

McMillan, Acquanette (Netta)

From: Topher Mathers
Sent: Saturday, July 09, 2022 10:42 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Dear Council Members,

The South Fair Oaks Specific Plan presents an excellent opportunity to expand the city's pedestrian and bicycle infrastructure, in particular on South Raymond Avenue. I urge you to designate South Raymond Avenue as a complete street.

As currently written, the South Fair Oaks Specific Plan's section IMS-4 recommends that the city explore opportunities for a streetscape program on South Raymond, including some pedestrian amenities.

This language does not go far enough. Please adopt the following updated language:

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This proposed language is consistent with Art Center's Master Plan and their vision for a South Campus area which is more pedestrian and bicycle friendly.

Please take this opportunity to reduce traffic on a street that carries a lower volume of cars and has excellent access to three Metro Line L stations. Pasadena can transform South Raymond Avenue into a safer, more pedestrian-friendly street for the student residents who will be brought to the area when the college develops additional housing.

Thank you,

topher mathers

McMillan, Acquanette (Netta)

From: Andrew Medina
Sent: Sunday, July 10, 2022 9:42 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,

Andrew Medina

McMillan, Acquanette (Netta)

From: Michael Siegel
Sent: Sunday, July 10, 2022 9:44 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
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Dear Council Members,

We must expand our city's pedestrian infrastructure! South Raymond Avenue needs to be a complete street.

And wouldn't you know it! The South Fair Oaks Specific Plan calls for the city to look at a streetscape program on South Raymond, including some pedestrianization.

But hey, you can go further, cause this is our chance to really make an impact in creating a livable and enjoyable Pasadena...

I urge you to include a Complete Streets Plan for South Raymond Avenue that makes it a corridor for ACTIVE transportation.

Add public transit stops! Add protected bike lanes! Add pedestrian plazas!

Make this corridor a place that is not only pleasant for our city, but one that actually provides SAFETY! This is the perfect place to do it. LET'S DO THIS!

Thank you,

Michael Siegel
91103

McMillan, Acquanette (Netta)

From: Dennis Quade
Sent: Sunday, July 10, 2022 10:04 AM
To: PublicComment-AutoResponse
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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McMillan, Acquanette (Netta)

From: Boehme, Annette E.
Sent: Sunday, July 10, 2022 1:06 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,

Annette

McMillan, Acquanette (Netta)

From: Bin Lee
Sent: Sunday, July 10, 2022 1:31 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,

Bin Lee
District 1 resident & homeowner

McMillan, Acquanette (Netta)

From: David Miess
Sent: Sunday, July 10, 2022 4:22 PM
To: PublicComment-AutoResponse
Cc: Wilson, Andy; Williams, Felicia; Masuda, Gene; Rivas, Jessica; Kennedy, John J.; Madison, Steve; Hampton, Tyron; Gordo, Victor
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,

David

McMillan, Acquanette (Netta)

From:
Sent: Sunday, July 10, 2022 10:35 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,
Darrell Clarke

McMillan, Acquanette (Netta)

From: f.schwarzenbach
Sent: Monday, July 11, 2022 7:00 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,

Fred Schwarzenbach, Owner

McMillan, Acquanette (Netta)

From: k trezos
Sent: Monday, July 11, 2022 8:10 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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- the provision of amenities at public transit stops,
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Thank you,

Kaly Trezos



**PASADENA
HERITAGE**
PRESERVATION | ADVOCACY | EDUCATION

651 SOUTH ST. JOHN AVENUE
PASADENA, CALIFORNIA 91105-2913

RECEIVED
P 626.441.6333 F 626.441.2917
2022 JUL 11 AM 11:30
PASADENA HERITAGE

CITY CLERK
CITY OF PASADENA

July 8, 2022

Pasadena City Council
City of Pasadena
100 North Garfield Avenue
Pasadena, California 91101

Re: South Fair Oaks Specific Plan Update

Dear Honorable Mayor and Members of the City Council,

Pasadena Heritage is pleased that you will be studying the South Fair Oaks Specific Plan. We believe that this plan has the potential, among the Specific Plans, to foster the greatest change over the next decade and accomplish a number of varied goals: providing more housing and jobs and fostering walkable, sustainable communities.

