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2023 OCT 13 PM 1:33

CITY CLERK  
CITY OF PASADENA



October 14, 2023

City Council  
City of Pasadena  
100 North Garfield Ave  
Pasadena, CA 91101

Re: Central District Specific Plan

We are writing to provide comments to the proposed Central District Specific Plan. We applaud the setbacks, the increased sidewalk widths, and the increased attention to trees. Overall, however, we believe that the plan does not go far enough in repairing the loss to our green canopy and community open green spaces. Additionally, we are concerned about the increasing traffic throughout the Central District and the potential changes to overnight parking regulations and the impact that will have in the neighborhoods and streets throughout Pasadena.

More street trees should be planted in the ground and more green spaces should be planned throughout the Central District, particularly given the increasingly large and dense housing projects planned. Recently the city has been approving project after project that does not have in ground trees, but that rather only have trees in pots or planters. Even the architects for the project at 141 South Lake Avenue said, at a recent Design Commission hearing on August 22, 2023, that they only put trees in the ground when the project is a lower density project with one level of parking and that in ground trees "makes no sense at all" for larger projects. No one on the Design Commission questioned this statement. Seriously? What doesn't make sense is when you have projects with denser housing and more residents, and those residents don't get shade giving trees in the ground. Only residents that live in single family homes or less dense housing get full grown trees? It seems to us that the denser the project the greater the need for in ground trees.

We wonder whether the city has looked at these developments to see whether trees in pots or planters thrive or whether they provide any meaningful shade. Has there been any follow up to see whether this works for Pasadena? There is a development on the corner of Allen and Walnut where the trees in the pots already have died and are having to be replanted. Has anyone looked to see if these projects provide any real "green space" for the children living in these housing developments? Where are the parks for the residents (and children) living in these treeless apartments? Larger planters, while nice, are not a substitute for in ground trees.

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If the city continues to approve larger developments, we must either ensure that they are near open green space or reduce the size of the development so that trees can be planted in the ground, or possibly increase the set-back to allow for bigger street trees. To us, it seems that these are the only options when considering how to keep our city green and livable. We need to take seriously our responsibility to keep our city green. The city should be looking throughout the Central District (and Pasadena generally) for where we can repair and enhance our tree canopy, should be putting in place more parks for residents, and should consistently require developers to put trees in the ground with sufficient support for their root systems in all housing developments. The specific plan for this district is an important opportunity to make that happen and we ask City Council to put this into action in the Specific Plan. The planning for the green spaces should come in while we are planning our zoning and the future of the Central District – not as an afterthought.

Traffic throughout Pasadena continues to worsen. Huge development projects continue to be approved around town without examining the impact each of these projects has in concert on the community. We can't be examining these projects in isolation or without serious consideration of EIR thresholds being surpassed. Our new and updated methods of measuring traffic impacts will be useful in examining future proposed projects. But more importantly, our city must examine traffic EIR impacts more closely and fairly. If we are to achieve the goals set out in the Central District Specific Plan (easy circulation through the city, walkable streets, and a vibrant community) we need to look at the overall picture when approving projects. This highlights the importance of EIRs when the traffic threshold is surpassed. The developers must be required to help build Pasadena in both street infrastructure and public services. It is through the EIR that we see what our needs are. We feel this has been ignored.

Finally, in looking at the proposed Central District Specific Plan, we are aware that, for some time now, the city has been weighing removing overnight parking restrictions throughout Pasadena. We strongly believe that our overnight parking restrictions must remain in place – particularly with the scale of coming development and the trend of providing less parking spaces for each project. The neighborhood streets should not be the parking plan for developers. If developments are held to lower parking requirements, then the developer and the city need to ensure that the residents in those buildings aren't required to have cars or that sufficient parking is provided at an off-site location other than our city streets. Lower parking requirements should mean less cars with residents relying on public transportation – not cars being moved from the housing developments to the streets and nearby neighborhoods. Residents should not have to underwrite the inadequate parking allowed by the state and provided by the developers.

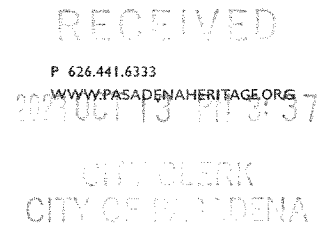
Some proposals have been to allow neighborhoods to decide for themselves whether they would like to keep the overnight parking restrictions. We feel that this hodge-podge approach would be confusing and would result in some neighborhoods unfairly bearing the burden of less available parking in the housing developments. Moreover, when a resident needs to park on the street overnight, there already are overnight parking permits readily

available from the city. A blanket removal of overnight parking restrictions in Pasadena would lead to camping on our streets, would make our streets and city less safe, and would make it more difficult to keep the city streets clean.

We believe that a more reasonable approach to alleviating parking issues for residents would be to extend the already available overnight parking permits for longer periods of time, such as a monthly or yearly pass, and to restrict them so as not to apply to oversized vehicles and to require the vehicle parked on the street to be parked near the residence the permit is tied to. At a minimum – any consideration for removing overnight parking restrictions must be thoroughly studied and made only after a thoughtful deliberation of all the intended and unintended consequences.

Thank you,

Megan Foker  
On behalf of Livable Pasadena



October 13, 2023

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

**Re: Central District Specific Plan**

Dear Mayor Gordo and Members of the City Council,

Pasadena Heritage looks forward to the City Council's thoughts on the updated Central District Specific Plan. Containing five separate National Register Historic Districts, one Landmark District, and dozens of individual resources, the Central District is Pasadena's most historic specific plan area.

Since our founding as an organization 45 years ago we have asked that zoning be responsive to existing building stock, with densities and heights compatible with historic neighborhoods. We are pleased that heights are tailored in Old Pasadena and the Civic Center to preserve their sense of place. Throughout the Central District, design standards should continue to require contextual and compatible design to preserve the integrity of the historic core of Pasadena and foster new design that fits into existing contexts.

