

ONE-YEAR UPDATE: RELINQUISHED AREA

City Council
September 11, 2023





Overview – One-Year Update

OFFICE OF THE CITY MANAGER

1. RECONNECTING COMMUNITIES PILOT PLANNING GRANT AWARD;
2. LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LA METRO)
3. RECONNECTING COMMUNITIES 710 ADVISORY GROUP
4. HIRING OF A SENIOR PROJECT MANAGER
5. CONSULTANT ASSISTANCE



Relinquished Property

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Making Conservation
a California Way of Life.

To: DESIGN C.
MAINTENANCE OFFICE
RIGHT OF WAY UTILITIES
CONSTRUCTION
TRAFFIC OPERATIONS
PERMITS
SURVEYS
PLANNING
EXTERNAL AFFAIRS
STRUCTURE MAINTENANCE
RIGHT OF WAY UTILITIES
TRANSPORTATION PERMITS
MAINTENANCE - FREEWAY AGREEMENTS

Date: August 15, 2022
File: 07-LA-710-PM T30.9/R32.5
Rel. No. 1285
E.A. 07-38710
Project ID 0722000204

From: Shant Ohannessian
Senior Transportation Surveyor
Office of R/W Engineering

Subject: RELINQUISHMENT NO. 1285

This is to advise you that on 06/29/2022 the Commission adopted a resolution relinquishing to City of Pasadena a portion of State Highway Route 710 lying within the City limits, from Columbia Street to Union Street designated 07-LA-710-PM T30.9/R32.5.

This resolution was recorded on 08/15/2022 in the office of the Registrar-Recorder/County Clerk of Los Angeles County and the effective date of said relinquishment is 08/15/2022.

City of Pasadena was notified of this resolution for that portion of State Highway Route 710 within the City limits, and a section of the State Highway should be relinquished to the City of Pasadena by the agency.

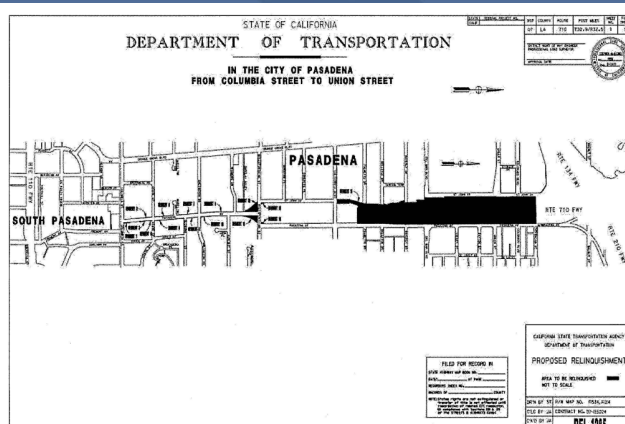
If there are any questions regarding this resolution, please call me at 213-269-0098.

Shant Ohannessian
Shant Ohannessian, PLS
Senior Transportation Surveyor

Subject: RELINQUISHMENT NO. 1285

This is to advise you that on 06/29/2022 the California Transportation Commission adopted a resolution relinquishing to City of Pasadena a portion of State Highway Route 710 lying within the City limits, from Columbia Street to Union Street designated 07-LA-710-PM T30.9/R32.5.

This resolution was recorded on 08/15/2022 as Document No. 20220815584 in the office of the Registrar-Recorder/County Clerk of Los Angeles County and the effective date of said relinquishment is 08/15/2022.







Overview – One-Year Update

OFFICE OF THE CITY MANAGER

RECONNECTING COMMUNITIES PILOT
PLANNING GRANT AWARD;



The City Beautiful

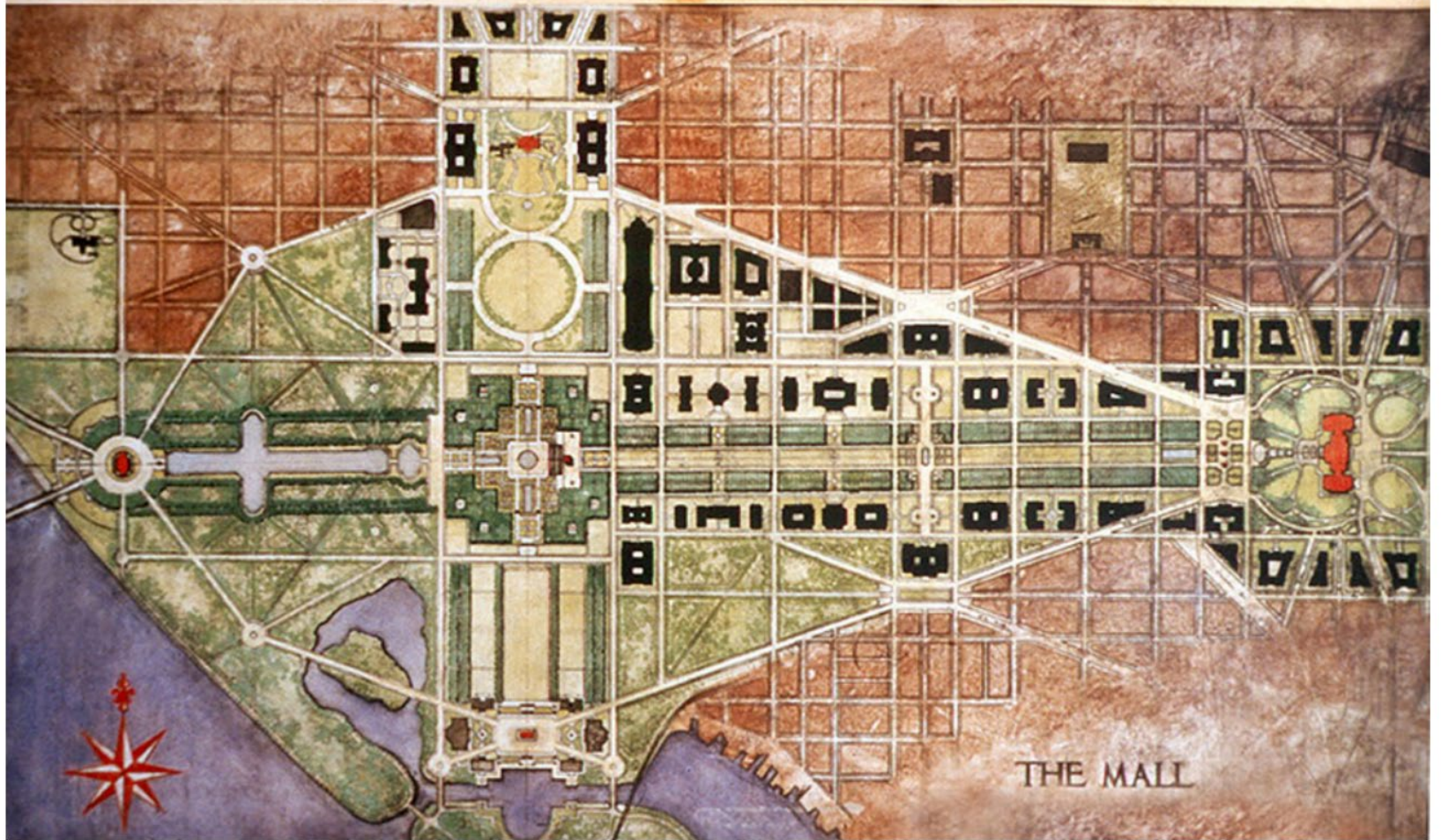
OFFICE OF THE CITY MANAGER



Some think of Pasadena as a suburb of Los Angeles, but I think of it as one of a number of American cities that participated in a bold and somewhat altruistic experiment in planning and design, along with Chicago, Philadelphia, St. Louis, New York, and others at the beginning of the 20th century, now referred to as the City Beautiful Movement. Americans are notorious for their disdain and frequent ignorance of history, including their own, often in regard to some of their finest efforts and achievements in their rush toward the new and novel.”

