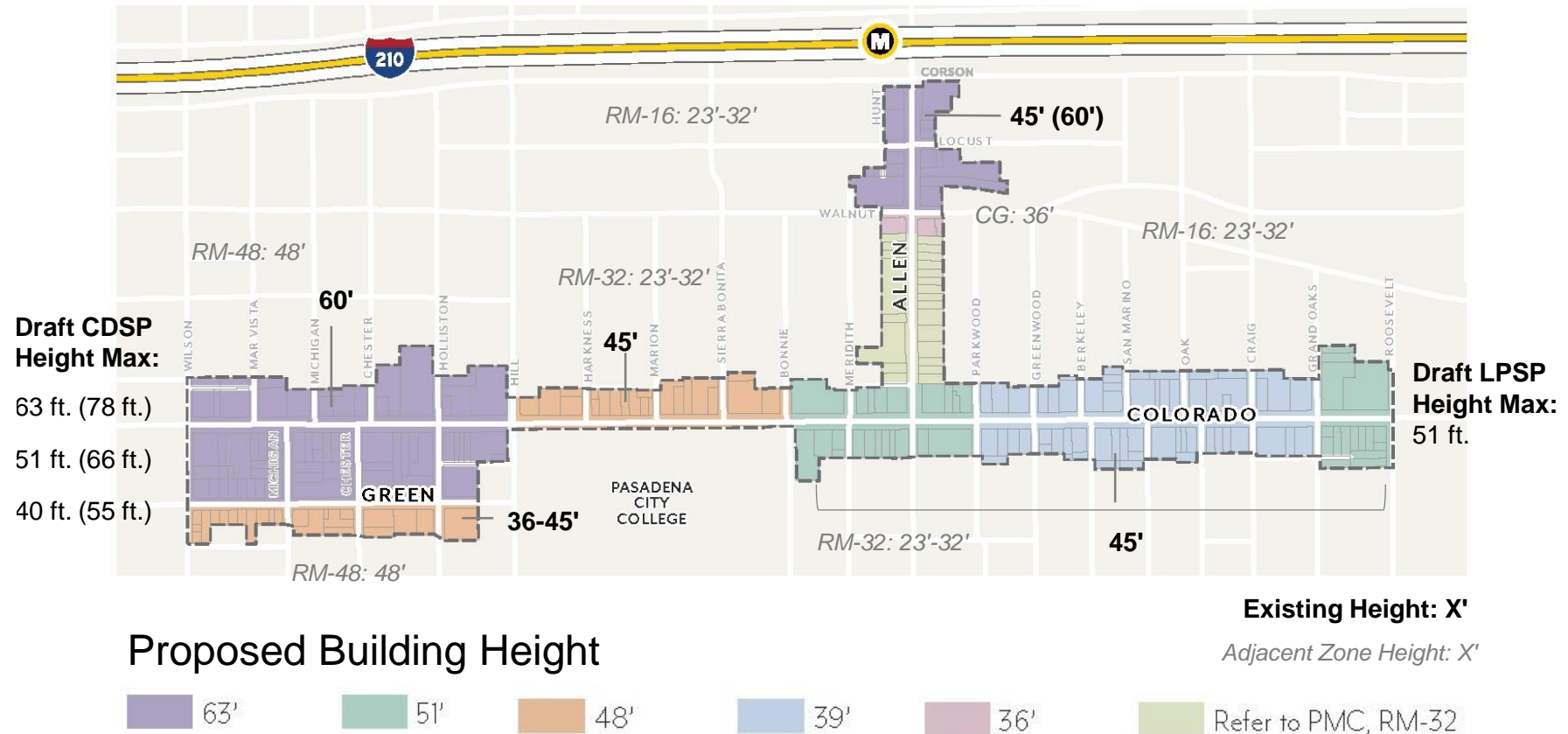
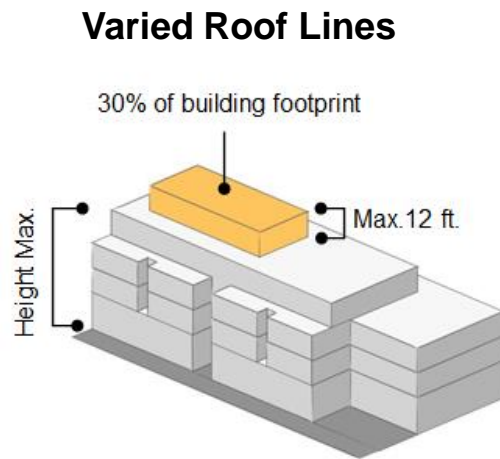
Building Heights

