

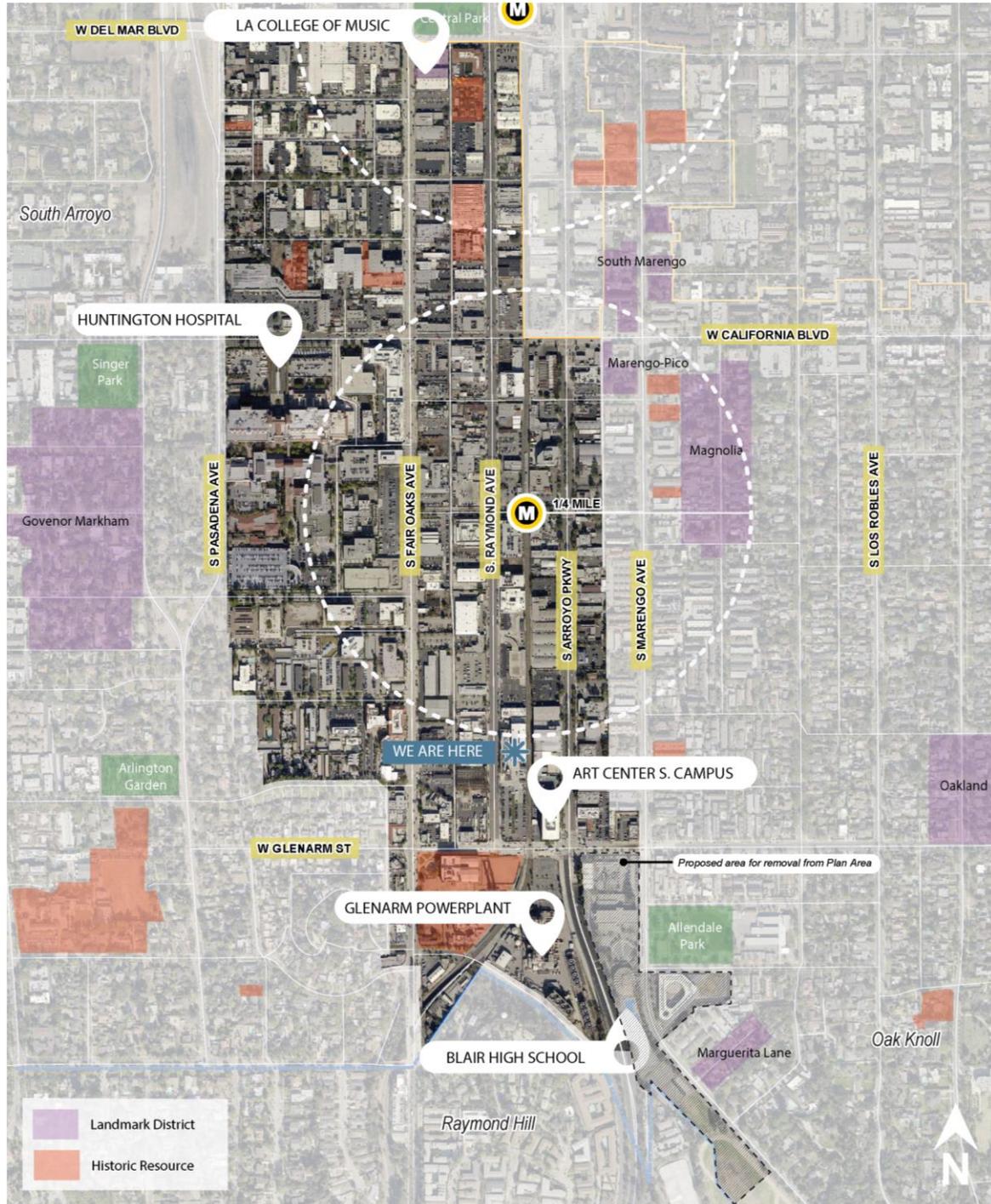
Frequently Asked Questions (FAQ)

Q: What is a Specific Plan?

