NOVEMBER CHARRETTE – DAY 1, NOVEMBER 11 <u>THEME #4 – Smart Growth and Sustainability</u>

Large Group Discussion, prior to break out groups.

- C.D. [Central District] focus or other areas.
- Biking at night
 - Make biking safe
- Allow at appropriate density
- Make multi-family acceptable
 - o Beautiful
 - o Quality of life
 - Hub of activity
- Contextual
 - o Not urban everywhere
 - Less amenities less density
- Work at home
 - o No business license
 - o Zoning
- Incent 2nd units
- Small lot SF [single family]
- Design needs to take into account privacy & noise issues
- Inventory resources & determine infrastructure capacity
- Services & amenities within walking distance
- Locate where transit already exists
- Locate where services are concentrated
- Increase parking and avoid expenses
- Concentrate around nodes
- Local schools
- Incentivize walking
 - o Safe crossings
 - o Good walking infrastructure
 - o Signals & intersections
- Biking & transit
- Adaptive reuse
- Mix of uses in nodes and corridors
- Parking for one stop use
- Incentivize mom & pop stores near SFR [single family residences]
- More community gardens

NOVEMBER CHARRETTE – DAY 2, NOVEMBER 12 THEME #4 - Sustainability / Smart Growth

- South Raymond close to Gold Line station can absorb some development/growth.
 - O Student and senior housing (low traffic impact) traffic (not ht or density) will be limiting factor.
- Affordable/mixed-use housing should be equally/equitably distributed throughout city.
- Workforce housing, mixed-use, neighbor-serving commercial
- Employers to provide for affordable housing
- Preservation of existing affordable housing
- Tension between preservation of single family residential neighborhoods and walk-ability to commercial uses (conveniences to residents)
- Issues: noise, traffic, parking, conditions of approval: location, distance, buffer
- Ok in the NW (eg. Lincoln, N. Fair Oaks,) and other residential areas
- Viable if economically sustainable
- Focus affordable housing to Pasadena residents
- Prioritize affordability to Pasadena residents
- Look at existing uses around each station: Allen and Fillmore
- South Fair Oaks Ave. revisit
- Economic scenario on this theme
- Show bus lines
- Increased infrastructure transit use in Northwest
- Area around hospital (HMH) existing developments already high
- Focus on transit nodes consider mini-nodes, link these to major nodes and provide for additional growth in these mini-nodes e.g. Washington, Lincoln NW
- Add bike lanes
- S. Lake Ave. already walk-able, shift transit investment to Northwest area
- Need for shade trees along pedestrian corridors
- Walk-ability include safety, sidewalk quality, parking lane
- Existing local transit
- Unbundling development cost and parking cost
- Employees to pay for parking and residents>need further discussion
- Q2: amenities in mini nodes link connectivity red 1, blk1, grn 1 and 2, yellow
- Q2: mini-node at: N. Fair Oaks from walnut to orange grove
 - Work-live
 - o G1, 4
 - o Red 1
 - o Grn urban infill park
 - o Ped. Improvement over the freeway
 - o Photo cells/solar panels on top of roofs (solar roofs)

- Mini-node at lake and Washington
 - o Mf residential
 - o Office
 - o Parks
- Lincoln corridor:
 - o Areas w/ specific plans are already a mini-node
 - o Approach: define the qualities
 - o Expand boundaries of existing specific plans
- Sierra Madre Villa Node:
 - o Pedestrian Improvements
 - o South of Freeway to Colorado, from Kinneloa to Sierra Madre Villa
 - o W1 urban office
 - o Blk 1 mixed use
 - o Wht 2
- Create a transition area outside nodes to residential areas
- Low-med bungalow courts to transition to SF
- Allen Station:
 - o Q3: 2nd units North of Freeway
 - \circ +g4 (pub art)
 - o +g2 (infill parks)
 - o +g1 (Streetscapes)
- South of Freeway:
 - o Blk 1 med FAR
 - o G4, 2 and 1
 - o Lake Station node: south side of freeway
 - o G1,2 and 4
 - Office 2 urban office
 - o Blk 3
- North of freeway
 - o Blk 2/3
 - o Office 2,3
 - o G1,2,4
 - o Red 1 commercial 1
- Parks over freeway (210 710)
- Memorial Park Node:
 - Protect views (view shed) near memorial park, parsons site, walnut/fair oaks
 - o Corporate housing @ parsons
- Q4: theme should ask:
 - o How is memorial park different from the other nodes in terms of:
 - o Historic- new developments should be in context transition
- From orange 2 48 to orange 1 32 as distance
 - o Towards single family neighborhood
 - o Live-work
 - o G1, 2, and 4

- o Blk 1 (mixed use) w transitioning densities
- Del Mar Same as memorial park station (part of q4)
- Add: adaptive re-use
- Balance between adaptive re-use and preservation
- Q: does the sustainability scenario include enough?
- Q5: bike facilities? Is it compatible with the draft bike plan?

NOVEMBER CHARRETTE – DAY 3, NOVEMBER 13 <u>THEME 4 – Smart Growth and Sustainability</u>

- Freeway divides CD [Central District]from NW [Northwest] Pasadena especially carpool lane on Fair Oaks
- Mini Nodes in between or outside major nodes
- Many have Specific Plans: North Lake, Fair Oaks/Orange Grove, Lincoln
- What are amenities needed?
 - Connections
 - o Services
 - o Shops
 - Urban amenities
 - o Groceries, neighborhood serving uses such as in suburban mix
 - Local hiring abilities
- Mini-nodes need to be at major intersections
- Live-work day care, office work (CPA, etc.)
- Mixed-use homes above shops, 2-3 stories
- No net loss of affordable housing units
- 3-bedroom units for large families, rental

Qualities for mini nodes:

- Where mini nodes are adjacent to SF [single family], allow more (& larger) 2nd units
 Buffer
- Areas around schools also more 2nd units (more density?) independent of 2nd units
- Higher density for family units
- Should boarding houses be allowed in SF [single family] districts or in mini-node adjacent zones? (Allows housing for disabled people)
- Is live-work ordinance too restrictive in terms of size, etc.
- Live-work revisit to provide more flexibility for families to live and work
- Revisit home occupation to allow broader types of work options

Major node:

- Jobs/housing balance link offices to residential
- Housing for the broad work force

Central District

- Limit large offices severely (large corporate offices)
- Add housing all incomes
- Protect historic districts
- Housing should included on-site affordable units not pay fees
- Require more than existing inclusionary at rail stations
- Schools are also like mini nodes need amenities around them to reduce trips. Also housing? Maybe some areas, not all.

- Unbundling parking
- Goal increase number of people who both live & work in the city
- Reduce "non-commute" auto trips
- Mini Nodes change to Mini Villages