This plan has been in the works for several years and has gone countless hours of neighborhood and community scrutiny, so we are surprised to see such drastic changes made between today and the May 23 hearing. We have heard several main themes throughout the community process on this area: a desire for more housing near transit, a better pedestrian experience, and a desire to focus or even limit medical uses from expanding too broadly across the district at the expense of other uses. The HEART District, as it was envisioned, would accommodate all the needs of the health, education, housing and the arts. We feel that late requests tip the scales too drastically towards healthcare use, which will create a single-use zone rather than the diverse, vibrant neighborhood that is desired.

As preservationists, we realize that this district is sparse in terms of historic resources and also extremely transit accessible. We believe we should be focusing growth here for those very reasons. Development pressure in Pasadena will exist nonetheless, and we would rather it not be at the detriment of historic resources. Much of this area is covered in surface parking lots, which are the best candidates for infill.

We ask that Alternative A as presented be discarded, and that the City Council approve the original proposal from Planning Staff as presented May 23. It most closely matches the desires of the community and is the more sustainable, equitable and preservation-appropriate plan.

Sincerely,

Susan N. Mossman
Executive Director

Andrew Salimian
Preservation Director

PRESERVATION | ADVOCACY | EDUCATION

07/11/2022

Item 21

McMillan, Acquanette (Netta)

From: Brian Bruegge
Sent: Monday, July 11, 2022 8:50 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Dear Council Members,

The South Fair Oaks Specific Plan presents an excellent opportunity to expand the city's pedestrian and bicycle infrastructure, in particular on South Raymond Avenue. As a resident living just outside the boundary area of this plan (Marengo/Alpine street), the language of the final plan that gets adopted will have long term impacts on the future of my neighborhood. I urge you to designate South Raymond Avenue as a complete street.

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Thank you,

Brian Bruegge

McMillan, Acquanette (Netta)

From: Blair Miller
Sent: Monday, July 11, 2022 10:21 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,

Blair Miller

July 11, 2022

2022 JUL 11 PM 3:46

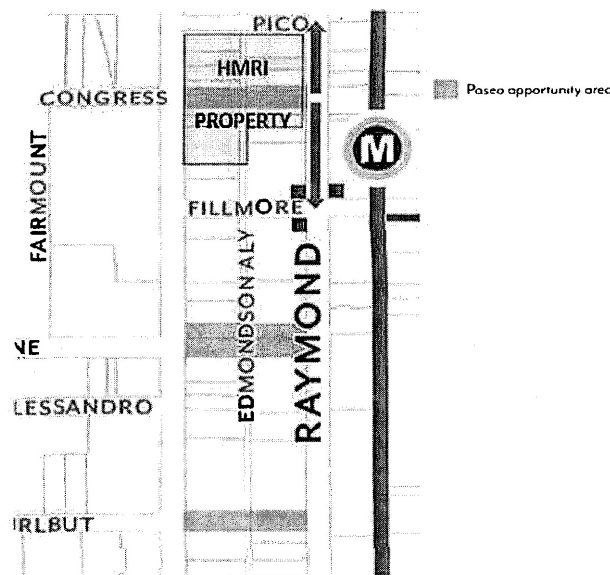
Mayor Victor Gordo
Members of the City Council
City of Pasadena

CITY CLERK
CITY OF PASADENA

Dear Mayor Gordo and Council members

HMRI is excited about the city's progressive approach to reimagining the South Fair Oaks District through the adoption of the SFOSP. We recognize the opportunity to bring economic growth through the promotion of health, education, art, research, and technology (H.E.A.R.T.) based developments. The SFOSP is thorough and well thought out. It focuses on creating pedestrian friendly neighborhoods while promoting access to public transportation at the Filmore St Station. As the council reviews and prepares to approve the South Fair Oaks Specific Plan, HMRI requests that the council consider addressing concerns that have consistently been raised during the planning and development process.

Our main concern involves the proposed locations and specifications for the north paseo. The need to create more east/west connections from Raymond St. to S. Fair Oaks is apparent for the south end of the district between Filmore St. and Glenarm. The paseos proposed in the SFOSP appropriately address the need to create connections where none currently exist. However, the proposed location of the north paseo is redundant given its proximity to Filmore St. and Pico St. The location of the north paseo significantly affects HMRI's ability to secure our property and ensure the safety of our employees and visitors, and it creates barriers for future development of our land. We are asking that the location of the north paseo be removed or relocated to utilize the public sidewalks of Pico St less than 250ft north or Filmore St located less than 400ft from the current proposed opportunity area (see map below). Eliminating or moving the location of the paseo significantly limits the potential hardships for the organization. Securing our property and creating a safe environment for our employees and visitors is significantly more challenging with a public walkway dissecting our campus. It creates barriers for property development of a large bioscience campus that we envision as the foundation for creating a bioscience ecosystem in Pasadena and adds tremendous liability to the organization.