Response: A specific plan is a planning and/or zoning document that guides future development of a particular geographic area within a city. A specific plan typically contains a set of development standards that would implement a city's general plan and vision for how a city should evolve over time. For example, a specific plan may include development standards that regulate building height or the amount of open space a new residential project must provide. A specific plan might also include goals and policies to help decision-makers, such as Planning Commission, recommend or approve new development projects when a property owner seeks a construction permit for a new commercial or apartment building. Many of the changes that envisioned in a specific plan document may take a very long time to come to fruition because it is implemented when a property owner seeks to do something with their land/property. Important to note that a specific plan is one of the many toolboxes that they city uses to provide amenities and services to a community that are managed by other departments such as public works, water and power, and transportation.

Q: What are the boundaries of the South Fair Oaks Specific Plan (SFOSP)?

Response: The map below indicates the boundaries of the SFOSP. Please note that the lighter-shaded area on the bottom right is the site of Blair High School, and is proposed to be removed from the Specific Plan Area boundary because redevelopment at that site is unlikely to occur.



Q: What are the current building height and density regulations, and how would they change under the proposed Specific Plan regulations?

Response: The SFOSP will include new building height regulations, as well as residential density (expressed as Dwelling Units per Acre, or Du/Ac) and building intensity (expressed as Floor Area Ratio, or FAR) regulations. The regulations being considered in the SFOSP vary by zoning districts. The following table compares the current regulations in the Zoning Code with the proposed Specific Plan update. Generally, densities are intended to implement the ranges expressed in the adopted General Plan, and height limits are being consolidated and updated to reflect those densities. In some cases, height increases are minimal and intended to allow usable ground floor commercial spaces, while in others, height is increased to encourage higher density housing near transit, while requiring height averaging to limit the appearance of massing. Height in the Arroyo Gateway corridor has been slightly reduced.

Proposed Zoning Districts	Draft Regulations			Existing Zoning Regulation		
	Height Maximum	Du/Ac	FAR	Height Maximum	Du/Ac	FAR
Fillmore Transit Neighborhood (SFOSP-FTN)	62' (76')*	87	3.0	45' - 56' 45' (56') [†] 50' (65')*	N/A	No Limit [‡]
Transit Core (SFOSP-TC)	75' (85')*	87	3.0	56' 50' (65')*	N/A	No Limit [‡]
Raymond Transit District (SFOSP-RTD)	62' (76')* 75' (85')*	87	3.0	35' (45')* 50' (65')* 60' (75')*	60-87	1.25 - 2.5
Arroyo Gateway (SFOSP-AG)	48' (62')*	N/A	2.0	50' (65')*	N/A	1.5
Institutional Flex (SFOSP-IF)	48' (62')*	N/A	1.25	45' (56') [†] 56'	32	No Limit
Low-Medium Commercial (SFOSP-LMC)	35' (45')* 43' (55')* 62' (76')*	N/A	1.0 - 2.0	35' (45')* 40' (50')* 60' (75')*	60-87	1.25 - 2.5
High Commercial (SFOSP-HC)	62' (76')*	N/A	3.0	45' - 56' 45' (56') [†]	32	No Limit
R&D Flex Space (SFOSP-RDF)	35' (45')*	N/A	1.25	35' (45')	Live/Work	1.25
Mixed-Use Neighborhood (SFOSP-MUN)	39' 48' (62')*	48	2.25	23'-32' 45'	32	No Limit
Multi-Family Residential 32 (SFOSP-MF-32)	39'	32	N/A	23'-32'	32	No Limit

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

[†] Maximum height in () only applicable to tech-based uses. Otherwise, first number applies.

[‡] Portions of these Zoning Districts fronting on Arroyo Parkway and east of the Metro Gold (L) Line right-of-way have a maximum FAR of 1.5 under existing regulations.

Q: Will there be an effort to reduce street parking in mixed-use areas?

Response: The SFOSP does not make any changes to the street configuration, including lane striping, curb restrictions, or on-street parking regulations. Parking requirements for private developments will be regulated by the SFOSP, and efforts have been made to apply the appropriate parking standards for their corresponding land use. In some cases, this means a lower parking requirement because of the availability of high quality transit in the area, or to encourage adaptive reuse of existing historic structures for new uses.

Q: Will mixed-use be allowed at S. Fair Oaks and Glenarm?

Response: Mixed-use will be allowed along the west side of S. Fair Oaks at Glenarm, as well as on the east side of S. Fair Oaks north of Glenarm. Mixed-use will not be allowed at the Glenarm Power Plant site located at the southeast corner of S. Fair Oaks and Glenarm.