We also maintain that the greatest densities and heights should be located away from historic neighborhoods and towards transit. Thus we fully support changes that to allow residential uses on North Lake Ave. This is one of Pasadena's most important arterials, but it is currently a struggling commercial corridor. After office hours, it is desolate with no active street life, which does not encourage walkability or safety for pedestrians, including those going to and from the Gold Line. Adding some residential uses would help bolster and stabilize the neighborhood, and could allow the adaptive reuse of the existing office buildings or merely make them more attractive offices.

The Planning Commission recommended hiring a citywide or districtwide "Chief of Placemaking." This is an interesting idea and, we believe, is worth exploring. While this might fall out of the purview of this Specific Plan, it is something we hope will be considered by the City Council in the future. Pasadena hosts so many guests who stay at our hotels, attend conferences, or pursue education, but frequently the areas around these places do not provide the quality of experience that Old Pasadena or the Playhouse Village offer. The new position could coordinate with stakeholders to provide a better experience, not just in the BID areas but citywide.



**PASADENA  
HERITAGE**  
PRESERVATION | ADVOCACY | EDUCATION

160 NORTH OAKLAND AVENUE  
PASADENA, CALIFORNIA 91101-1714

P 626.441.6333  
WWW.PASADENAHERITAGE.ORG

Pasadena Heritage is supportive of Staff's version of this Specific Plan, and we are thankful that much of our feedback to protect and celebrate historic resources is included in the plan that is now before you for review.

Sincerely,

Susan N. Mossman  
*Executive Director*

Andrew Salimian  
*Preservation Director*

## McMillan, Acquanette (Netta)

---

**From:** cityclerk  
**Sent:** Sunday, October 15, 2023 5:12 PM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; Stevenson, Garrett; McMillan, Acquanette (Netta)  
**Subject:** FW: October 16, 2023 Central District Specific Plan (CDSP)

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From: Michelle Schurer


Sent: Sunday, October 15, 2023 5:11:55 PM (UTC-08:00) Pacific Time (US & Canada)

To: Gordo, Victor; De La Cuba, Vannia; Márquez, Miguel; cityclerk; Jomsky, Mark; Hampton, Tyron; Bell, Cushon; Williams, Felicia; Dyson, Darla; Jones, Justin; Masuda, Gene; Sullivan, Noreen; Rivas, Jessica; Morales, Margo; Madison, Steve; Chapman, Justin; Lyon, Jason

Subject: Re: October 16, 2023 Central District Specific Plan (CDSP)

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Pasadena City Council

Re: October 16, 2023 Central District Specific Plan (CDSP)

Add to the public record.

This letter expresses support for concerns raised by Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices regarding the proposed Central District Specific Plan in Pasadena. The key points I/we agree with and emphasize include:

1. **Renewed Emphasis on Green Spaces:** We advocate for the planting of more street trees and the creation of parks and green spaces for the benefit of Pasadena residents. We stress the importance of protecting existing green spaces and replacing what has been lost.
2. **Overnight Parking Restrictions:** We express alarm at the idea of eliminating overnight parking restrictions throughout Pasadena. We argue that this could lead to camping on the streets, decrease safety, and make it harder to maintain clean streets. We oppose the idea that residents should be responsible for developers' parking needs, under the guise to encourage public transportation and reduce housing development costs at the cost of the tax payor and misuse and abuse of property taxes.
3. **Alternative Parking Solutions:** We suggest that if the city believes there is insufficient parking, the City should provide residents with alternative parking solutions, such as the installation of parking garages, where residents could purchase monthly or annual parking passes. We argue that placing cars in neighborhoods is not a reasonable or responsible approach to city planning.
4. **Comprehensive Traffic Assessment:** We share the concern that traffic in Pasadena is becoming increasingly burdensome. We call for a holistic approach to assessing traffic impacts by considering projects in conjunction with their surrounding

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streets. We emphasize the need to adhere to new traffic metrics and to require an Environmental Impact Report (EIR) for projects that exceed baselines, holding the city council and developers accountable for responsible city growth.

This letter represents the many supporters of Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices and reflects concerns about the proposed Central District Specific Plan and addressing parking and traffic challenges, while commitment to preserving green spaces, and finding balanced solutions for the residents of Pasadena. Thank you, Michelle Schurer

=====

**McMillan, Acquanette (Netta)**

---

**From:** cityclerk  
**Sent:** Sunday, October 15, 2023 6:25 PM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; Stevenson, Garrett; McMillan, Acquanette (Netta)  
**Subject:** FW: Central District Specific Plan

---

**From:** Susan Stevens  
**Sent:** Sunday, October 15, 2023 6:24:47 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** cityclerk <cityclerk@cityofpasadena.net>  
**Subject:** Central District Specific Plan

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I would like to support the comments submitted by Livable Pasadena regarding the necessity of maintaining Pasadena's tree canopy by continuing to plant in-ground street trees. The continuation of this magnificent urban "forest" is an important feature of our beautiful city and, increasingly so, with larger and larger residential developments being built.

In addition, I agree with their logical comments regarding maintaining overnight parking restrictions. Per their comments: "The neighborhood streets should not be the parking plan for developers". Well said!!

~ Susan Stevens

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**McMillan, Acquanette (Netta)**

---

**From:** Jomsky, Mark  
**Sent:** Sunday, October 15, 2023 8:00 PM  
**To:** Official Records - City Clerk  
**Subject:** Fwd: OVERDEVELOPMENT AND THE REMOVAL OF OVERNIGHT PARKING

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**From:** Márquez, Miguel  
**Sent:** Sunday, October 15, 2023 4:02:46 PM  
**To:** Jomsky, Mark <mjomsky@cityofpasadena.net>; Bagneris, Michele <mbagneris@cityofpasadena.net>; Reyes, David <davidreyes@cityofpasadena.net>; Paige, Jennifer <jpaige@cityofpasadena.net>  
**Subject:** Fwd: OVERDEVELOPMENT AND THE REMOVAL OF OVERNIGHT PARKING

This doesn't show to whom it was sent, so sending along just in case.

