## 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: 2<sup>nd</sup> 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?