—LAURIE OLIN

THE MCMILLAN PLAN : 1901 - THE MALL



MCMILLAN PLAN FOR WASHINGTON DC, 1902



City Beautiful



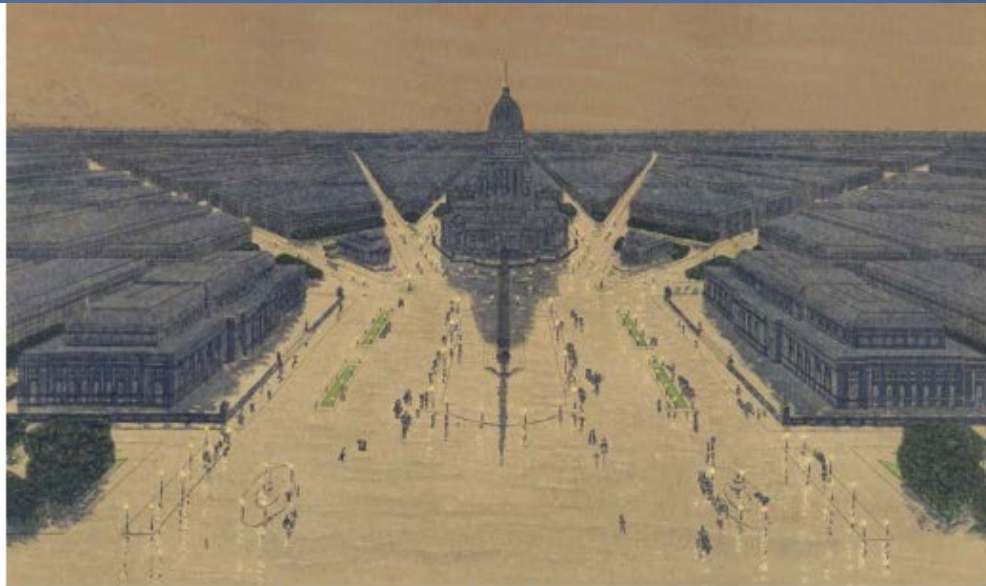
BIRD'S EYE VIEW, MCMILLAN PLAN FOR WASHINGTON DC, 1902



City Beautiful



PALACE OF LIBERAL ARTS, ST LOUIS WORLD'S FAIR, 1904



CHICAGO CIVIC CENTER, BURNHAM PLAN OF CHICAGO

DO YOU KNOW THAT—

A city plan suggests readjustments.

With Vision and Action the people progress.

City planning and economy are twin brothers.

A city plan analyzes the extent of a city's growth.

Hallways in the City Hall are used for devoting rooms.

The Library owns six times as many books as in 1901.

YOUR VOTE IS WANTED for the Civic Center Bonds.

The library circulation last fiscal year was eleven books per capita.

A city plan provides for coordination in future improvements.

GETTING READY FOR GROWTH IS PLANNING MOTIF

By C. C. THOMAS

The bond issue upon which we are to vote on June 7, provides for the three buildings immediately required by our City. With these as a nucleus, the beautiful plan produced by our Planning Commission will be carried out as time goes on. When it is completed, Pasadena will be a beauty spot of the world in a sense impossible of realization unless carefully planned for.

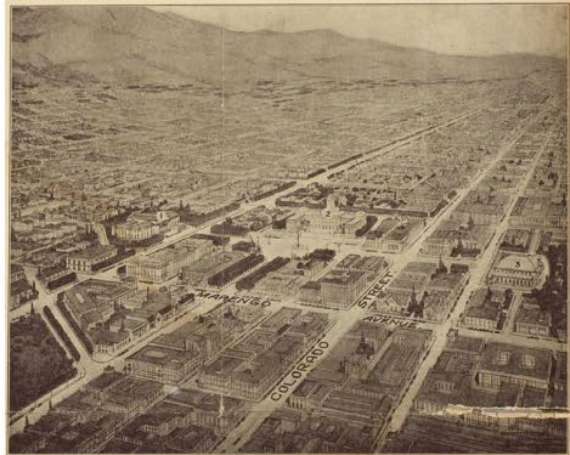
City planning simply means getting ready for the future in city growth. It is the guidance into proper channels of a community's impulses towards a larger and broader life. On the face it has to do with things physically—the laying out of streets and parks and rapid-transit lines. But its real significance is far deeper; a proper city plan has a powerful influence for good upon the mental and moral development of the people. It is the firm base for the building of a healthy and happy community.

Circle Map Shows the Relation of Proposed Civic Center to the Whole City and Its Central Location



The circle map printed above graphically shows the central location of the proposed civic center to the city as a whole. Within the two-and-a-half-mile circle with the civic center as pivot lies nearly all of the city and some of the territory which must justly be regarded as in the Pasadena district. This circle map also shows the other proposed features of the entire city plan as outlined by the Pasadena City Planning Commission. It will be noted that all sections of Pasadena are to benefit by this plan. Street openings shown on this map are not included in the bond issue of June 7. The bond issue shortly to be voted upon is for ground and buildings for the civic center, only. These buildings are a new city hall, a new central library and a municipal auditorium, the latter so badly needed because of the growing importance of Pasadena as a convention calling center.

General and Progressive Plan for the Future of Pasadena is Revealed by a Study of Big City Plan



This map depicts in detail the civic center plan as submitted by the Pasadena City Planning Commission. Its study will show how complete and general the benefits indicated by this opportunity to "build not only for the present but for the future." No. 1 is picture is proposed new central library site; No. 2, new city hall site; No. 3, civic auditorium site.

