

SOUTH FAIR OAKS

SPECIFIC PLAN UPDATE

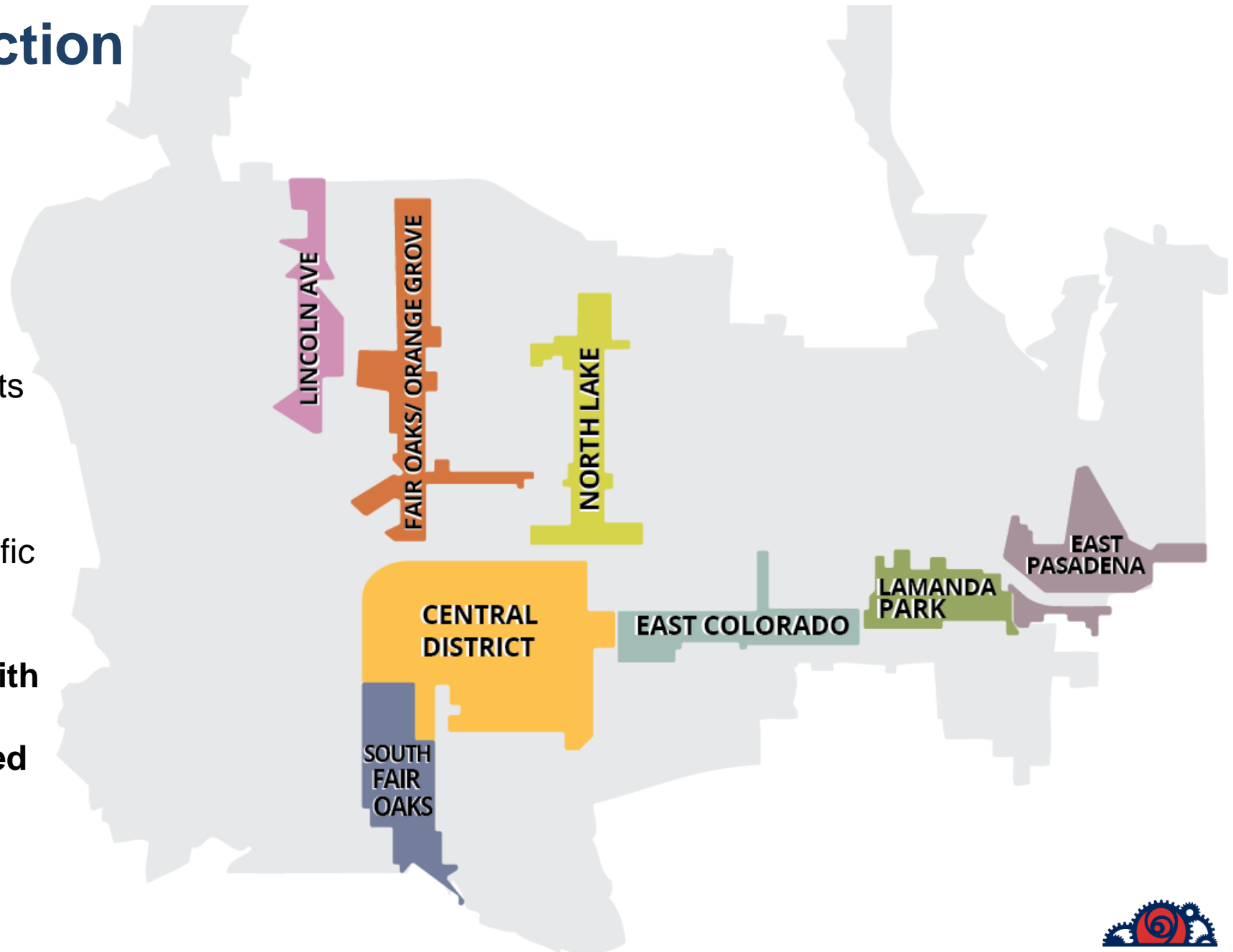
Planning Commission Study Session
October 27, 2021



OUR PASADENA
PUTTING THE PLAN IN MOTION

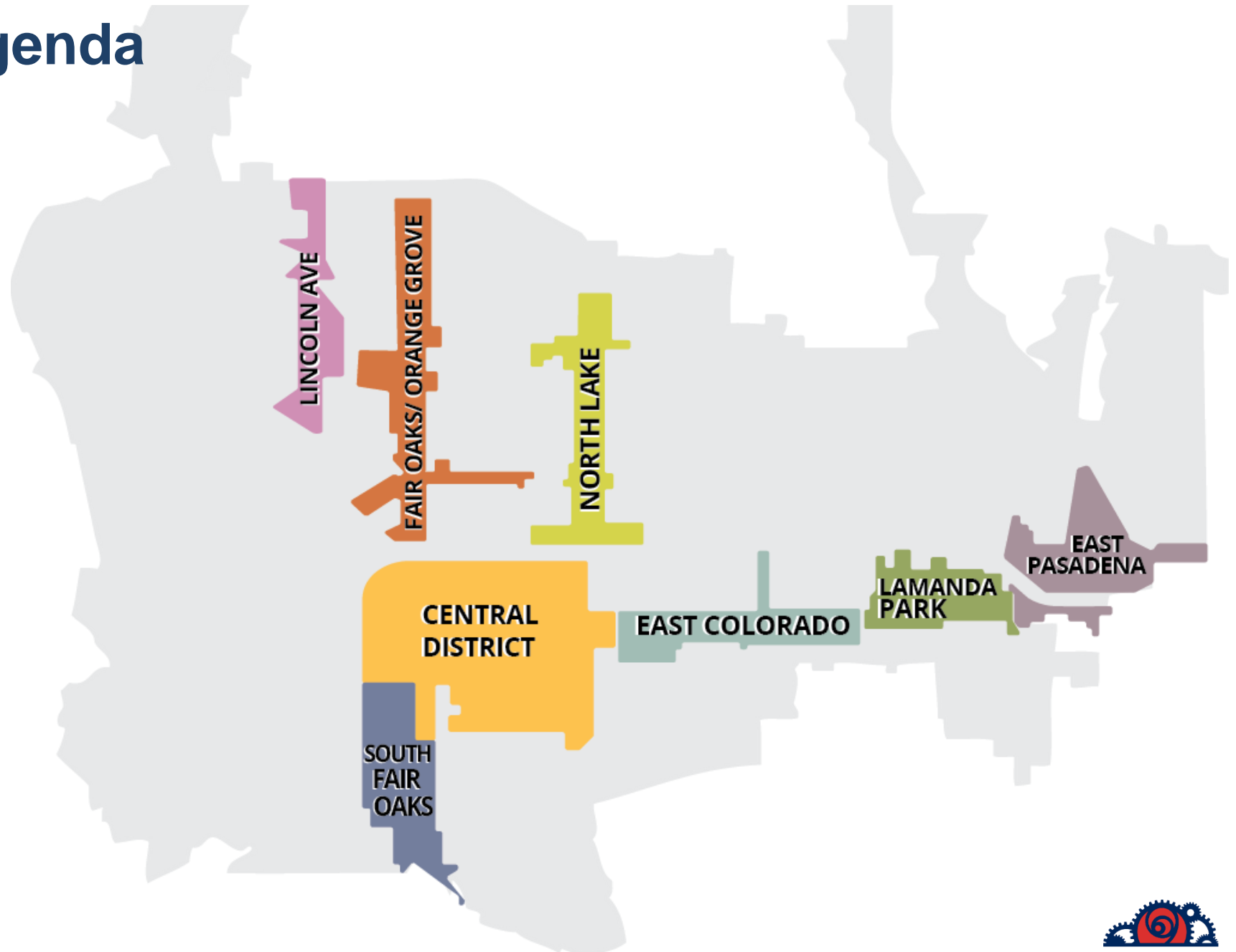
City Council Direction

- **October 18, 2021, City Council Discussion**
 - Housing crisis and local affordable housing efforts
 - State legislation
 - General Plan and Specific Plan updates
 - **Direction – Proceed with Specific Plan Updates with adjustments based on Density Bonus**



Study Session Agenda

- Specific Plan Area Context
- Community Outreach & Feedback
- Plan Concept
- Key Changes
- Discussion



Study Session Goals

- Provide update on the South Fair Oaks Specific Plan
- Seek the Commission's input
 - Development standards/guidelines in response to Council Direction
 - Other areas of the plan






