

RECONNECTING PASADENA 710

City Council Workshop

October 20, 2025





California Ave

Pasadena Ave

St. John Street

Relinquishment Area

Union Street

Holly Street

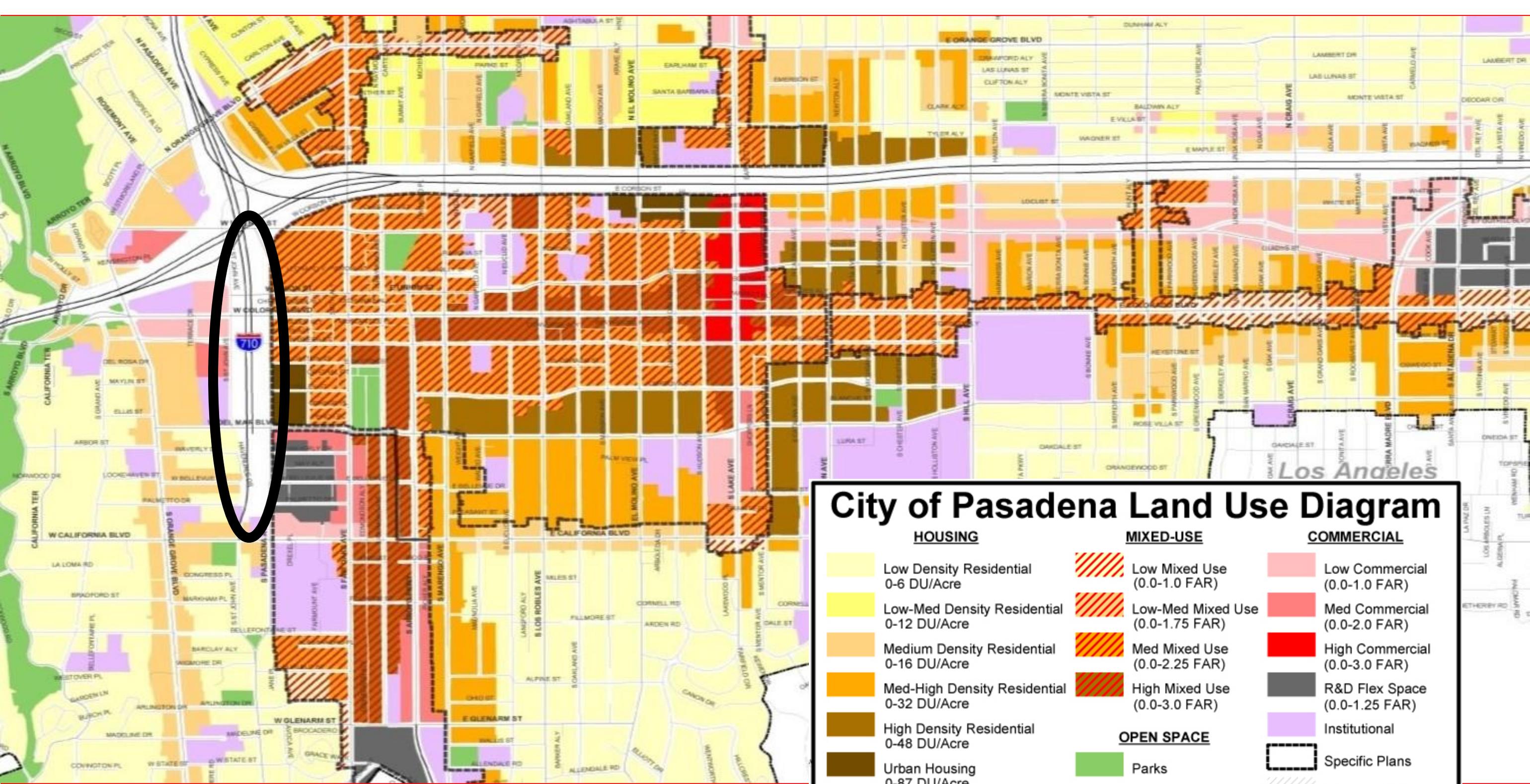
Walnut Street

210 FWY

134 FWY

BACKGROUND

- Master/Vision Plan Initiation – **March 2024**
 - 710 Project is a Vision Plan
- Vision Plan Delivery – **March 2026**
- Guidance by:
 - Mayor-Appointed City Council Ad Hoc Committee
 - Executive City Staff Committee
 - Reconnecting Communities 710 Advisory Group
- City Council Ad Hoc Committee – August & September 2025
 - Developed questions for Council direction tonight



City of Pasadena Land Use Diagram

HOUSING	MIXED-USE	COMMERCIAL
<p> Low Density Residential 0-6 DU/Acre</p> <p> Low-Med Density Residential 0-12 DU/Acre</p> <p> Medium Density Residential 0-16 DU/Acre</p> <p> Med-High Density Residential 0-32 DU/Acre</p> <p> High Density Residential 0-48 DU/Acre</p> <p> Urban Housing 0-87 DU/Acre</p>	<p> Low Mixed Use (0.0-1.0 FAR)</p> <p> Low-Med Mixed Use (0.0-1.75 FAR)</p> <p> Med Mixed Use (0.0-2.25 FAR)</p> <p> High Mixed Use (0.0-3.0 FAR)</p> <p style="text-align: center; border-top: 1px solid black; border-bottom: 1px solid black;">OPEN SPACE</p> <p> Parks</p>	<p> Low Commercial (0.0-1.0 FAR)</p> <p> Med Commercial (0.0-2.0 FAR)</p> <p> High Commercial (0.0-3.0 FAR)</p> <p> R&D Flex Space (0.0-1.25 FAR)</p> <p> Institutional</p> <p> Specific Plans</p> <p> Sphere of Influence</p>

VISION PLAN TO PLANNING DEPARTMENT

Vision plan to serve as a guiding document planning and entitlement process...

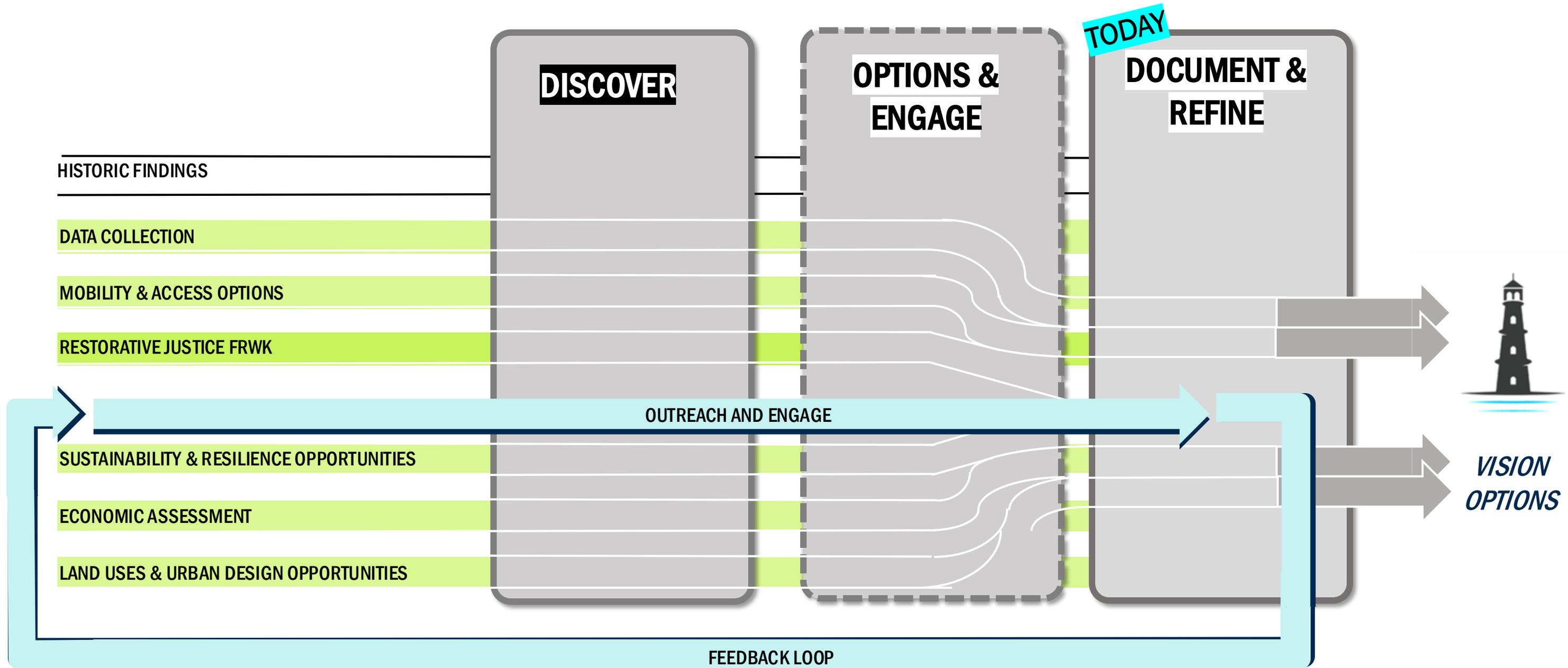


- Engage across the City
- Define/draft “Restorative Justice Framework”
- Data collection/ physical conditions
- Economics/preliminary delivery
- Mobility & circulation analysis
- Preliminary land-use options
- Climate resiliency & sustainability

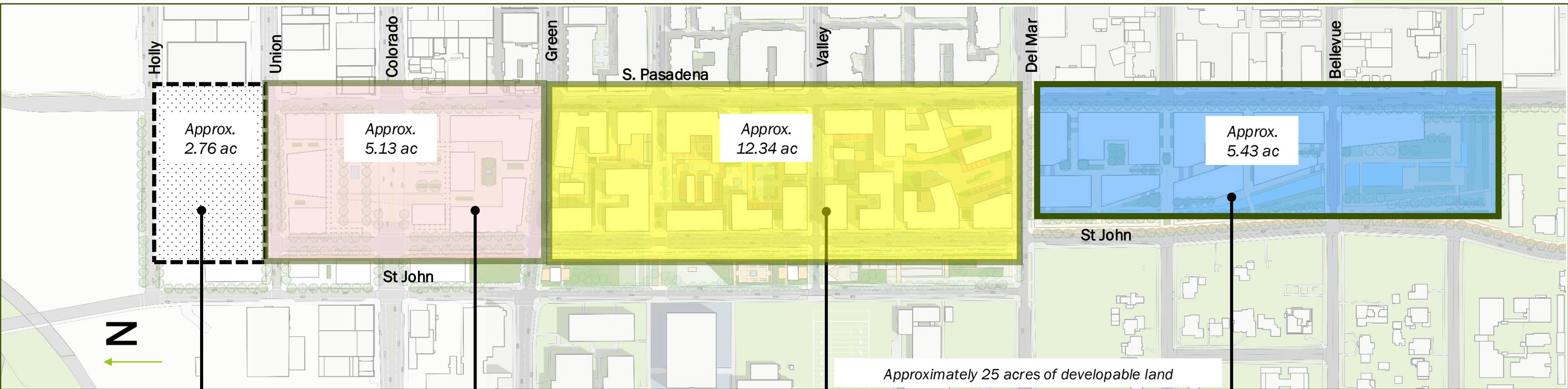
***Next step is Specific Plan
(CA Gov. Code 65451)***

- RFPs/Consultant Augmentation
- Project Management
- Environmental Clearance (CEQA/NEPA)
- Finance
- Community Benefits Coordination
- Capital Improvement Projects
- Green Energy (Solar/Battery)
- Sustainability

