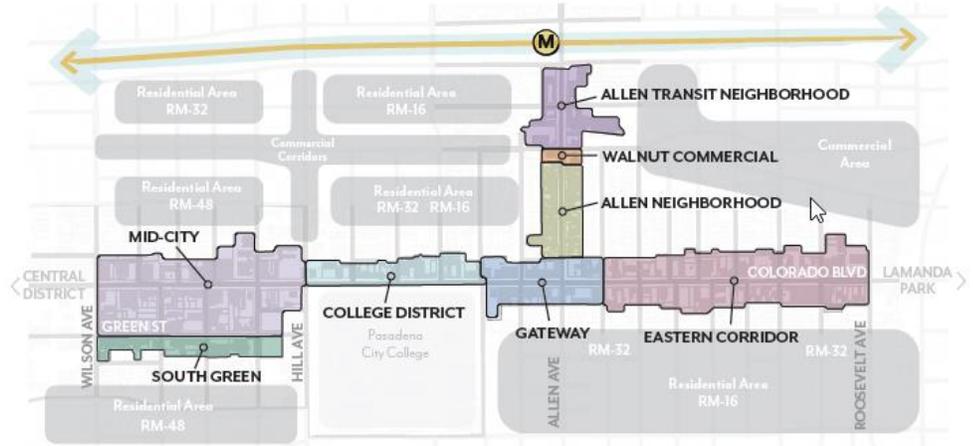


Frequently Asked Questions (Updated on 8/18/20)

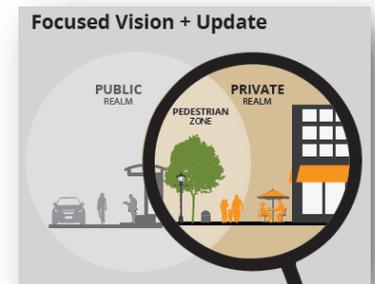
Q: What are the boundaries of the East Colorado Specific Plan?

Response: The East Colorado Specific Plan (ECSP) area includes parcels generally fronting Colorado Boulevard between Wilson Avenue and Roosevelt Avenue, Green Street between Wilson Avenue and Hill Avenue, and Allen Avenue just south of Colorado Boulevard and Corson Street. The map below illustrates the ECSP boundaries which is made up of eight planning subareas: Mid-City, South Green, College District, Gateway, Eastern Corridor, and Allen Neighborhood, Walnut Commercial, Allen Transit Neighborhood.



Q: What will the ECSP regulate?

Response: Updates to the ECSP will primarily focus on creating and revising development standards within the private realm, such as building heights, setbacks, and form. It will also consider requiring public amenities, such as landscaped areas and trees within the sidewalk. Implementation of the public realm (mainly streets) will be addressed by other City efforts. The ECSP may include policies that support walkability and other pedestrian improvements, like mid-block crossings and enhanced crosswalks but implementation will require further consideration and study beyond the scope of this program. Street infrastructure and any changes to the street network is under the purview of the Department of Transportation.



Q: Would existing businesses or property owners be required to comply with the new standards?

Response: Development standards within the ECSP, including sidewalk improvements and enhancements to beautify private property, would apply to future development and new land uses proposed in the plan area. Existing buildings and land uses would not be required to comply with new development standards so long as they do not seek to reconstruct, alter, or replace the existing buildings or land use.

Q: Where is housing currently allowed compared to where it is being considered in the Specific Plan?

Response: Housing is currently allowed throughout most of the ECSP area by the Pasadena Zoning Code, with the exception of the Eastern Corridor subarea and a portion of the Gateway subarea. However, the adopted General Plan Land Use ([found here](#)) designates these areas for mixed-use development, including residential uses.

Q: What is the Inclusionary Housing Ordinance?

Response: In 2001, the City of Pasadena became one of the first cities in southern California to enact an Inclusionary Housing Ordinance. This ordinance requires that any new housing development project that has 10 or more units must set aside a percentage of those units to be rented or sold at affordable rates. In 2019, the ordinance was updated to increase the percentage from 15% to 20%. Among the 20% of units that are required to be affordable, 5% must be affordable to Very Low Income households, 5% to Low Income households, and 10% to Moderate Income households if the units are rental. For projects that build units for sale, all 20% may be affordable to

Moderate Income households. State law requires cities that have Inclusionary Housing Ordinances to provide alternative ways for developers to comply other than building the actual units on the same site as the project. Pasadena provides two alternatives – building the units in a different location in the City (also referred to as “off-site”), or paying an in-lieu fee. All fees collected as part of the in-lieu alternative are used to preserve existing affordable housing in the City, build new affordable housing projects in Pasadena, or other various strategies to support housing affordability.