Sketches of Two Buildings in Civic Center Group Show Type of Building But Not Actual Appearance



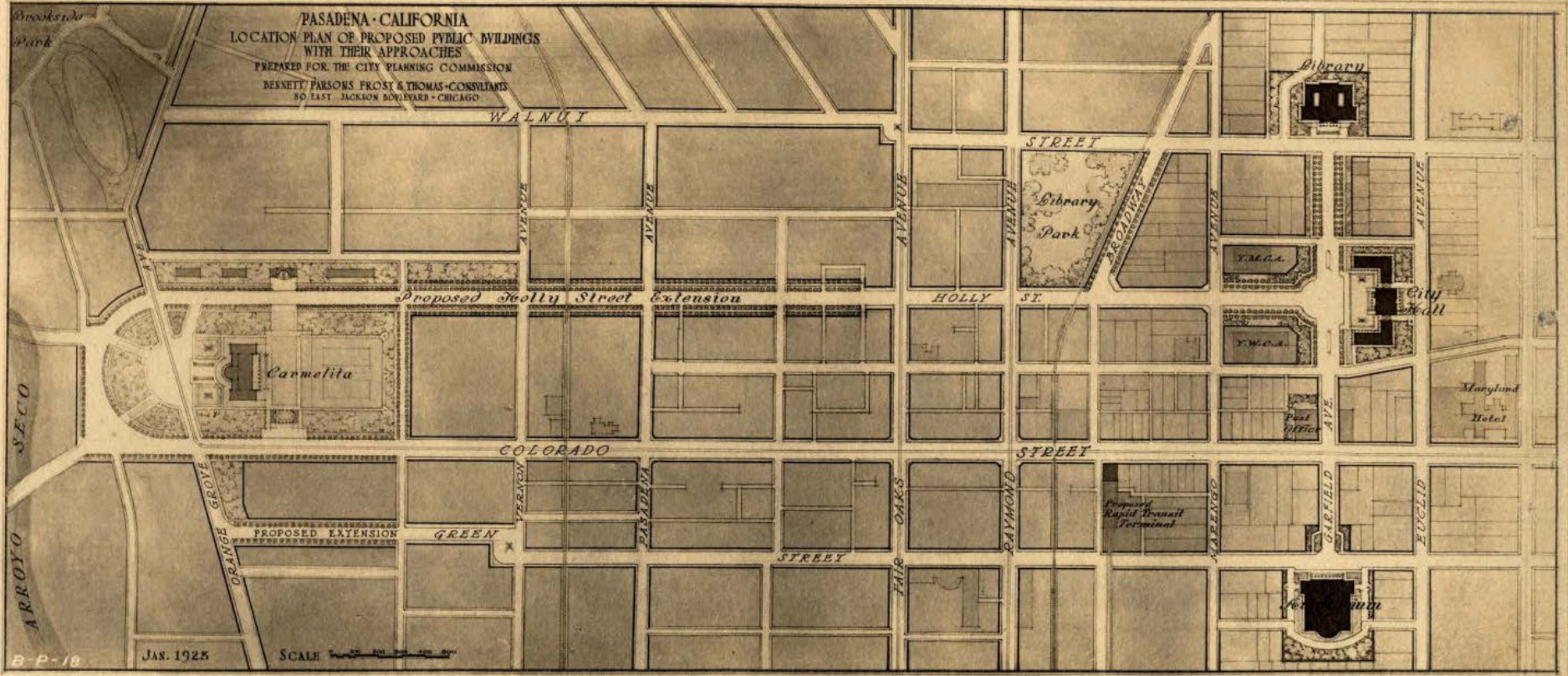
Sketches of plans to present drawings illustrating the type the proposed new city hall would look and feel like, under the same type for the proposed municipal auditorium. It should be clearly understood that these two pictures are not made from actual sketches of plans for the socially proposed structures. They are just sketches giving an impression of what the City Planning Commission has in view.

Are You a Good Citizen? Then VOTE!

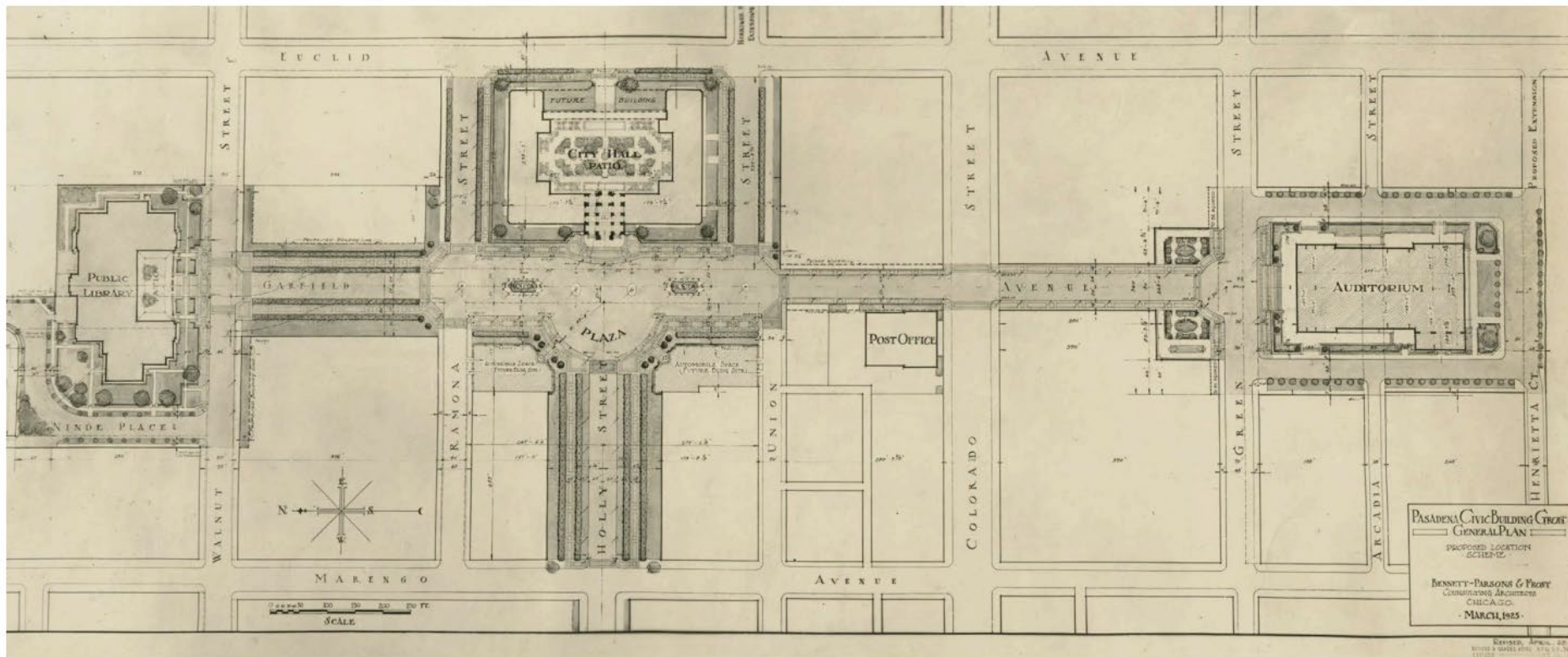
City Planning substitutes method for chance, symmetry for confusion, progression for patchwork, and order for chaos in city development.

CITY UNITY

A community in which all citizens are working in unity to bring about a well balanced, harmonious whole, will produce the perfect city. Let's all help clean, build and beautify in harmony. Let's work to a plan.