Miguel Márquez  
City Manager

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**From:** Linda Simmons <lsimmons@monroviashools.net>  
**Sent:** Sunday, October 15, 2023 3:51:25 PM  
**Subject:** OVERDEVELOPMENT AND THE REMOVAL OF OVERNIGHT PARKING

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October 15, 2023

Pasadena City Council  
Re: October 16, 2023 Central District Specific Plan (CDSP)  
Add to the public record.

This letter expresses support for concerns raised by Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices regarding the proposed Central District Specific Plan in Pasadena. The key points I/we agree with and emphasize include:

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This letter represents the many supporters of Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices and reflects concerns about the proposed Central District Specific Plan and addressing parking and traffic challenges, while commitment to preserving green spaces, and finding balanced solutions for the residents of Pasadena.

Thank you,  
Linda Simmons

Linda Simmons  
District 4


**McMillan, Acquanette (Netta)**

**From:** cityclerk  
**Sent:** Sunday, October 15, 2023 8:20 PM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; Stevenson, Garrett; McMillan, Acquanette (Netta)  
**Subject:** FW: Pasadena Parking Plan Concerns

---

**From:** Bonnie Wallace  
**Sent:** Sunday, October 15, 2023 8:19:14 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Gordo, Victor <vgordo@cityofpasadena.net>; De La Cuba, Vannia <VDeLaCuba@cityofpasadena.net>; Márquez, Miguel <miguelmarquez@cityofpasadena.net>; cityclerk <cityclerk@cityofpasadena.net>; Jomsky, Mark <mjomsky@cityofpasadena.net>; Hampton, Tyron <THampton@cityofpasadena.net>; Bell, Cushon <cbell@cityofpasadena.net>; Williams, Felicia <fwilliams@cityofpasadena.net>; Dyson, Darla <ddyson@cityofpasadena.net>; Jones, Justin <justinjones@cityofpasadena.net>; Masuda, Gene <gmasuda@cityofpasadena.net>; Sullivan, Noreen <nsullivan@cityofpasadena.net>; Rivas, Jessica <jerivas@cityofpasadena.net>; Morales, Margo <mlmorales@cityofpasadena.net>; Madison, Steve <smadison@cityofpasadena.net>; Chapman, Justin <jchapman@cityofpasadena.net>; Lyon, Jason <jlyon@cityofpasadena.net>; Thyret, Pam <pthyret@cityofpasadena.net>  
**Subject:** Pasadena Parking Plan Concerns

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Dear Pasadena City Council and Mayor,

*A resident has said they feel like they have to "flee the city" because it's changing so quickly.*

Policies, rules, and elections have consequences.  
But unelected Bureaucrats don't.

For the Record, Measure H is a Disaster for Pasadena. The Policies from these Unelected Bureaucrats are not in the best interest of a thriving community, and instead are more control and agenda oriented. As a resident, it concerns me.

**Monday, Oct. 16, 5:30pm. City Specific Plan. In-person or virtual: City Council**

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meeting: [https://ww2.cityofpasadena.net/2023%20Agendas/Oct 16 23/Agenda.a.asp](https://ww2.cityofpasadena.net/2023%20Agendas/Oct%2016%2023/Agenda.a.asp)

Flyer: <https://www.ourpasadena.org/CDSP-CC-HR-101623>

Thursday, Oct. 19, 6:15 pm - 8:00pm. Parking issue. In-person or virtual:  
Flyer: <https://www.cityofpasadena.net/transportation/wp-content/uploads/sites/20/Parking-Strategic-Plan-Town-Hall-Meeting-Flyer.pdf>

Town Hall Community Meeting with Zoom info: Dept. of Transportation direct link: <https://www.cityofpasadena.net/transportation/parking-info/>  
(scroll down to the bottom and click on Parking Strategic Plan which expands with more info)

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Pasadena City Council  
Re: October 16, 2023 Central District Specific Plan (CDSP)  
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Thank you,  
Bonnie Wallace

Pasadena District 7

President Greater Pasadena Republican Assembly

[gpra.eventbrite.com](http://gpra.eventbrite.com)

--  
**Bonnie Wallace**  
[www.powersourcedance.com](http://www.powersourcedance.com)

**McMillan, Acquanette (Netta)**

**From:** cityclerk  
**Sent:** Sunday, October 15, 2023 8:32 PM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; Stevenson, Garrett; McMillan, Acquanette (Netta)  
**Subject:** FW: October 16, 2023 Central District Specific Plan (CDSP)

---

**From:** janet cooper  
**Sent:** Sunday, October 15, 2023 8:32:05 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Gordo, Victor <vgordo@cityofpasadena.net>; migelmarquez@cityofpasadena.net <migelmarquez@cityofpasadena.net>; cityclerk <cityclerk@cityofpasadena.net>; gmasuda@cityofpasadena.com <gmasuda@cityofpasadena.com>; Williams, Felicia <fwilliams@cityofpasadena.net>  
**Subject:** October 16, 2023 Central District Specific Plan (CDSP)

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Pasadena City Council  
Re: October 16, 2023 Central District Specific Plan (CDSP)  
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5. Fix Colorado Blvd parking: The recently revised reverse parking spots along sections of Colorado Blvd. cause driving confusion and congestion. Along with the occasional parklets. The street needs to be returned to its original design

This letter represents the many supporters of Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices and reflects concerns about the proposed Central District Specific Plan and addressing parking and traffic challenges, while commitment to preserving green spaces, and finding balanced solutions for the residents of Pasadena.