Another major concern regarding the plan is the lack of flexibility offered to address unique circumstances and hardships unintentionally created by zoning requirements and standards. The current version of the SFOSP does not offer any mechanism to provide minor deviations or make exemptions from the reviewing authority. Without flexibility to address unforeseen hardships or development barriers, property owners are impacted significantly and suffer potential loss to real estate. The paseo is one example of how the restrictive standards set by the SFOSP can negatively impact property owners like HMRI and create barriers to future development opportunities. The unique lot shapes and sizes located throughout the district all have the potential to be negatively impacted by the specificity of requirements in the SFOSP. Providing a mechanism allowing for minor deviations to standards for open space requirements, subterranean and building setbacks, and other conflicts ensures that future development of the area isn't hindered by unique hardships not anticipated during the inception of the plan. On April 13, 2022 the Planning Commission voted 5-2 recommending adding language to the SFOSP specifically addressing this issue. The recommendation was to provide the review authority the ability to approve limited deviations from development standards when it can clearly demonstrate that compliance with standards results in substantial hardships.

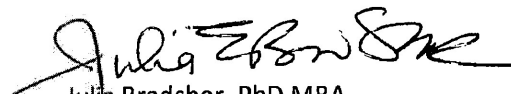
RECOMMENDATION:


- *Incorporate language in the SFOSP that would give the review authority the ability to approve limited deviations from the development standards not including allowed height, setbacks, or tree planting requirements for commercial properties when it can be clearly demonstrated that compliance with the standards would result in substantial hardship.*

This recommendation was made after several property owners, including ourselves, voiced concerns with specific examples of how compliance with the standards of the SFOSP would significantly impact their property. We are asking that the council again consider adopting the Planning Commission's recommendation in the final version of the SFOSP. This language provides a mechanism for the city and property owners to find common solutions to unique circumstances during development projects.

Overall, HMRI feels that the SFOSP has opportunity to bring positive change to the district. We are encouraged by the grand vision support the idea of a pedestrian friendly environment that can become a hub for medical research with a diverse commercial district. As an organization we are incredibly excited to plan our future in this district but hope that the council will consider our concerns that we have consistently raised throughout the development of the SFOSP. HMRI hopes that the council will work with us to find the compromise needed to successfully develop campus and remain a key institutional entity for many years to come.

Respectfully,


Julia Bradsher, PhD MBA
President & CEO


Mark Dixon
Vice President of Laboratory and Facilities Operations

RECEIVED

July 11, 2022

2022 JUL 11 PM 3:46

Pasadena Mayor Victor Gordo
Pasadena City Council Members Madison, Hampton, Kennedy, Masuda, Rivas, Williams, & Wilson
Via Email

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RE: South Fair Oaks Specific Plan

Dear Mayor and Councilmembers,

I'm excited to see the South Fair Oaks Specific Plan ("SFOSP") near the finish line. However, I have two significant concerns about its details: (1) the side effects of newly proposed subterranean setbacks for property adjacent to the Fillmore Metro Station, and (2) formulas for specifying Publicly Accessible Open Space requirements in areas with high (> 2.0) F.A.R. density.

1. Subterranean Setbacks would prevent normal garages being built near the metro station – resulting in significant hardships, deeper and/or taller buildings, and large community and environmental impact.

Issue: In April 2022 at the last minute, a new 5' subterranean setback was added to the SFOSP draft. The proposed setback would impact the ability to build a subterranean garage near the Fillmore Station where property widths are already at a bare minimum. Please see the attached diagram elaborating on the problem.

Unnecessary Tool To Protect Sidewalk Trees: Various streets have different existing and proposed tree species with different needs. The proposed setback crudely takes property away, including at areas not immediately adjacent to trees. Submitted plans already need to protect trees. In a recent Huntington Hospital project on S. Fair Oaks, trees were protected with soil wells. The setback is a coarse solution which creates other problems. With reduced parking area, additional structure may have to be built below ground or above (adding to building height). A minor reduction in convenient parking at a property could result in street parking demand.