LOCATION PLAN OF PROPOSED PUBLIC BUILDINGS, FROM REPORT ON A PLAN FOR THE CITY OF PASADENA, BENNETT PARSONS & FROST, 1925



PASADENA CIVIC BUILDING GROUP
 GENERAL PLAN
 PROPOSED LOCATION
 SCHEDULE
 BENNETT-PARSONS & PROBY
 CONSULTING ARCHITECTS
 CHICAGO
 - MARCH, 1925 -

REVISED: APRIL, 1925
 SCALE: 1/8" = 1'-0"
 111112



OFFICE OF



PASADENA CITY HALL, BAKEWELL & BROWN ARCHITECTS, 1927

EXPLORING PASADENA'S PAST

"Well, the first thing to hit me [after returning to Pasadena in the early 1970s] was physical. I didn't know that you had freeways bisecting the city. Of course, you know, I have feelings about that. I know that freeways always follow the path of least resistance and that would mean through the homes and backyards and the property of poor people. It has to follow the line of least resistance."

— Reverend Wilbur Johnson

Far Oaks Avenue and Chestnut Street
about 1900
Pasadena's first automobile garage

Original First AME Church (1867-1910)

St. Andrews Church
Former location at Far Oaks Avenue and Warner Street, about 1920

Scott Methodist Episcopal Church

Parsons Block

Japanese Union Church (1913-1966)

First AME Church (1910-1974)

Meiji Laundry

Friendship Baptist Church (1824-present)

Mijares Restaurant

McAdoo's Grocery

Flores Adobe, Rancho San Pasqual
about 1900

Belmontaine Nursery

South Vernon Avenue, about 1928

James Woods Mortuary

Morita Family Grocery

Los Angeles Terminal Railroad

Millionaire's Row

South Fair Oaks Avenue, about 1945

Camelita Gardens

South Pasadena Blvd. at Orange Grove Blvd., 1948

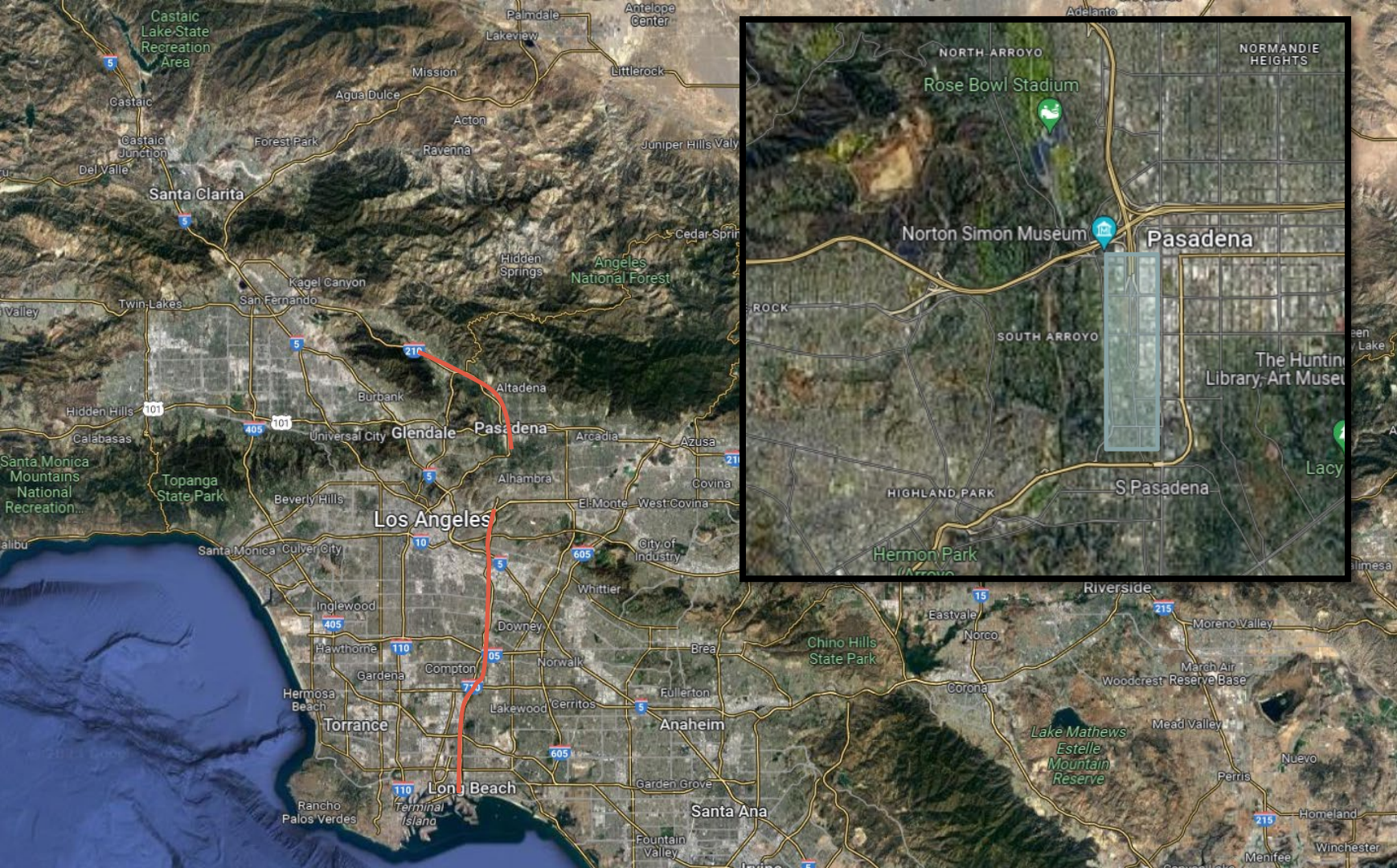
The Prince Tavern, about 1930

Bird's-eye view of Pasadena, 1928
Pasadena's economic center has always been in this city's core. Large estates and Orange Grove developments, as well as the "Millionaire's Row" headquarters for the retail, construction, garment, and furniture industries, are in the big estates. They surround an urban district, similar to the urban fringe. Evidence is for these things. Little is seen in the "loop" of hotel residences, though the road network is still quite dense in this area.

The Heart of Pasadena's Communities of Color

Pasadena's first population came to the city in 1837, and in 1850, 1860, and 1870. Most of them had come to the city to work on the railroads. In 1870, the city had a population of 1,000. In 1880, it had 2,000. In 1890, it had 3,000. In 1900, it had 5,000. In 1910, it had 10,000. In 1920, it had 15,000. In 1930, it had 20,000. In 1940, it had 25,000. In 1950, it had 30,000. In 1960, it had 35,000. In 1970, it had 40,000. In 1980, it had 45,000. In 1990, it had 50,000. In 2000, it had 55,000. In 2010, it had 60,000. In 2020, it had 65,000.

The first business Pasadena's Black middle class established between Orange Grove and the city was the "Club" business on the city's east side. It was a place where Black people could go to socialize and eat. It was a place where Black people could go to get a haircut. It was a place where Black people could go to get a massage. It was a place where Black people could go to get a pedicure. It was a place where Black people could go to get a manicure. It was a place where Black people could go to get a pedicure. It was a place where Black people could go to get a manicure. It was a place where Black people could go to get a pedicure. It was a place where Black people could go to get a manicure.