Thank you,  
Janet E Cooper

10/16/2023  
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**McMillan, Acquanette (Netta)**

**From:** cityclerk  
**Sent:** Monday, October 16, 2023 12:35 AM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; Stevenson, Garrett; McMillan, Acquanette (Netta)  
**Subject:** FW: Central District Specific Plan

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**From:** KEVIN CASTAING  
**Sent:** Monday, October 16, 2023 12:34:11 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Gordo, Victor <vgordo@cityofpasadena.net>; Márquez, Miguel <miguelmarquez@cityofpasadena.net>; cityclerk <cityclerk@cityofpasadena.net>; Hampton, Tyron <THampton@cityofpasadena.net>; Williams, Felicia <fwilliams@cityofpasadena.net>; Jones, Justin <justinjones@cityofpasadena.net>; Masuda, Gene <gmasuda@cityofpasadena.net>; Rivas, Jessica <jerivas@cityofpasadena.net>; Madison, Steve <smadison@cityofpasadena.net>; Lyon, Jason <jlyon@cityofpasadena.net>  
**Subject:** Central District Specific Plan

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Pasadena City Council

Re: October 16, 2023 Central District Specific Plan (CDSP)

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Thank you,  
Kevin C. Castaing



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2023 OCT 16 AM 8:57

Allen Matkins

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Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law  
865 South Figueroa Street, Suite 2800 | Los Angeles, CA 90017-2543  
Telephone: 213.622.5555 | Facsimile: 213.620.8816  
www.allenmatkins.com

Eoin McCarron  
E-mail: emccarron@allenmatkins.com  
Direct Dial: 2139555618 File Number: 390524.00003/4861-0737-4982.1

**Via Electronic Mail**

October 16, 2023

Office of the Mayor and City Council  
c/o City Clerk  
100 N. Garfield Avenue  
Pasadena, CA 91101

**Re: Public Comment on Draft Central District Specific Plan**

Mayor Gordo and Members of the City Council:

Allen Matkins is counsel for Harbert South Bay (“**South Bay**”), a developer and operator of independent living, assisted living, and memory care communities in California and across the country. This letter is submitted on behalf of South Bay in support of the Draft Central District Specific Plan (the “**Specific Plan**”) scheduled for public hearing before the City Council on October 16, 2023. South Bay is in the process of redeveloping the property located at the north-west intersection of N. Lake Avenue and E. Walnut Street (the “**Property**”) with a state-licensed residential care facility. The Specific Plan, as proposed, provides for development of the project at the site and, more broadly, supports a vibrant, mixed-use vision for the Mid-Lake subarea where the Property is located. We are excited to be one of the first projects to implement this new vision for N. Lake Avenue and commend Planning staff’s hard work on the Specific Plan over the past several years. We look forward to working collaboratively with staff in the coming months to develop much-needed senior housing in the Specific Plan area and we reiterate our strong support for the Specific Plan. We hope that the City Council shares our sentiment and supports this exciting and important step toward the redevelopment and improvement of the Central District.

Very truly yours,

*Eoin D. McCarron*

Eoin McCarron

EM

cc: Jennifer Paige, AICP

## McMillan, Acquanette (Netta)

---

**From:** cityclerk  
**Sent:** Monday, October 16, 2023 10:49 AM  
**To:** Flores, Valerie; Iraheta, Alba; Jomsky, Mark; Robles, Sandra; Sabha, Tamer; Stevenson, Garrett; McMillan, Acquanette (Netta)  
**Subject:** FW: Common sense plans

---

**From:** David  
**Sent:** Monday, October 16, 2023 10:48:21 AM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Gordo, Victor <vgordo@cityofpasadena.net>; cityclerk <cityclerk@cityofpasadena.net>; Masuda, Gene <gmasuda@cityofpasadena.net>; Márquez, Miguel <miguelmarquez@cityofpasadena.net>  
**Subject:** Common sense plans

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Please see my note below regarding my concerns as a 23 year Pasadena resident. These are the kind of things that make folks like me worry about our City. These are self inflicted dangers... I agree with all of the concerns and positions listed below.

10/16/2023  
Item 11

Pasadena City Council  
Re: October 16, 2023 Central District Specific Plan (CDSP)  
Add to the public record.

This letter expresses support for concerns raised by Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices regarding the proposed Central District Specific Plan in Pasadena. The key points I/we agree with and emphasize include:

1. **Renewed Emphasis on Green Spaces:** We advocate for the planting of more street trees and the creation of parks and green spaces for the benefit of Pasadena residents. We stress the importance of protecting existing green spaces and replacing what has been lost.
2. **Overnight Parking Restrictions:** *We express alarm at the idea of eliminating overnight parking* restrictions throughout Pasadena. We argue that this could lead to camping on the streets, decrease safety, and make it harder to maintain clean streets. **We oppose** the idea that residents should be responsible for developers' parking needs, under the guise to encourage public transportation and reduce housing development costs at the cost of the tax payor and misuse and abuse of property taxes.
3. **Alternative Parking Solutions:** We suggest that if the city believes there is insufficient parking, the City should provide residents with alternative parking solutions, such as the installation of parking garages, where residents could purchase monthly or annual parking passes. We argue that placing cars in neighborhoods is not a reasonable or responsible approach to city planning.
4. **Comprehensive Traffic Assessment:** We share the concern that traffic in Pasadena is becoming increasingly burdensome. We call for a holistic approach to assessing traffic impacts by considering projects in conjunction with their surrounding streets. We emphasize the need to adhere to new traffic metrics and to require an Environmental Impact Report (EIR) for projects that exceed baselines, ***holding the city council and developers accountable for responsible city growth.***

This letter represents the many supporters of Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices and reflects concerns about the proposed Central District Specific Plan and addressing parking and traffic challenges, while commitment to preserving green spaces, and finding balanced solutions for the residents of Pasadena.

**McMillan, Acquanette (Netta)**

---

**Subject:** FW: Too Many changes

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**From:** Kim santell

**Sent:** Monday, October 16, 2023 11:18:28 AM (UTC-08:00) Pacific Time (US & Canada)

**To**

**Subject:** Too Many changes

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Pasadena City Council

Re: October 16, 2023 Central District Specific Plan (CDSP)

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Thank you,

Kim Santell


10/16/2023  
Item 11

**McMillan, Acquanette (Netta)**

---

**From:** Aris Artunyan  
**Sent:** Monday, October 16, 2023 11:49 AM  
**To:** PublicComment-AutoResponse  
**Cc:** Nonie Cheung  
**Subject:** Central District Specific Plan Update

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We would like to express our support for the Central District Specific Plan revisions and the adjustment of the boundary of the Central District. This change would enable us and many other property owners to have better incentives to propose better projects and growth within the Central District Boundary.