3 PHASES, 24 MONTHS TO CRAFT THE VISION



ENVISIONING NEIGHBORHOODS - LAND USE AS BUILDING BLOCKS OF NEIGHBORHOODS



**GATEWAY
PARTNERING
OPPORTUNITY**

(1 Block)

**CIVIC CULTURAL,
COMMERCIAL
EMPHASIS/MIXED**

(2-4 blocks)
(residential alternate)

**URBAN VILLAGE
MULTIFAMILY
RESIDENTIAL**

(3-6 blocks)

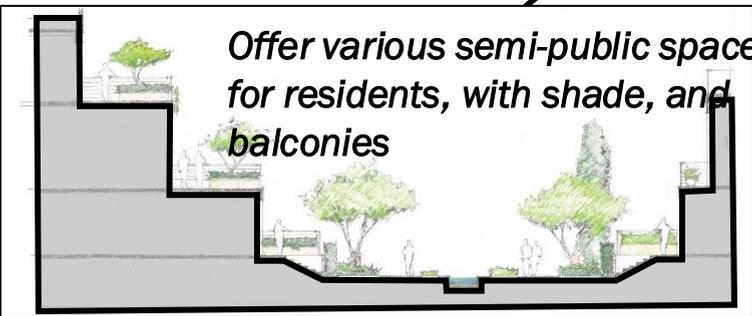
**INNOVATION
R+D / <MIXED> / LEARNING
ENVIRONMENTS**

(4 blocks)
(residential alternate)

ENVISIONING NEIGHBORHOODS - LAND USE AS BUILDING BLOCKS OF NEIGHBORHOODS

Gardens & Terraces

Bridge paseos connect at street level

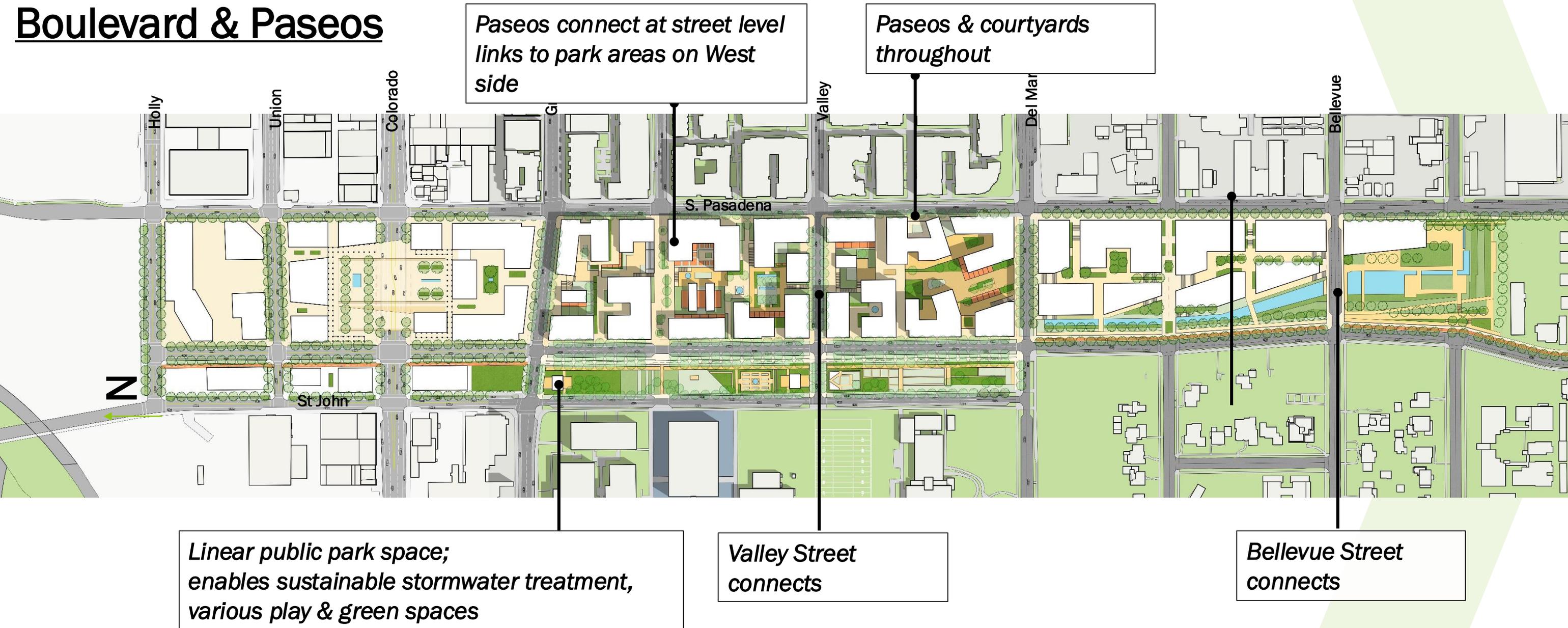


New East street goes through at Valley

North to south at lower level is unique feature, option to cross under Del Mar or at street level.

ENVISIONING NEIGHBORHOODS - LAND USE AS BUILDING BLOCKS OF NEIGHBORHOODS

Boulevard & Paseos



Paseos connect at street level links to park areas on West side

Paseos & courtyards throughout

Linear public park space; enables sustainable stormwater treatment, various play & green spaces

Valley Street connects

Bellevue Street connects



EMPLOYMENT- GOALS?

Approximately 800,000 - 1.3 million
Gross Square Feet of space.

How would this impact form, traffic, and
water/power needs?

- Medical/and innovation spaces
- Commercial office
- Retail and personal services
- Destinations/employment
- Living spaces throughout the Stub

RESIDENTIAL - GOALS?

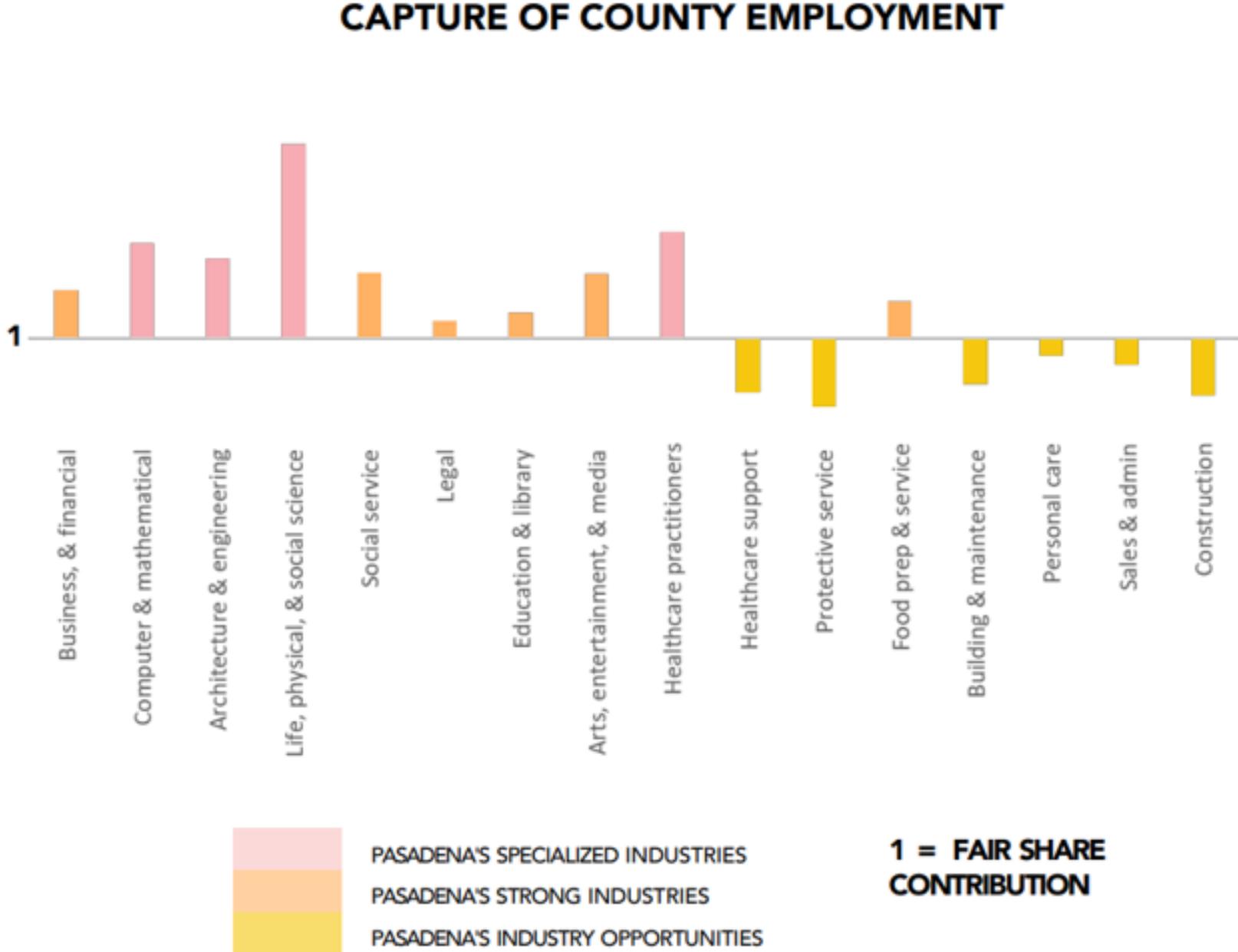
Unit range from 1,750 - 2,400 units across 10
blocks, assuming multifamily apartments and
condos.

- Affordability at Pasadena's required
20% baseline.
- The vision plan can recommend an
increase to the *amount or depth* of
affordability.

QUICK FOCUS – EMPLOYMENT: DEEP TECH

A renewed and highly targeted industry focus.

- Pasadena is home to tech workforce:
 - Xencor & deep tech (life science and biotech, quantum, and artificial intelligence/robotics) companies
- Deep tech offers in-person workforce opportunities for non-remote jobs that provide customers for brick-and-mortar businesses



GREEN TO DEL MAR - Build up/Build down URBAN VILLAGE DESIGN

- 1 Green, sustainable, urban **residential** neighborhood; responsive to adjacent residential, Ambassador College.
- 2 **Amenity spaces integrated into developments** – apply treatments to multiple levels with terracing and borrowed landscapes, green buildings contribute to district strategy for water and power.
- 3 East to West “**ways**” through the district (assume minimum of **three**), with connected paseos, lanes.
- 4 Minimum of one full **bike/ped route** traveling district from N to S. (along updated St. John or Pasadena, interior to project, internal spine – option dependent)

Land use tests:
Residential complemented by
small stores + personal services,
cafes, childcare, restaurants etc.
(extent and intensity)