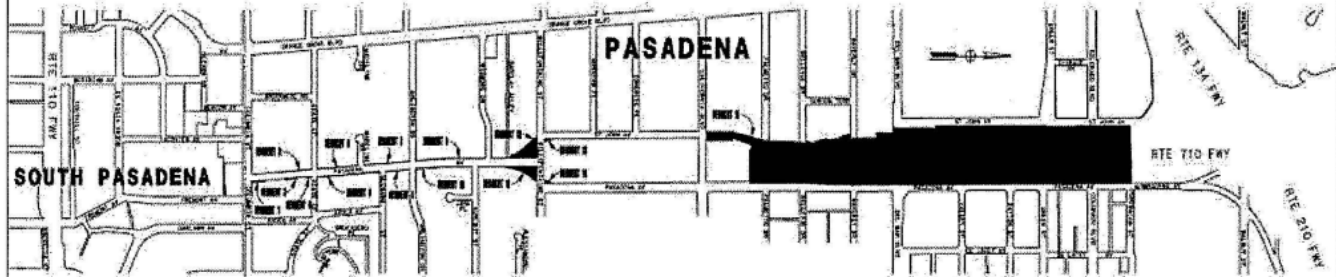




STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
 IN THE CITY OF PASADENA
 FROM COLUMBIA STREET TO UNION STREET

APPROVED BY:	DATE:	SHEET NO.:	TOTAL SHEETS:
202	07/10/2022	1	5

DESIGNER:	DATE:
PROFESSIONAL ENGINEER:	07/10/2022



FILED FOR RECORD IN
 STATE HIGHWAY MAP BOOK NO. _____
 SHEET _____ OF PAGE _____
 RECORDING CHECK NO. _____
 RECORD OF _____ COUNTY _____

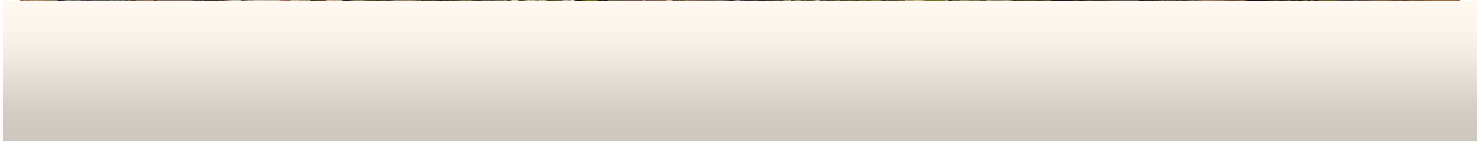
NOTES: Street rights are not relinquished or transferred until a new authorized and approved or revised ETC construction is completed and Section 10.2.1.1 of the Streets & Highways Code.

CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

PROPOSED RELINQUISHMENT

AREA TO BE RELINQUISHED
 NOT TO SCALE

DRN BY: ST / R/W MAP NO. F534, F524
 C/D BY: JA / CONTRACT NO. 07-05204
 C/W BY: JA / **BEI-1986**



Relinquished Property





OFFICE



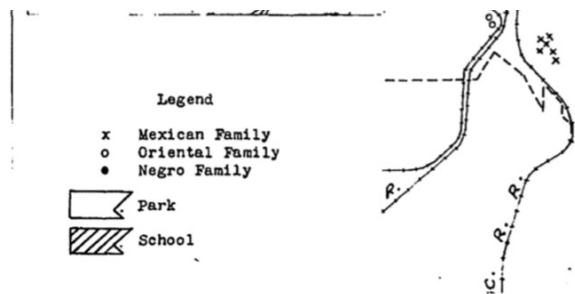
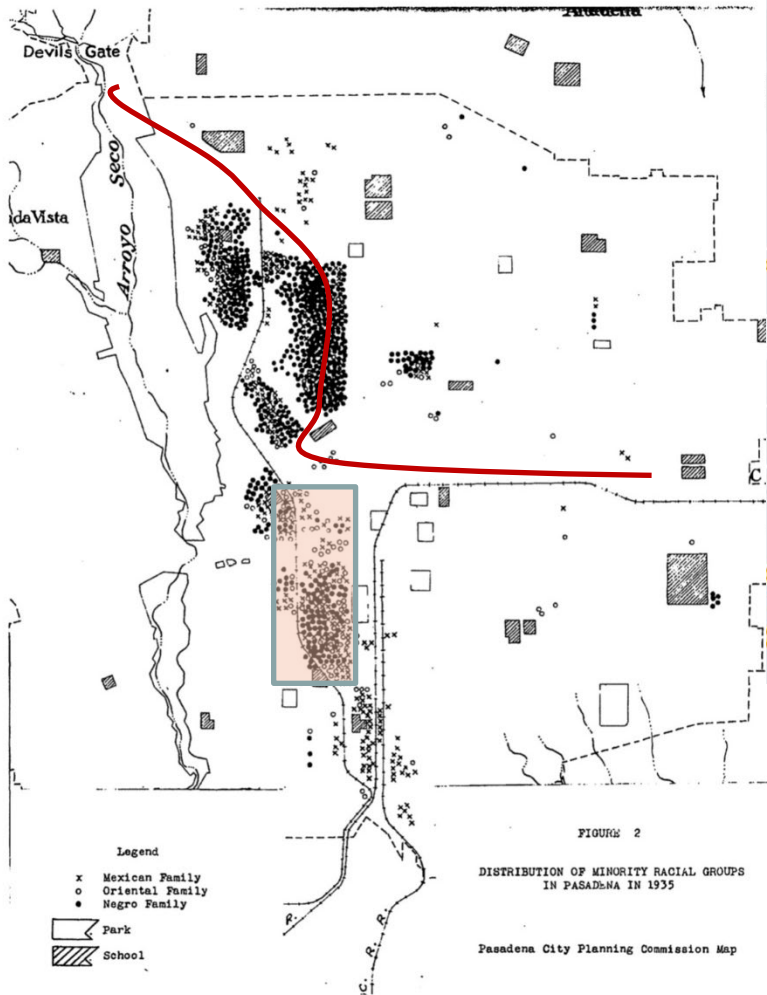


FIGURE 2
DISTRIBUTION OF MINORITY RACIAL GROUPS IN PASADENA IN 1935

Pasadena City Planning Commission Map



Reconnecting Communities

- EQUITY
- ENVIRONMENTAL JUSTICE
- COMMUNITY ENGAGEMENT
- CLIMATE RESILIANCY



Overview – One-Year Update

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MEASURE R “NEAR TERM PROJECTS”



METRO NEAR-TERM PROJECTS

On February 23, 2023, the Metro Board of Directors approved the reallocation of \$181.4 million in Measure R MIP funds for nine projects from the City of Pasadena priority project list.

