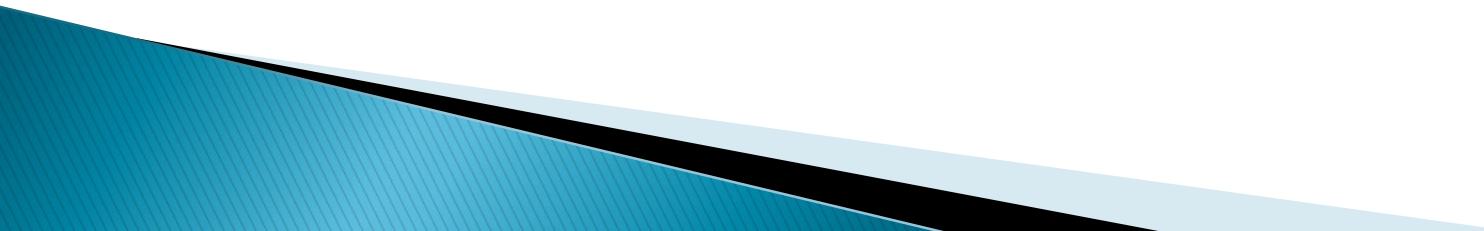
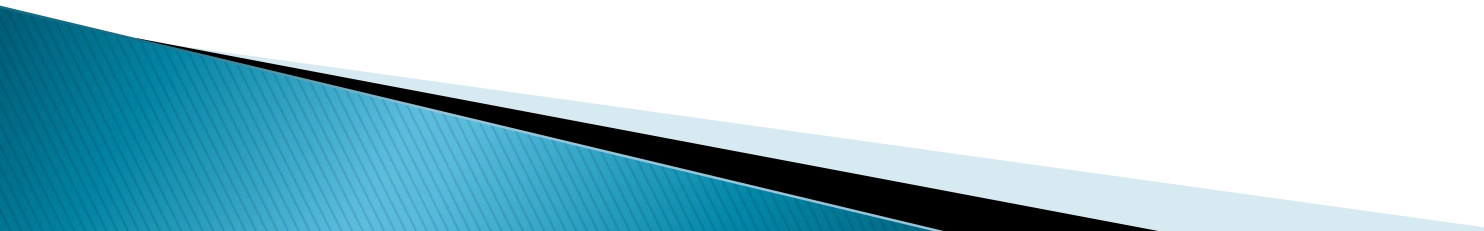


# Lower Hastings Ranch Association (LHRA)

- ▶ We love Pasadena
  - ▶ We support affordable housing
  - ▶ Why are we appealing?
- 

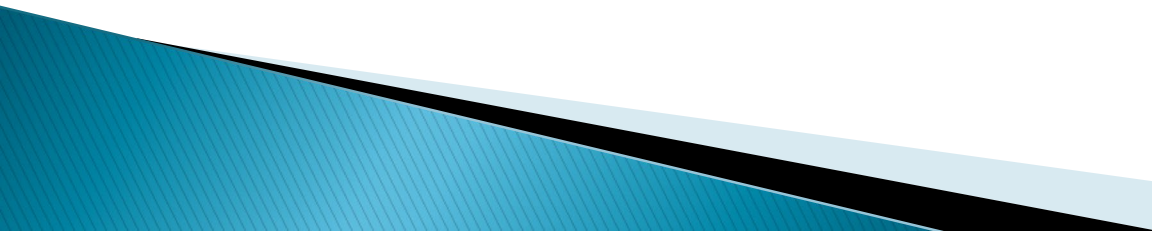
# Why are we appealing?

- ▶ Lack of transparency: Intended use of Building A (51 units) was concealed
  - ▶ Flawed evaluation: Design was not evaluated for intended use
  - ▶ Incomplete application that is not up to standard
  - ▶ Oversized building and excess density (Building B)
- 

# Intended use

- ▶ Set-asides for homeless and chronically homeless
  - Developer's state application for tax credits and bonds includes a binding commitment to set aside 50 units (Building A) exclusively for homeless and chronically homeless individuals, via LA County's Coordinated Entry System, in partnership with The People Concern, using a Housing First model (CTCAC project CA-25-799)
- ▶ Therefore, the Design Commission must evaluate the physical design and operational suitability of the project for its intended use as supportive housing for the homeless and chronically homeless
- ▶ This intended use has direct implications for traffic and parking patterns, supportive services activity, on-site staffing, unit configuration, common areas, security, visibility, circulation, outdoor space, transitional areas, noise management, long-term neighborhood integration, etc. — factors central to the Design Commission's required findings on project compatibility.