Feedback

- Request for information on potential height of future development when adding density bonus provisions

Response / Approach

- Projects seeking Density Bonus typically receive an extra story
- Upper floor stepbacks still apply to DB projects



Publicly Accessible Open Space

Feedback

- Concern with the use of the term 'public open space' to describe the requirement for private development to include open space that is accessible to the public

Response / Approach

- Replace term 'public open space' with 'publicly accessible open space' (PAOS) throughout proposed plan

Publicly accessible open space:

A usable open space freely available to the public to use.

Subject to minimum dimension requirements established by the Specific Plan.



Mid-City Green Connections

Feedback

- Interest in alternative tree species to supplement slow-growing oaks and create more near-term shade along Michigan and Chester

Response / Approach

- In addition to the oak species designated by Master Street Tree Plan, recommend Fern Pines as faster growing alternative
- Fern Pine and oaks complement one another, support aesthetic and sustainability objectives
- Consideration for Urban Forestry and community when amending Master Street Tree Plan in the future



Paseo Requirements

Feedback

- General support for the concept of paseos
- Some concerns about implementation, impacts on businesses, and feasibility

Response / Approach

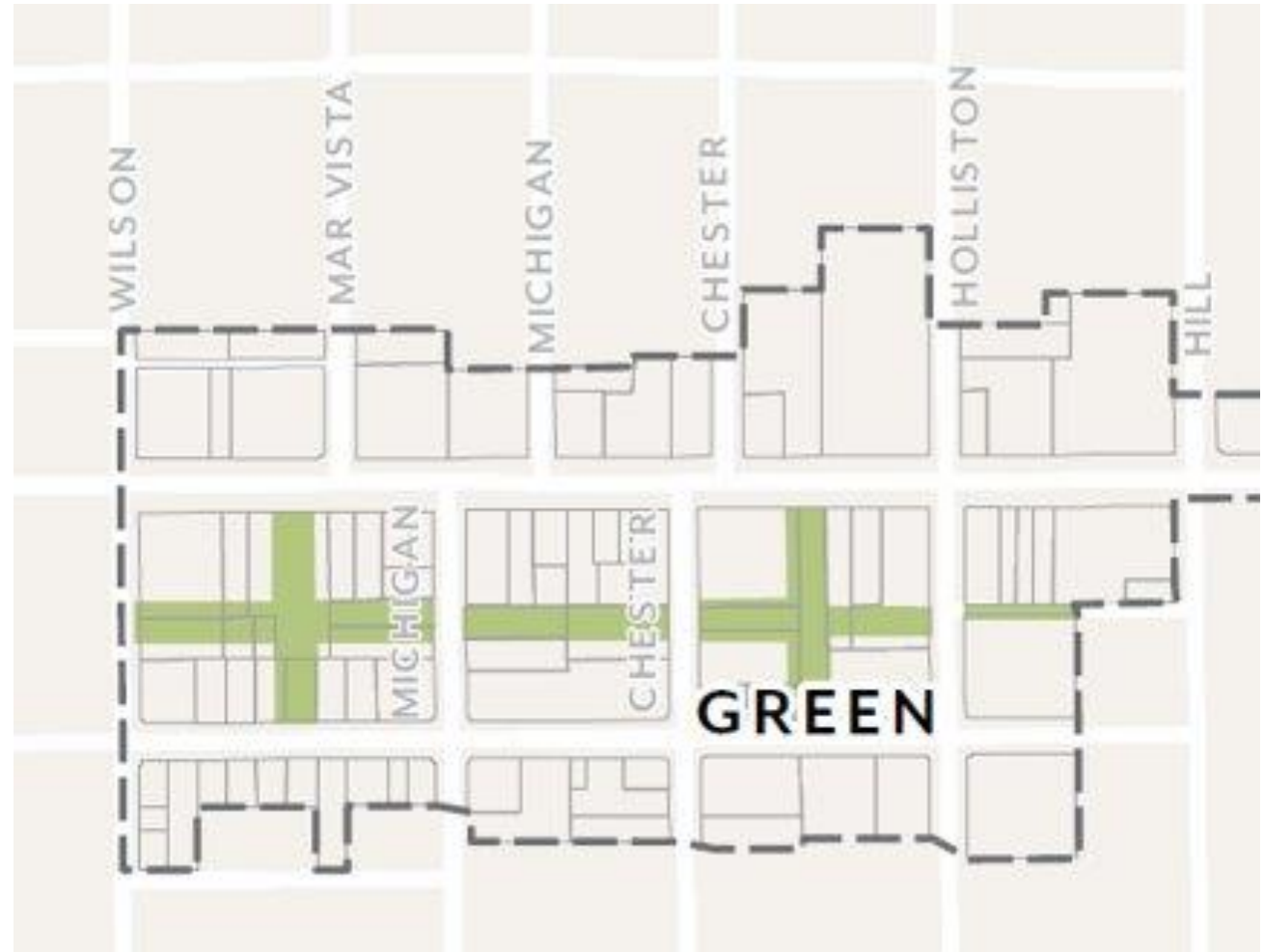
- Accommodated within private property; would not cause street closures or affect traffic circulation
- PAOS is required for projects over 80,000 sf in designated locations
- Does not require additional square footage beyond what is required as part of a project's PAOS requirement
 - If additional square footage is needed to meet paseo dimension standards, common open space may be applied