PROJECT	FUNDED AMOUNT
Pasadena Ave & St. John Ave Roadway Network (Walnut St to Columbia St)	\$75,100,000
Avenue 64 Complete Streets Program	\$1,800,000
Transit Operations and Maintenance Facility	\$65,400,000
Columbia St Improvement (Orange Grove Blvd to Fair Oaks Ave)	\$9,900,000
Orange Grove Blvd Traffic Signal & Intersection Improvements (At Colorado Blvd and Holly St Intersections)	\$4,500,000
San Rafael Ave Project (Between Linda Vista Ave and Colorado Blvd)	\$4,800,000
Metro Line L At-Grade Crossing Enhancements	\$2,500,000
Orange Grove Mobility Improvement Program	\$5,400,000
Greenways (4 Bike Boulevards- Wilson, El Molino, Sierra Bonita & Craig Avenues)	\$12,000,000
Pasadena Allocated Funding	\$181,400,000
Pasadena Funding Reserved for Future Requests	\$49,100,000
TOTAL	\$230,500,000



Overview – One-Year Update

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RECONNECTING COMMUNITIES 710 ADVISORY GROUP



710 Community Advisory Group

The 710 Advisory Group:

“The working group will provide input to the City Council on the vision, land use, massing, circulation, and other urban design aspects of the plan, as well as other key policy issues, including restorative justice efforts relating to the displacement caused by the proposed freeway expansion.”



Reconnecting Communities 710 Advisory Group

At its meeting on February 27, Council appointed nine members to the Advisory Group:

- **Cynthia Kurtz** and **Wayne Brandt**, nominated by **Mayor Gordo**
- Nevil Green, nominated by Vice Mayor/District 2 **Councilmember Felicia Williams**
- **Tina Williams**, nominated by District 1 Councilmember **Tyron Hampton**
- **Danny Parker**, who will serve as chair, nominated by District 3 Councilmember **Justin Jones**
- **Bryan Takeda**, nominated by District 4 Councilmember **Gene Masuda**
- **Blair Miller**, nominated by District 5 Councilmember **Jess Rivas**
- **Ali Barar**, nominated by District 6 Councilmember **Steve Madison**
- **Randy Shulman**, nominated by District 7 Councilmember **Jason Lyon**.

Subsequently, On March 6, City Council appointed the following residents:

- **Jose Luis Correa**, nominated by councilmembers **Hampton, Jones, Rivas and Lyon**
- **Joel Bryant**, nominated by councilmembers **Hampton, Jones and Madison**
- **Mic Hansen**, nominated by **Mayor Gordo**
- **Jasmine Shupper** and Pasadena Unified School District Board President **Michelle Richardson Bailey**, nominated by councilmembers **Hampton and Jones**
- **Remy De La Peza**, who will serve as vice chair, nominated by Councilmember **Jess Rivas**
- **Adriana Lim**, nominated by Councilmember **Gene Masuda**



Reconnecting Communities 710Advisory Group

cityofpasadena.net/city-manager/reconnecting-communities-710-advisory-group/



City Home Report an Issue City Events Contact

Eng



ABOUT PUBLIC AFFAIRS ECONOMIC DEVELOPMENT INTERNAL AUDIT CONTACT

Reconnecting Communities 710 Advisory Group

Reconnecting Communities 710 Advisory Group

CURRENT AGENDA

APPROVED MINUTES

CURRENT AGENDA

2023-08-30 RC710AG Special Agenda

Past Agendas

REPORTS & NOTICES

710 Revisioning Project

2023-06-21 RC710AG Item 3E

2023-06-21 RC710AG Item 3D

2023-06-21 RC710AG Item 3B

Reports & Notices Archive

MEETING INFORMATION

Date: 3rd Wednesday of the month

Time: 6:30 PM

Place: 100 N. Garfield Avenue, S249, Pasadena, CA 91101

Meeting Location: Pasadena City Hall, Council Chamber

CONTACT INFORMATION

Staff Reps: David Reyes, Assistant City Manager
Brenda Harvey-Williams, Assistant City Manager

Phone: (626) 744-4333

Recording Secretary:



Reconnecting Communities 710 Advisory Group

- *April 10, 2023:*
 - Brown/Act Training;
 - Selection of a Chair/Vice Chair;
 - Basics of Relinquishment (mapped area, process).
- *May 17, 2023:*
 - Discussion of Reconnecting Communities Pilot Grant;
 - Discussion of work products and role of the Advisory Group;
 - Discussion of Planning Laws – Future General Plan Amendment;
 - Discussion of Measure R, Near Term Projects.
- *June 21, 2023:*
 - Discussion of RFP for Historical Report
 - Discussion of RFP for Master Plan
 - Information on Caltrans owned homes
- *July – Summer Cancellation*
- *August 30, 2023:*
 - Bus Tour of 710 Relinquishment Area and further discussion of Measure R projects.



Overview – One-Year Update

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EXPERT ASSISTANCE



point C

Historical Report

Master Plan



point C

Instrumental in Relinquishment: Provided technical and strategic assistance regarding relinquishment process – Caltrans, CTC

Federal Highway Administration: Continue to provide guidance and communication channels regarding the FHWA position regarding future potential development of ditch for uses

Input Regarding Request for proposals.



HISTORIC REPORT

Task 1: Historical Data/Setting: frame the discussion of the impacts of freeway expansion including the specific history and construction of the SR 210 and SR 710;

Task 2: Oral History Project: bring the statistical data to a human level. Identify persons/sources with direct knowledge or experience of the freeway expansion;

Task 3: Impacts of freeways and other mechanisms on segregation and demographics in Pasadena. Zoning, redlining, covenants, Expansion of World Wide Church of God



EXPERT ASSISTANCE

MASTER PLAN CONSULTANT

- **COMMUNITY ENGAGEMENT STRATEGY**
- **RESTORATIVE JUSTICE FRAMEWORK/POLICY**
- **DATA COLLECTION, EXISTING PHYSICAL CONDITIONS, 3D MODELING, SURVEY**
- **ECONOMIC STUDY/MARKET DEMAND ANALYSIS/ DEVELOPMENT AND INCOME OPPORTUNITIES**
- **MOBILITY & CIRCULATION ANALYSIS**
- **LAND USE OPTIONS**
- **CLIMATE RESILIENT INFRASTRUCTURE DEVELOPMENT & SERVICES PLAN**



Next Steps

- > Annual Update to the California Transportation Commission – Madera, CA October 18th and 19th.
- > RC 710 Advisory Group to begin discussion of potential uses, massing, scale
- > Bring Contracts forward with schedules
- > Sharing of Monthly Agendas in CM Newsletter
- > Quarterly updates to Council



END OF PRESENTATION



Harmful Historic Policies and Impacts

The Project seeks to explore how redevelopment of the Stub will **equitably distribute benefits, mitigate impacts to vulnerable populations, and grapple with redressing historic inequities.**

Lower-income minority residents flocked to Northwest Pasadena when the transportation barrier was constructed, and a lack of investment due to historic redlining practices in the area (when banks drew red lines on a map around neighborhoods with populations of color, restricting lending and starving them of investments) resulted in negative effects that are still seen to this day.