Properties on Raymond by the Metro station were previously narrowed and are now at a minimum for efficient subterranean parking design (before this new additional setback): Properties on the east side of S. Raymond facing the Metro line were narrowed for the Gold line expansion. Further narrowing occurred near the Fillmore Station as wide station passenger platforms were placed between the tracks. This widening at the Metro station leaves just enough width to accommodate a subterranean garage on west adjoining parcels.

New Metro Demands: When the Gold line was created, setbacks from the track were set at 10-12'. Recently Metro has set new guidelines and been demanding new development projects be offset 20' from Metro powerlines and related structure (8-10' further back from existing property and easement lines).

Problem for Development Along Metro line: Adding the new proposed 5' subterranean setback to Metro's 20' track line setback would narrow the width of lots adjacent to the station to the point of preventing efficient subterranean garage level design. This 5' subterranean setback would demand narrower, deeper, inefficient garages (or taller buildings with above grade parking) that would deter development intended by the plan.

This proposed setback, with associated increased project depth (or possibly height), would significantly increase economic and environmental costs, increasing construction time, dump truck trips on our streets, impair guest/user experience, and significantly add to development time. The deeper excavation depth (near Metro tracks) would require difficult negotiation with the Metro bureaucracy likely prolonging the path to bringing development to this area. For other properties in the area, the proposed setback also remains a challenge out of proportion with its supposed benefits.

Proposed Solution: Please drop the proposed setback and let the planning process address and protect trees (as for Huntington Hospital's recent project). This could result in soil wells, setbacks around some trees (and only around trees) for other projects, and/or other solutions. The planning process would consider factors such as: (1) specific tree species and their needs, (2) adequacy of land around trees to serve their needs, (3) distance of trees to proposed construction, and (4) amount of private land in each direction required.

2. Publicly Accessible Open Space – Calculation methods are onerous for larger scale projects in high F.A.R. areas as high F.A.R.s multiply and compound the requirement. Open space and setbacks can meet or exceed 1 square foot per 1 square foot of lot size, with a significant amount at ground level and unbuildable (about twice the amount at ground level as a % as for smaller properties).

Issue: The SFOSP draft provides that buildings of 60,000+ square feet provide "Publicly Accessible Open Space" in addition to other required public open space). For a large building near Fillmore with a 3.0 F.A.R., the taking would be 15% of lot size (5% x 3 F.A.R.). Combined with sidewalk expansions, new setbacks, other open space requirements, easements, and new metro demands this make it extremely challenging to build a cost-effective building that fits the neighborhood (rather than a very expensive, poorly designed, tall, skinny one). This burden could force multiple smaller projects be built (instead of a single larger one) to avoid this requirement. These demands combined provide enough challenges as to significantly discourage timely development.

Example: A 70,000 square foot lot with 525' of street frontage near the Fillmore station with a 3.0 F.A.R. mixed-use building would need approximately 70,000 square feet reserved for sidewalk widening, setbacks, several open space requirements, and metro easements and new demands. Almost a third of the lot (about 22,375 sf in this example) at ground level would be either open to the public or otherwise unbuildable. Approximately another 41k-51k sf open space would be required due to the residential units with 17.5k-21.5k of that outdoors.

- 10,500 square feet in Publicly Accessible Open Space (5% of 210k sf = 15% of lot size) – unbuildable
- 4,200 square feet in new Metro demanded setbacks (8' x 525') – unbuildable area
- 4,000 square foot existing metro easement on one of several parcels – unbuildable area
- 3,675 square feet due to 2' sidewalk widening and 5' new frontage setback (7' x 525') – unbuildable
- 47,500* square feet of open space required due to residential square footage (based on # units, and number of bedrooms per unit (Section 6.3.1(A)) but averaging 25% of residential square footage, with a minimum of 60% of such open space shared upon tenants as "Common Open Space", with a minimum of 70% of that outdoors and a minimum of 80% outdoor space shall be open to the sky (Section 6.3.3). [*Assuming a mix of 35-50% 1 BR units, 40-50% 2 BR, and 10-15% BR, open space under this provision begins at 33-34k SF then appears to range between 41,750 and 51,200 SF depending on applicable density bonuses.]
- [While there is an additional 5% open space requirement on commercial square footage that normally wouldn't be applicable where there is less than 40,000 sf of commercial space (Section 6.3.1(A)(2)), it isn't entirely clear to me whether this 40k waiver is applicable or not (6.3.1(A)(3)).]