# Flawed review

- ▶ This evaluation should have been conducted during the public review process — not after major approvals are already in place.
  - ▶ Staff reports and City documents make no mention of the homeless set-asides, and there is no indication that any discussions took place about design of supportive housing for the homeless.
  - ▶ This omission of the homeless unit commitment from the City's materials created an incomplete and potentially misleading record, depriving the Commission and the public of an honest open hearing and informed participation.
  - ▶ California law demands fair process in quasi-judicial land-use decisions such as this (Clark v. City of Hermosa Beach, 1996)
- 

# Incomplete and not up to standard

- ▶ 86 conditions of approval
  - How are these conditions enforced?
  - Once granted, what mechanism is there to claw back an entitlement if conditions are not met?
- ▶ Missing deliverables
  - Sample of gate material, lighting plan, complete roof diagram
- ▶ Commission approved the project “reluctantly” and raised serious concerns about the process
  - Subcommittee to monitor project “to make up for this lack of completion”
  - Pressure to approve prematurely to avoid “burning the meetings”

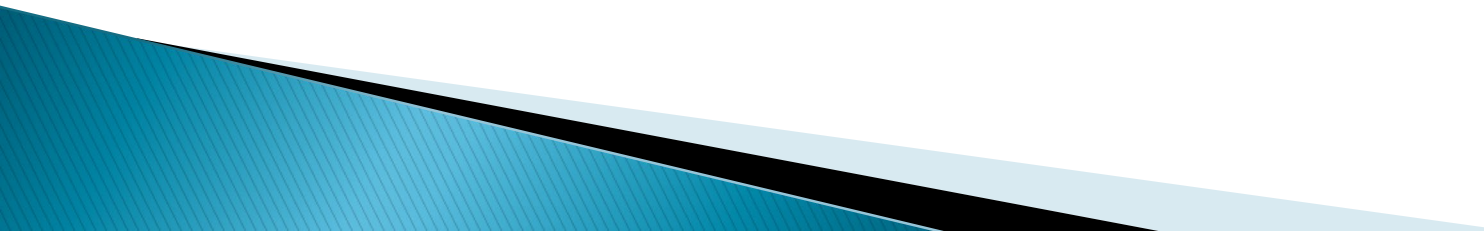


**IT'S ABOUT BALANCE**

**HOW MUCH IS ENOUGH?**

**HOW MUCH IS TOO MUCH?**

# WE SUPPORT AFFORDABLE HOUSING

- ▶ Compatibility is a longstanding city policy and a community priority
  - ▶ Excessive density has unintended consequences for tenants and neighbors
  - ▶ Our goal is a project that works for everyone
- 

# Density Bonus – Height

- ▶ 3 additional stories if located within ½ mile of a **“Major Transit Stop”**

- ▶ What is a Major Transit Stop (MTS)?