Westgate paseo example: residentially-lined paseos

Paseo Implementation

- Implemented over time as new development occurs
- Paseo opportunity areas, shown in green, provide a range of siting opportunities to meet the intent of through-block connectivity
- Opportunity areas were identified based on likelihood of adequate-scale redevelopment and need to reduce large block sizes to improve walkability and urban design



Paseo Design Standards and Guidelines

- Requirements include:

- Minimum average width
- Accessibility and opening hours
- Must be at ground level
- 25% enhanced paving
- 25% planted area with minimum tree requirement
- Blank wall limits

- Additional design guidelines

6.3.5 PASEOS

- A. **Dimensions.** Paseos shall have an average width of 25 feet, minimum width of 15 feet, and be a minimum of 75 percent open to the sky. Paseos shall have a walk zone with a minimum width of:
- » 10 feet for commercial / mixed-use paseos.
 - » 8 feet for residential-only paseos.
- B. **Access.** Paseos shall be physically and visually accessible from the connecting public sidewalk.
1. Fences, walls, and/or entry gates are permitted; however, these features shall not block passage through the paseo during public hours.
 2. Bollards (fixed or removable) shall be provided at all entry points of paseos to restrict vehicular access during public hours.
 3. Emergency vehicular access shall be provided.
- C. **Signage.** Paseos shall have signage visible from the adjacent sidewalk identifying the space as a publicly-accessible amenity and listing public hours. In paseos that have commercial frontages, a directory signage shall be provided at each entry to the paseo. Specific sign guidelines shall be created for all properties with building facades immediately adjoining the paseos.
- D. **Hours.** At a minimum, paseos shall be open to the general public from 8 a.m. to 8 p.m.
- H. **Stormwater Management.** A minimum of 25 percent of the total paved area shall be permeable paving to allow for stormwater infiltration. Depending on soil and site conditions, infiltration and/or flow-through planters shall be installed to capture and treat 100 percent of the stormwater run-off on-site.
- I. **Seating.** Seating shall be provided within the paseo at a minimum of 1 seat per 300 square feet of required space. Fractions shall be rounded down to the nearest whole number.
- J. **Landscape.** A minimum of 25 percent of paseo area shall be planted area a minimum of 30 inches in length, width, and depth. Landscaping shall comply with PMCI7.44.
- K. **Trees.** A minimum of one 24-inch box tree per project or per each 750 square feet of paseo area, whichever is greater, shall be planted. For projects with 2 or more trees, a minimum 50 percent of trees planted shall be shade trees.
- L. **Maintenance.** The paseo area, including landscape, hardscape, and all features, shall be maintained by the property owner or designated agent.
- M. **Blank Walls.** Paseos shall adhere to the blank wall standards defined in Section 6.2.3, or provide one of the following mitigations:
1. Green wall, vines, or other vertical landscaping element that covers a minimum of 75 percent of non-conforming blank wall area.
 2. Public art including, but not limited to, murals.