GREEN TO DEL MAR | Build up/ Build Down URBAN VILLAGE

FURTHER STUDY + DECISION POINTS

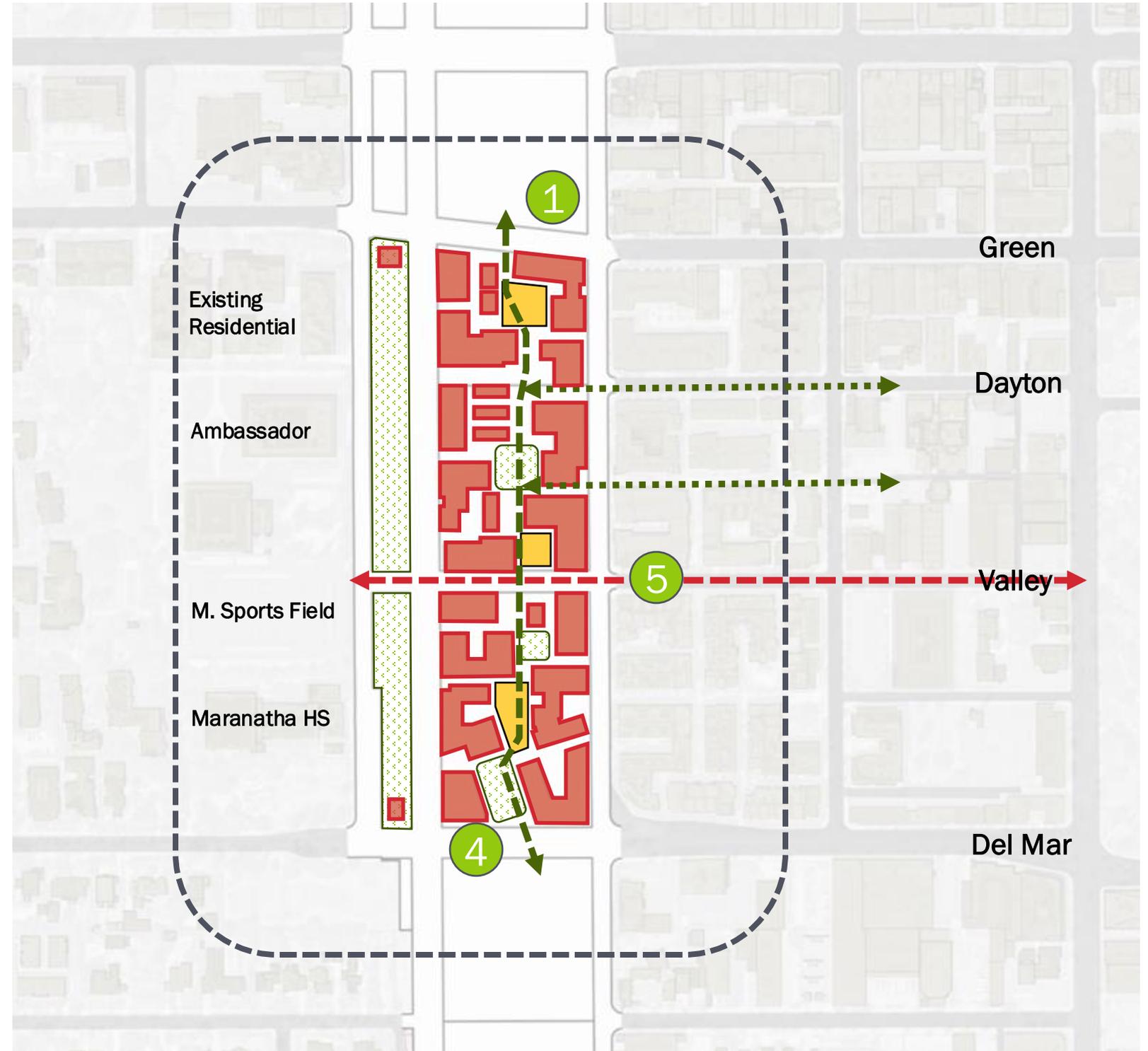
Urban Form

- 1 Relationship to grade across district, e.g. location of bike/pedestrian spine
- 2 S. Pasadena Avenue; sensitivity to street wall - height, building scale, massing and character, access
- 3 Greening approach tied to place making
- 4 Land uses – test some taller buildings in interior

Cost/Construction Feasibility

- 5 Test Del Mar re-conceived (new intersection)
- 6 Test New vehicular street connection at **Valley**

Parking access



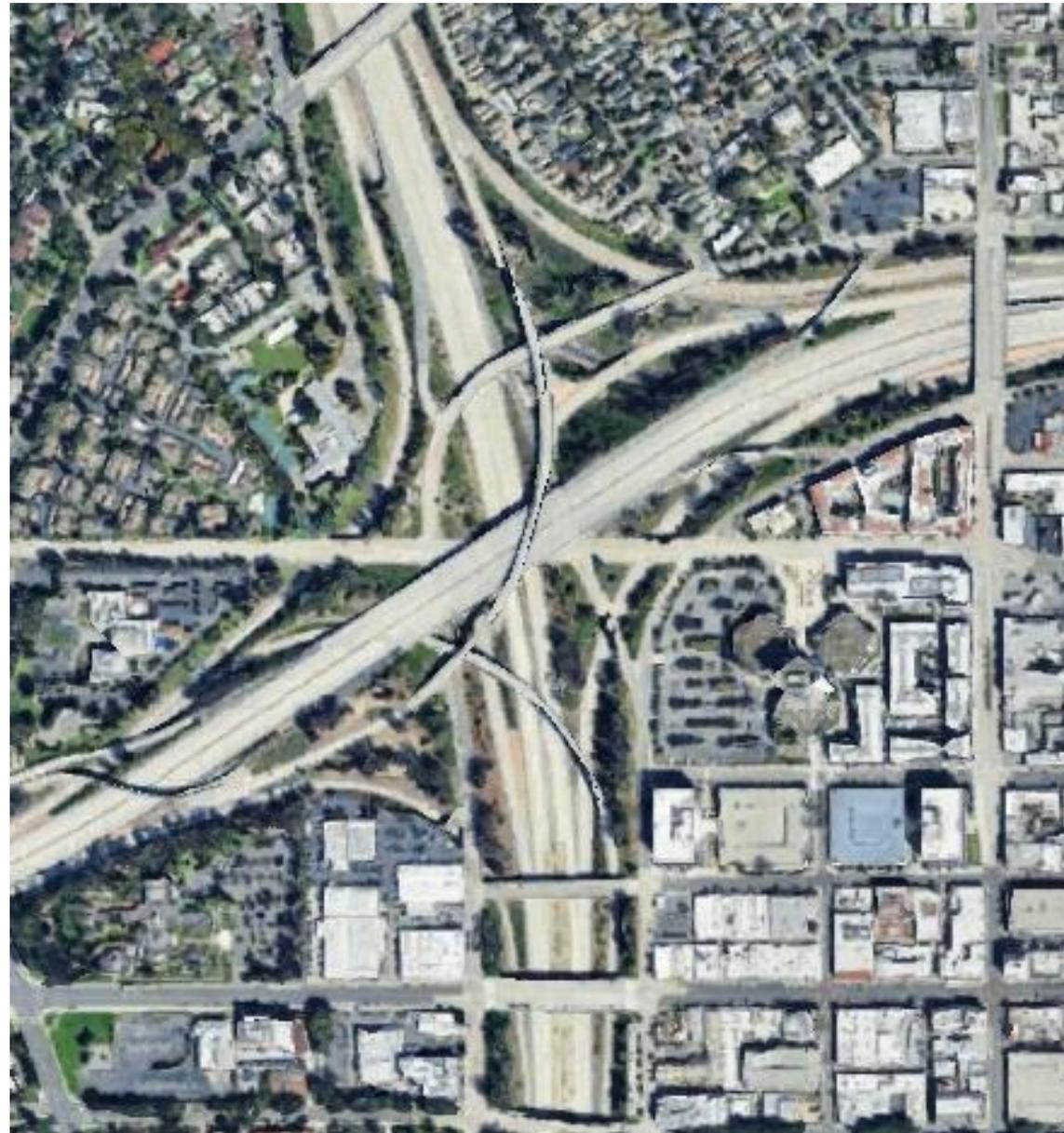
QUESTION:

Are there other potential land uses to incorporate in ongoing testing?

- E.g. Deep Tech, civic space, more housing, other

REGIONAL TRAVEL

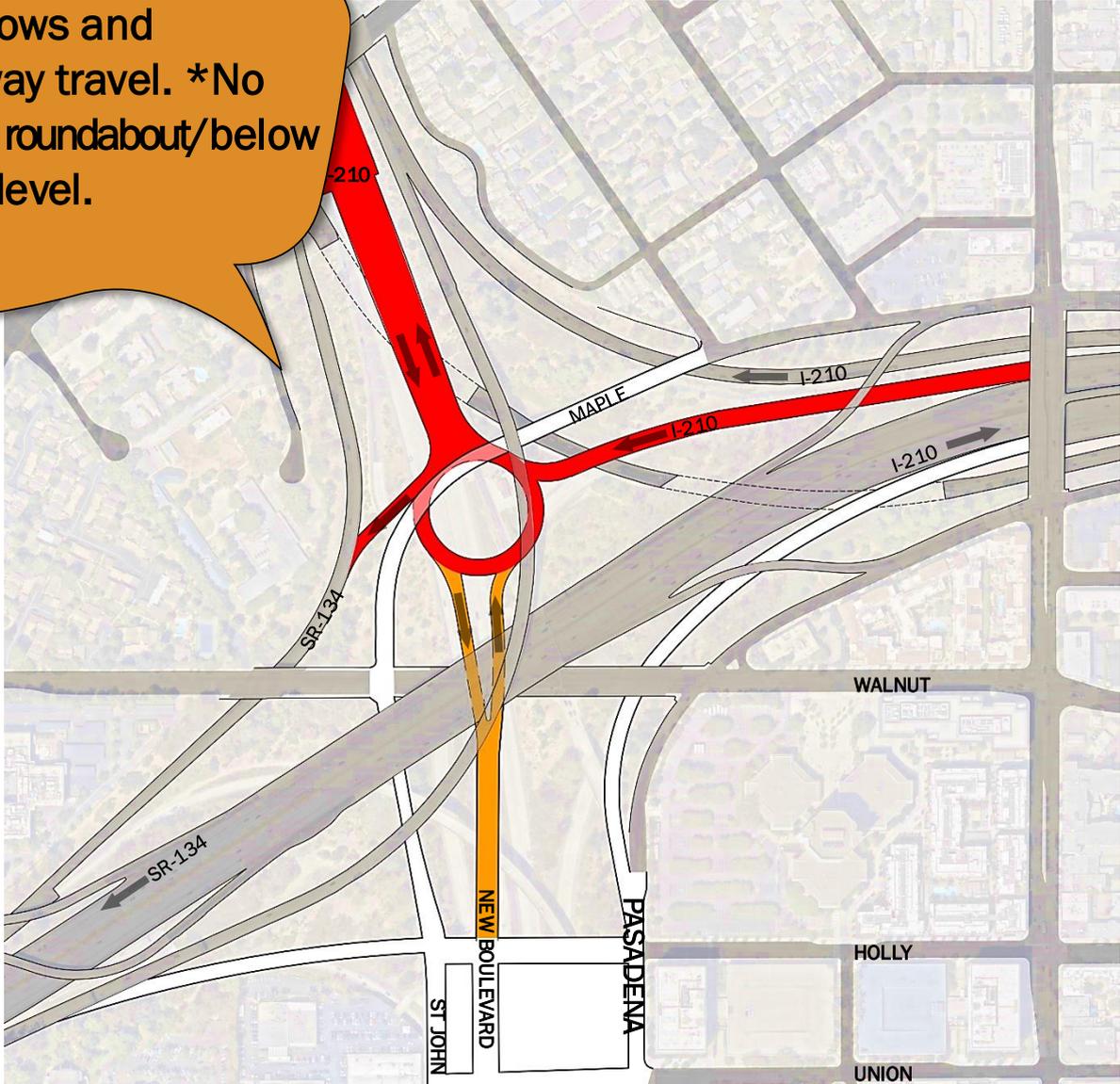
- Converting a freeway to freeway interchange into local on/off ramps.