**Aris Artunyan**

*Assoc. AIA - LEED Accredited Professional*

**EXCLUSIVE DESIGN GROUP, LLC**

*La Crescenta, CA 91214*



10/16/2023

Item 11

Pasadena City Council  
Re: October 16, 2023 Central District Specific Plan (CDSP)  
Add to the public record.

RECEIVED

2023 OCT 16 PM 1:43

CITY CLERK

CITY OF PASADENA

This letter expresses support for concerns raised by Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices regarding the proposed Central District Specific Plan in Pasadena. The key points I agree with and emphasize include:

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5. This letter represents the many supporters of Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices and reflects concerns about the proposed Central District Specific Plan and addressing parking and traffic challenges, while commitment to preserving green spaces, and finding balanced solutions for the residents of Pasadena.

Thank You,

William Crowell

1990 Paloma Street  
[crowellwilliam@att.net](mailto:crowellwilliam@att.net)

PS: I am also strongly against eliminating the current Overnight Parking Restrictions, because I believe it will produce an environment more susceptible to crime and it will hinder the ability of the Pasadena Police Department to "cruise and survey" the City neighborhoods at nighttime (to keep them safe). This is a reason I have heard expressed by several City officials over the years (for these restriction(s) to exist – at all). Additionally, these Parking codes allow for the cleaning of the streets on a regular basis.

10/16/2023  
Item 11

McMillan, Acquanette (Netta)

Subject:

FW: CENTRAL DISTRICT CITY COUNCIL HEARING 10.16.23

**From:** Cheryl Weaver

**Sent:** Monday, October 16, 2023 1:10:53 PM (UTC-08:00) Pacific Time (US & Canada)

**To:** Gordo, Victor

**Cc:**

**Subject:** CENTRAL DISTRICT CITY COUNCIL HEARING 10.16.23

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Pasadena City Council

Re: October 16, 2023 Central District Specific Plan (CDSP)

Add to the public record.

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Thank you,

--

10/16/2023

Item 11



Realtor  
**Cherryl Weaver**  
**DRE #01353222**

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October 16, 2023

City Council

City of Pasadena

100 North Garfield Ave Pasadena, CA 91101

Re: Central District Specific Plan

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2023 OCT 16 PM 1:43

CITY CLERK  
CITY OF PASADENA

**PLEASE INCLUDE AS PART OF THE PUBLIC RECORD**

I am writing to add my support for all of the concerns raised by Keep Pasadena Moving (KPM), Livable Pasadena, Pasadena Voices and I'm sure the unspoken majority of the residents of Pasadena regarding the proposed Central District Specific Plan in Pasadena. The key points I want to emphasize:

1. Ensuring the green canopy of trees, parks, and green spaces Pasadena is renowned for be at the forefront of planning by any developer when presenting their ideas to Design and Planning Commissions for current and future developments
2. Removing Overnight Parking Restrictions: I believe that our overnight parking restrictions must remain in place - particularly with the scale of coming development and the trend of providing less parking spaces for each project. Neighborhoods CANNOT be the developers' solutions for parking. As well, the Opt-Out proposal by the city under the placating guise suggesting each neighborhood make their own decision is misleading and confusing.
3. Alternative parking solutions: the city should ensure that developers provide for each project adequate parking and parking garages with the ability and *priority* to purchase monthly and yearly passes. The city wants to provide in the Central District fewer parking options in anticipation of residents relying on public transportation. That might be possible in the Central District but the residents in the other districts of Pasadena are older and won't use public transportation due to the ease the car provides and the safety issues of public transportation.
4. Traffic: If we are to achieve the goals set out in the Central District Specific Plan (easy circulation through the city, walkable streets, and a vibrant community) we need to look at the overall picture when approving projects. It is through the EIR that we see what our needs are and what the developers must consider when traffic thresholds are exceeded.

Lastly, the Planning Commission has recommended hiring a citywide or districtwide "Chief of Placemaking." This is an interesting idea and, I believe, is worth exploring, ***but only if KPM, Livable Pasadena, and Pasadena Voices have seats at the table. The Commission as proposed cannot make decisions with only Pasadena Complete Streets Coalition, that represent a minority of residents' viewpoints, a part of the planning.***

Thank you,

Lee Allen

10/16/2023  
Item 11

**McMillan, Acquanette (Netta)**

**From:** F I D  
**Sent:** Monday, October 16, 2023 2:45 PM  
**To:** Gordo, Victor; Masuda, Gene; cityclerk  
**Cc:** Jomsky, Mark; PublicComment-AutoResponse  
**Subject:** October 16, 2023 Central District Specific Plan (CDSP)

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Pasadena City Council  
Re: October 16, 2023 Central District Specific Plan (CDSP)  
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Thank you,  
FDuerr

10/16/2023  
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CITY COUNCIL MEETING OF OCTOBER 16, 2023

2023 OCT 16 PM 4: 26

COMMENTS ON THE FINAL DRAFT CENTRAL DISTRICT SPECIFIC PLAN

CITY CLERK  
CITY OF PASADENA

ITEM # 11

SUBMITTED BY MARSHA V. ROOD, FAICP

Honorable Members of the City Council:

The final draft Central District Specific Plan has come a long way and I applaud the inclusion of the Design Standards in the body of the Plan. However, the proposed plan focuses, for the most part, on standards for private development projects, not on the public domain. As a 22-year resident of the Central District and former Development Administrator for the Pasadena, I offer the following recommendations for the **IMPLEMENTATION ACTIONS SECTION**:

**RECOMMENDATION #1:** Create a "Central District Pedestrian Plan" based on actual pedestrian experiences in the Central District - not on a computer model. The proposed Central District Pedestrian Plan should be developed by an expert in pedestrian planning and implementation.