PROPOSED SOLUTION: For projects requiring Publicly Accessible Open Space, cap the requirement at a maximum of 10% of the buildable land area (buildable land size = total land size minus sidewalk widening and frontage setbacks, and transportation easements). While capping the Publicly Accessible Open Space requirement to 10% of buildable lot size would only reduce open space by about 3,500 feet this example, and it would still leave about a quarter of the lot open to the public or otherwise unbuildable, it would be

much easier to design on. Additionally, please consider allowing for widening of the sidewalk and addition of new front setbacks to be counted towards the PSOSR requirements.

ALTERNATIVE SOLUTION: As seen in the East Colorado Specific Plan, consider a 50% reduction for city preferred uses. For example, a 50% reduction could apply for any development in the plan area that within three years of plan adoption becomes entitled. This would encourage timely development of much of south Fair Oaks and south Raymond below California, helping to accelerate the growth of life and energy to the area.

Thank you for your consideration of these issues.

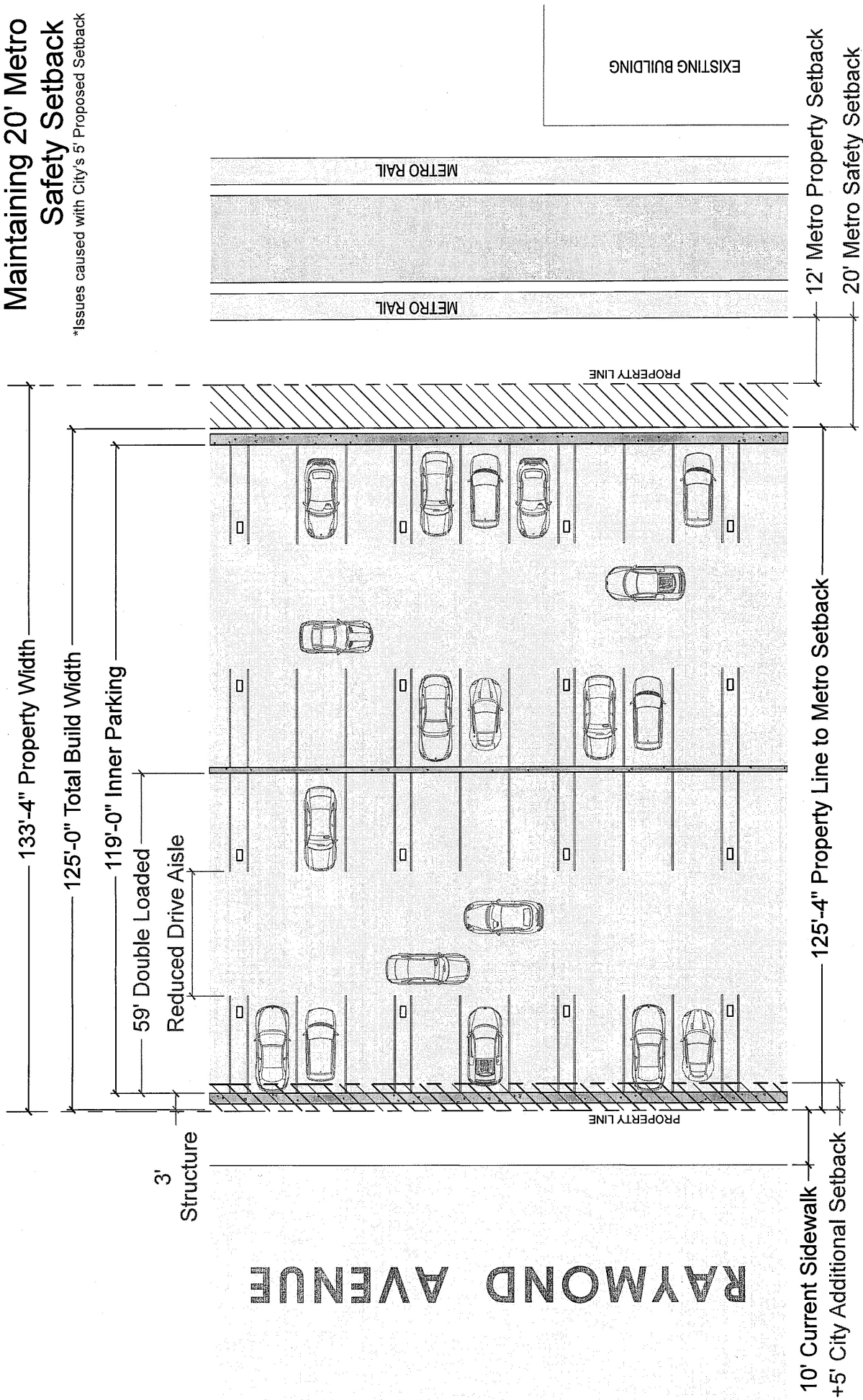
Greg McLemore

Long-time resident, Madison Heights

Long-time believer and investor in the potential of south Raymond and Fair Oaks.