Q: How will accessibility be increased for this area?

Response: One of the primary ways in which accessibility will be increased is through a comprehensive set of sidewalk width standards throughout the SFOSP. These standards will include a minimum 12-foot sidewalk zone on all streets in the plan area, with some street segments such as Fillmore requiring up to 22-25 feet. These standards will also include minimum “walk zone” widths that will provide between 5 and 7 feet of unobstructed access. Below are a few diagrams from the Draft SFOSP that illustrate these conditions:

Figure 5.1-3: Minimum Sidewalk Width and Sidewalk Zone Requirements - Cross-Section Diagrams

Diagram 1: 12' Minimum Sidewalk, 0-3' Setback

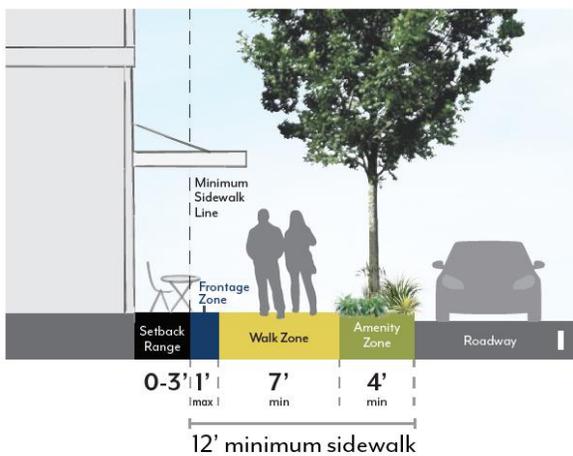
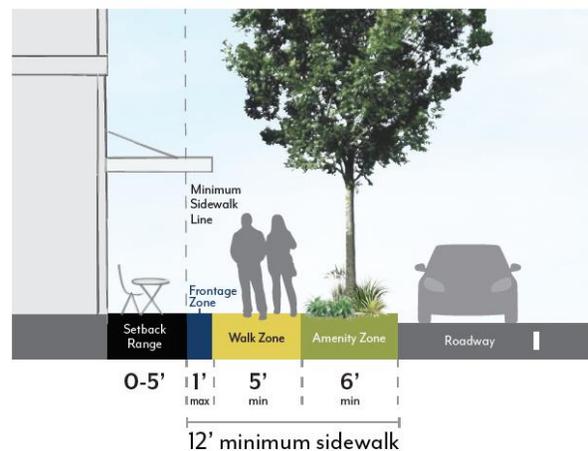


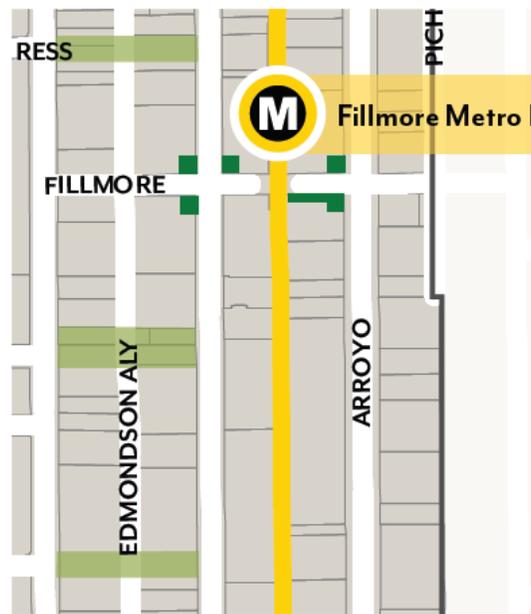
Diagram 2: 12' Minimum Sidewalk, 0-5' Setback



Q: How were the East/West connection locations determined?

Response: Some common themes we heard from the community during our public outreach process was the desire for more open space and the need to break up large blocks in this plan area, particularly those along Raymond and S. Fair Oaks. To address these concerns, the team looked for opportunities to create more connections across these streets, but also to connect the amenities and destinations in the plan area, such as the Fillmore Metro Station, Huntington Hospital, and the ArtCenter South Campus. The team also analyzed the parcel lines along these blocks, and identified opportunities to require larger development projects to provide public open space in a paseo format. The result of all these factors contributed to the map below, which identifies the general locations of where future paseos could be required. These paseos would provide connections from Raymond, where ArtCenter and the Fillmore Metro Station are located, to signalized intersections along S. Fair Oaks, providing easier access to Huntington Hospital and any other amenities along that corridor.