POTENTIAL TOOLS: ROUNDABOUT

- Freeway to Freeway (Regional)
- Freeway to Local Streets
- Existing freeway
- Flow of traffic

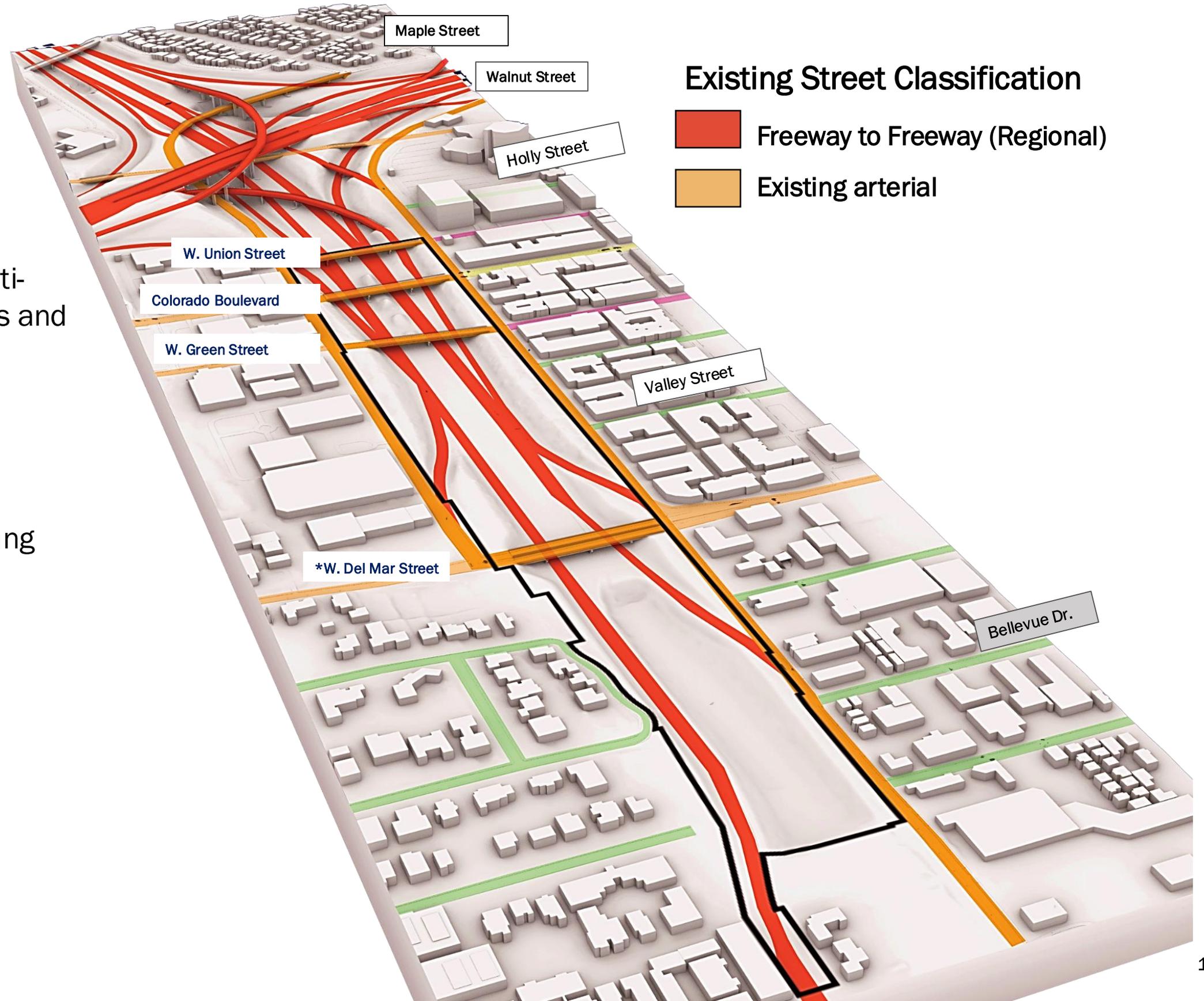
Roundabout slows and redirects freeway travel. *No pedestrians at roundabout/below surface street level.



* Preliminary scale of roundabout, assumed 2- lanes

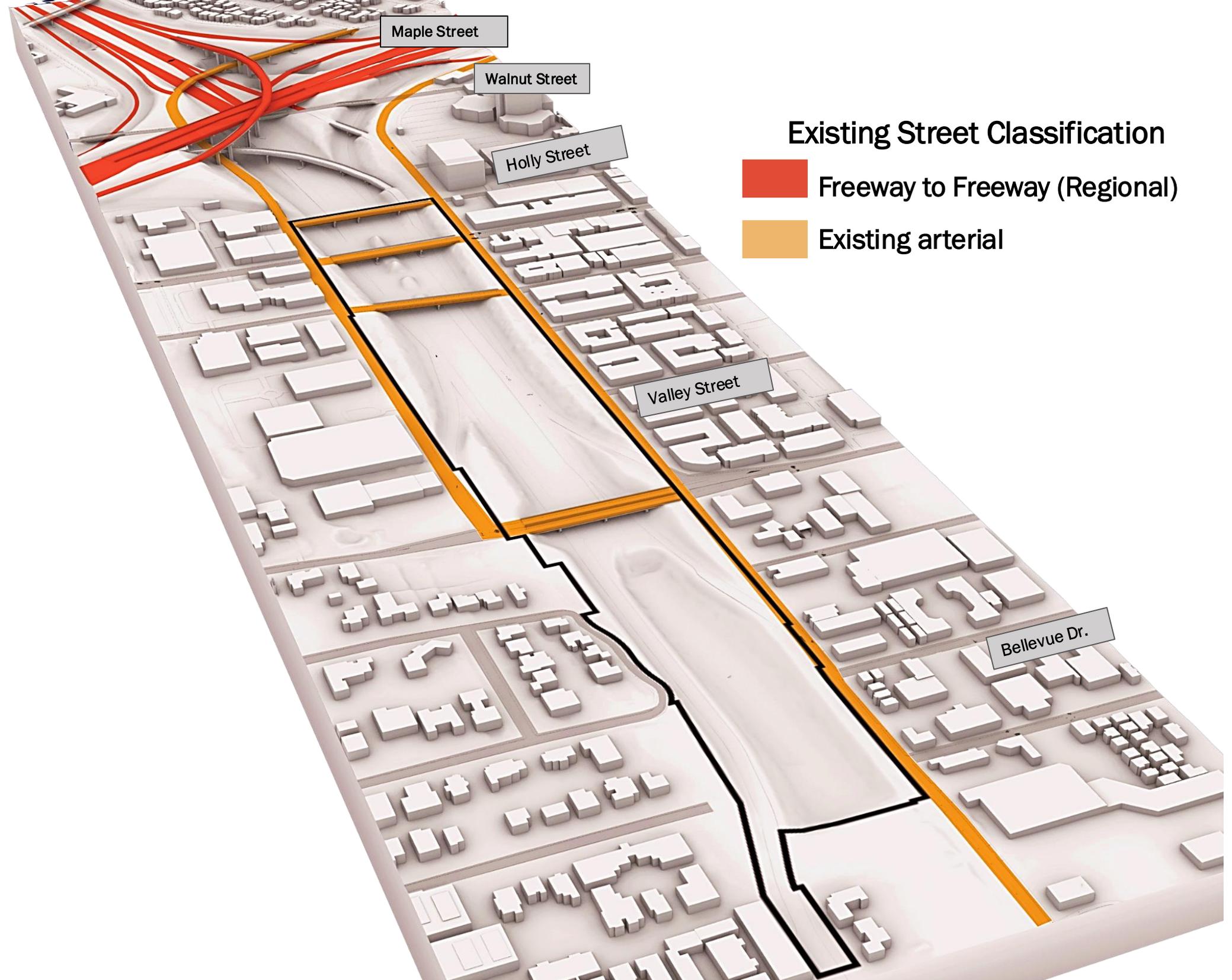
RECONNECTING COMMUNITIES

- Re-imagine a connected, safe, multi-modal, human-scaled set of access and mobility improvements
- Improve connectivity choices and reduce impacts
- Streets and bridges are safe, accessible, human-scaled, promoting connectivity and access choices



TWO FRAMEWORKS

Circulation frameworks start with the least intervention and build towards more change....



TRANSFORMING A FREEWAY GARDENS & TERRACES OPTION



27

Complete Streets
Intersections

- Freeway on/off ramp
- Freeway to Arterial
- Arterial
- Local Streets
- Ped/Bike Connection

Roadways still being refined.

TRANSFORMING A FREEWAY BOULEVARD & PASEOS OPTION



- Street Classification**
- █ Freeway to Freeway (Regional)
 - Freeway to Local Streets
 - █ Existing arterial
 - █ Signature Streets (Colorado Blvd.)
 - █ Local One-Way Couplet
 - █ Local Complete Streets
 - Relinquishment Area
 - New Street
 - - - Pedestrian way/paseo/crossing

30 Complete Streets Intersections

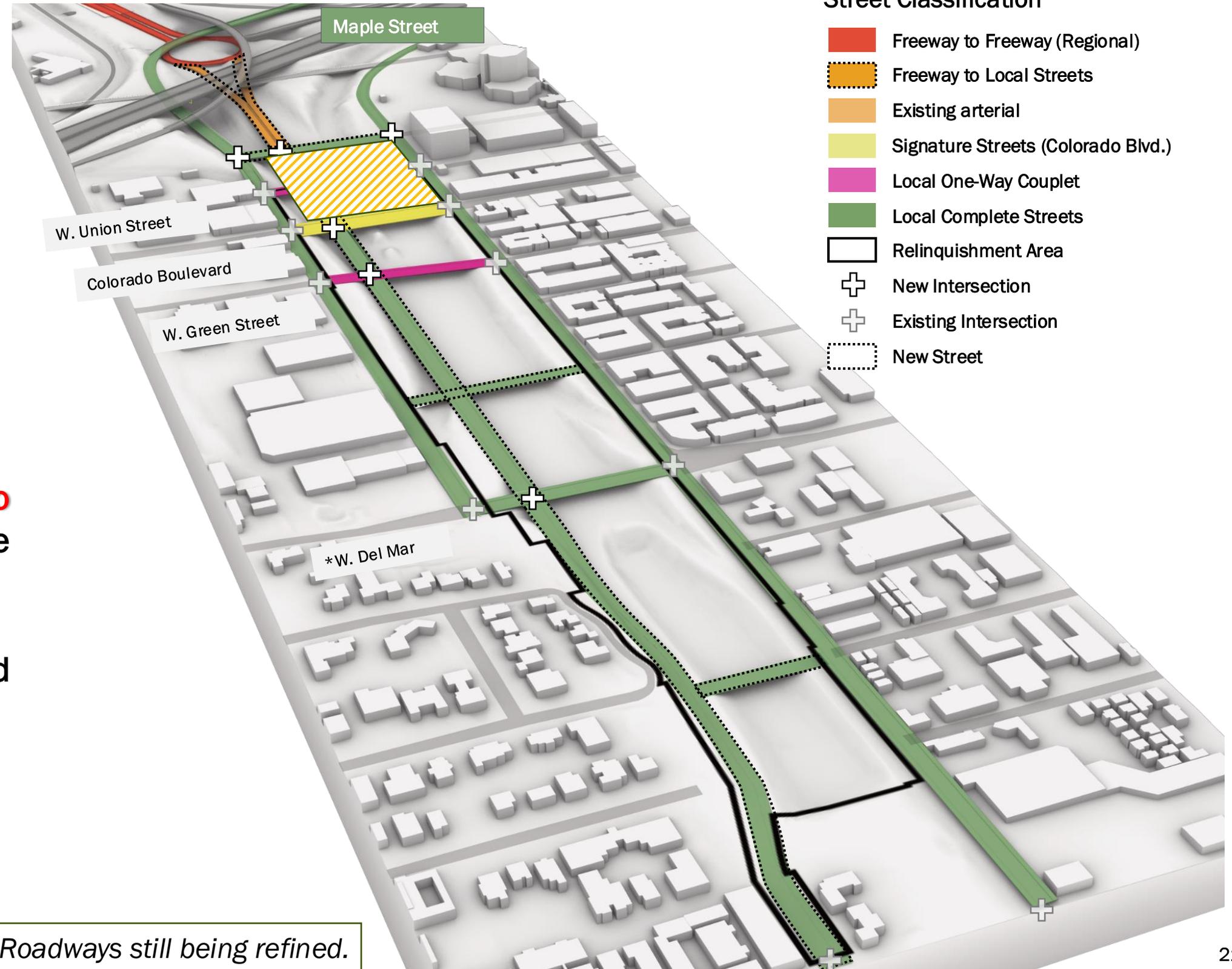
- ⊕ Freeway on/off ramp
- ⊕ Freeway to Arterial
- ⊕ Arterial
- ⊕ Local
- ⊕ Ped/Bike Connection

Roadways still being refined.