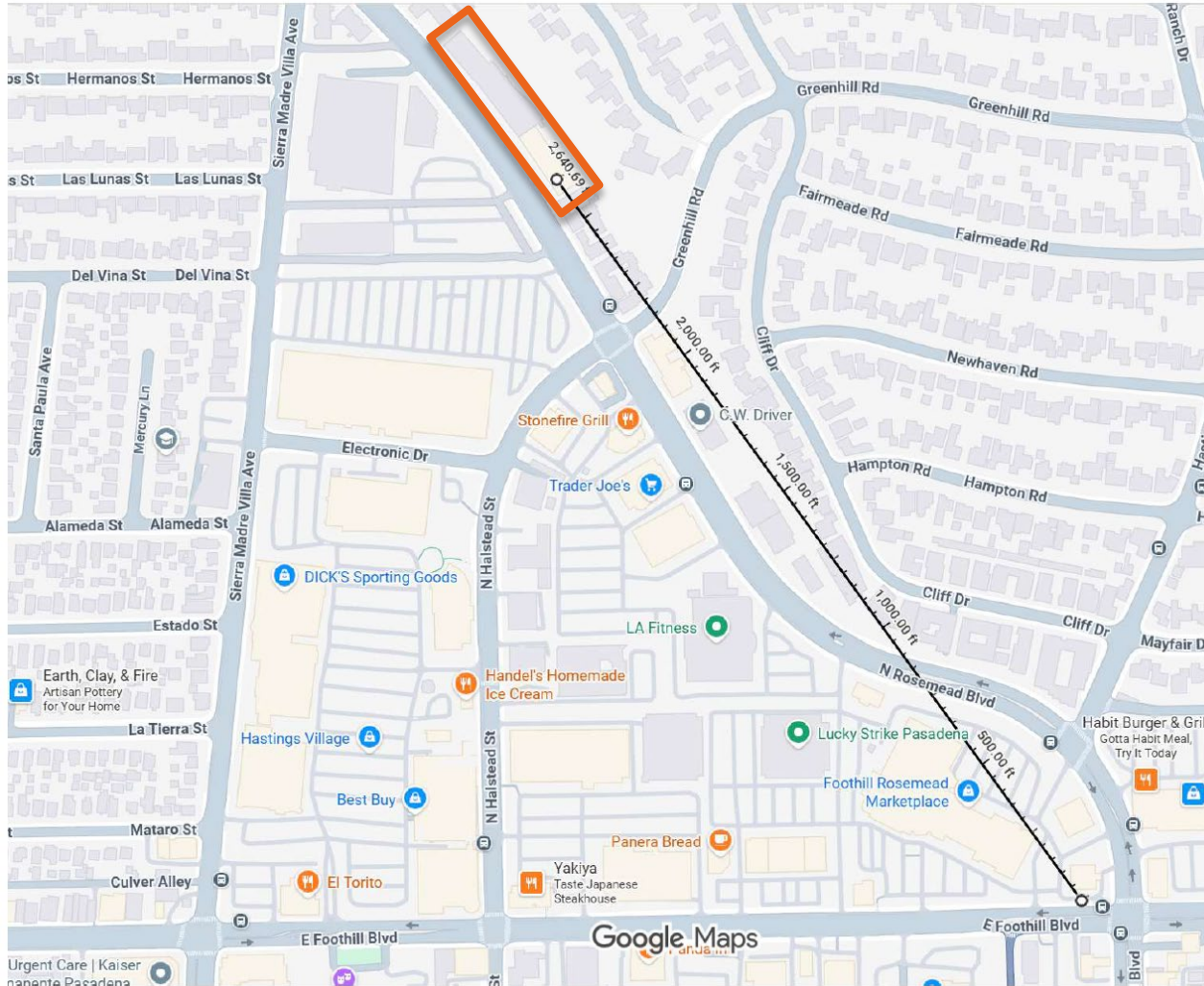
Density Bonus Law GC§65915(o)(5) says:

MTS has the same meaning as PRC§21155(b)

# Density Bonus – Height

- ▶ PRC§21155(b): “... A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.”