Q: What are the various affordability levels? How may I obtain more information on other city programs that address affordable housing?

Response: Affordability levels in Pasadena are generally categorized as Moderate, Low, and Very Low. Housing is considered affordable when the cost does not exceed 30% of the household income for these categories. The income limitations are set at the Federal level by the Department of Housing and Urban Development, vary based on region and the number of people in the household, and are adjusted annually. In 2020, the income limits for a family of four in Los Angeles County are as follows:

Category	% of Area Median Income	Annual Income Limit
Moderate	120% or less	\$135,120
Low	80% or less	\$90,100
Very Low	50% or less	\$56,300

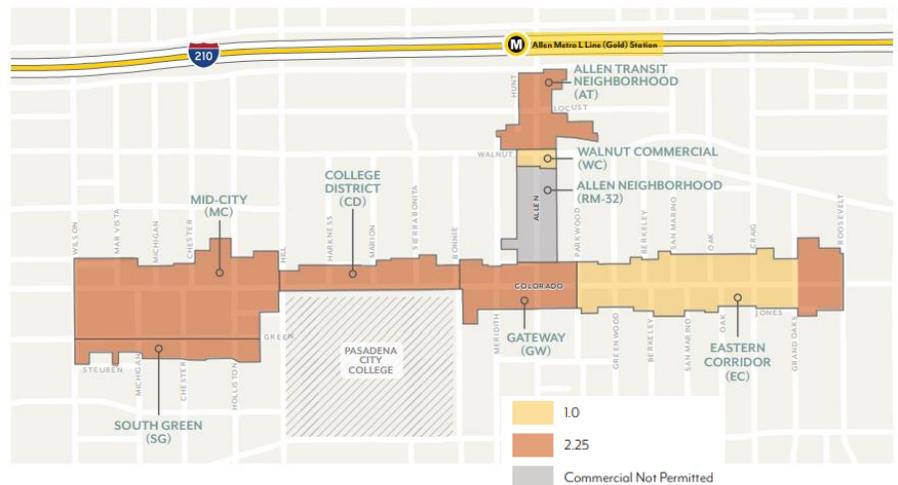
More information on obtaining affordable housing, including the Pasadena Affordable Housing Search tool, can be found at the Pasadena Department of Housing website at <http://www.cityofpasadena.net/housing>.

Q: Please define “Supportive Housing.” Are these types of uses currently allowed in the Specific Plan area?

Response: Per the Pasadena Zoning Code, “supportive housing” is “housing with no limit on length of stay, that is occupied by the target population as defined by the state Government Code Section 65582, and that is linked to an on-site or off-site service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.” Per State Law, any zoning districts where multi-family housing (including housing in mixed-use developments) is allowed, supportive and transitional housing is also permitted. Supportive housing is currently allowed throughout most of the ECSP, with the exception of the Eastern Corridor subarea and a portion of the Gateway subarea.

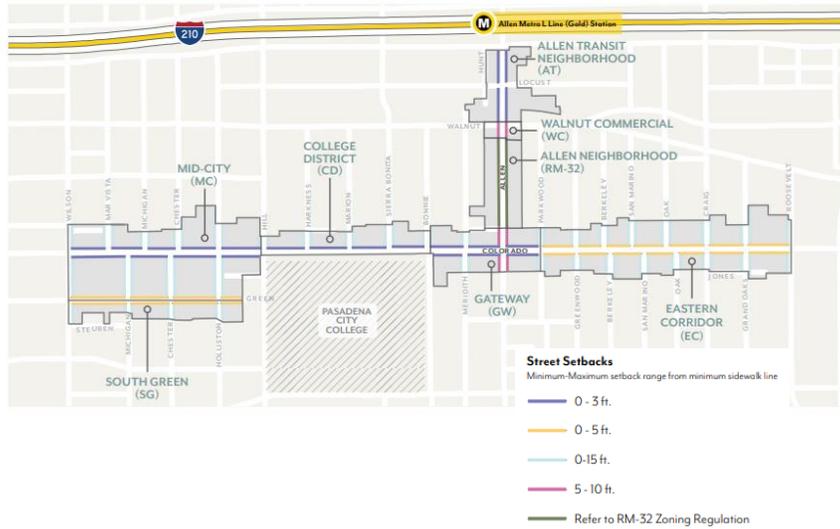
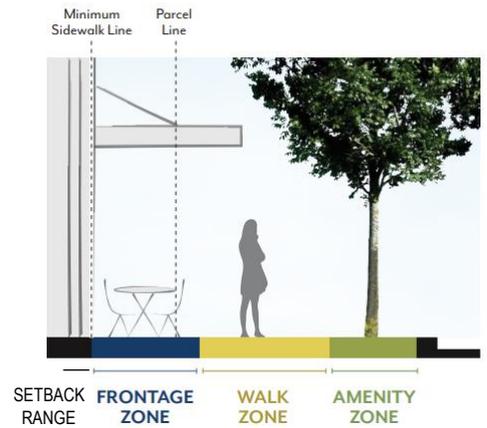
Q: Please define Floor Area Ratio?