PASEO GUIDELINES

Framing & Dimensions

- » Walls facing the paseo should adhere to façade modulation standards defined in section 6.1.7.
- » In addition to meeting the parking standards defined in section 6.4, parking lots or structures facing a paseo should be screened with landscaping or creative, pedestrian-friendly architecture.
- » Storefronts (commercial), and unit entries or stoops (residential) should front onto the paseo when possible.
- » Design paseos to maintain direct sight lines between opposite entrances, where possible. If paseos are required to jog due to project constraints, maintain angled views to indicate it is not a dead end, or manage jogs through wayfinding and lighting to increase safety.
- » A mix of direct sunlight and shade should be provided through shade structures, landscaping, and building massing.
- » The design of connector paseos should consider the width of the paseo to height of the building to manage pedestrian scale and a sense of enclosure. Recommended proportion is 1:2.5 (width: adjacent building height), where possible.



Public paseos provide walkable connections, and can offer opportunities for outdoor dining. Landscaping and trees provide shade and improve aesthetics.

Accessibility & Safety

- » Paseos should include a sufficient amount of lighting for night-time use.
- Lighting should be an integral component of the overall paseo design and is encouraged to be incorporated in public art.
- Lighting should be pedestrian scaled, including both low-level pathway lighting and overhead wall mounted fixtures.
- » Paseo entrances, storefronts, unit entries, and stoops facing the paseo should be designed and lighted to prevent hiding spaces.

Amenities & Programming

- » Paseos should include at least one special feature such as a public art piece or water feature.
- » Bike racks and scooter parking areas should be provided near entrances, without obstructing walkways.
- » Non-transactional programming should be encouraged to activate the space without financial barriers to entry.



Example of paseo-facing retail facade with pedestrian-scale lighting



Paseo with enhanced paving, landscaping, and seating

Drive-Through Uses

Feedback

- No interest in allowing new drive-through uses to be established in the plan area, as this would conflict with the desire for enhanced pedestrian mobility

Response / Approach

- Prohibit new drive-through uses anywhere in the plan area
- Allow existing drive-through uses to be altered or enlarged, but such alterations would require approval of a MCUP, consistent with existing Zoning Code
- To address concerns about the impact of drive-through uses on pedestrian mobility and neighboring residential uses:
 - Policy 5.f. **Pedestrian Place.** Require site planning, architecture, and landscaping to support pedestrian-oriented places that focus activity on the street.
 - Any future application for a MCUP to alter or enlarge an existing, nonconforming drive-through use would require a finding of consistency with this and other policies

Research & Development (Office/Non-Office)

Feedback

- Interest in increasing flexibility in development standards for R&D uses: height, mechanical equipment exclusion, and setbacks requirements

Response / Approach

- Support R&D uses by removing the ground floor use limitation on Green St. east of Holliston Ave
- Reduce setback range from 5-8' to 3-8' to allow for additional buildable area
- Considering limited FAR exemption for R&D use mechanical rooms along Green St. East of Holliston
 - Existing PMC 17.50.240 gives an allowance for an additional 10' of height for R&D Facilities



Setback
range: 3'-8'

R&D Publicly Accessible Open Space

Feedback

- Remove open space requirement for R&D uses

Response / Approach

- Exceptions to open space requirements for R&D (Office & Non-Office) uses to make it easier for these desirable uses to be within the plan area, close to Caltech and PCC:
 - Up to 50% reduction of Common Open Space and Publicly Accessible Open Space east of Holliston, subject to review and approval of Design Commission
 - Require R&D use that utilized open space reductions to remain a R&D use for at least 5 years

Common Open Space:

A usable open space shared among residents within a building or development; includes shared indoor and outdoor spaces unless otherwise defined.