**RATIONALE:** The City of Pasadena's recent citywide *Safer Streets Traffic Safety Campaign and Outreach Update* program (July 25, 2023) analyzed pedestrian crashes that resulted in significant injury or fatality in Pasadena from 2015 to 2021. Seniors (55+) made up 48% of victims killed or seriously injured; unhoused individuals, 13%. *But It will take more than a multi-media pedestrian safety campaign with season-specific messaging to address the issue of pedestrian safety.*

Walkability – **safe pedestrian networks** – is among the top priorities for the 25,000+ residents who live in the Central District. *Pedestrian networks are as important to the residents who live in the Central District as is traffic management to the residents of single family neighborhoods.* A pedestrian network is based on more than *ad hoc* improvements; it is based on a pattern or "matrix" of improvements – pedestrians walk more in a matrix pattern than in straight lines along roadways. The proposed *Central District Pedestrian Plan* should include all of the Central District's residential, public and commercial areas in order to create *linkages*. The plan should begin with a community pedestrian "Walkabout" of the Central District led by a pedestrian planning expert to identify barriers and desired improvements for walking; computer models are good at identifying current pedestrian death and injuries at intersections, but not for planning pedestrian networks. City investments focused on creating a pedestrian network in the Central District have not happened since Old Pasadena, some 25 years ago.

The proposed *Central District Pedestrian Plan* should include elements such as: (a) a Community Profile of those who live in the Central District; (b) a Community Involvement Strategy; (c) a description of the existing Pedestrian Environment, including barriers to walking; (d) Proposed Pedestrian Facilities recommendations on a block-by-block and street-by-street basis; (e) a Proposed Financing plan with realistic and most likely funding sources and estimated component costs; *and, most importantly,* (f) Proposed Actions and Programs. This plan would provide the basis for an inter-departmental Work Program for getting things done. Otherwise, implementation will be done project-by-project over a long period of time in accordance with individual Department's work programs or became part of the City's document archives file of good intentions. *For maximum impact, the Central District pedestrian improvements should be done within the same time frame and in a collaborative and coordinated way.*

#### **WHY IS THE PROPOSED CENTRAL DISTRICT PEDESTRIAN PLAN SO IMPORTANT?**

The Central District is a rapidly growing neighborhood of 25,000+ people. A pedestrian plan specifically for the Central District should describe and assess all important trends affecting the future - the proposed "*PasadenaWalks! Pedestrian Plan*" does not do that. Importantly, the real threat to developing a Central District pedestrian plan is that the Transportation Department's "*PasadenaWalks! Pedestrian Plan*" will be treated as a "real" pedestrian plan because of its title. However, the plan focuses entirely on reducing pedestrian injuries and/or deaths at intersections along major traffic corridors across the city. Except for pedestrian safety improvements along major traffic corridor intersections, *PasadenaWalks! does not recommend any pedestrian improvements for creating an inviting pedestrian network for the Central District.*

**RECOMMENDATION #2. Create an interdepartmental team led by a "chief of placemaking" appointed by the City Manager to manage, facilitate and coordinate public investment with private investment in the same time frame. *Great Places are created by intention, not default.***

**Who is in charge of planning and placemaking for the public domain?** The Planning Department spends the bulk of its time planning for and entitling private development projects and, for the most part, the Public Works and the Transportation Departments focus on individual projects. *The City needs a cross-departmental and cross-disciplinary team to focus on unique geographic areas of the city, such as the Central District, with a placemaking approach.*

**RATIONALE:** The Central District has evolved from a *central business district* to a *central community district*. As a result, it is the *most unique and most complex urban area* in the City of Pasadena and needs to be managed as the complex area it is. Currently, the City's bureaucracy is not organized to deal with implementing specific improvements on an interdepartmental "team" basis in targeted areas. Departmental missions and work programs are often in conflict and are not linked in a way that creates maximum impact. *No department is charged with "creating great places" in an orchestrated way and within the same time frame.*

**LOCAL EXAMPLE OF TEAM-BASED PLACEMAKING:** Placemaking was the operative strategy for revitalizing Old Pasadena; arguably it worked:

**The numbers:**

- Over 1.6 million sq. ft. of buildings renovated and built
- Decreased Vacancy Rates of 80 - 90% in 1983 to 5% - 10% in 2023
- Increased Annual Sales Volumes of \$3.0 million 1979 to \$350 million in 2022
- Increased Rental Rates \$.25/sq. ft on Colorado Blvd. and \$.15/sq. ft. off Blvd. in 1979 to \$40 - \$50 /sq. ft C and some \$35/ - \$40/sq. ft. respectively.
- Increased of 150 independent businesses and one chain in 1989 to 285 independents and 50 chains in 2022
- Increase in housing units from 200 in 1990 to existing and new residential units of about 2,500 and growing; condos being sold for \$1.5m - \$2.0 M currently
- City' garages in Old Pasadena are paid off and are a source of revenue for the City

**The awards:**

- First "Great American Main Street Award" from the National Trust for Historic Preservation
- International Downtown Association "Downtown Achievement Award"
- "Livable Community Award" from the California Local Government Commission
- "President's Commendation" from the Pasadena Beautiful Foundation for the De Lacey Avenue Parking Facility
- "Skyline Award" from Lambda Alpha International

The City is rightfully proud of the nationally and internationally recognized downtown revitalization of Old Pasadena.

Thank you for the opportunity to comment.

*Marsha V. Rood, FAICP*

**McMillan, Acquanette (Netta)**

---

**From:** Marjorie Lindbeck  
**Sent:** Monday, October 16, 2023 3:33 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Central District Specific Plan Vote of Support

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Dear Council Members:

As a property owner and resident in Playhouse Village, I am writing to express support for the proposed changes to the Central District Specific Plan. While I agree it is important to acknowledge and preserve our historic treasures and institutions, I also recognize that what was applicable in the past has been demonstrated to be inadequate in planning for a future with livable, walkable streets and villages that address the issues of climate change, traffic, pollution and livability. Zoning that had prohibited mixed use development in transit corridors makes zero sense today. Palm trees and ginkgo trees cannot create the shade canopy this environment demands, yet there has been no viable alternative allowed by the City. Let's please get aggressive with planning and implementation for what we know to be future environmental and economic challenges. Widening the sidewalks along Colorado Boulevard and incorporation a tree canopy may just be more than pretty — it may be life saving.