SPECIFIC PLAN AREA CONTEXT



South Fair Oaks Plan Area

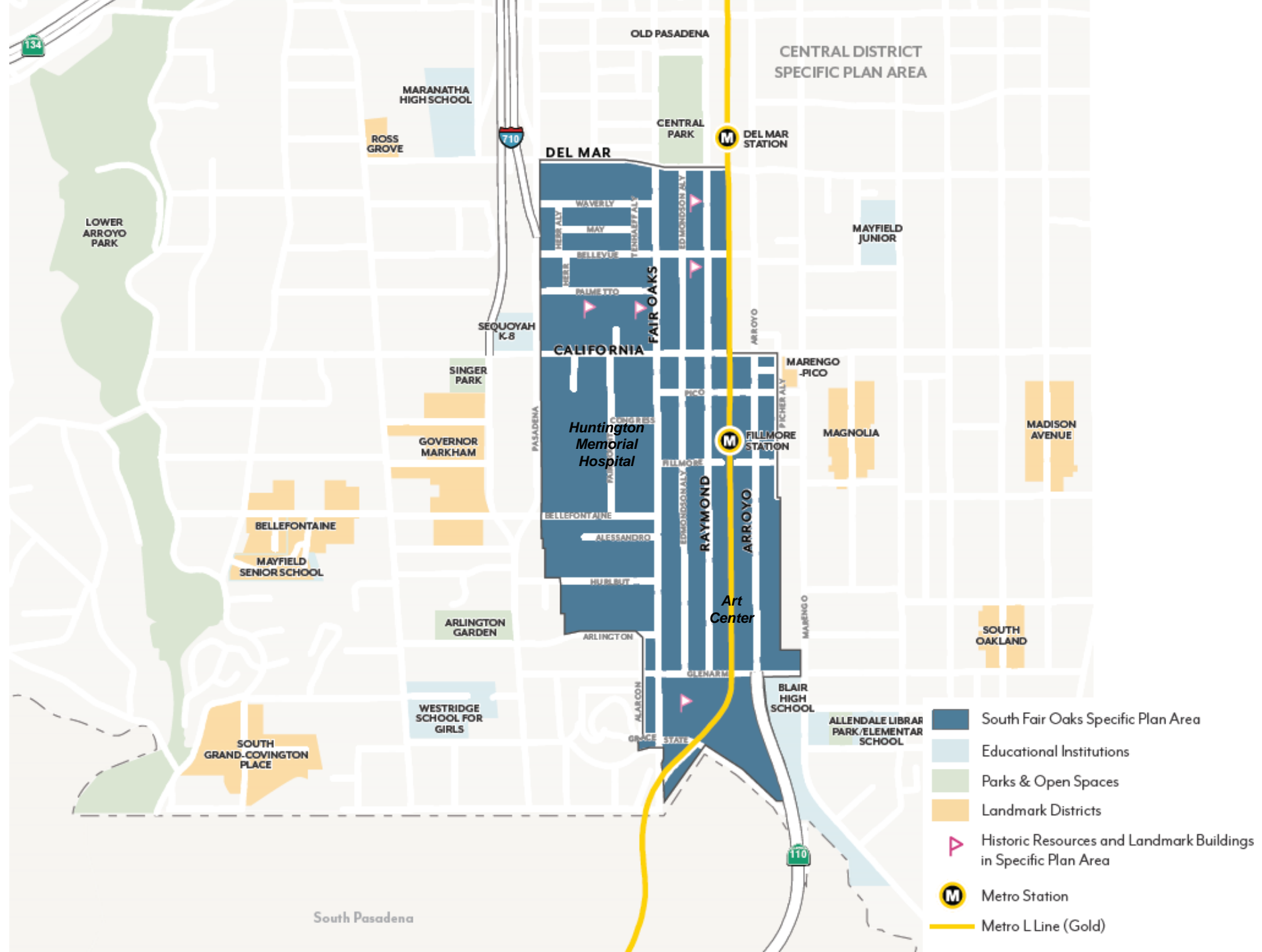


-  Metro L Line (Gold) + Station
-  1998 SFOSP Boundary
-  2021 Proposed SFOSP Boundary



Context

- South of Del Mar Transit Station, Central Park, and Old Pasadena
- Between Central District Specific Plan and City of South Pasadena
- Includes Fillmore Transit Station, Huntington Memorial Hospital, ArtCenter College of Design (South Campus)



COMMUNITY OUTREACH & FEEDBACK



Participation

- Open Houses – Approx. 150 participants
- Round 1 Workshop – Approx. 50 participants
- ArtCenter Pop-Up Event – Approx. 100 participants
- Community Walking Tour – Approx. 25 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. 470 website users & 25 participants to live webinar



Round 1 Workshop



Round 2 Workshop



Virtual Open House – October 2020

Community Feedback

- Mixed opinions on density and height proposed for most subareas
- Desire for more flexibility in allowed land uses, particularly at ground floors
- Desire to allow more multi-family housing with diverse housing types, such as micro-units and senior housing
- Mixed opinions on appropriate amount of parking to require
- Concerns from property owners about requirements for increased sidewalk widths, setbacks, paseos, and plazas
- Support for increased open space, landscaping, tree canopy, shade, and walkability



- Concerns about traffic and impacts to surrounding neighborhoods
- Preserve historic resources and promote adaptive reuse
- Balance medical uses with housing, retail, restaurants, etc.
- Explore allowing housing along Arroyo Pkwy

Design Commission Feedback

February 23, 2021

- Interest in allowing residential uses in the Arts & Innovation Flex subarea
- Desire to see more flexibility in ground floor commercial requirements
- Desire to see emphasis on creativity, innovation and 24/7 activity in the district
- Support for encouraging eclectic character and infusing different uses beyond institutional uses
- Interest in promoting wellness of users from architecture standpoint, including WELL building standards
- Support for east-west paseos to create more linkages in the district, especially given Metro right-of-way
- Interest in supporting Raymond Ave as multi-modal and pedestrian-focused street as companion to more auto-oriented streets of Fair Oaks and Arroyo Parkway