# Where is the major transit stop?



Foothill west of Rosemead

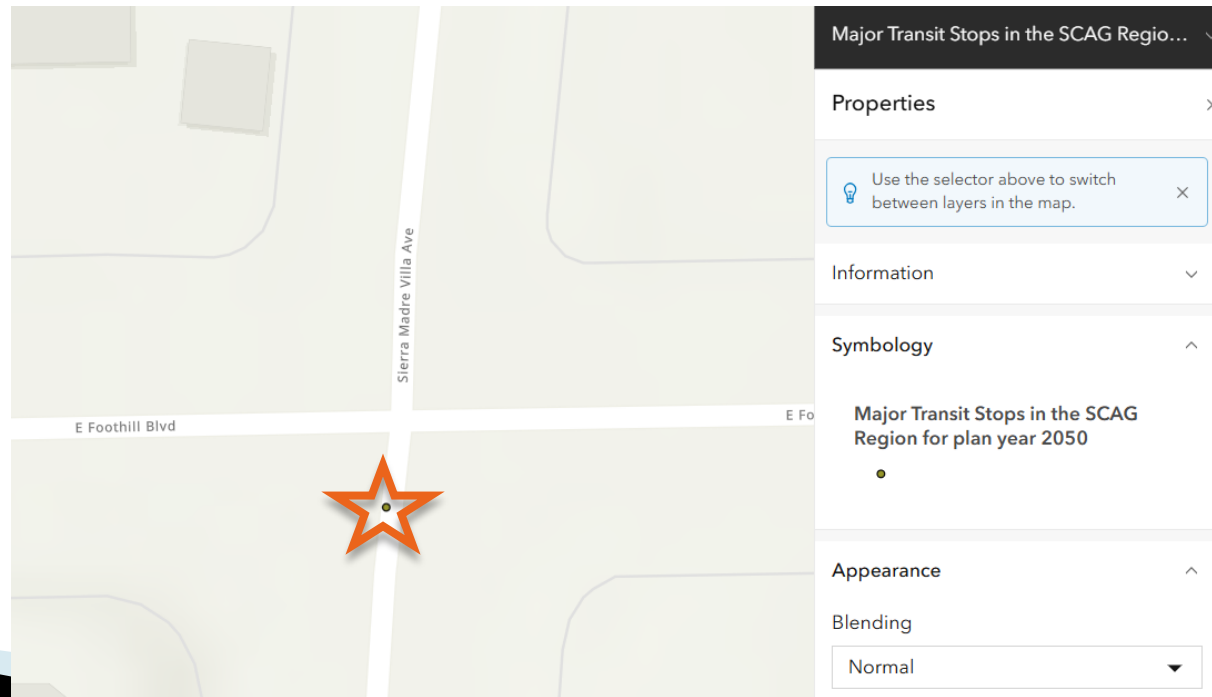
Imagery ©2026, Map data ©2026 200 ft

Measure distance  
Total distance: 2,640.69 ft (804.88 m)