I am very supportive of the recommendation for mixed-use/residential zoning on Lake Avenue between Colorado and Corson. That important entry into Pasadena is not working well currently. The empty office buildings do not create the vitality required. Mixed use development will bring residents to this corridor and revitalize the area. The number of lanes of traffic and the lack of trees on North Lake Avenue approaching the freeway create an inhospitable environment. The Playhouse Village Association's streetscapes plan included in the Planning Commission's report and in the City's CIP list would mitigate that. I support that! Other areas that I applaud is reduced or eliminated parking requirements for small retail uses and older buildings.

Placemaking means just that: Creating places where people want to be. When you create places, people will come. Then you start having community, economic vitality, participation, activation, and more people want to come and be part of it. The City will be better off for it! A "placemaker in chief" is a very good idea and should be considered!! The staff did not feel they had the authority to recommend this — deferring this decision to City Council. YOU have the authority to recommend this, Please do. Implementation efforts with City departments working together towards the goals outlined in this plan will be the key to its success.

On another note, I do support the approval of the project at 740-790 E. Green Street. I have watched the progress of this project for years now, and it is time to move forward with it. It furthers the goals stated in the plans for the Central District, provides much needed housing and will enrich this neighborhood.

Thank you,

Margie Lindbeck

**10/16/2023**  
**Item 10 & 11**

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2023 OCT 16 PM 5:02

**City Council Meeting of October 16, 2023**

**Item #11**

CITY CLERK  
CITY OF PASADENA

**Comments on the Final Draft Central District Specific Plan**

**Thomas Priestley, Ph.D., AICP**

I live in District 6 and I spend a fair amount of time in the Central District as I go about my everyday life as a resident of Pasadena. As a professional planner trained in urban design research, with experience related to complete streets issues, and concerns about urban livability and urban adaptation to climate change, I have been following the development of the Central District Specific plan with a high degree of interest.

My assessment is that because the Central District has a large resident population and because it is a focal point of community activity, redesigning its streets to better accommodate the needs of people who travel on foot, by bicycle, and on public transportation is of high strategic importance. As I have been tracking the Specific Plan's development, the major question I have had in mind is how well this plan moves Pasadena along in achieving its goal of making Pasadena a city in which residents can circulate without automobiles. Unfortunately, the answer in looking at the draft of the plan that was released on Friday the answer is not very much.

Sadly, the Central District Specific Plan (CDSP), like the plans that have been developed or are being developed for Pasadena's other Specific Plan areas, focuses on regulating the land uses and design of the development that occurs on privately owned land with limited attention to shaping the design of the public realm.

The public realm consists of not only things like parks and public buildings but most importantly includes the publicly owned street rights of ways, which in the Central District, make up a large percentage of the district's land area. Close attention to the management and development of these street rights of way is essential for improving the safety, convenience, and experience of people who walk, bike, and/or use public transportation and is key to making the district an area that successfully attracts activity and development.

Admittedly, in response to comments made on earlier versions of the CDSP, the current draft does a slightly better job of at least talking about the design of the public realm than the previous drafts did but does not go far enough in mandating action to improve conditions for the area's non-automotive users.

For example, in Section 3.2.1 Plan Area Goals and Policies: Public Realm on pages 44-47 there is a somewhat comprehensive laundry list of policies for potential improvements to the area's

10/16/2023

Item 11

public realm, but these policies are mostly general in nature, and are presented as things that the City should "support", "encourage", "promote" or "prioritize".

Before this plan document is adopted, I ask you the City Council to amend it so that it provides strong direction to actually implement these policies. This would most appropriately be achieved by amending the Infrastructure, Mobility, and Sustainability implementation actions set out in 7.1 to make them more actionable.. Implementation Actions IMS-3, IMS-5, and IMS-6 are particularly relevant to making the Central District an area that better accommodates the needs of non-automotive users. Unfortunately, they are written in a way that does not mandate implementation. Beyond that, treating them as three separate actions could lead to disjointed results that do not add up to a coherent whole. The City Council should direct Planning staff to revisit these three separate implementation actions to recast them in terms of the development of an integrated plan for the Central District's public realm that addresses the issues encompassed by all three of the Implementation Actions in an integrated way. The integrated public realm plan should include all of the components of the Pedestrian Plan recommended by Marsha Rood as well as a bicycle action plan, a complete streets plan, a bicycle action plan, and a streetscape improvement plan.

A policy measure that the City Council should adopt in an action separate from the approval of the Central District Specific Plan but coincident with it is a measure to create a position for a person on the city staff who would play the role of "Chief Placemaker" to oversee the implementation of the improvements to the public realm in the Central District. This idea was accepted by the Planning Commission which requested that the Planning Department incorporate it into the CDSP. Planning staff rejected this idea with the argument:

*It is staff's position that the recommended implementation action item is not under the scope of a single specific plan document. The establishment of an interdepartmental team and budget programming are policy decisions under the purview of the City Council and City Manager that might be addressed through the annual operating budget, CIP, and/or other related policy discussions.*

Planning's arguments about why this implementation measure is not an appropriate part of a Specific Plan are understandable and probably appropriate. Given that, the City Council should take a separate action to create an interdepartmental team led by a "Chief of Placemaking", appointed by the City Manager, to manage, facilitate, and coordinate activities in the Central District and perhaps in other Specific Plan Districts.

Before the Council adopts this plan, the suggested revision to the plan's implementation measures and the adoption of a measure authorizing the creation of a Chief of Placemaking position are essential to ensure that Central District lives up to its full potential as a high density residential area and the focal point of Pasadena's economic activity and community life.