EXPLORING

BOULEVARD & PASEOS OPTION

1. Maple Street could be designed to be slow and redirect traffic movements outside the study area.
2. A **multilevel redevelopment to the north of Union** could have direct freeway access for regional transit service or offer future bus layby. It could operate on multiple levels.

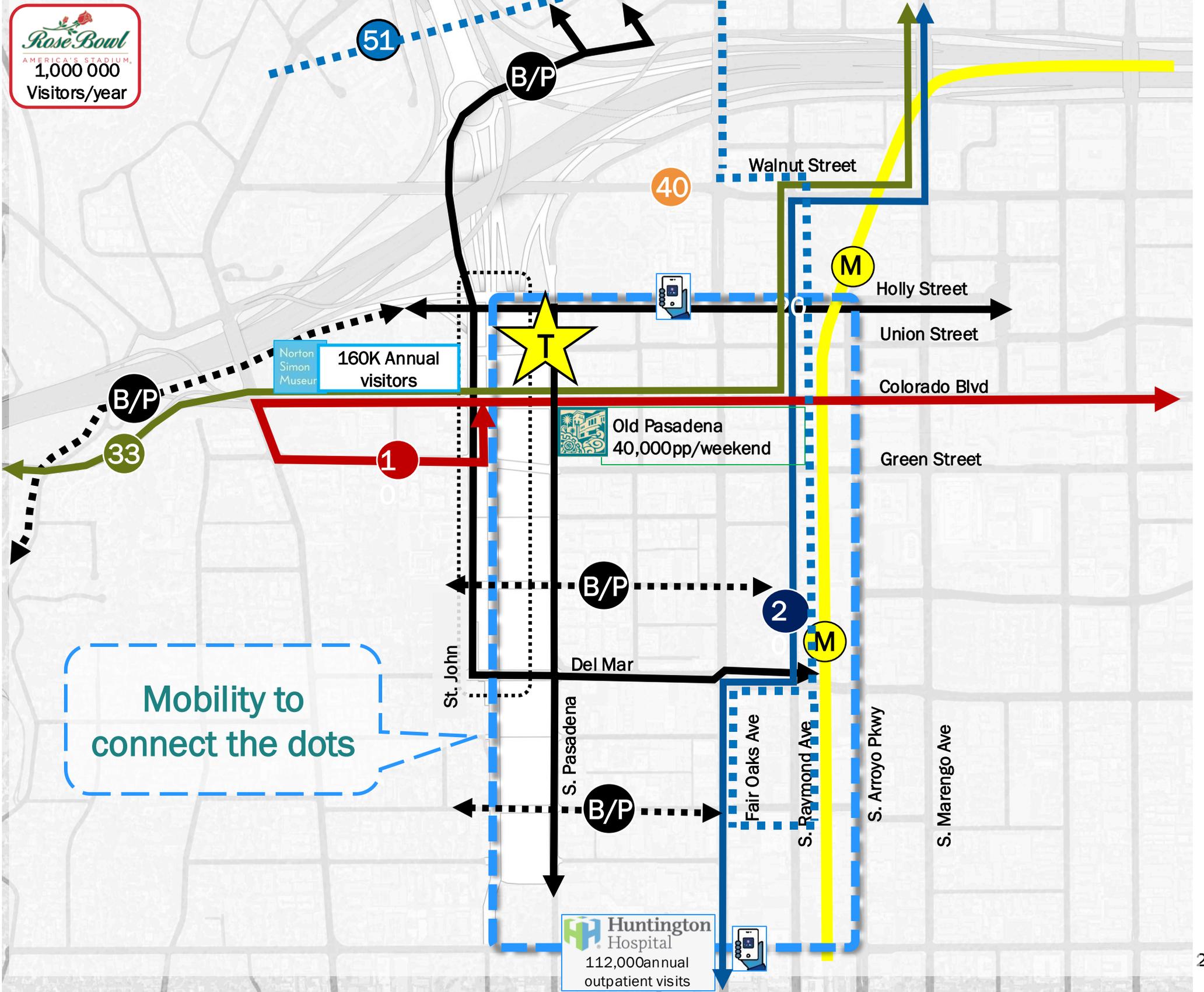


Roadways still being refined.

EXISTING PASADENA TRANSIT SERVICE



- Route 10
- Route 20
- Route 33
- Route 40
- Route 51
- Metro Micro
- Metro A Line
- New multimodal connection
- New bike/pedestrian emphasis



RECONNECTING MAPLE STREET



VISION PLAN: TOOLS TO INCREASE MOBILITY CHOICES, LIVABILITY & ACCESSIBILITY

SET MOBILITY GOALS FOR THE FUTURE

- Slower traffic speeds
- Enhanced intersection design
- Local serving & protected bike lanes
- Pedestrian facilities
- Walkable access to local destinations
- Reduced peak directional travel.

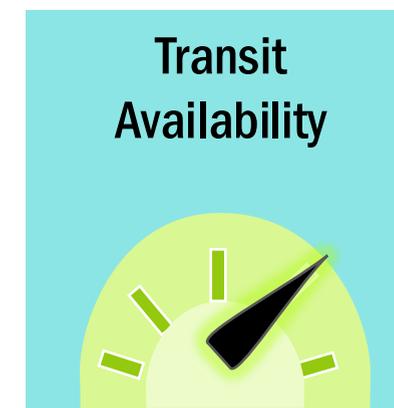
- Link to local and regional activity centers
- Fill service gaps with flexible modes
 - Micro-transit & BRT to fill gaps
- Explore transit incentives for future residents
- Enhance pedestrian amenities
 - Secure public bike parking
- Strengthen Pasadena Transportation Management Association (TMA)
 - Ridesharing, vanpools, guaranteed ride home etc.



Driving Other modes



Driving Other modes



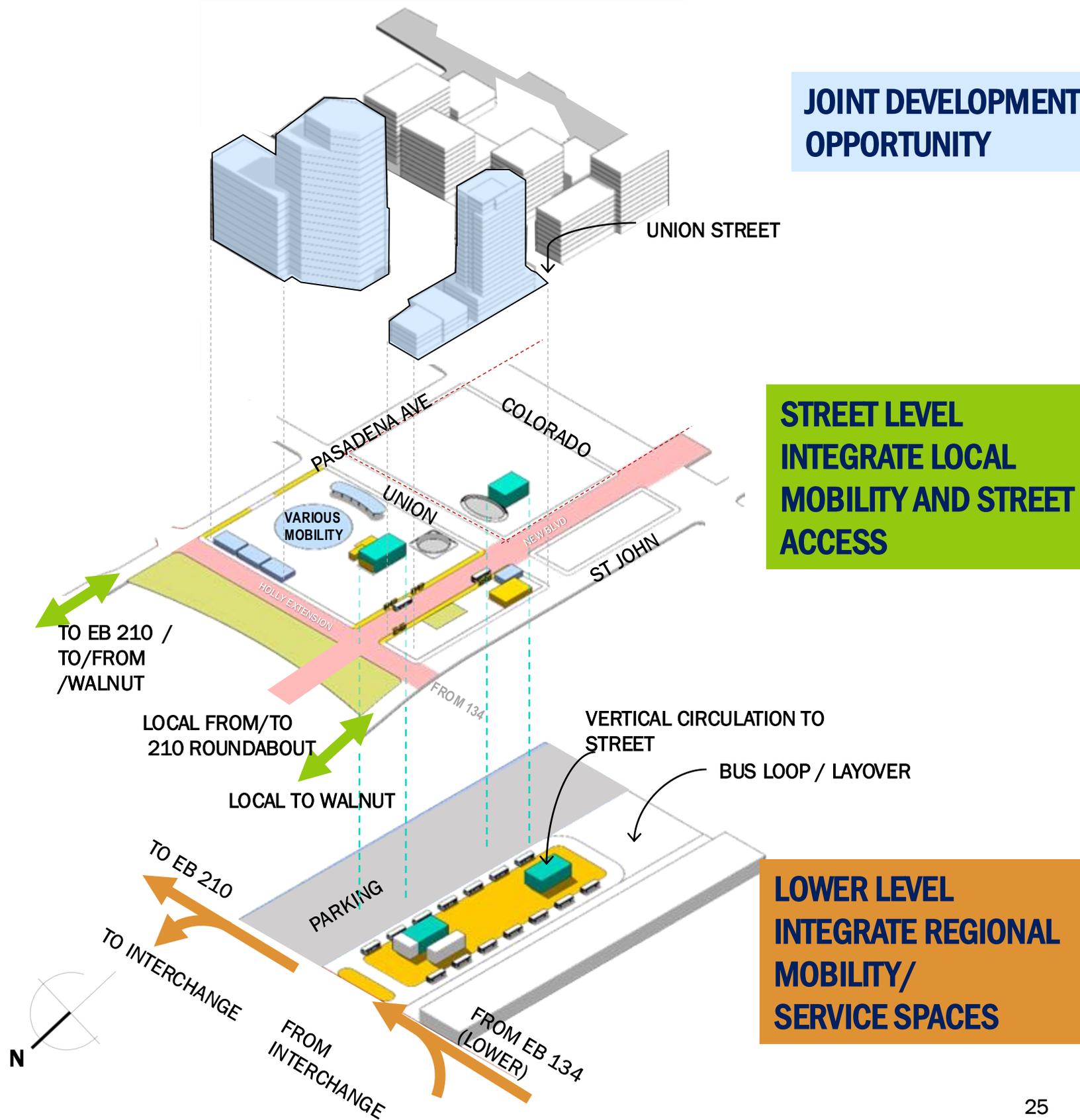
Combining tools over time moves the needle towards less driving trips

GATEWAY AS PLACE & DESTINATION

Business /institutional uses
 Day-care, child-development services
 Senior /cultural Center
 Housing/hospitality

Vehicular Drop off/Pickup
 EV Charging
 Plaza /Outdoor Events
 Semi-Permanent Retail/Package Locker
 Bikeshare/Pedestrian Access and Plazas

Regional Bus
 Shuttle Bus
 Transit and Micro-Transit
 Local Bus/layby
 Restrooms, Info & Ticketing