PLAN IMPLEMENTATION

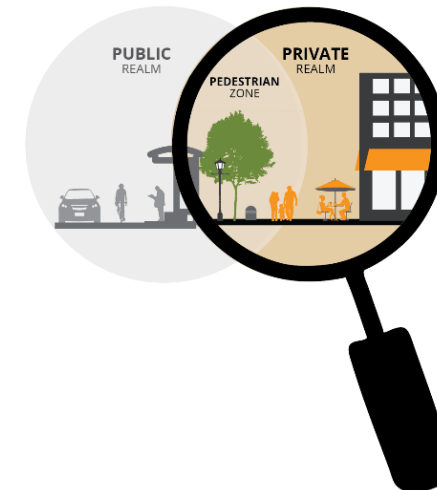


Implementation Actions

- Implementation chapter identifies actions by category, timeframe, and responsible parties
- Ongoing implementation processes:
 - ✓ New development + project approval (includes applicability of Design Guidelines and other citywide policies)
 - ✓ Development caps and tracking
 - ✓ Capital Improvement Projects

General Plan Land Use Element (2015) Development Capacities:

Residential Units	Commercial Square Feet
300	300,000



Near- and Medium-Term Implementation Actions

Near Term

- Review the **Master Street Tree Plan** to consider Plan recommendations

Medium Term

- Implement next phase of the **Allen Station Gold Line Safety Enhancement project**
- Work with DOT to identify opportunities for safety and mobility improvements consistent with **Complete Street Program**, including cooling strategies aligned with **Cooling Pasadena Program**
- Support implementation of bicycle infrastructure aligned with DOT's **Bicycle Transportation Action Plan**, including proposed greenways with traffic calming improvements and future bicycle facilities
- Explore opportunities for **public art** through temporary installations, streetscape/underpass enhancements, business partnerships
- Consider formation of a **Business Improvement District / Property-Based Business Improvement District** to strengthen placemaking and marketing opportunities

ENVIRONMENTAL DETERMINATION



Addendum to the General Plan EIR

General Plan EIR

- Analyzed potential citywide impacts associated with the 2015 GP including specific plan amendments, which updated development caps within each specific plan area
- Pursuant to the CEQA Guidelines, CEQA review for the Pasadena's specific plan areas may tier from the GP EIR
- An Addendum to the GP EIR was prepared to confirm that none of the conditions requiring preparation of a subsequent EIR or Negative Declaration have been triggered

Addendum

- Address potential site-specific environmental impacts associated with the update to the ECSP
 - No substantial changes are proposed to the ECSP as described and analyzed in the GP EIR;
 - ECSP would not result in new significant impacts not discussed in the GP EIR;
 - No increases in severity of any significant impacts previously identified in the GP EIR;
 - No mitigation measures or alternatives previously found infeasible are now feasible and would reduce significant impacts; and
 - No new mitigation measures or alternatives are being considered that are different than those included in the GP EIR.