# Where is the Major Transit Stop?

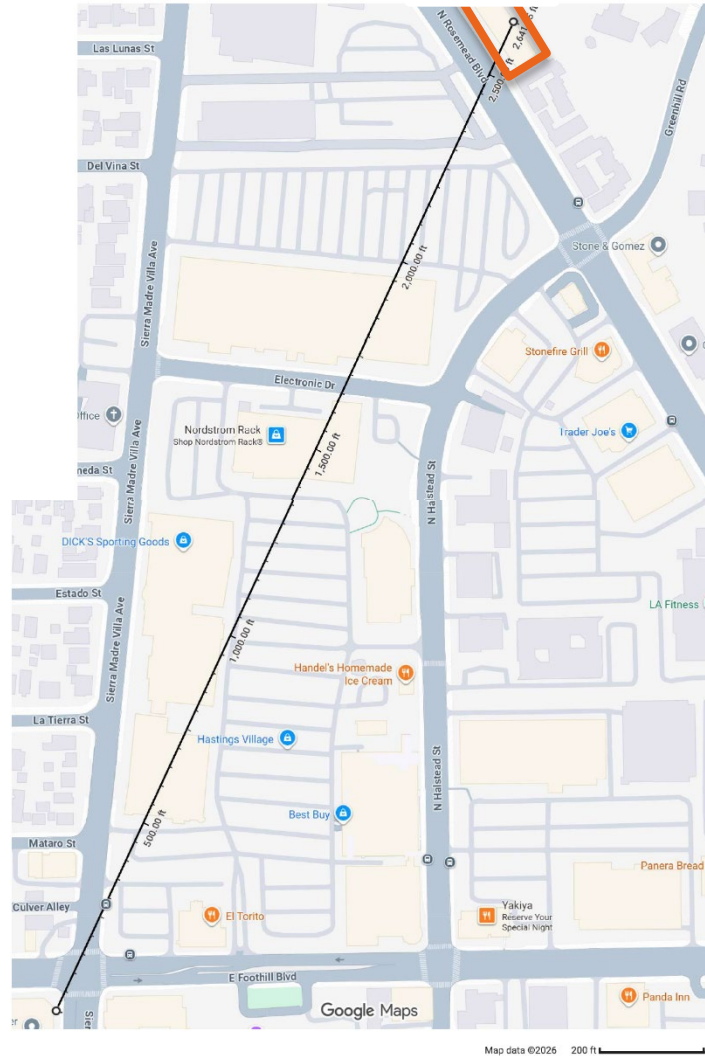
## Foothill and Sierra Madre Villa

- SCAG Regional Transit Plan for year 2050
- Future stop planned here?
- Metro and Foothill Transit have NO PLANS to place a stop at this intersection



# Where is the Major Transit Stop?

SCAG RTP 2050  
MTS definition  
includes  
PRC§21155(b)



Measure distance  
Total distance: 2,641.05 ft (804.99 m)

Sierra Madre Villa south of Foothill

# Methods for Measuring Distance

## Straight Line vs. Path of a Pedestrian

- ▶ City uses state guidance for AB2097 (minimum parking requirements) to justify straight line
- ▶ State guidance also says:
  - Other statutes may measure distance from transit differently from AB2097
  - Straight line measurement of distance does not apply when statutes mention walking distance

# What Density Bonus Law says about Pedestrian Access to Transit

“...Unobstructed access to the major transit stop’ means a resident is able to access the major transit stop without encountering natural or constructed impediments.”

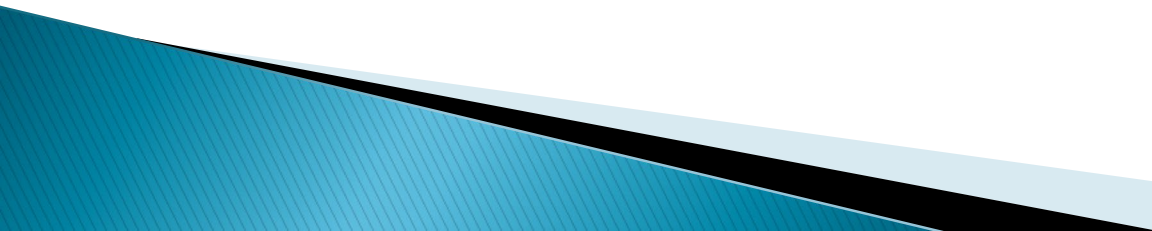
GC § 65915(p)(2)(B)



# What Density Bonus Law says about Pedestrian Access to Transit

“...located within one-half mile of a major transit stop and there is unobstructed access to the major transit stop from the development.”

GC § 65915(p)(2)(A)



# What Density Bonus Law says about Pedestrian Access to Transit

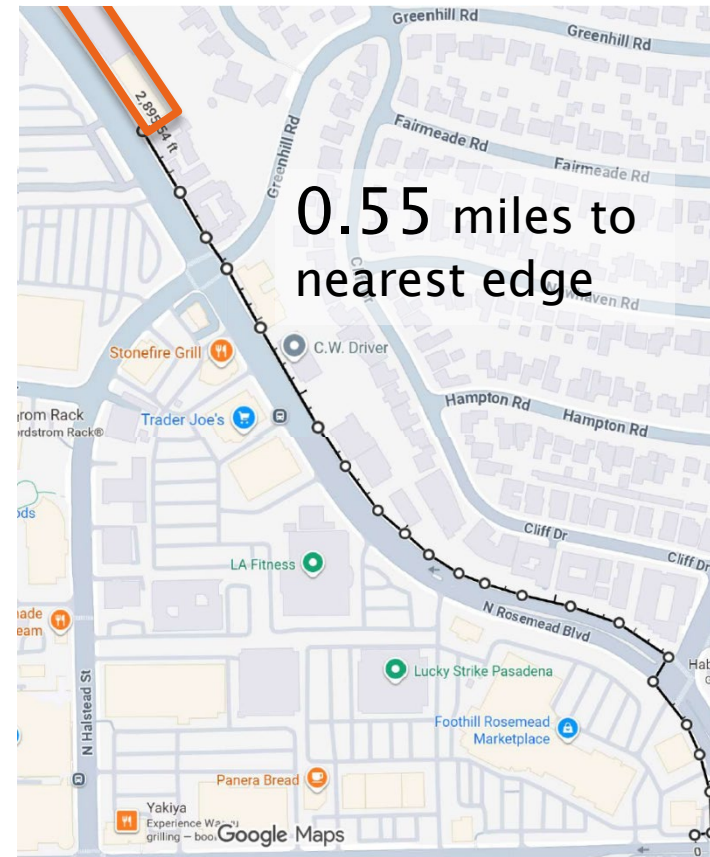
“walkability access to transit services”