JOINT DEVELOPMENT OPPORTUNITY

STREET LEVEL INTEGRATE LOCAL MOBILITY AND STREET ACCESS

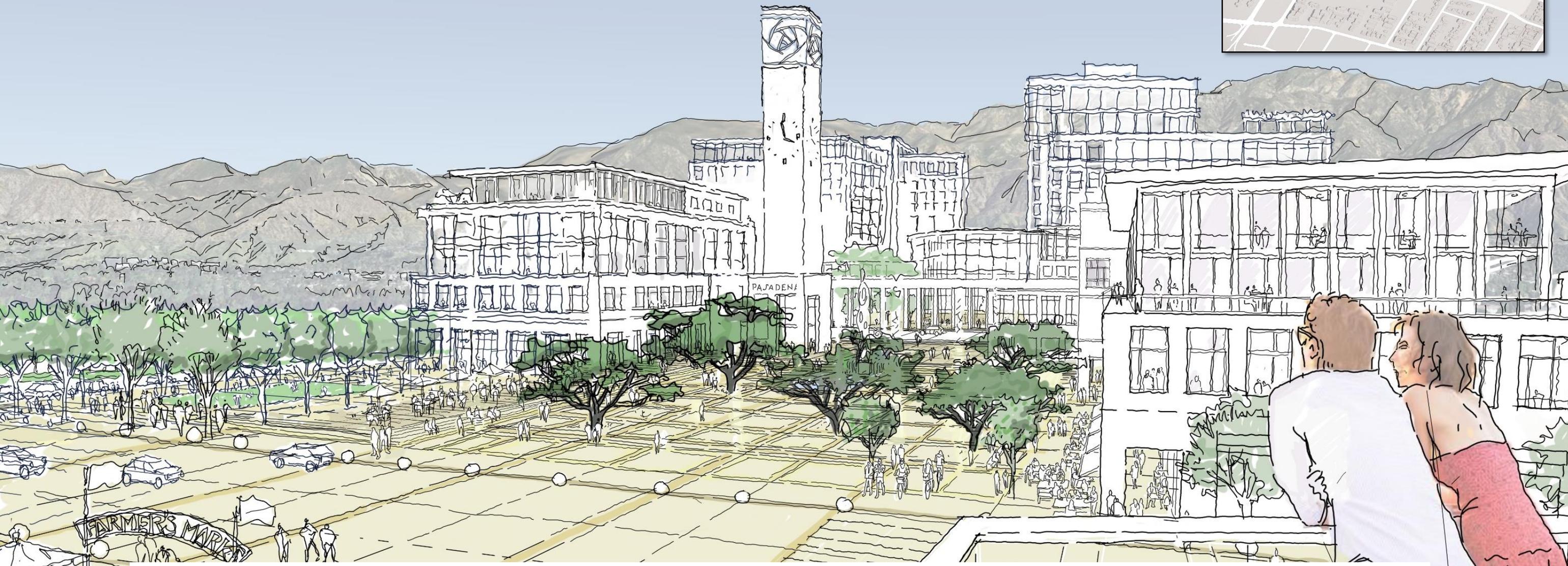
LOWER LEVEL INTEGRATE REGIONAL MOBILITY/ SERVICE SPACES

QUESTION/COMMENT:

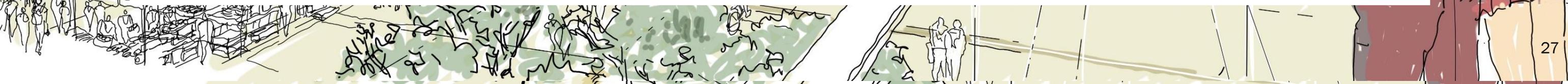
What other social or physical access and connectivity approaches should the City consider?

For example, east-west links, regional to local, pedestrian ways, etc.

CIVIC AND CULTURAL AT COLORADO



Artist's illustration of activated plaza space on Colorado Boulevard, looking north towards possible redeveloped area adjacent to interchange.

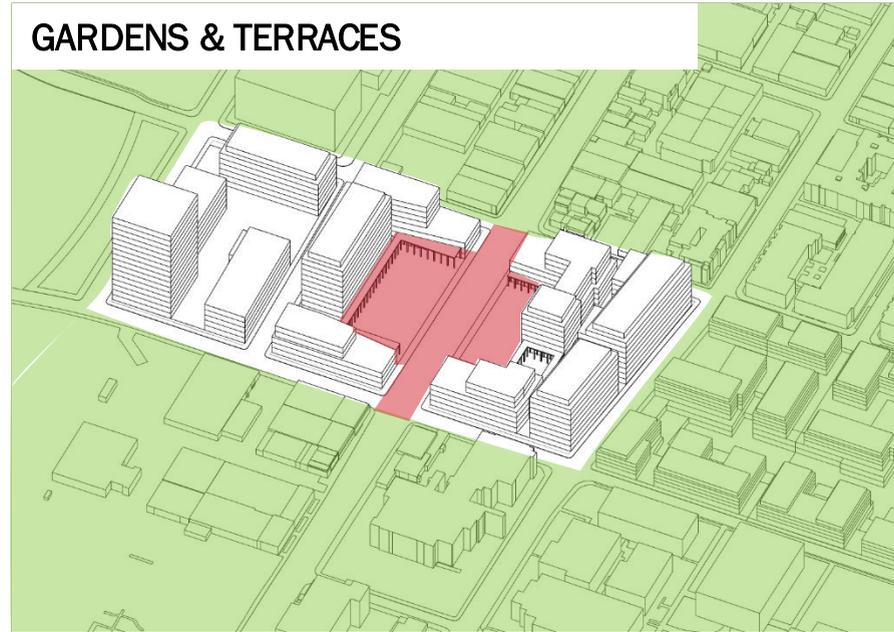


DEEPER DIVE – TESTING THE FRAMEWORK

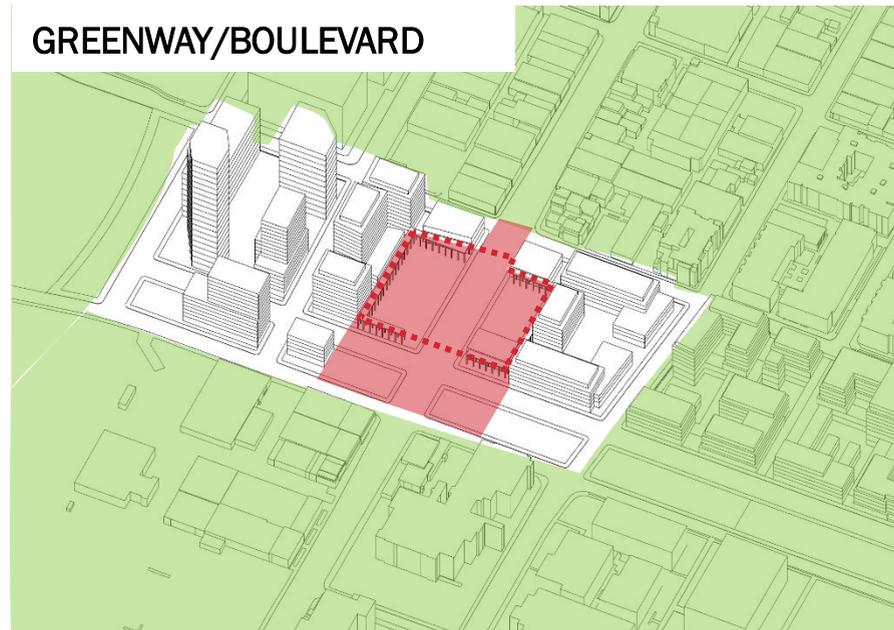
WHERE WE ARE

- 1 **Colorado Boulevard**; adapt to create a civic place
- 2 Complement **historic scale** with 2-3 story street wall
- 3 Include **civic square**; enable events at Colorado Blvd.
- 4 Capture & frame **views**
- 5 Selective **activation of ground plane**; extend street level across district.

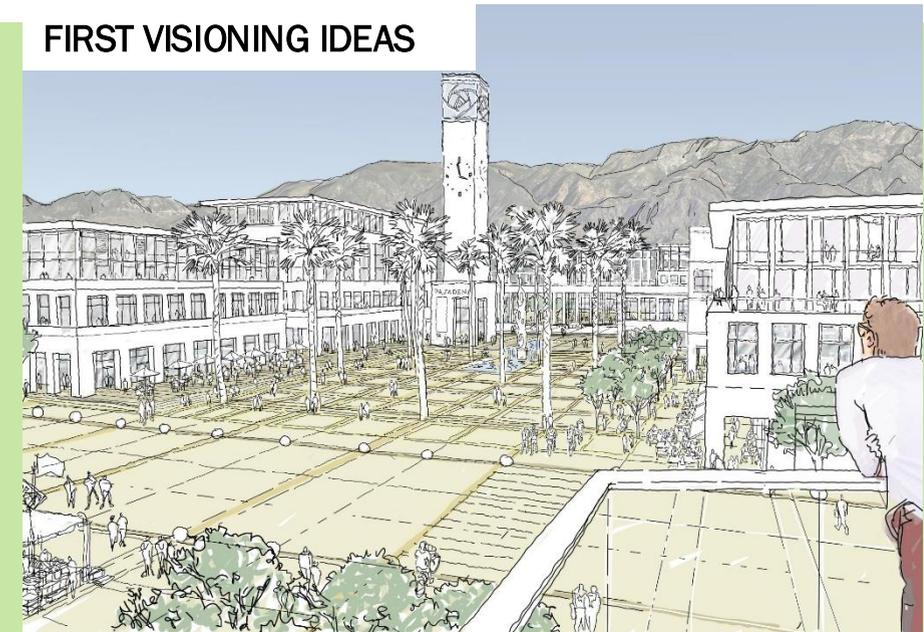
GARDENS & TERRACES



GREENWAY/BOULEVARD



FIRST VISIONING IDEAS



EXPLORING

Key Uses and Programs:

Commercial, residential, enables small businesses and retail to extend from Old Pasadena

Design:

How to connect to freeway to the north.
Opportunities for shared off street parking below grade and in the ditch.

Extent and scale of buildings on Colorado

DEEPER DIVE – WHAT ELEMENTS DO YOU SEE?



Inspired by City Hall courtyard & gardens



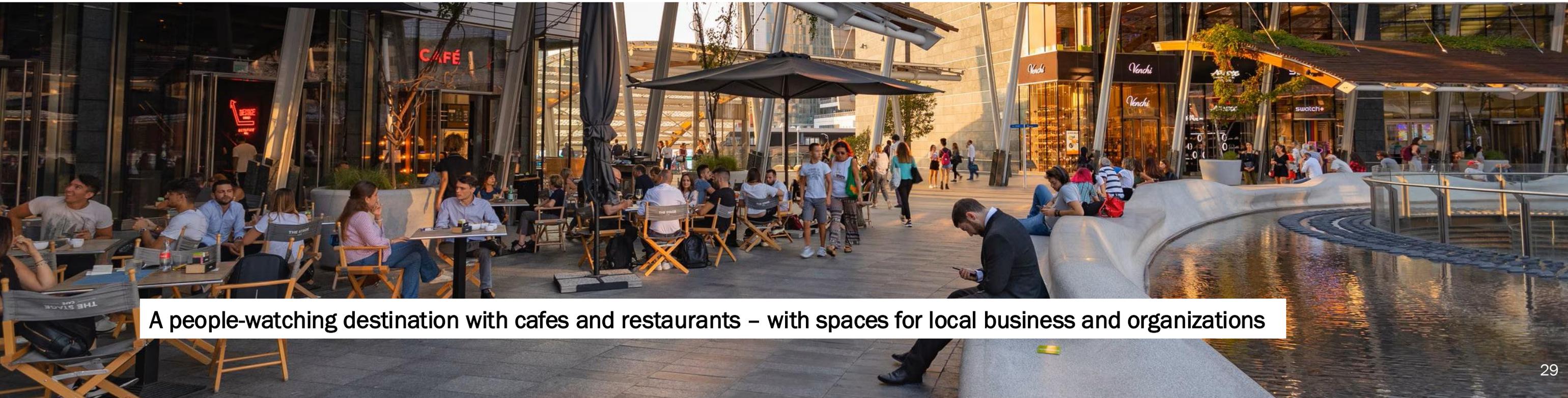
A place of memory



Venue for markets



Framed by buildings



A people-watching destination with cafes and restaurants – with spaces for local business and organizations

QUESTION:

What are your thoughts on the balance of public space to development area?