RECOMMENDATION

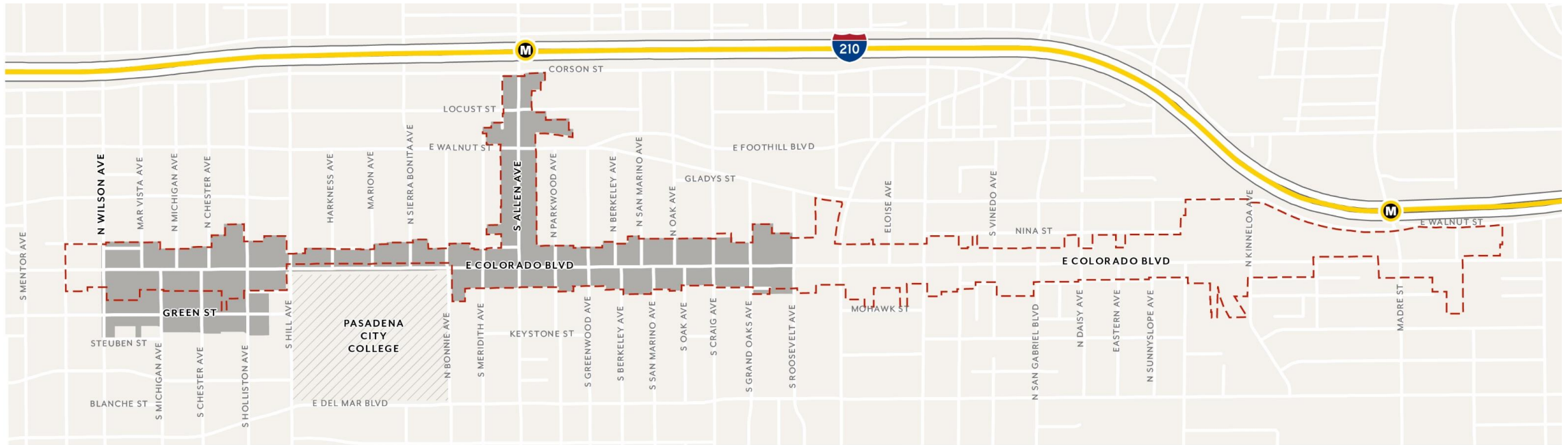


Recommendation

It is recommended that the Planning Commission:

1. **Recommend** that the City Council consider an Addendum to the 2015 Pasadena General Plan Environmental Impact Report (EIR), along with the EIR, and find that the Addendum properly discloses only minor technical changes or additions to the EIR, and none of the conditions triggering a subsequent or supplemental EIR are present, as set forth in State CEQA Guidelines Section 15164; and
2. **Recommend** that the City Council make the Findings for Approval for the General Plan Land Use Diagram Amendments, Specific Plan Amendment, and Zoning Code Map and Text Amendments in Attachment A and approve the proposed East Colorado Specific Plan (ECSP) in Attachment B.