Response: Floor Area Ratio (FAR) is the calculation used for measuring non-residential or mixed-use development intensity and designates the total permitted floor area in relation to the total area of the parcel. For example, a 10,000 square foot parcel designated Medium Mixed-Use is allowed up to 22,500 square feet (2.25 x 10,000) of non-residential or mixed-use development. The maximum FAR standards for the ECSP were established by the adopted General Plan, as shown on the map.

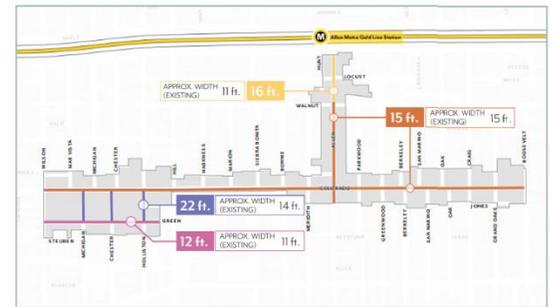


Q: What are the front setback requirements for new development?

Response: There are two main requirements that determine how far the building is set back from the street: (1) Minimum Sidewalk Widths and (2) Street Setbacks. Depending on the existing sidewalk width, new development would need to locate the building a few extra feet back from the Parcel Line to satisfy the Minimum Sidewalk Width requirements, which is a new standard for future development. New development would also need to locate a percentage of the building within the Street Setback Range requirement. The intent is to provide wider sidewalks and set back the building to allow for public realm frontage amenities, like street trees and landscaping.

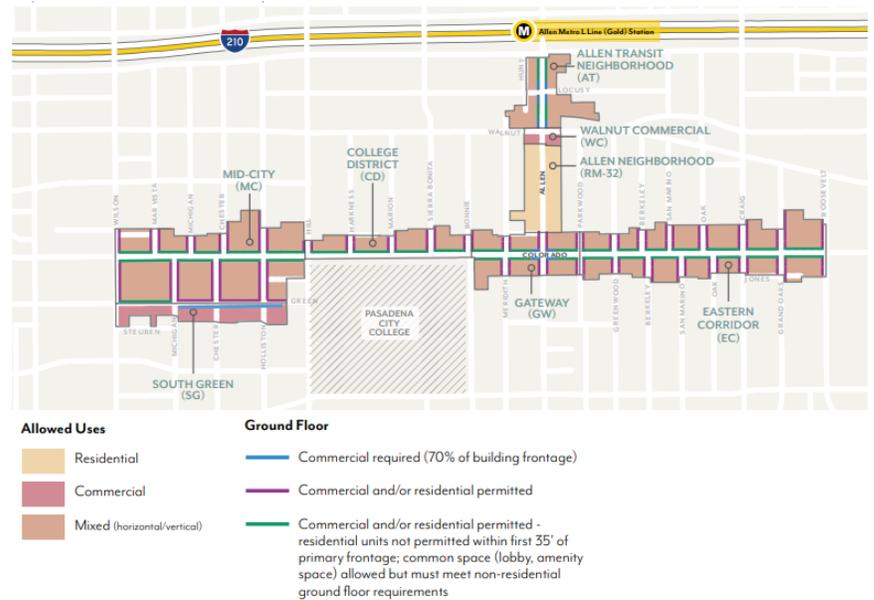


Minimum Sidewalk Widths:



Q: Are new mixed-use projects required to provide “commercial” uses on the ground floor?