SOUTH OF DEL MAR- SPECIAL CONDITIONS

- Caltrans owned stormwater facility/lowest/deepest part of the site
- Collects stormwater from the freeway system AND parts of West Pasadena/Central District
- Caltrans has preliminarily agreed to remove the pump, future partnering on water quality upgrades
- City to size, plan and locate new pump station(s) during next phases

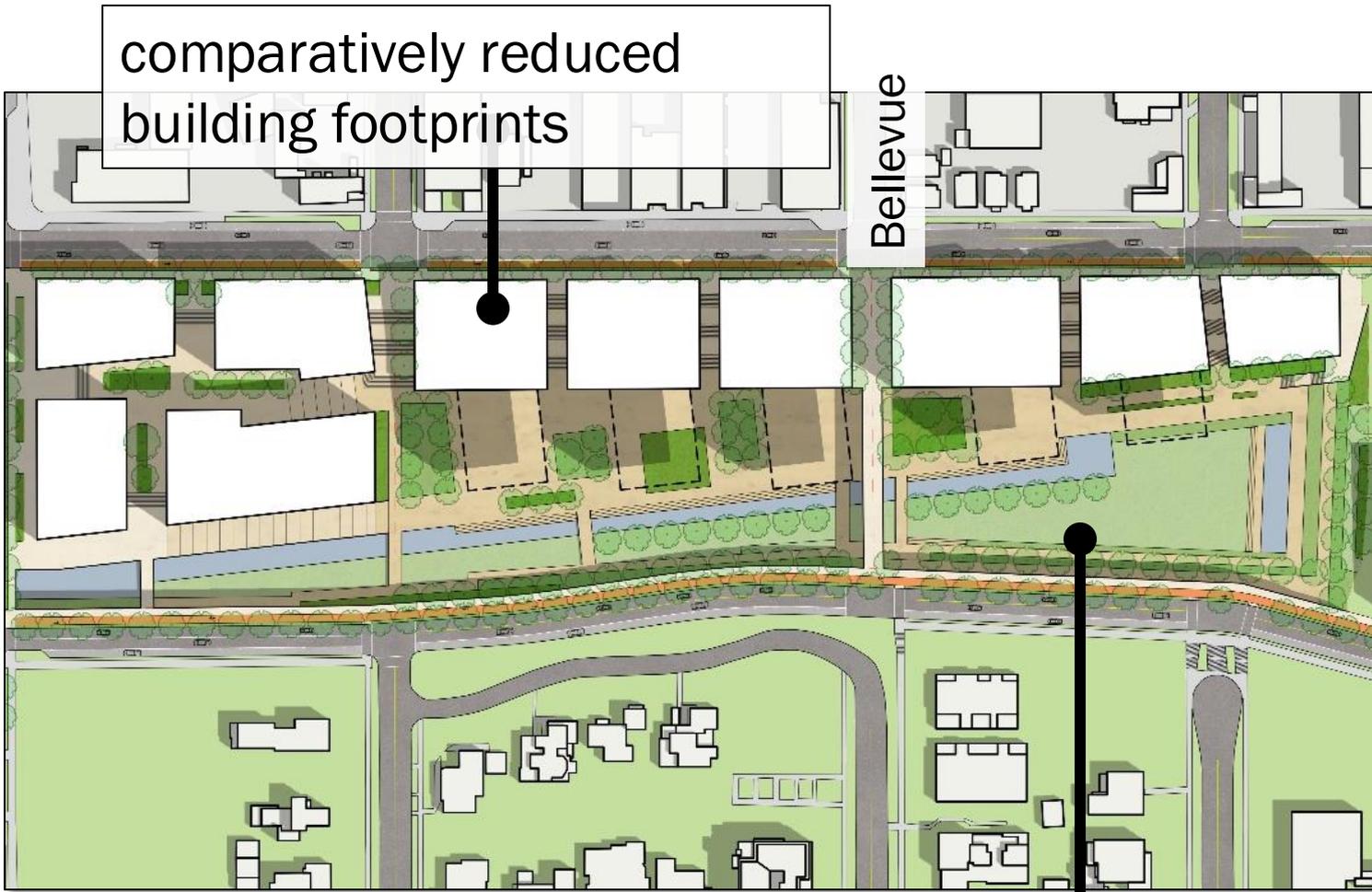


FROM SINGLE USE TO MULTIPLE BENEFIT - OPPORTUNITIES FOR RECONNECTION



Gardens & Terraces

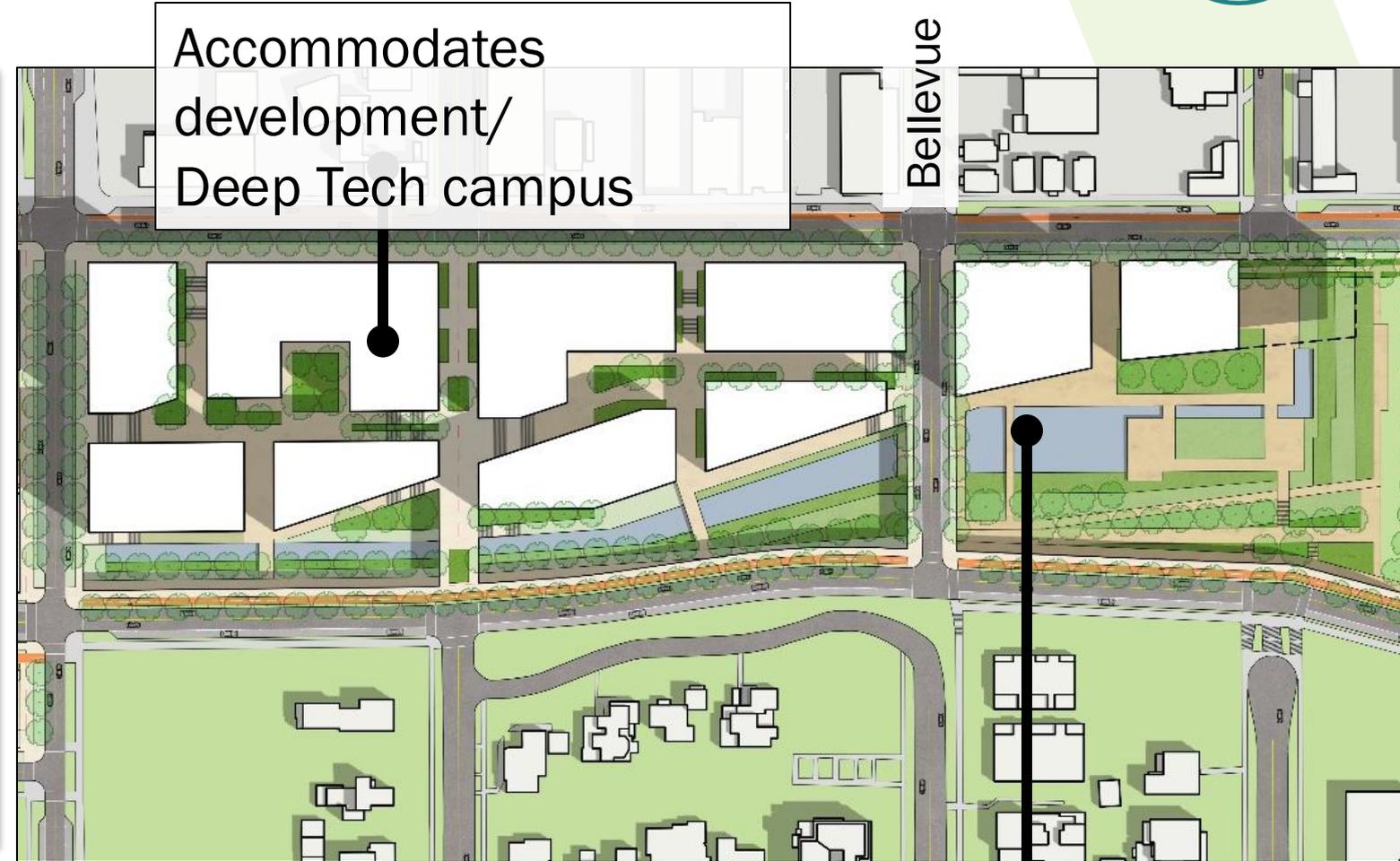
comparatively reduced building footprints



Terrace, urban parks and plazas, [water detention below](#), enables active uses above.

Boulevard & Paseos

Accommodates development/
Deep Tech campus



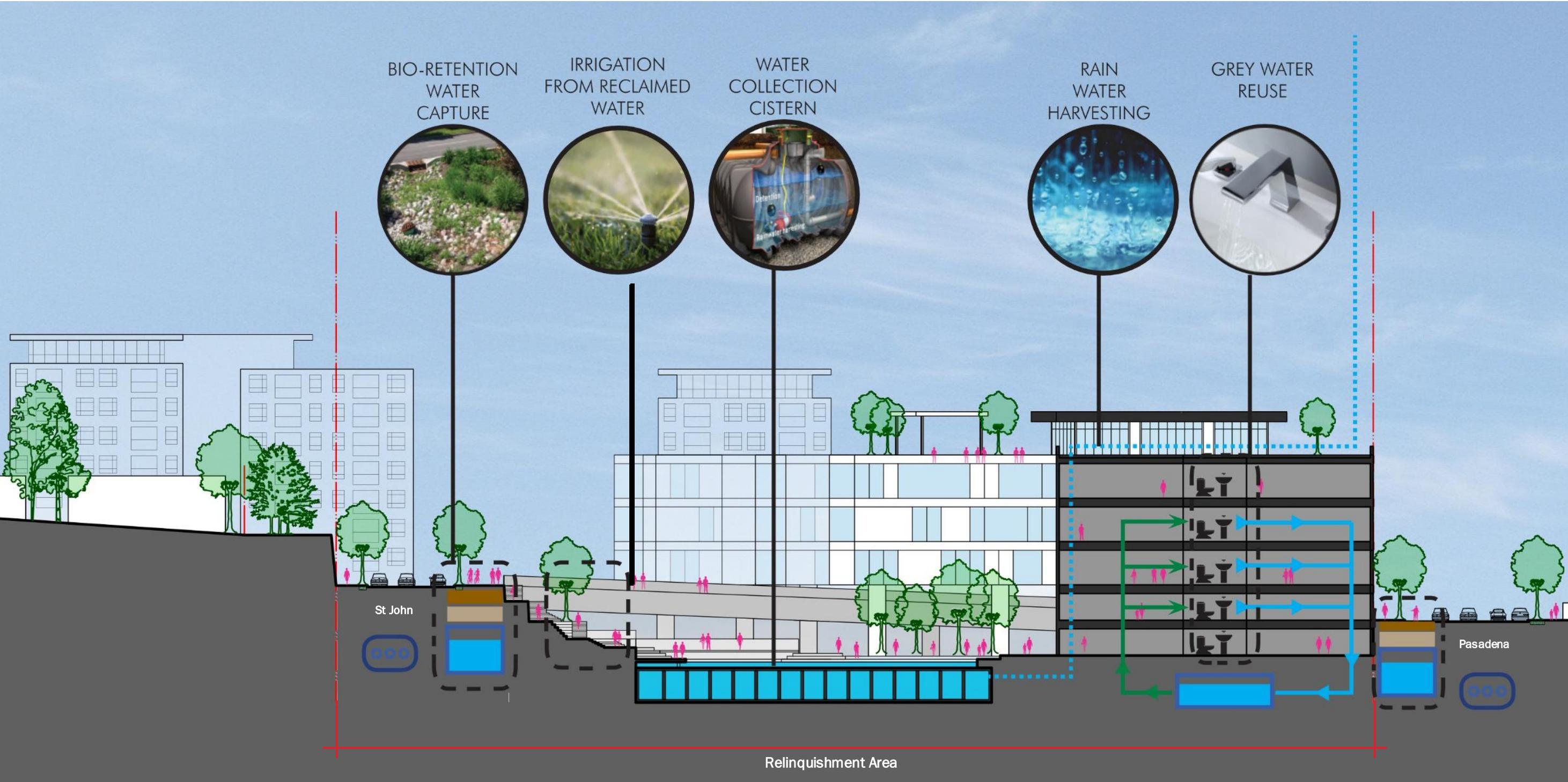
Water could be a [design feature](#), including natural systems, terraces, water based active play spaces