General Plan Land Use Diagram Amendment

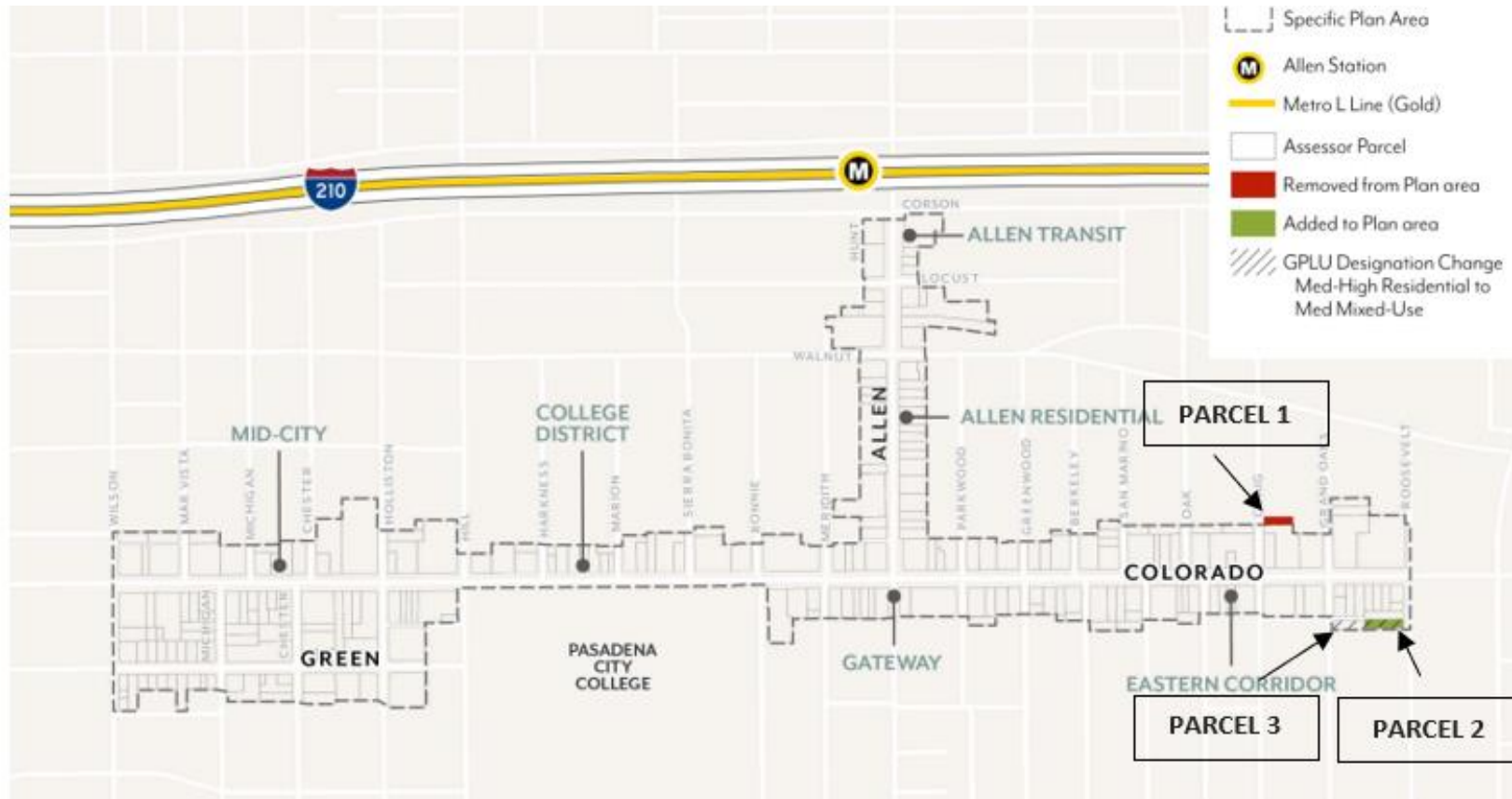


A **General Plan Land Use Diagram amendment** is recommended to add and remove parcels and update the land use categories depicted on the Land Use Diagram, as proposed in the ECSP

- Update the ECSP boundaries in the GPLU Diagram to reflect the recommended plan boundary by removing parcels east of Roosevelt Avenue and west of the Eaton Wash, as these parcels are now within the Lamanda Park Specific Plan area;



General Plan Map Amendment



- Remove one parcel (**Parcel 1:** APN 5746-008-047) from the ECSP boundary;
- Add one parcel (**Parcel 2:** APN 5747-006-040) to the ECSP boundary and update the land use designation from Med-High Density Residential (0-32 du/ac) to Med Mixed Use (0-87 du/ac); and
- Update the land use designation on one parcel (**Parcel 3:** APN 5747-006-026) from Med-High Density Residential (0-32 du/ac) to Med Mixed Use (0-87 du/ac and 0-2.25 FAR).

Zoning Code Text Amendment

Chapter 17.31 - **East Colorado** Specific Plan



17.31.010 - Purpose of Chapter



This Chapter lists the land uses that may be allowed within the zoning districts established by the **East Colorado** Specific Plan (ECSP), determines the type of land use permit/approval required for each use, and provides basic standards for site layout and building size.