South Fair Oaks today

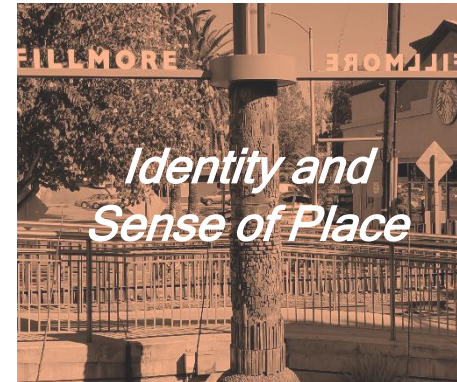
PLAN CONCEPT



Vision

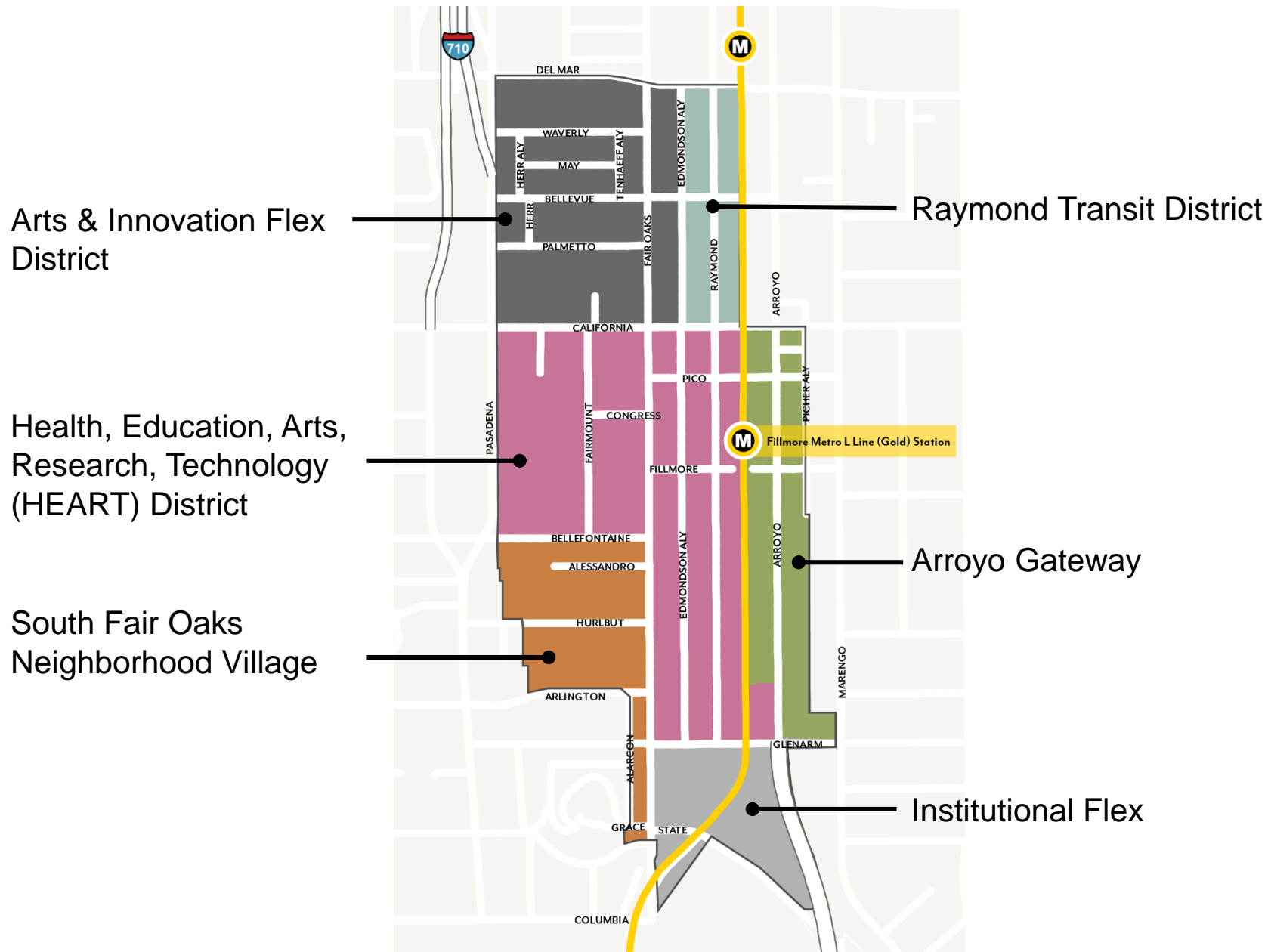
“South Fair Oaks will be a creative, innovative, and health-oriented mixed-use district that provides multi-family housing, neighborhood-serving amenities, and educational, and employment opportunities accessible to transit for residents, employees, students, and faculty.”

Key Objectives

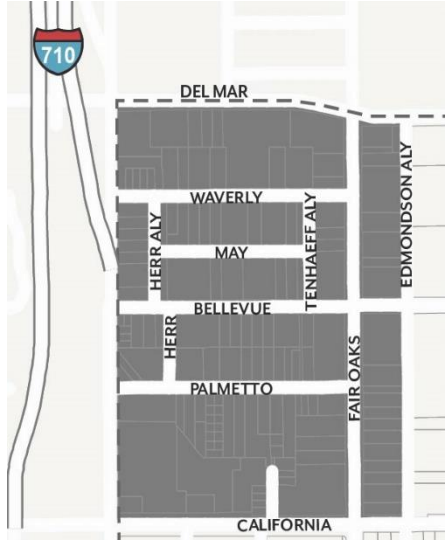


+ Others

Specific Plan Sub-Areas



Vision Concept: Arts & Innovation Flex District



- Preserve and reinforce eclectic mix of light industrial and commercial uses
- Maintain lower heights and FARs
- Emphasize flexibility to promote adaptive reuse of existing structures
- Encourage new infill commercial development that complement pre-1940s structures
- One of the few areas in City designated as R&D Flex in the General Plan

Vision Concept: Raymond Transit District



- Mixed-use community with housing near transit and neighborhood services
- Establish higher densities, FARs, and heights to encourage housing
- Allow maximum housing/commercial flexibility to support eclectic character and incentivize housing
- Encourage adaptive reuse of existing structures and new infill development that complements historic resources
- Enhance pedestrian experience along Raymond Ave to promote walkability