GC § 65915(p)(7)



# Distance to Transit for Pedestrians

- ▶ All of the project area and residential units are farther than one-half mile from the bus stop on Foothill west of Rosemead for pedestrians.

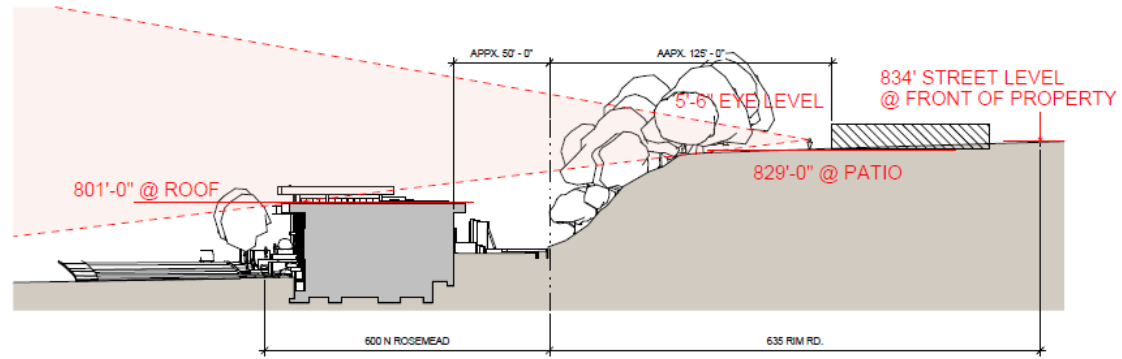


0.55 miles to nearest edge

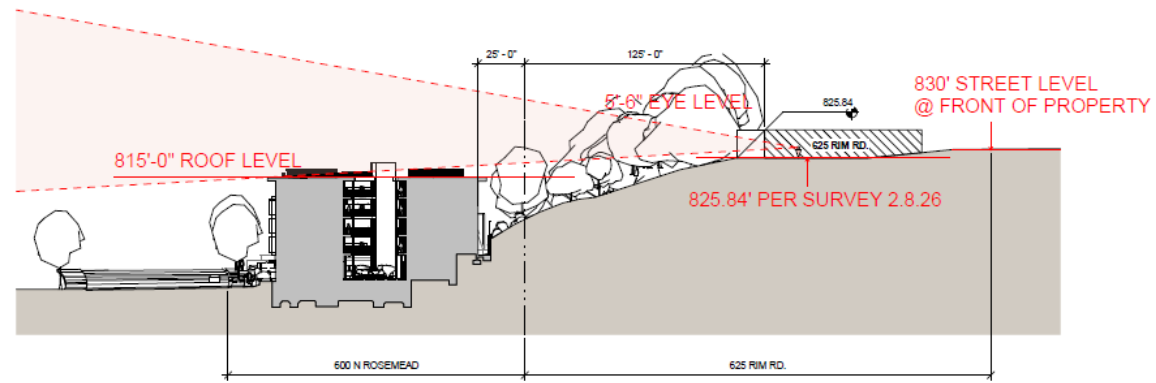
Measure distance  
Total distance: 2,895.54 ft (882.56 m)