Required Public Open Space Locations



Required Open Space Locations

- 
Required Paseo Location
 Exact siting of paseo subject to discretion of Planning Director to satisfy the intent of throughblock connectivity
- 
Required Plaza Location*
 *Note: exact size is to be determined by required public open space.

Q: How big are the proposed open space squares on the Fillmore Corners on the Raymond side?

Response: Open space requirements in the draft SFOSP call for Public Open Space at the corners of the intersection of Fillmore and Raymond. The size requirements for Public Open Space depend on the size of the building proposed to be built at those sites. The current requirements are shown in the graphic below, and would result in anywhere between 1,200 to 10,000 square feet or more, depending on the size of a given project.

Public Open Space Requirements (by Project Size)*		
60,000-119,999 sf	120,000-199,999 sf	200,000+ sf
2% of building floor area	3% of building floor area	5% of building floor area

*** Parcels within 500 ft of Fillmore Station platform must provide 4% of building floor area**



Q: How will the SFOSP implement a “Form-Based Code,” get away from boxy-looking buildings, and do justice to Pasadena’s architectural legacy?

Response: The SFOSP includes numerous new form-based development standards that have been written to encourage much more variation in building form and architecture than current regulations do. For example, building setback regulations are written as ranges rather than discrete requirements in order to provide flexibility in building frontage design. Height averaging is also allowed in many more areas than existing standards allow. This provides the opportunity for much more variation in roof lines and building massing to respond to the conditions of a given site. Additional regulations include street wall standards, restrictions on long, unbroken facades, and requirements for more modulation, transparency, and higher quality materials.

Q: What is going on with this area since the 710 freeway project is no longer happening?

Response: The 710 freeway and any associated land that was intended to be used for that purpose, are located outside the SFOSP boundary, and will not affect any of the regulations, goals, or policies being proposed for the SFOSP. The Department of Transportation is currently working with Caltrans on the process of reverting ownership back to the City of Pasadena and any other interested parties, and that process is ongoing.

Q: Why not keep the development scale and land uses consistent along both sides of Arroyo Parkway for visual consistency?

Response: Portions of the west side of Arroyo Parkway are designated as High Mixed-Use by the General Plan, allowing for up to 87 dwelling units per acre and a floor area ratio of up to 3.0. The east side of Arroyo Parkway, however, is designated as Medium Commercial by the General Plan, allowing a floor area ratio of up to 2.0. Additionally, while the west side of Arroyo is adjacent to the Fillmore Metro Station and larger swaths of High Mixed-Use areas, the east side of Arroyo is adjacent to lower scale multi-family residential neighborhoods, where higher densities are not anticipated. The need for proper transitions between higher density mixed-use areas and lower density residential neighborhoods is the reason why the scale and land uses are varied on either side of Arroyo Parkway.

Q: Will the SFOSP allow micro-units?

Response: While the City of Pasadena does not currently have a “micro-unit” land use category, smaller residential units are allowed in certain areas under the City’s Single-Room Occupancy (SRO) standards. SRO’s allow for units ranging in size between 150 to 375 square feet. The SFOSP would allow SRO’s in the following Zoning Districts:

- Low-Medium Commercial
- Transit Core
- Fillmore Transit Neighborhood
- Raymond Transit District
- Mixed-Use Neighborhood

Q: Will the City “take” property for open space and paseos from the property owners?

Response: The SFOSP includes minimum sidewalk widths throughout the plan area. In cases where the existing public right-of-way cannot accommodate the required minimum sidewalk width, rather than extending the sidewalk into the roadway, a proposed new building would be required to provide a setback in order to accommodate the required minimum sidewalk width. The property would provide a dedication or easement for the increased sidewalk width, depending on the amount of width necessary and the proposed use of that area.

Q: Where can I find a copy of all the draft SFOSP documents?

Response: For the full range of proposed public realm, design and development standards, visit the SFOSP Virtual Open House at <https://ourpasadena.consultation.ai/southfairoaks/>.