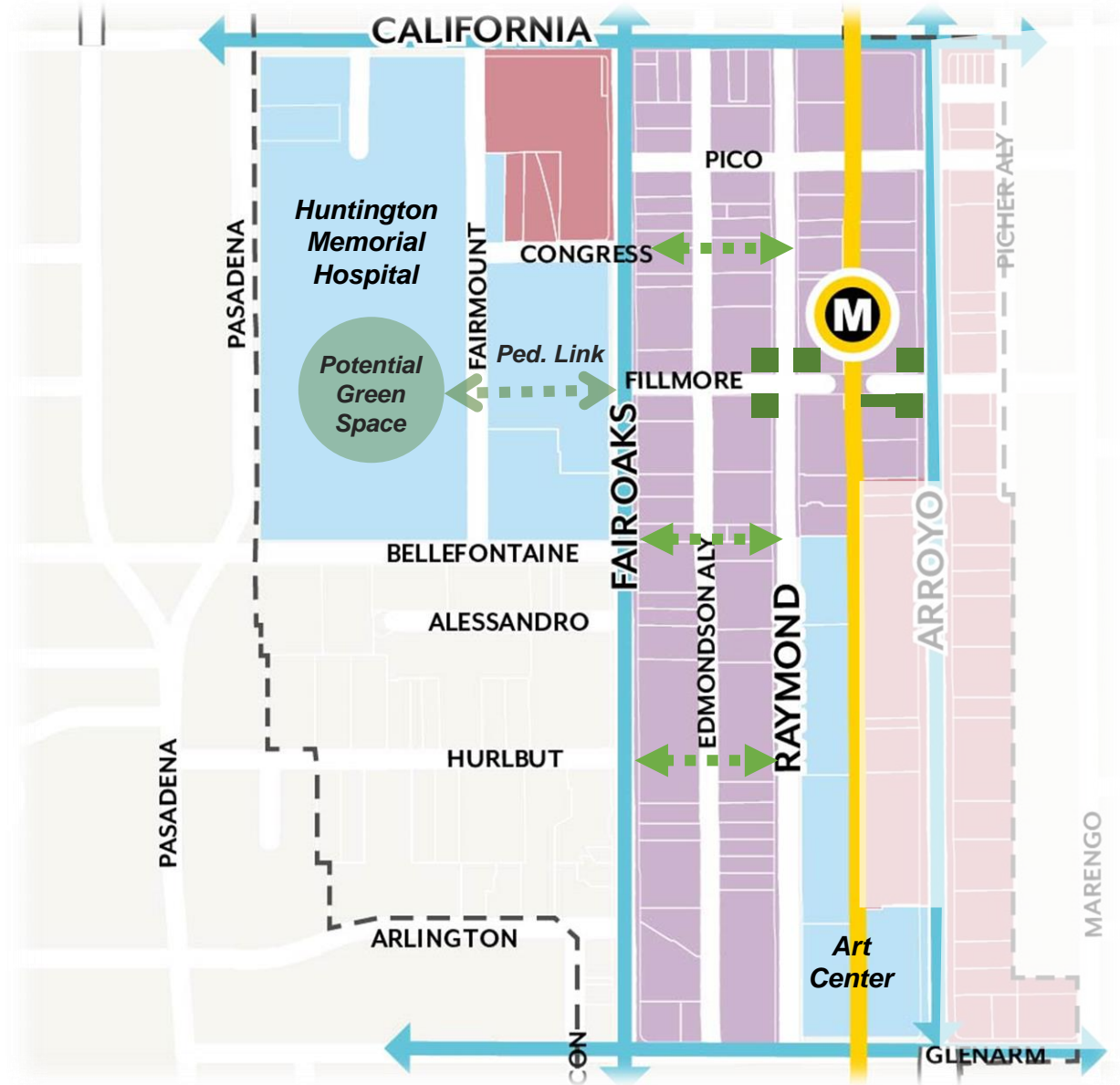
Vision Concept: HEART District



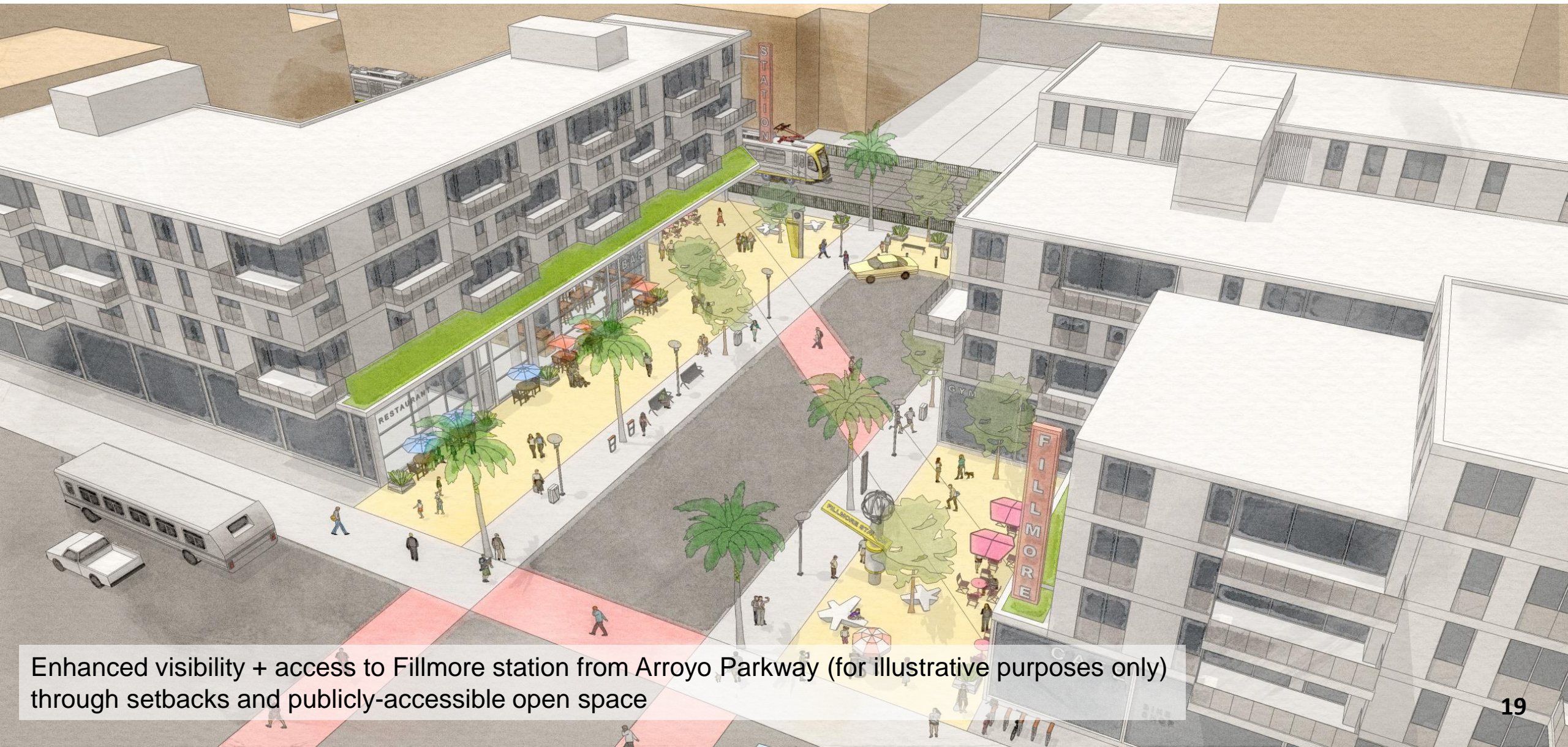
- Mix of medical-oriented uses, Art Center campus, amenities, and housing that leverage transit
- Establish higher densities and FARs to support redevelopment
- Tailor height and ground floor uses based on location and vision for the area
- Promote high-quality, creative architecture for medical office buildings through design guidelines

Vision Concept: HEART District

- Paseos to create linkages and promote a cohesive district
- Plazas along Fillmore Ave to create landmark intersections surrounding station to promote wayfinding and serve as a visual center
- Reduce parking requirement near station to encourage TOD and support feasibility of public open space
- Leverage Huntington Hospital + Art Center and explore creation of a BID focused on streetscape, public art and cultural programming



Vision Concept: HEART District



Enhanced visibility + access to Fillmore station from Arroyo Parkway (for illustrative purposes only) through setbacks and publicly-accessible open space

Vision Concept: Arroyo Gateway



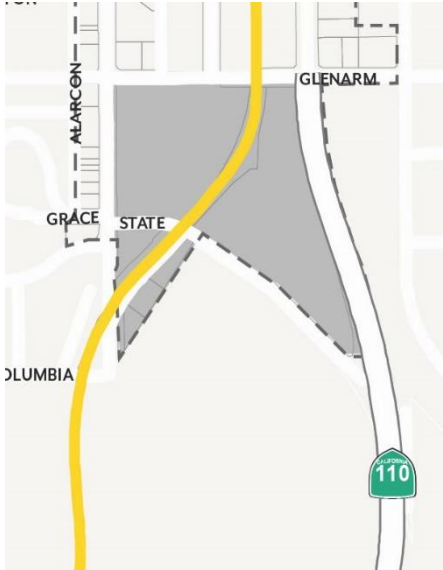
- Preserve and reinforce existing mix of commercial uses
- Maintain medium heights and FARs and allow broad use flexibility
- Encourage new infill commercial development with more pedestrian-oriented urban form
- Establish scale and massing transitions to residential uses in the rear

Vision Concept: South Fair Oaks Neighborhood



- Preserve and enhance existing mixed residential and medical care community
- Encourage new mixed-use infill development that complements variety of residential, senior housing, and outpatient services
- Reduce parking for restaurants + other commercial uses to encourage new amenities
- Promote active ground floor design along Fair Oaks Ave to engage pedestrians
- Enhance pedestrian experience along Fair Oaks Ave to promote walkability

Vision Concept: Institutional Flex



- Preserve area for future city use focusing on light industrial, utility and commercial uses
- Maintain lower FAR and height and ensure future uses are compatible with existing public and industrial uses
- Enhance pedestrian experience along Fair Oaks Ave and Glenarm St through improved setbacks, parkways, and sidewalks

Vision Concept: Scale and Walkability



Fair Oaks Ave.

Height

- 3-4 story scale north of California
- 5 story scale south of California

Setbacks

- *North of California:* 0-5 ft.
- *South of California:* 5-10 ft.

Sidewalks

- 15 ft. California to Bellefontaine
- Remainder 12 ft.



Raymond Ave.

Height

- 5 story scale north of California
- 4-6 story scale south of California

Setbacks

- *North of California:* 0-10 ft.
- *South of California:* 0-5 ft.

Sidewalks

- 15 ft.



Fillmore Ave.

Height

- 5 story scale west of Edmonson Alley
- 4-6 story scale east of Edmonson Alley

Setbacks

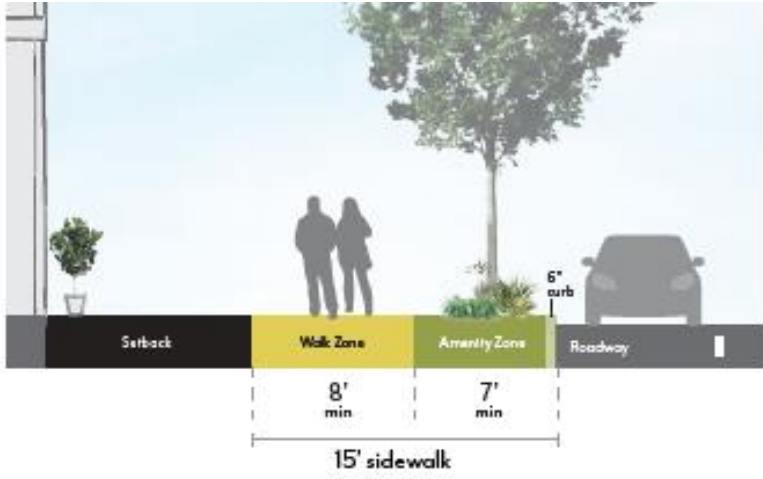
- *West of Arroyo:* 0-10 ft.
- *East of Arroyo:* 5-10 ft.