Maintaining 20' Metro Safety Setback

*Issues caused with City's 5' Proposed Setback



RAYMOND AVENUE

EXISTING BUILDING

METRO RAIL

METRO RAIL

PROPERTY LINE

PROPERTY LINE

133'-4" Property Width

125'-0" Total Build Width

119'-0" Inner Parking

59' Double Loaded

Reduced Drive Aisle

3'

Structure

125'-4" Property Line to Metro Setback

12' Metro Property Setback

20' Metro Safety Setback

10' Current Sidewalk + 5' City Additional Setback

McMillan, Acquanette (Netta)

From: G Wester
Sent: Monday, July 11, 2022 4:53 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Dear Council Members,

The South Fair Oaks Specific Plan presents an excellent opportunity to expand the city's pedestrian and bicycle infrastructure, in particular on South Raymond Avenue. I urge you to designate South Raymond Avenue as a complete street.

As currently written, the South Fair Oaks Specific Plan's section IMS-4 recommends that the city explore opportunities for a streetscape program on South Raymond, including some pedestrian amenities.

This language does not go far enough. Please adopt the following updated language:

IMS-4 Complete Streets and Streetscape Program for South Raymond Avenue

Develop a Complete Streets and Streetscape Plan for South Raymond Avenue that will convert the street to a corridor that emphasizes active transportation and provides a high level of amenities. The plan's provisions should include measures such as a reduction of the number of automotive travel lanes, the provision of amenities at public transit stops, the development of protected bike lanes, and the creation of a series of broad pedestrian plazas that provide safe circulation for pedestrians; and amenities for the residents of the area's future high-density housing, for students at the Art Center's South Campus, and for workers and visitors to the area's medical facilities. The streetscape program should include a substantial increase in the number of native trees planted in the corridor to provide ecological benefits and increase shade.

This proposed language is consistent with Art Center's Master Plan and their vision for a South Campus area which is more pedestrian and bicycle friendly.

Please take this opportunity to reduce traffic on a street that carries a lower volume of cars and has excellent access to three Metro Line L stations. Pasadena can transform South Raymond Avenue into a safer, more pedestrian-friendly street for the student residents who will be brought to the area when the college develops additional housing.

Thank you,

Dr. Gene Wester
Pasadena resident

McMillan, Acquanette (Netta)

From: Cody Taylor
Sent: Monday, July 11, 2022 5:27 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Hampton, Tyron; Williams, Felicia; Kennedy, John J.; Masuda, Gene; Rivas, Jessica; Madison, Steve; Wilson, Andy
Subject: Agenda Item #21 - South Fair Oaks Specific Plan

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Thank you,

Cody Taylor
Council District 2 resident

Iraheta, Alba

Subject: FW: SFOSP Subterranean Tree Setback - Friendly Amendment proposed from Huntington Health

From: Brad McCoy <m>
Date: July 11, 2022 at 3:41:17 PM PDT
To: "Jomsky, Mark" <mjomsky@cityofpasadena.net>
Cc: "Paige, Jennifer" <jpaige@cityofpasadena.net>, "Lori Morgan M.D." <lori.morgan@huntingtonhospital.com>
Subject: SFOSP Subterranean Tree Setback - Friendly Amendment proposed from Huntington Health

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Mark,

Could you please distribute this memo to City Council on specific connection to this evenings hearing of the South Fair Oaks Specific Plan.

City Council Members,

These property rights are so very valuable and maximizing the utilization of subterranean space is essential to achieving required parking counts and other building support uses.

To not allow any flexibility, given there are viable alternatives, the city ought to look carefully at this issue and I propose the following friendly amendment on behalf of Huntington Health with respect to the proposed subterranean setbacks.

'In the alternative, with the approval of Staff or division of forestry, the developer may propose an alternative method to provide comparable protection of tree roots.'

Brad McCoy
Vice President – Real Estate, Construction & Facilities



07/11/2022
Item 21