PRIORITIZATION AND STRATEGY IDENTIFICATION



STRATEGY	PROJECT AREA	BUILDING
Passive Design Strategies	<ul style="list-style-type: none"> -Street and block orientation & proportions -Urban Forest 	<ul style="list-style-type: none"> -Design tight envelopes -Right size openings -Provide shading
Mechanical Systems	<ul style="list-style-type: none"> -Municipal waste heat recovery -Ground source heat exchange -Thermal storage tanks -Central Utility Plant 	<ul style="list-style-type: none"> -Require all electric buildings
Onsite Generation	<ul style="list-style-type: none"> -Microgrid -Urban Solar -Battery storage 	<ul style="list-style-type: none"> -Rooftop Solar above code -Battery Storage
Embodied Carbon Reduction	<ul style="list-style-type: none"> -Minimize cut and fill -Lower embodied carbon of infrastructure -Infrastructure adaptive reuse -Canopy trees / habitat health 	<ul style="list-style-type: none"> -Minimize cut and fill -Lower embodied carbon of construction materials

TOOLS: SUSTAINABILITY “GREY” WATER REUSE TO BENEFIT CITY WATER GOALS



QUESTION:

In addition to the sustainability and resilience concepts presented, are there additional items Council would like considered?

BRINGING THE IDEAS TOGETHER: NEXT STEPS

- Create a “Planning level” economic model to provide insight into overall project costs
- Provide decision makers with the key levers impacting the future cost of the project and potential revenues that might be generated by the project upon completion

Private Development

- Attracting economic and environmentally superior partners
- Embed flexibility in a dynamic marketplace?
- Value alignment with public goals for affordability or other programs?

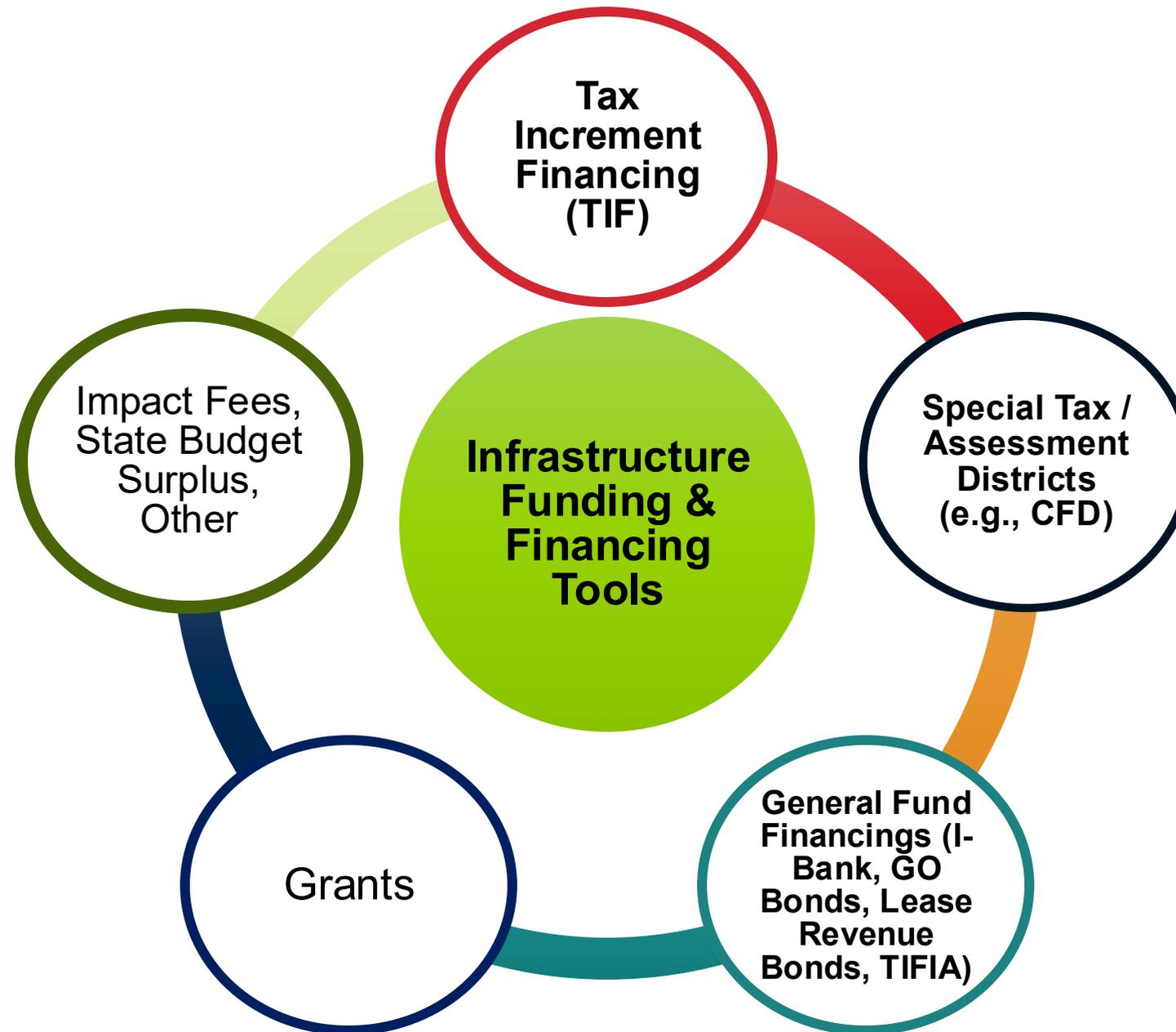


Infrastructure

- Roadway infrastructure
- Multi modal improvements
- Sustainable water features
- Clean energy/renewables, across project area and/or buildings

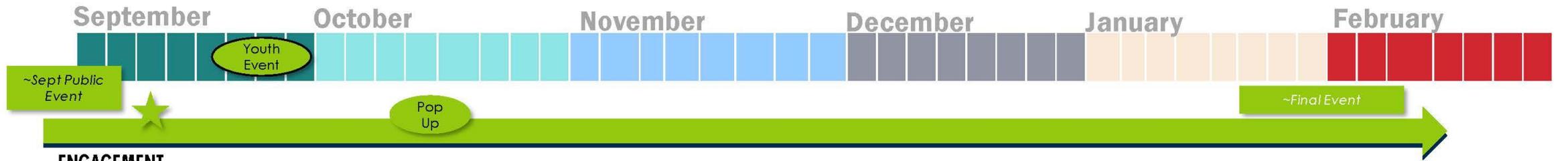
DEVELOPMENT FINANCE TOOLS TO EXPLORE

Overview of Primary Development Finance Tools

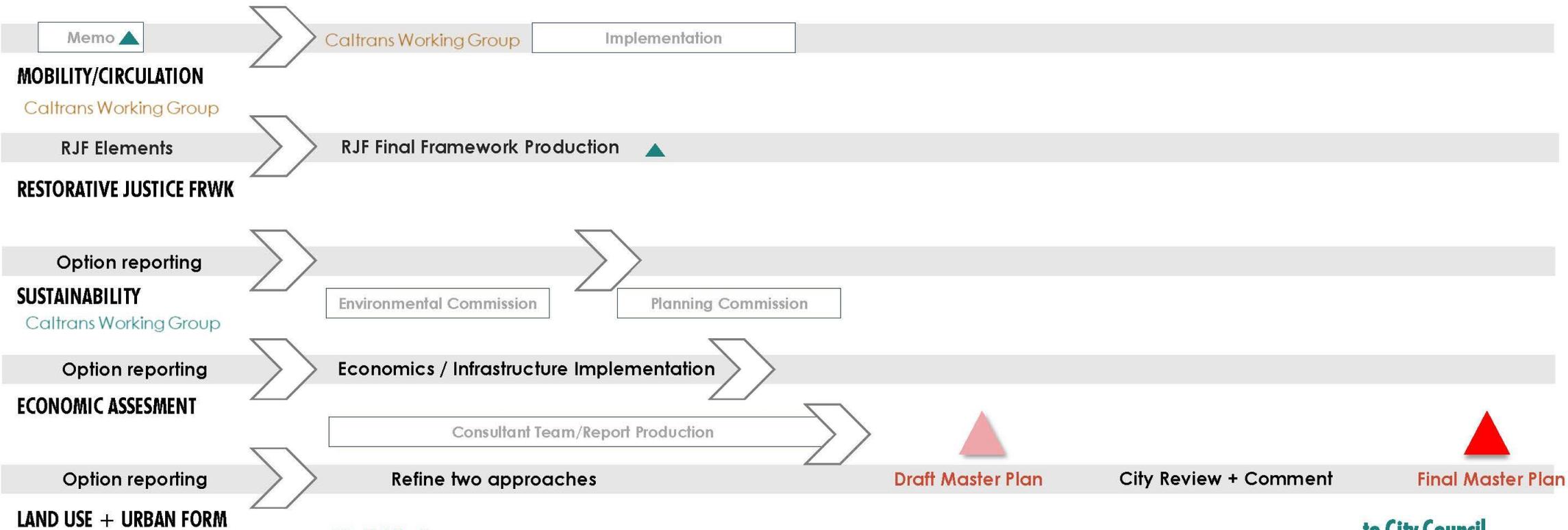


NEXT STEPS - PROJECT TIMELINE

PHASE 3 – SEPTEMBER 2025 TO CONTRACT END - FEBRUARY 2026



Consultant Activities Detail



LU & Mobility Cmte

710 Advisory Group

710 Advisory Group

710 Advisory Group

Phase 2 findings/report out from Meeting

Draft Plan Issued

to City Council

- 710 Advisory Group
- LU & Mobility Cmte
- Planning Commission
- Caltrans Working Group

RECONNECTING  **PASADENA**