Sidewalks

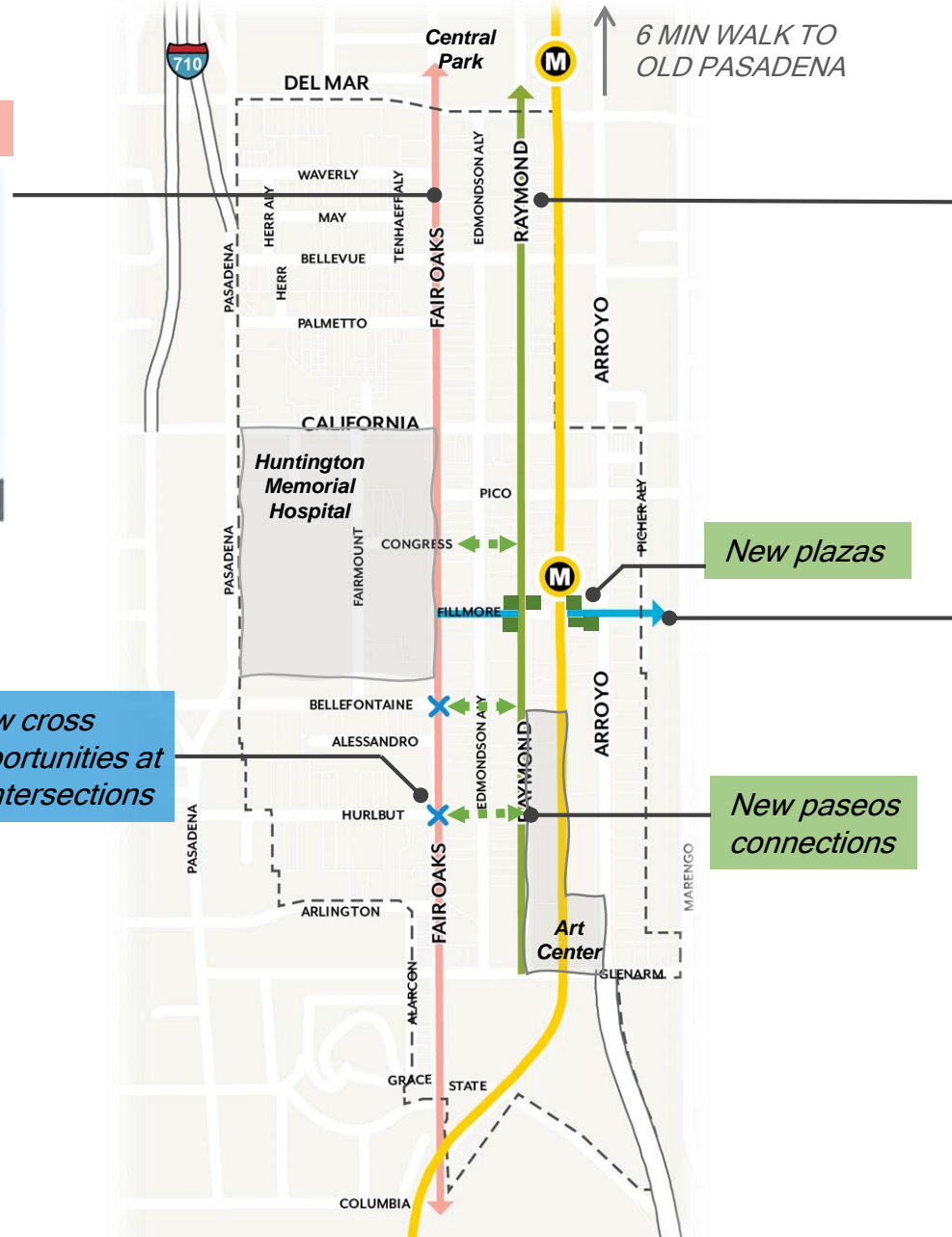
- 22-25 ft.

Vision Concept: Walkability and Pedestrian Improvements

Fair Oaks Ave



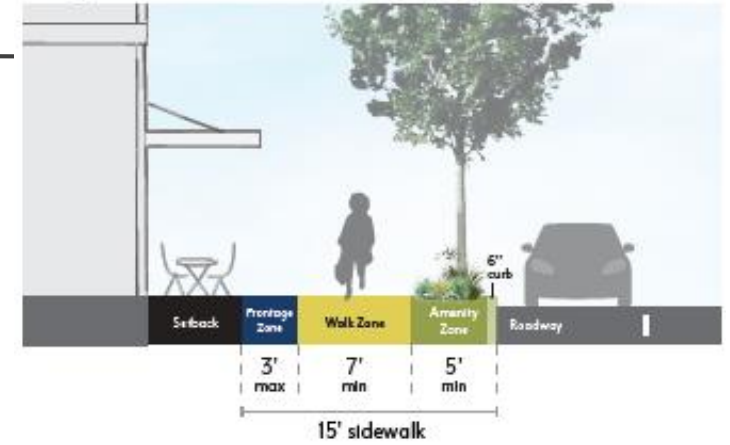
New cross opportunities at T-intersections



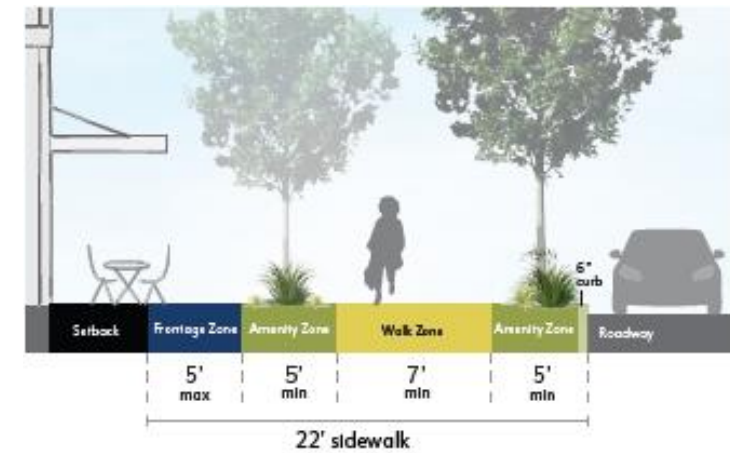
New plazas

New paseos connections

Raymond Ave



Fillmore Ave



KEY CHANGES

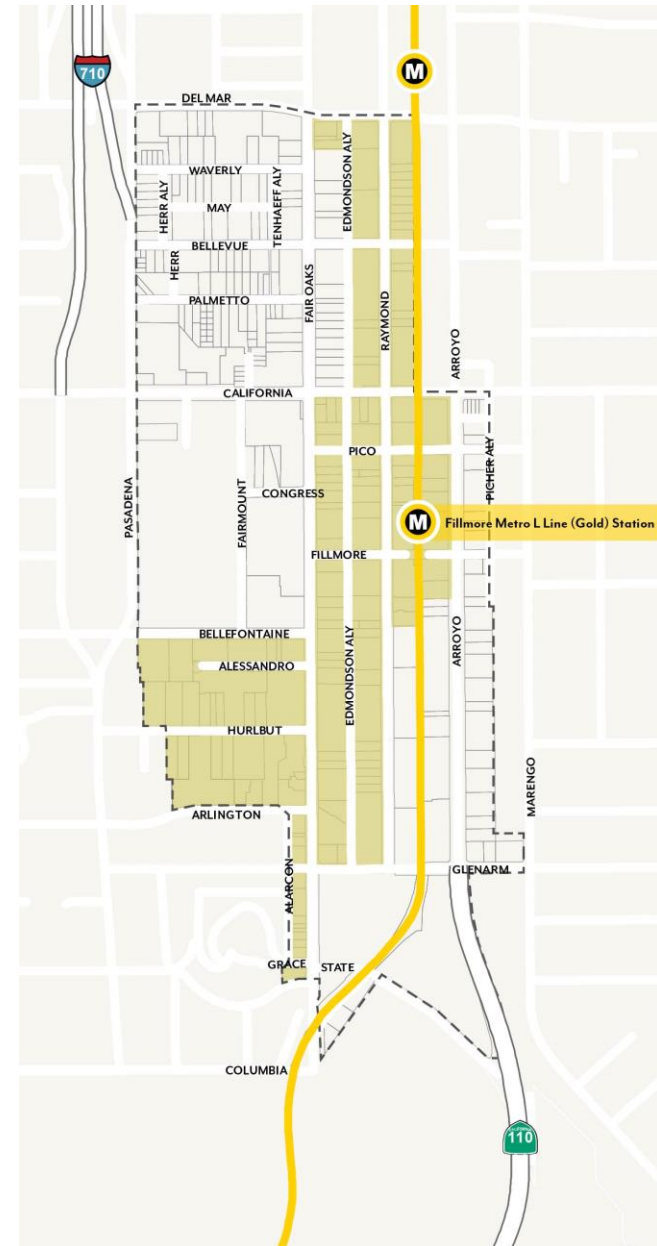


Key Changes: Allowed Housing



Existing South Fair Oaks Specific Plan (1998)