17.31.020 - Purposes of ECSP Zoning Districts

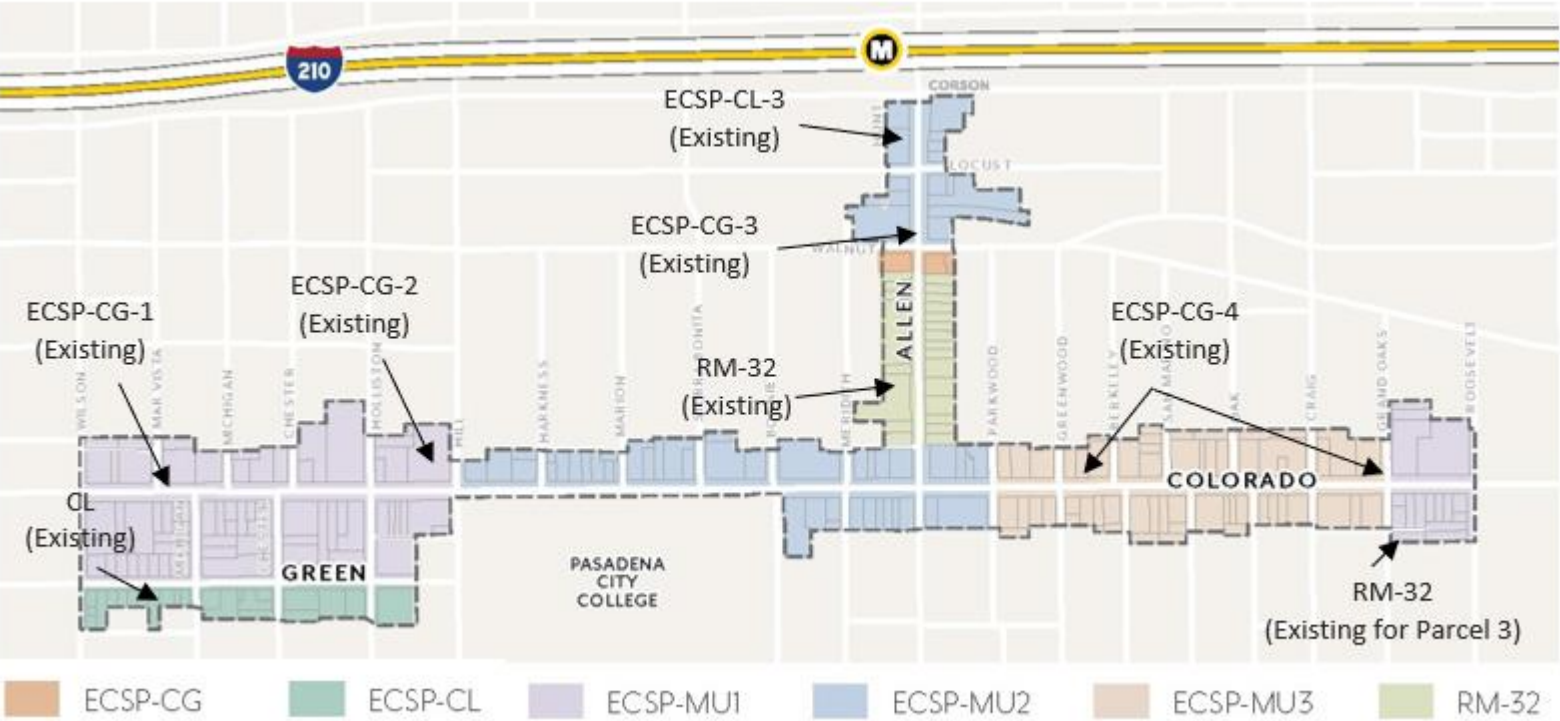


The purpose of the ECSP zoning districts is to implement the **East Colorado** Specific Plan by balancing and optimizing economic development, historic preservation, and the maintenance of local community culture, and to:

- A. Promote a vibrant mix of land uses, a unified streetscape, and a series of distinctive "places" along the Boulevard.
- B. Improve the appearance, function, and urban ambiance of **East Colorado** Boulevard.
- C. Identify areas of **East Colorado** Boulevard, which are appropriate locations for developing mixed-use and housing projects, and areas where commercial development should be concentrated.
- D. Retain the eclectic mix of uses and protect the vitality of small, independent businesses. Uphold Colorado Boulevard as a location for specialty and niche retail businesses.
- E. Beautify the streetscape through installation of street trees, street and median landscaping to soften the urban edge, and a consistent selection of urban furnishings.
- F. Create a pedestrian-friendly environment that balances the needs of pedestrians and vehicular traffic, recognizing the heavy local and regional use of Colorado Boulevard.
- G. Protect historic resources and honor the past of Colorado Boulevard and its surrounding communities through subarea identification and remembrance of Colorado Boulevard as Route 66.
- H. Effectively plan for the utilization of the light rail stations at Allen Avenue and Sierra Madre Villa at the 210 Freeway through the establishment of special development standards in these light rail "nodes".

- A **Zoning Code text amendment** is recommended in order to replace existing permitted uses and standards in [Chapter 17.31](#) of the Zoning Code with the uses and standards proposed in the ECSP to implement the plan

Zoning Code Map Amendment



- A **Zoning Map amendment** is recommended to replace existing zoning district designations indicated on the Zoning Map with the proposed ECSP zoning districts

Proposed Zoning Districts for areas to be removed and added within ECSP:

	Parcel 1 (Removed) APN 5746-008-047	Parcel 2 (Added) APN 5747-006-040
Existing	ECSP-CG-4	RM-32
Proposed	RM-32	ECSP-MU1

Existing and Proposed Zoning Districts within the ECSP:

	Zoning District					
Existing	ECSP-CG-3	CL CG	ECSP-CG-1 ECSP-CG-2 CL CG	ECSP-CG-2 ECSP-CG-3 ECSP-CL-3	ECSP-CG-4	RM-32
Proposed	ECSP-CG	ECSP-CL	ECSP-MU1	ECSP-MU2	ECSP-MU1 ECSP-MU3	RM-32; ECSP-MU1 (Parcel 3: APN 5747-006-026)

THANK YOU

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