Community Participation Plan

As a sub-recipient of grant funds from the Federal Transit Administration (FTA), the City of Pasadena Transit Division prepares and updates its [Title VI Program](#) every three years. The City's most recent update was in August 2022 and describes proactive public outreach strategies and procedures that allow for, encourage, and monitor public participation within the City including, but not limited to, minority individuals, persons with Limited English Proficiency (LEP), and low income populations.

As outlined in the Scope of Work and Community-based Stewardship, Management, and Partnerships merit criterion, the Site Plan for the Stub will be defined by community feedback and engagement.



Existing Barriers to Access

The construction of the Stub **displaced at least 4,000 people and created barriers for the families and businesses in its path. Much of this population, which was primarily disadvantaged communities, settled in Northwest Pasadena. This displacement eventually created further barriers to multi-modal transportation as Northwest Pasadena is both a greater distance to downtown and the jobs and amenities it affords and is also bisected from this area by the freeway system.**

Today, the Stub remains a transportation relic, adversely impacting the development potential and connectivity of the existing street grid between residential neighborhoods and the bustling downtown district. **The planning project will evaluate different paths to achieving the vision of redeveloping the Stub to improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, and parks.**



Community Restoration and Anti-displacement Strategies

The City is committed to ensuring that *“all Pasadena residents have an equal right to live in decent, safe, and affordable housing in a suitable living environment for the long-term well-being and stability of themselves, their families, their neighborhoods, and their community.”*

To achieve this goal, the City has implemented several anti-displacement policies, including housing rehabilitation, housing replacement, inclusionary housing, rental housing assistance, affordable housing preservation, fair housing, and neighborhood and community preservation programs.

The State Certified [2021-2029 Housing Element](#) specifically calls for the City to continue to promote transit oriented development with a goal of increasing housing stock by 2,500 or more units within one-half mile of existing L-Line stations, of which there are two within a ½ mile radius of the Stub.

This guiding policy will be an important factor for the community and City to consider together as we plan for the future of the stub area.



Exploring Pasadena's Past

OFFICE OF THE CITY MANAGER

“Most Black residents lived in neighborhoods clustered along Vernon Street (removed for freeway construction), in northwest Pasadena, and west Altadena. Restrictive covenants and other racist practices prevented most people of color from living outside these tightly constrained neighborhoods. Despite the Supreme Court’s 1948 ruling against restrictive housing covenants, housing discrimination has continued through unfair lending practices, entrenched segregation, and lack of affordable housing. *In the 1970s, many downtown residents were forced to move by eminent domain to make way for the Parsons Corporation headquarters and the Foothill Freeway.*”



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- **Statewide Need**
 - > **California needs @1,000,000 more affordable rental homes to meet current demand;**
 - > **State funding remains well below 2012 levels, undermining progress in addressing homelessness;**
 - > **Median rent in California has increased 40% since 2000 while median renter household income has only increased by 8%, when adjusted for inflation.**



Pasadena's Housing Allocation

2014-2021 City of Pasadena RHNA		
Income Category	Number of RHNA Units	Progress
Very Low	340	148
Low	207	54
Moderate	224	45
Above Moderate	561	2,342
TOTAL	1,332	2,589

TOTAL Regional RHNA Allocation 412,137

Pasadena's % of Total Regional RHNA 0.3%

2021-2029 City of Pasadena RHNA	
Income Category	Number of RHNA Units
Very Low	2,740
Low	1,659
Moderate	1,562
Above Moderate	3,447
TOTAL	9,408

TOTAL Regional RHNA Allocation 1,341,827

Pasadena's % of Total Regional RHNA 0.7%



Challenges to Producing Housing

- **Cities are NOT developers:** Since affordable housing is produced by the private market (whether it is for-profit housing developers or non-profit affordable housing developers) the production of affordable housing often follows a larger market trend and tracks with the economy.
- The State's funding for affordable housing remains well below 2012 levels.
- **Affordable Units are expensive to build:** Several recent examples show that costs range from \$416K to \$618K per unit, including land costs.



Background – Local Leadership

- Affordable Housing Production in Pasadena
 - > **Inclusionary Housing:** The City requires ALL housing projects of 10 units or more set aside **20% of the units as affordable**. Has resulted in the construction of 590 affordable units to date.
 - > **In-lieu Fees:** As an alternative to providing affordable units on-site as specified above, a developer may choose to pay the City an in-lieu fee. The City has collected **\$26.3M**.
 - > **Funding Affordable Housing Projects:** From 2008 to present, **200 affordable units** were completed within the past 2 years, the City committed approximately \$7M to assist the development of 134 permanent supportive housing units for homeless persons.

- > **Conversion of Hotels to Affordable Housing:** The City has established regulations to allow the

'Yes in God's Backyard' Movement Wins in Pasadena

Houses of worship in the California city will be allowed to build housing on their properties in an effort to alleviate the city's housing shortage.

Pasadena, which was once considered a "city of churches," **is likely the first Los Angeles County community to adopt the ordinance** in the hopes of fulfilling its 9,400 unit requirement by 2029. Ordinance will allow up to 36 units per acre with the requirements that 80% be set aside as "affordable."

Council Unanimously Approves Affordable Housing Development at Religious Facilities