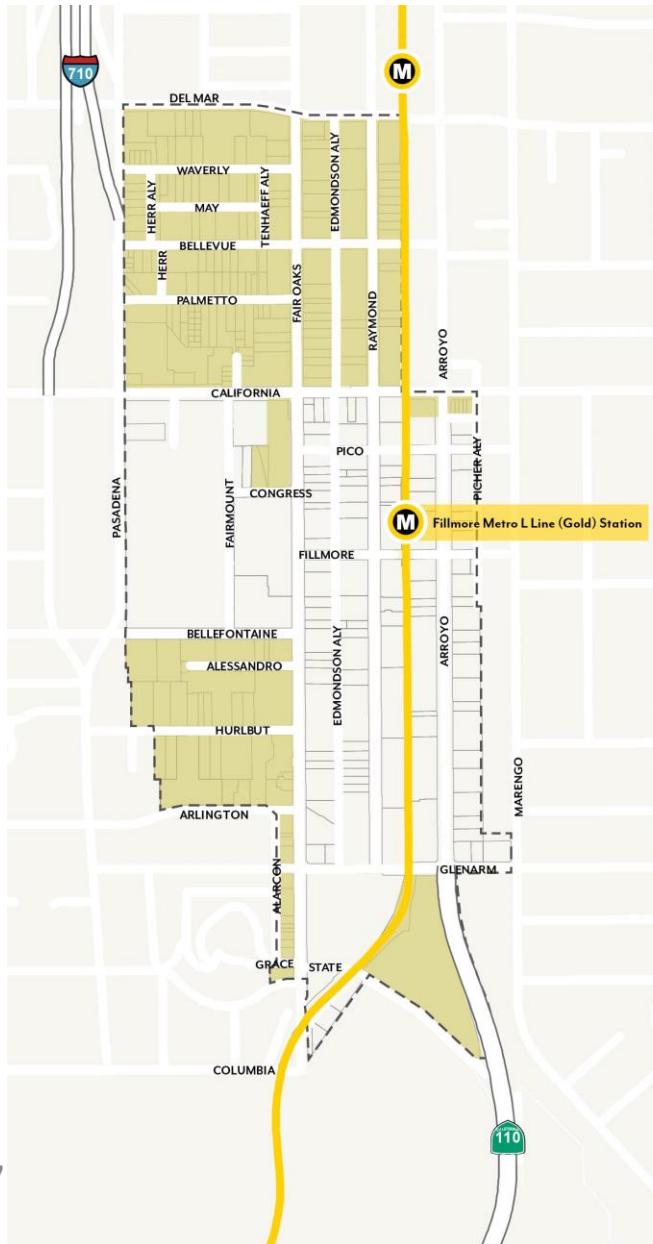
- Metro L Line (Gold) + Station
- Specific Plan Area
- Parcel Lines
- Housing Allowed



South Fair Oaks Specific Plan (Proposed 2021)

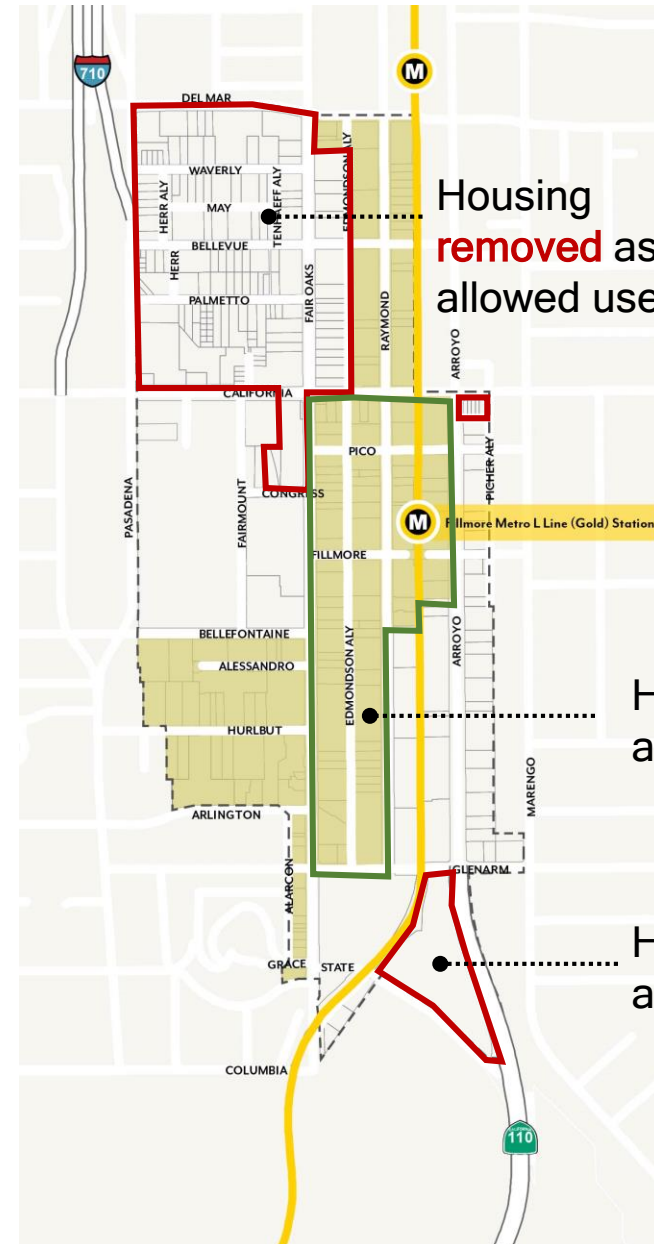
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Housing **removed** as allowed use

Housing **added** as allowed use

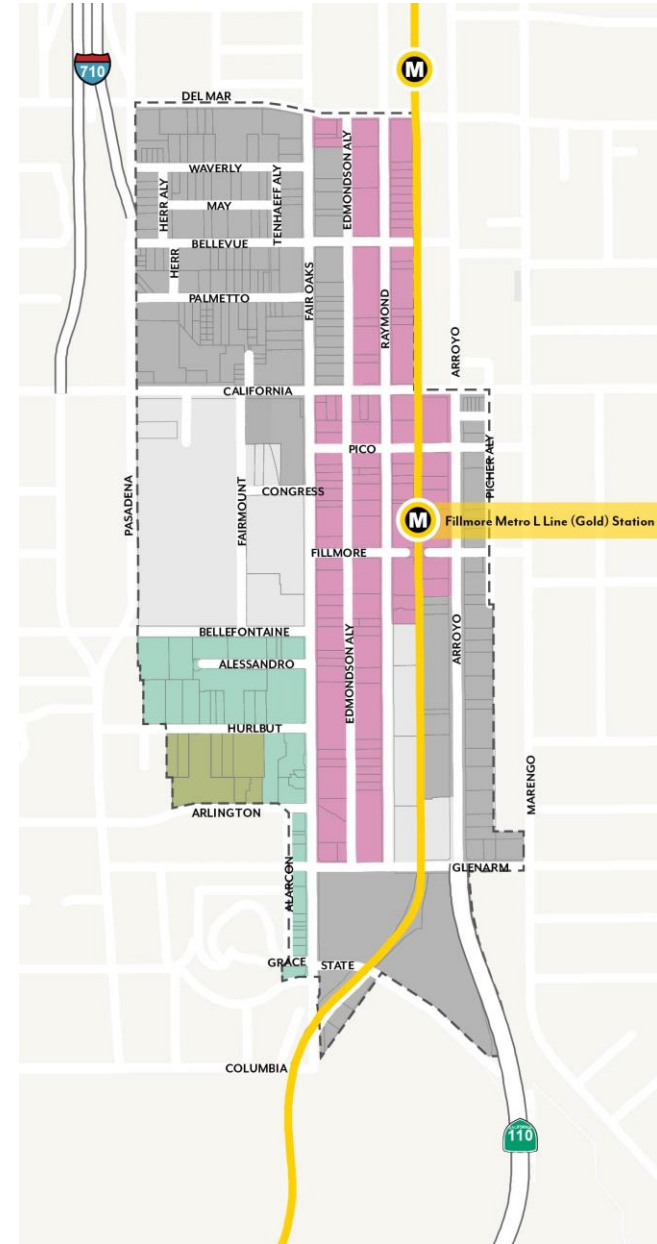
Housing **removed** as allowed use

Key Changes: Density



Existing South Fair Oaks Specific Plan (1998)