MADISON HEIGHTS  
NEIGHBORHOOD ASSOCIATION

115 West California Boulevard, #305, Pasadena, CA 91105 [www.mhnapasadena.org](http://www.mhnapasadena.org)

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2023 OCT 16 PM 5:20

CITY CLERK  
CITY OF PASADENA

October 17, 2023

The Honorable Mayor Gordo and Pasadena City Council Members  
100 North Garfield Avenue, Pasadena, CA 91101

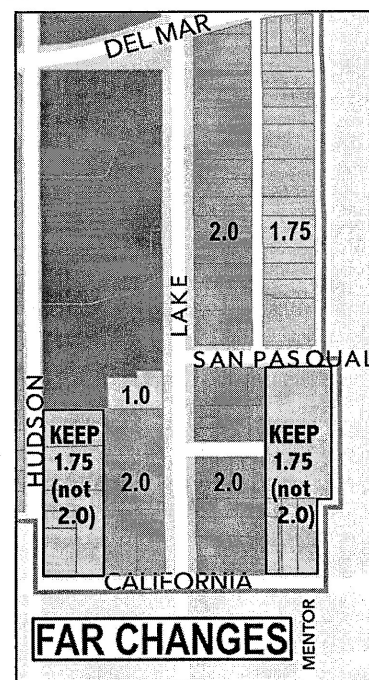
RE: PROPOSED CENTRAL DISTRICT SPECIFIC PLAN

Dear Mayor Gordo and City Councilmembers,

We are pleased with most of the changes to the proposed Central District Specific Plan that staff have worked so hard on. These include: 1) making the Central District more inviting and safer for pedestrians by requiring wider sidewalks (and setbacks) with more street furnishings, landscaping/trees, shade coverage, and other amenities; 2) addressing multi-modal options; 3) requiring more trees overall and the maintenance of current trees; 4) the removal of South Lake Ave south of California Blvd from this Specific Plan; 5) new Publicly Accessible Open Space requirements; and 6) requiring a plaza at the northeast corner of Lake Ave and California Blvd.

That said, we would like to address three items of interest for our adjacent neighborhood's residents:

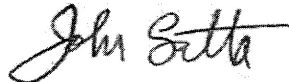
- NEW PLAZA:** We would like the aforementioned plaza's minimum size to be larger than 400 square feet, which is tiny. We appreciate that the lot isn't huge, but a larger plaza would be more inviting and allow for more landscaping (which is a minimum of 25% of a plaza) at the district's southeast gateway. The cater-cornered plaza near Peet's Coffee appears to be over 10 times larger than 400 square feet, for comparison. At the Planning Commission meeting about this, commissioners supported staff and MHNA to require and expand this space, but then one Commissioner (Cole) argued against it and Commissioners went along with him. We respectfully disagree with Commissioner Cole, and agree with staff that this requirement will not be an undue burden on the next owner of the property, and will instead be a boon to the South Lake district and all who walk, congregate, live and shop there.
- FAR:** We would like the Floor Area Ratio (FAR) of 1.75 to be maintained rather than increased to 2.0 in two areas (see diagram for clarity): A) The strip along the east side of Hudson Ave between California Blvd and the Macy's Planned Development, and B) the strip that runs from the southeast corner of the Central District at Mentor and California, up to San Pasqual.
- PARKS/GREEN SPACE:** While there are provisions for public open space, these are mostly narrow strips or paved areas, like paseos. There is very little in the plan about parks/green spaces. The "Implementation Actions" section mentions the goal of identifying "potential locations suitable for new neighborhood parks and recreational facilities, along with funding opportunities and programming ideas, with priority given to areas that are currently without convenient park access." But there are no requirements for adding new park space, and we know from past experience that this rarely



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actually happens. We understand that the Green Space, Recreation, and Parks Master Plan needs to be updated, but a separate needs assessment/analysis could be done now, as noted in this Specific Plan. We hope the City can make new public parks and green spaces a requirement in this wide, underserved area that's slated to become denser with housing.

Lastly: generally speaking, even though zoning isn't changing in terms of land use or density for the southern segment of South Lake, we continue to be concerned about density and traffic along California Blvd. We hope the Pavilions supermarket and other one- or two-story buildings in the immediate area are encouraged to remain as such, without added density or height. This is also important for maintaining the mountain views, which matter greatly to residents and visitors, and make the area more appealing. Hopefully, the Specific Plan's stated policy to support grocery stores for surrounding neighborhoods can help protect the Pavilions, which is the only nearby market for much of the area — as the new Erewhon market is not an affordable option for many.

 your consideration.

John Latta  
Best regards,  
President, MHNA

October 16, 2023

Mayor Victor [Gordo@cityofpasadena.net](mailto:Gordo@cityofpasadena.net)  
Vice Mayor Felicia [Williams@cityofpasadena.net](mailto:Williams@cityofpasadena.net)  
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Add to public record *Central District Plan*

Dear Council:

The Lower Hastings Ranch Association joins with Keep Pasadena Moving, Livable Pasadena, and Pasadena Voices in advocating the planting of more in-ground street trees and the creation of more green space throughout the City and in the Central District Plan before you tonight.

We strongly oppose the elimination of over-night parking restrictions. This would be especially detrimental to neighborhoods. We are concerned with public safety in our neighborhoods and really throughout Pasadena. Eliminating regulations would only increase problems. While we understand some individuals are forced to seek refuge in their cars, a residential neighborhood should not be utilized for this purpose. Also abandoned vehicles pose a problem, and sanitation of our streets would be much more difficult to maintain. We agree with our partner organizations that this issue needs to be thoroughly studied.

Lastly, we would like to point out that when massive developments are allowed, developers must provide adequate parking. Thank you for your thoughtful consideration of the myriad of problems density brings to our City.

Respectfully submitted,

LOWER HASTINGS RANCH ASSOCIATION

*Diane Kirby*  
By Diane Kirby, Secretary

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