Response: Some subareas would require a percentage of ground floor non-residential uses to front the street while other subareas would not, as shown on the map. In cases where ground floor non-residential uses are required, the types of uses have been expanded to include other uses in addition to retail in order to allow for greater flexibility and address vacant storefront issues raised by the community. To complement this flexibility for ground floor uses, development and design standards require new development to focus on street level improvements including enhanced entrances, pedestrian friendly amenities, expanded sidewalks, and articulated street walls.



Q: What are the current building height limits compared to what is being considered in the Specific Plan?

Response: Maximum building height requirements being considered in the ECSP vary by subarea. In general, maximum building heights will not differ significantly from what is currently allowed today per the Zoning Code. Two subareas, Gateway and the Allen Transit Neighborhood, would allow greater maximum buildings heights compared to what is allowed today due to its proximity to significant community assets, including the Allen Gold Line Station, PCC and Cal Tech. Refer to the height comparison table below for details.

In order to support new housing and employment opportunities, services, and amenities consistent with the adopted General Plan and Guiding Principles, certain areas of the Specific Plan might allow greater maximum building heights. Per the General Plan Guiding Principle “growth will be targeted to serve community needs and enhance the quality of life. Higher density development will be directed away from residential neighborhoods and into the Central District, Transit Villages, and Neighborhood Villages. These areas will have a diverse housing stock, job opportunities, exciting districts with commercial and recreational uses, and transit opportunities. New development will build upon Pasadena’s tradition of strong sense of place, great neighborhoods, gardens, plazas, parks, and trees.”

ECSP Subarea	Current Maximum Building Height (per Zoning Code)	Maximum Building Height (Draft ECSP)	Additional Building Height Limitations (Draft ECSP)
Mid-City	60 feet (Colorado Blvd) 45 feet (Green St)	63 feet	New development exceeding 55 feet in height is required to stepback the building a min. of 15 feet from the front property line New development adjacent to a multi-family zone exceeding 45 feet in height is required to stepback the building a min. of 25 feet from the rear property line, if the building is exceeding 51 feet in height the min. stepback is 35 feet
South Green	CL- 36 feet CG- 45 feet	48 feet	New development exceeding 15 feet in height is required to stepback the building a min. of 8 feet from the front property line New development adjacent to a multi-family zone exceeding 45 feet in height is required to stepback the building a min. of 25 feet from the rear property line
College District	45 feet	51 feet	New development exceeding 45 feet in height is required to stepback the building a min. of 15 feet from the front property line New development adjacent to a multi-family zone exceeding 45 feet in height is required to stepback the building a min. of 25 feet from the rear property line
Gateway	45 feet (west of Allen Ave)	63 feet	New development exceeding 51 feet in height is required to stepback the building a min. of 15 feet from the front property line New development adjacent to a multi-family zone exceeding 45 feet in height is required to stepback the building a min. of 25 feet from the rear property line, if the building is exceeding 51 feet in height the min. stepback is 35 feet
Allen Transit Neighborhood	45 feet (60 feet with height averaging)	63 feet	New development exceeding 51 feet in height is required to stepback the building a min. of 8 feet from the front property line New development adjacent to a multi-family zone exceeding 45 feet in height is required to stepback the building a min. of 25 feet from the rear property line, if the building is exceeding 51 feet in height the min. stepback is 35 feet
Allen Neighborhood	28 – 32 feet based on lot width	28 – 32 feet based on lot width	None
Walnut Commercial	45 feet (60 feet with height averaging)	36 feet	None
Eastern Corridor	45 feet	39 feet (Parkwood Ave to Grand Oaks Ave) 48 feet (Grand Oaks Ave to Roosevelt Ave)	None

Q: Are the maximum building heights being considered include any additional height granted for projects that provide affordable housing through the Density Bonus?

Response: A project that qualifies for a concession or incentive through the State Density Bonus law could potentially be allowed more height than the maximum heights considered in the draft East Colorado Specific Plan. The maximum building heights in the draft ECSP were developed with the intent of accommodating the amount of residential density that is identified in the adopted General Plan Land Use Element, which was adopted in 2015 after years of public input and participation.

It is important to note that while the State Density Bonus law is available to developers, and some choose to take advantage of it and seek concessions or incentives, not all housing development projects do so. Furthermore, even if concessions and incentives are requested, they do not always result in height increases – some projects only seek additional floor area or relief from setback and parking requirements. Recently, the City of Pasadena created an Affordable Housing Concession Menu, which creates an incentive for developers to minimize any height concession to no more than 12 feet above what is required over no more than 60% of the building footprint. The incentives and limitations in the local Concession Menu and other development standards that address scale and massing are designed to minimize the visibility and impact of any additional height beyond those in the draft regulations.