# Neighbors' Concerns

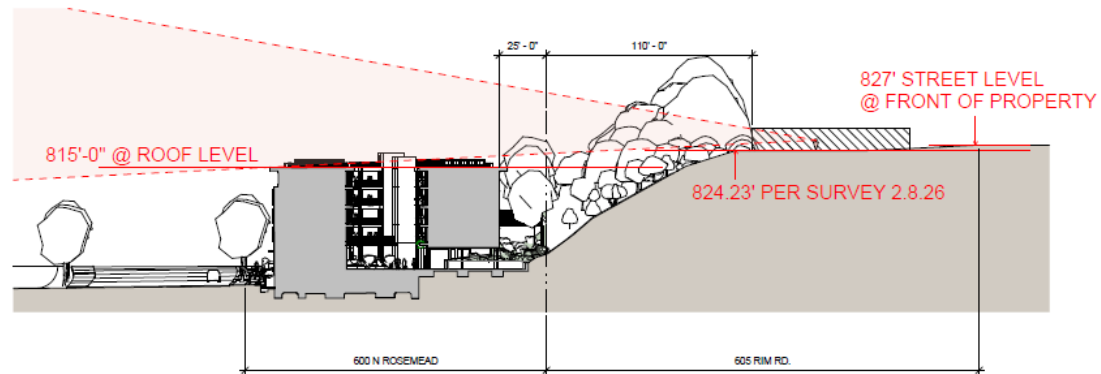
- ▶ Loss of view and privacy
  - Municipal Code protects views
  - Plans do not show sightlines accurately
  - Rooftop at 68 feet plus 12 feet of mechanical equipment, structures, fall protection
  - At same altitude as neighbors' backyards
  - Hillsides will have no view but building mass



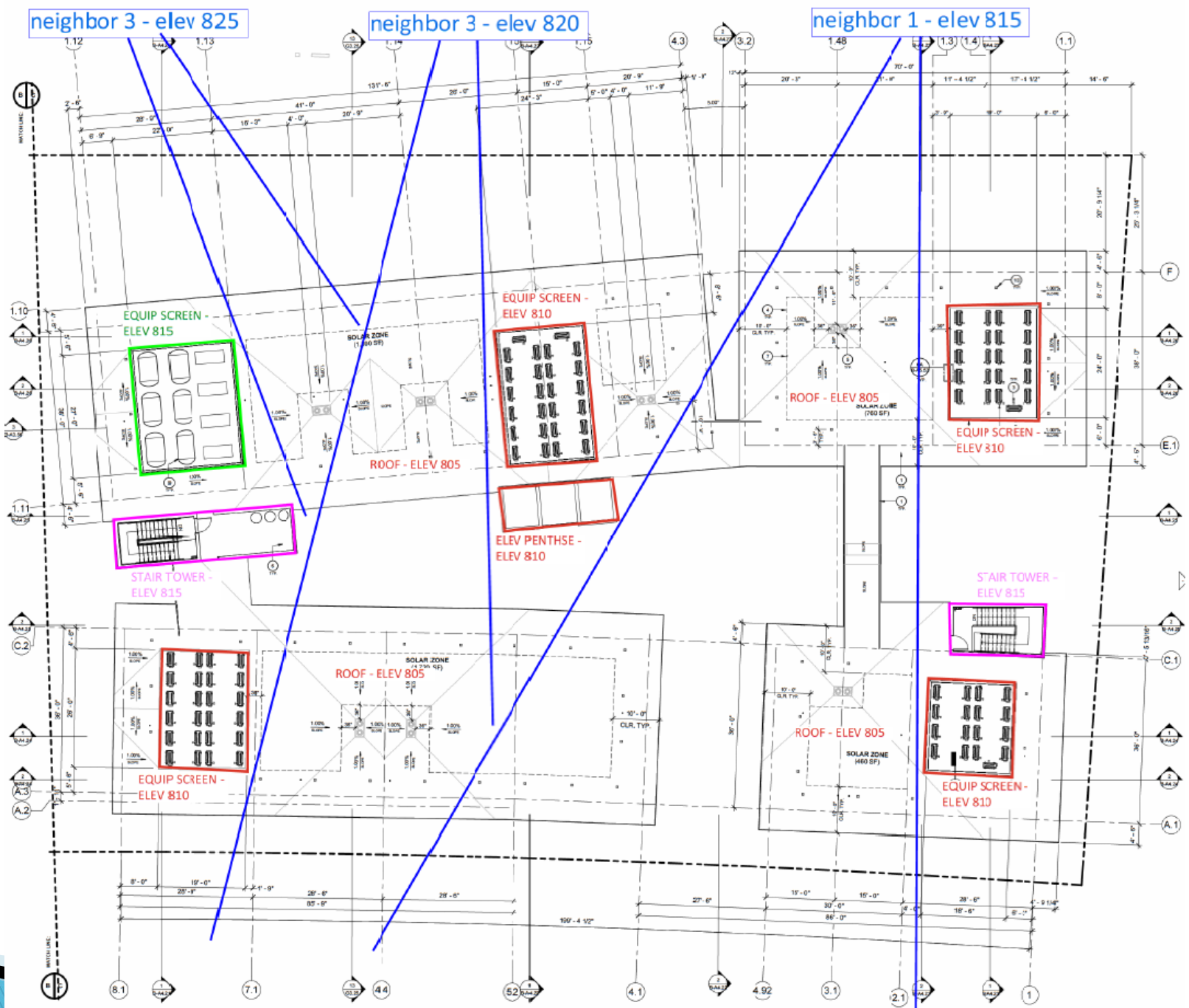
③ SITE SECTION 3 - 635 RIM RD  
1" = 30'-0"