- Metro L Line (Gold) + Station
 - Specific Plan Area
 - Parcel Lines
- Max. Density Dwelling Units per acre [du/ac.]**
- 32 du/ac.
 - 48 du/ac.
 - 60 du/ac.
 - 87 du/ac.
 - Live/Work
 - N/A
 - Specified by CUP or Master Plan



South Fair Oaks Specific Plan (Proposed 2021)

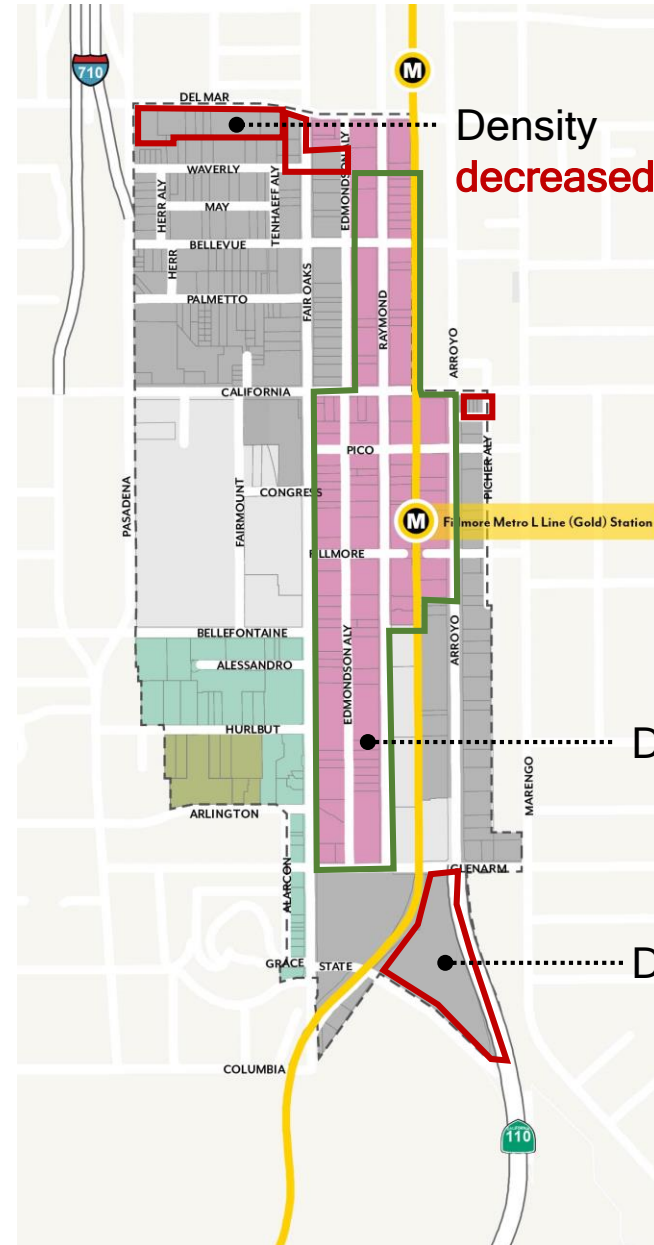
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Density decreased

Density increased

Density decreased

Key Changes: Floor Area Ratio



Existing South Fair Oaks Specific Plan (1998)

Metro L Line (Gold) + Station

Specific Plan Area

Parcel Lines

Max. Floor Area Ratio (FAR)

Note: Applies to commercial and mixed-use projects

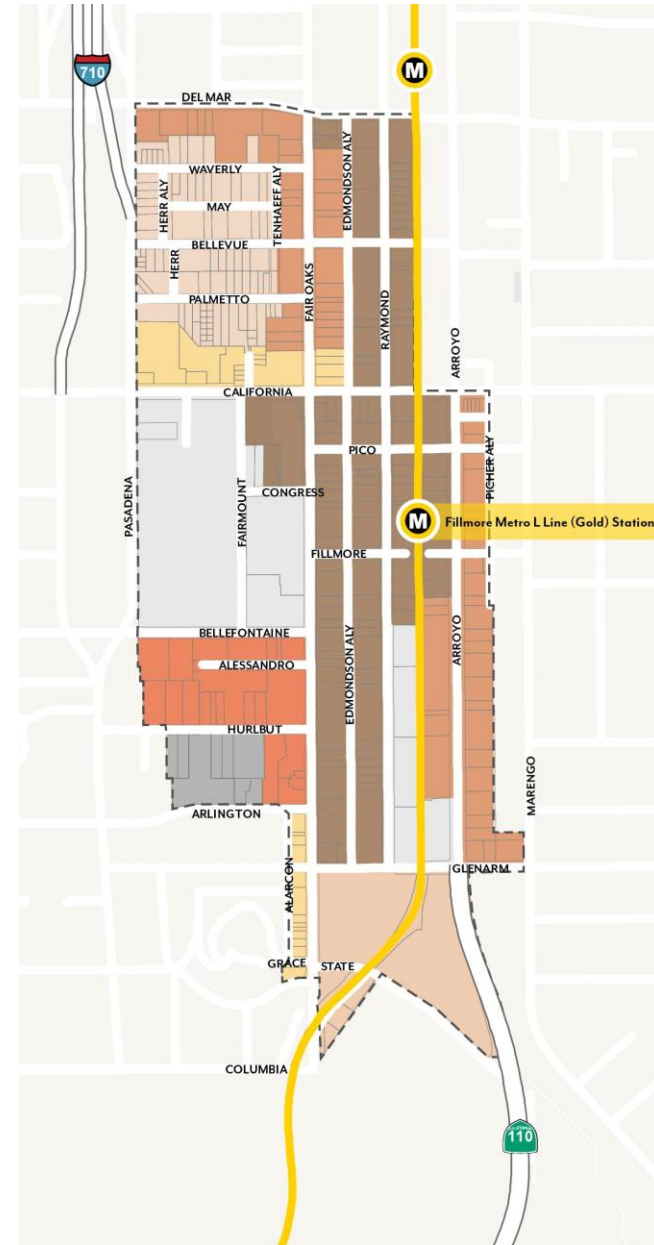
1.25

1.5

2.0

2.5

No Standard



South Fair Oaks Specific Plan (Proposed 2021)

Metro L Line (Gold) + Station

Specific Plan Area

Parcel Lines

Max. Floor Area Ratio (FAR)

Note: Applies to commercial and mixed-use projects

1.0

1.25

2.0

2.25

3.0

Development standards shall be as specified by a Conditional Use Permit or Master Plan

Commercial not allowed

Key Changes: Floor Area Ratio



Existing South Fair Oaks Specific Plan (1998)

Metro L Line (Gold) + Station

Specific Plan Area

Parcel Lines

Max. Floor Area Ratio (FAR)