BY KEITH CALAYAG

Published on Tuesday, July 19, 2022 | 6:11 am





More Affordable On the Way

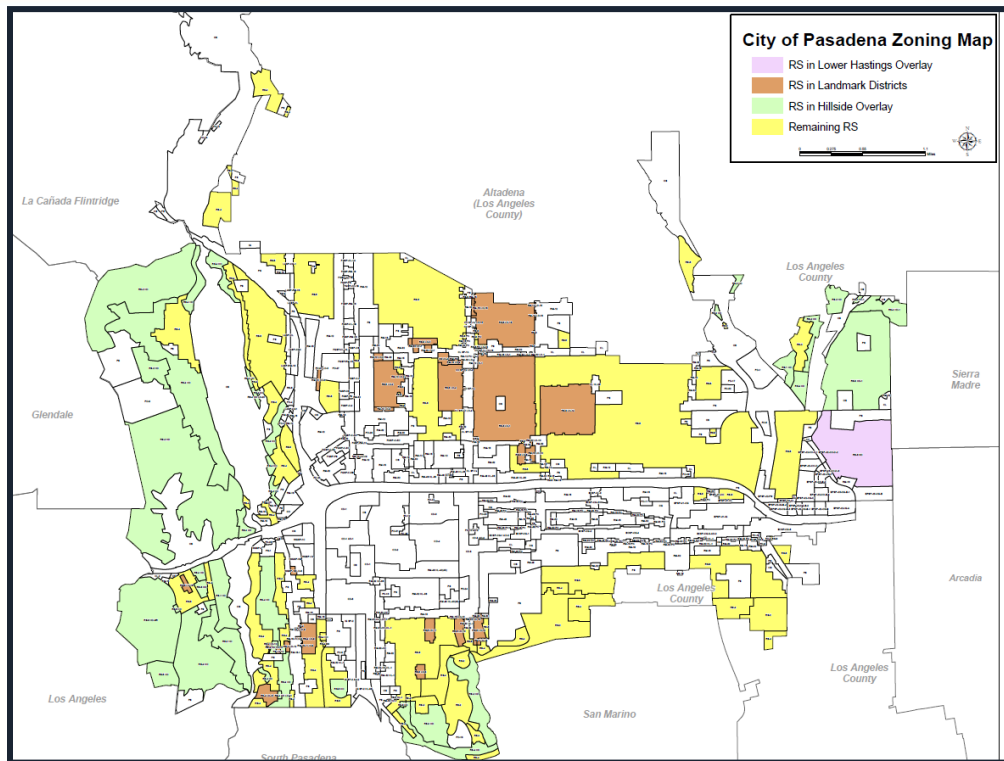
907 Units in the Pipeline

Recently Completed							
Project	Location	CD	New Construction Units (non-Inclusionary)	Rehab Units	Rehab Preservation Units	Inclusionary Units	Total Units
THEO Apartments	289 N. El Molino Ave.	3				9	9
Decker Court / Gill Court	Fair Oaks & Penn	1	14	2			16
		SUBTO					
		TAL	14	2	0	9	25
Under Construction							
Project	Location	CD	New Construction Units (non-Inclusionary)	Rehab Units	Rehab Preservation Units	Inclusionary Units	Total Units
Lincoln & Orange Grove	654 N Lincoln Ave, 745 N Orange Grove Blvd. (off-site)	3	13			35	46
Waverly Demonstration House	268 Waverly Dr.	6		1			1
Concord	275 Cordova St.	6			149		149
Olivewood Apartments	111 N. Madison Ave., 88 N. Oakland Ave., 535 E. Union St.	3				16	16
2488 Mohawk	2488 Mohawk St.	4				3	3
		SUBTO					
		TAL	13	1	149	52	213
City Action or Funding Committed							
Project	Location	CD	New Construction Units (non-Inclusionary)	Rehab Units	Rehab Preservation Units	Inclusionary Units	Total Units
La Villa Lake	1070 N. Lake Ave.	2		114			114
Salvation Army HOPE Center	1000 E. Walnut St.	5	66				66
Heritage Square South	Fair Oaks & Orange Grove	3	70				70
Waverly House ADU	268 Waverly	6	1				1
Habitat for Humanity Duplex	136 & 138 Howard St.	1	2				2
		SUBTO					
		TAL	139	114	0	0	253
Predevelopment							
Project	Location	CD	New Construction Units (non-Inclusionary)	Rehab Units	Rehab Preservation Units	Inclusionary Units	Total Units
Adept Walnut	1880 E. Walnut St (off-site)	2	31			27	58
HOPE Apts	760 N. Worcester	5		6			6
Oakland SRO Apts	274-282 N. Oakland	3	142			37	179
Ramona Garfield	190 Ramona	3	112				112
Villa Raymond	455 N. Raymond Ave.	5			61		61
		SUBTO					
		TAL	285	6	61	64	416
		TOTAL	449	123	210	125	907



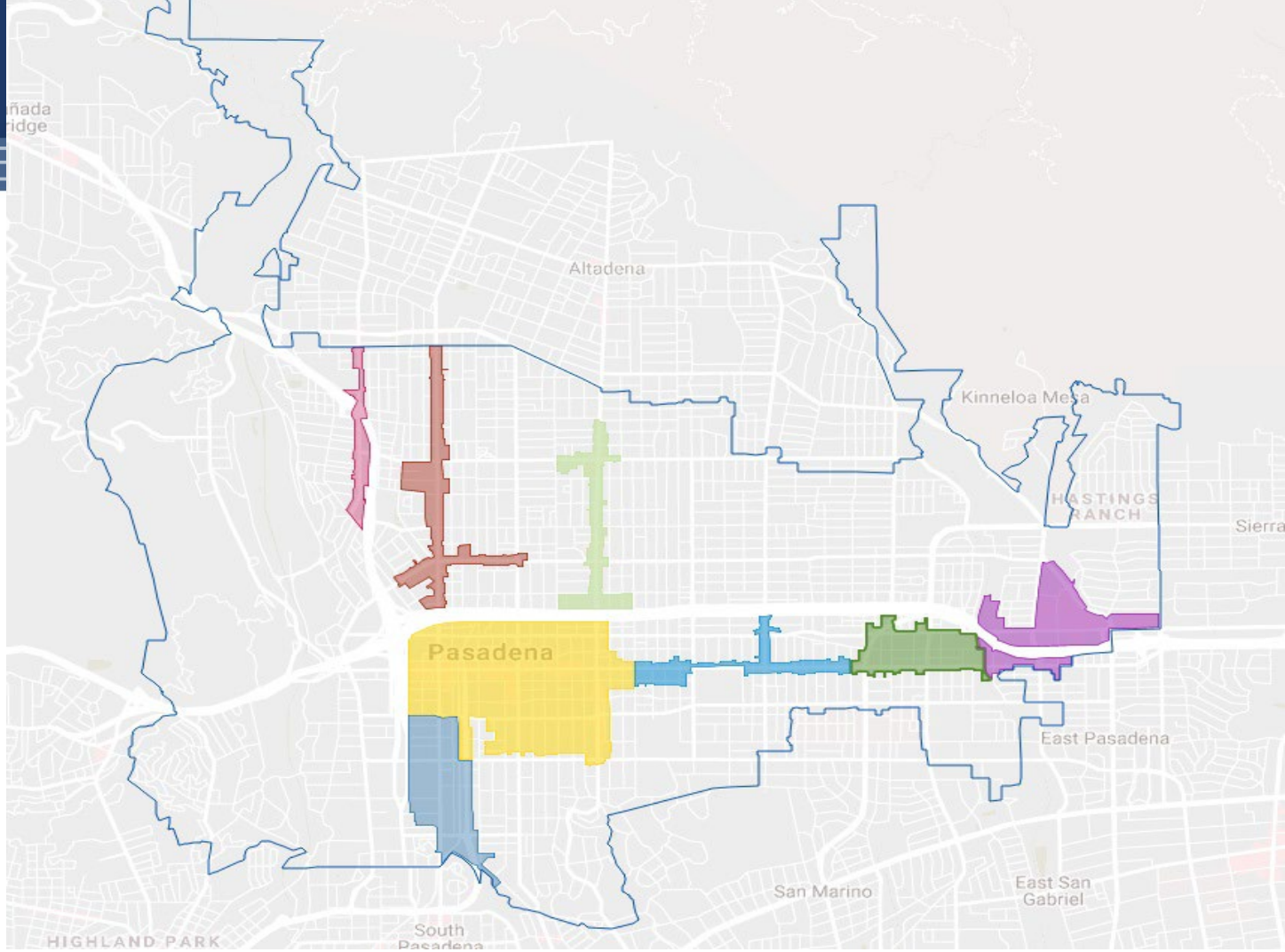
Map of Single Family Zoning

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Pasadena's Efforts

- 2015 General Plan focuses growth near transit and commercial corridors
- 87% of projects approved since 2014 are located within 1/2 mile of a transit station