② SITE SECTION 2 - 625 RIM RD  
1" = 30'-0"



① SITE SECTION 1 - 605 RIM RD  
1" = 30'-0"



ROOFTOP EQUIPMENT LAYOUT DIAGRAM

# Neighbors' Concerns

## ▶ Noise

- The Noise and Vibration Report did not address the aggregate noise level from 150 rooftop HVAC units at the same altitude as the homes
- Amended Report reveals an increase in ambient noise is expected
- Where were sensors for ambient noise readings at 605 and 625 properties?



# Neighbors' Concerns

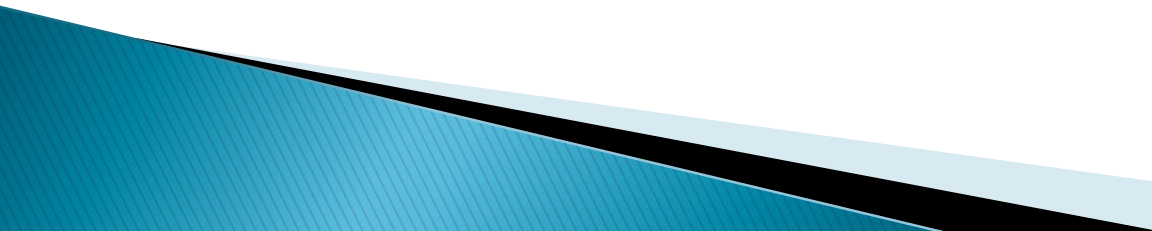
- ▶ Odors
  - Trash chute vents at rooftop level
- ▶ Noise and odors are carried by frequent onshore winds

# Neighbors' Concerns


## ▶ Slope stability

- Excavation and removal of mature and protected trees threaten slope integrity
- Replacement trees
  - may not survive
  - will not help slope for many years

# Neighbors' Concerns

- ▶ Fire risk
    - Hillside vegetation fire
    - Careless or accidental sources of ignition
    - Risky behavior and non-compliance with rules
    - Require fire-resistant and drought-tolerant plants
    - Require security barrier to protect hillside
- 

# WE SUPPORT AFFORDABLE HOUSING

- ▶ Compatibility is a longstanding city policy and a community priority
  - ▶ Excessive density has unintended consequences for tenants and neighbors
  - ▶ **City Council can lower the density bonus**  
GC§65915(n)
  - ▶ Our goal is a project that works for everyone
- 

# We support affordable housing

- ▶ Housing must be compatible with the neighborhood
  - ▶ Council can reduce the density bonus
  - ▶ Transparency is lacking
  - ▶ We've done this before, successfully
  - ▶ Don't be rushed...get this right
- 