Q: Please provide examples of other areas in the City with comparable heights.

Response: The images shown below are examples of comparable heights being considered for the various subareas located within the ECSP area.



2 stories or roughly 30 feet commercial



3 stories or roughly 30 feet residential



3 stories or roughly 40 feet residential



3 – 4 stories or roughly 45 feet commercial



4 – 5 stories or roughly 40 – 50 feet mixed-use



5 stories or roughly 55 feet mixed-use



4 – 6 stories or roughly 50 – 75 feet mixed-use

Q: What parking requirements are being considered for the ECSP? Are there any public parking lots/structures being proposed?

Response: Please refer to Section 6.6 of the ECSP draft development standards, which includes the following table indicating the number of required parking spaces by land use type.

Table 6.6-1: Parking by Land Use

Retail Sales	3 per 1,000 sf ¹	
Services (except lodging)		
Office, Professional and Business Support		For Medical Offices > 5,000 sf, refer to PMC17.46
Lodging - Hotels and Motels	0.5 per guestroom	First 15,000 sf of banquet/restaurant space excluded
Residential	≤ 1-bed: 1 per unit ≥ 2-bed: 1.5 per unit Guest: 1 per 10 units	Residential guest parking can be shared with commercial parking in mixed-use developments
All other uses	Refer to PMC17.46	

¹ Lower minimums set in PMC17.46 for specific use categories shall supersede these requirements

The ECSP is not proposing any public parking lots or structures. The City of Pasadena is preparing a Citywide Parking Strategic Plan, and soliciting feedback on parking within the city. The Plan will be focused on improving the overall parking experience for residents, visitors, and businesses. The survey can be accessed online at <https://www.surveymonkey.com/r/PasadenaParkingSurvey>. You may contact the Citizen Service Center for any parking, transit and traffic related questions or problems at (626) 744-7311 or go to <https://www.cityofpasadena.net/transportation/contact/> to submit a request online.

Q: Will the ECSP address traffic concerns? What about other environmental impacts?

Response: The City of Pasadena General Plan set the foundation of the Our Pasadena program, including the draft East Colorado regulations. The Mobility Element of the General Plan ([found here](#)) presents the vision if the multimodal transportation system in Pasadena and identifies the goals and objectives to achieve this vision. In August 2015, when the City Council adopted the General Plan, it also certified an Environmental Impact Report (EIR) that evaluated the environmental impacts of the General Plan, including traffic/transportation and other typical environmental topics pursuant to the California Environmental Quality Act (CEQA). This prior EIR assumed the Specific Plan updates that are being considered now and identified mitigation measures that would apply to future public and private projects within the City. The ECSP is anticipated to be consistent with the General Plan analyzed in this prior EIR. When the ECSP is presented to the Planning Commission and City Council for a formal decision, a CEQA analysis consistent with State law will be presented for their review and consideration. This CEQA analysis will address all environmental topics, including traffic, with consideration of the prior 2015 General Plan EIR analysis, conclusions, and mitigation requirements.

Further, traffic concerns are addressed through various means at the project-level. Specifically, new developments in the City, including those within the Specific Plan areas, are evaluated for CEQA impacts and for conditions outside of the CEQA analysis based on project size and type. Traffic concerns are also addressed through traffic investigations that are outside of the process of development review. These investigations include mobility, access, operations and safety investigations to enhance the efficiency and safety of the roadway network.

Q: What is the Allen Gold Line Enhancement Project?

Response: The General Plan Mobility Element identifies complete streets policies that emphasize the need to enhance pedestrian walkability and bicyclist safety throughout Pasadena. The Allen Gold Line Enhancement Project, between Villa Street and Colorado Boulevard, is a project led by the City of Pasadena Department of Transportation that was initiated in March of 2018 with the goal of identifying project needs and concerns and enhance the safety and walkability Allen Avenue. For more information on this project you may contact Pasadena's Department of Transportation Complete Streets Unit at 626.744-7526 or click on the link below: <https://www.cityofpasadena.net/transportation/transportation-improvements/allen-station-gold-line-safety-enhancements/>

Q: Where can I find a copy of the Draft ECSP Document?

Response: For the full range of public realm, design and development standards being considered visit the ECSP Virtual Open House at <https://ourpasadena.consultation.ai/eastcolorado/>.