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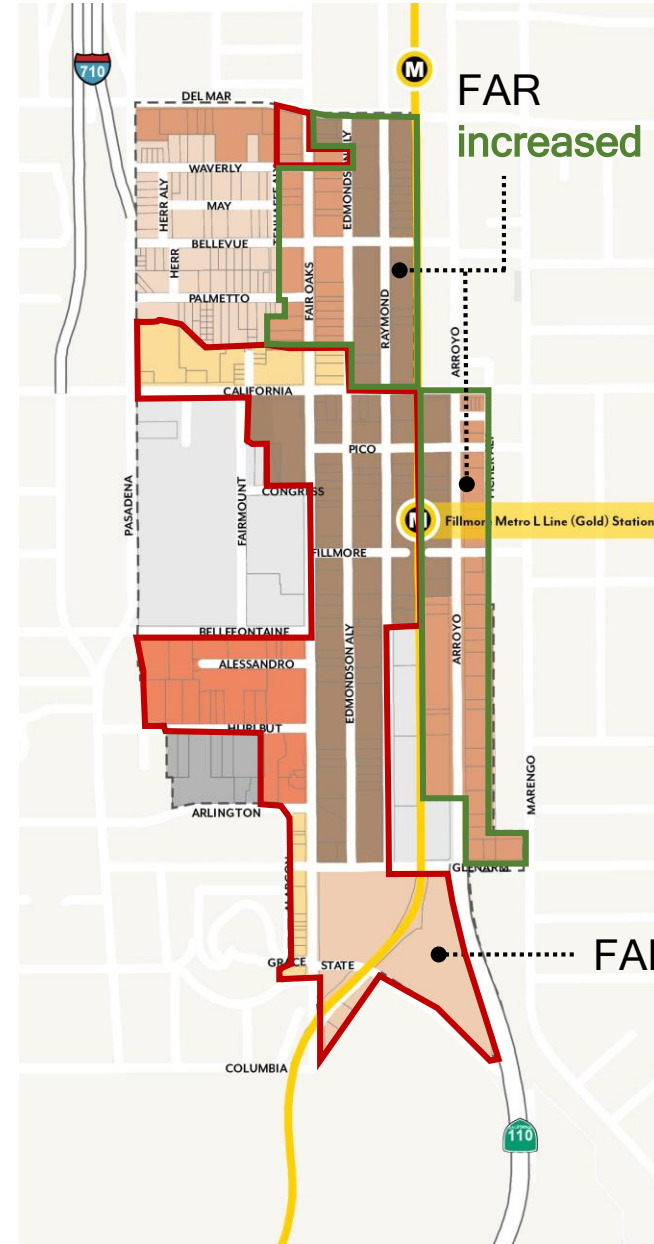
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Key Changes: Height



Existing South Fair Oaks Specific Plan (1998)

Metro L Line (Gold) + Station

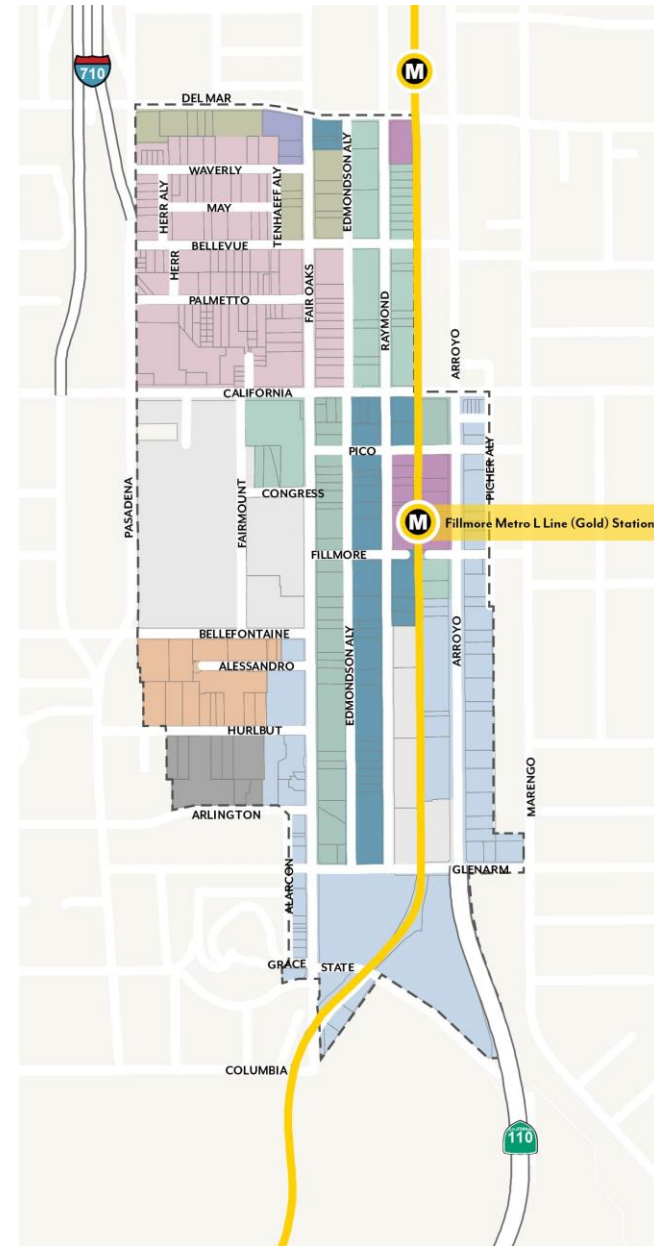
Specific Plan Area

Parcel Lines

Maximum Building Height

- 23-32 ft.
- 35 ft. (45 ft.)*
- 40 ft. (50 ft.)*
- 45 ft.
- 45 ft. (56 ft.)*
- 50 ft. (65 ft.)*
- 56 ft.
- 60 ft. (75 ft.)*
- Subject to Planned Development or Master Plan

*Height averaging allowed for 30% of the building footprint; average height shall be the first number, maximum height shall not exceed the number in ().



South Fair Oaks Specific Plan (Proposed 2021)

Metro L Line (Gold) + Station

Specific Plan Area

Parcel Lines

Maximum Building Height

- 35 ft. (45 ft.)
- 39 ft.
- 43 ft. (55 ft.)
- 48 ft. (62 ft.)
- 51 ft. (63 ft.)
- 57 ft. (69 ft.)
- 63 ft. (75 ft.)
- 75 ft. (87 ft.)
- Refer to PMC
- Specified by CUP or Master Plan

Key Changes: Height



Existing South Fair Oaks Specific Plan (1998)

Metro L Line (Gold) + Station

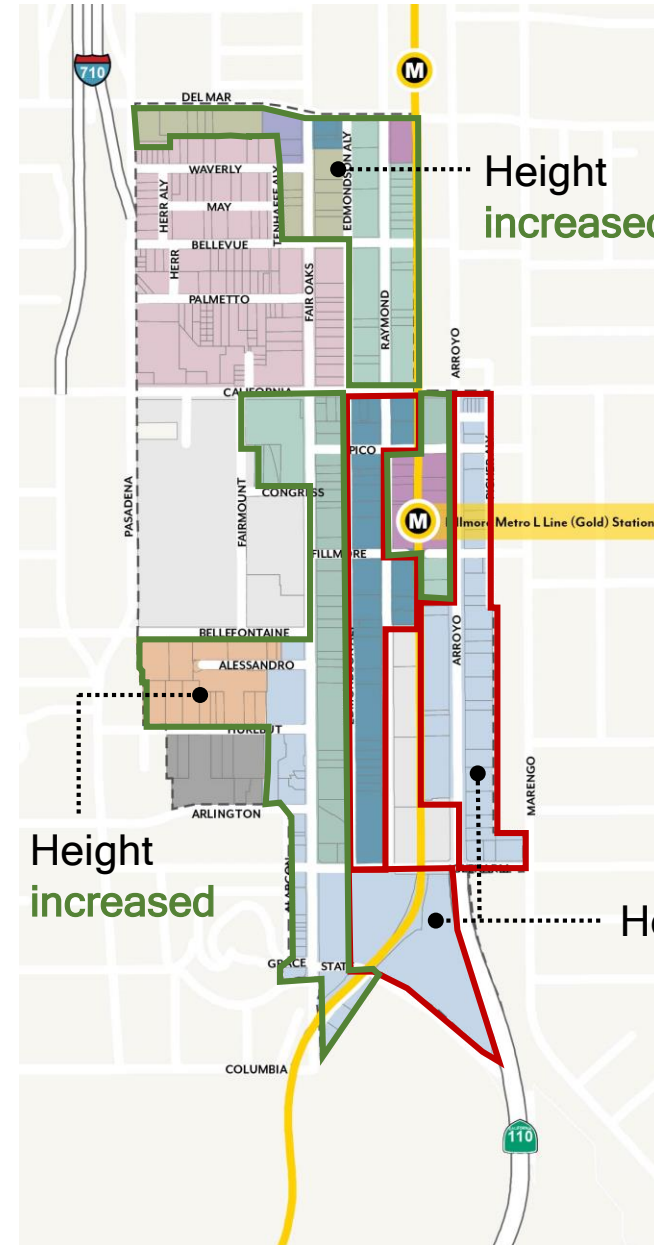
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Height increased

Height increased

Height decreased

DISCUSSION



Feedback Topics

- Allowed housing locations
 - Arts & Innovation Flex
 - Mijares and Pasadena Auto Wash
 - Arroyo Gateway
- Building heights
- Paseo and plaza network
- Density bonus adjustments per Council direction
- Community input
 - Open space, setbacks, and tree canopy
 - Density, height, and scale
 - Traffic and infrastructure

