

# NORTH LAKE SPECIFIC PLAN UPDATE

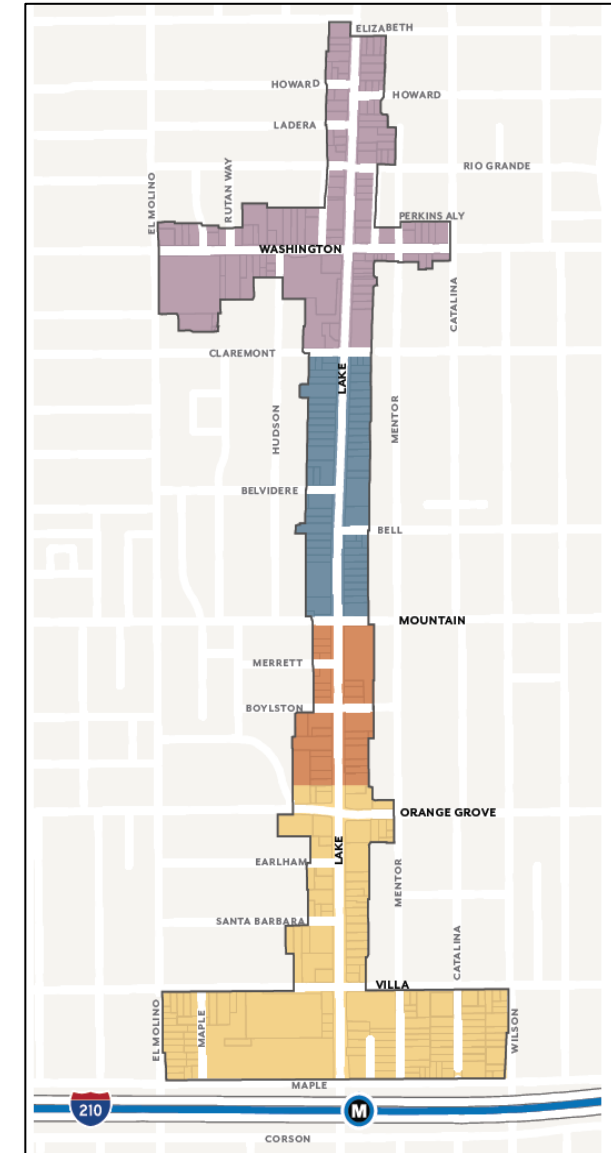
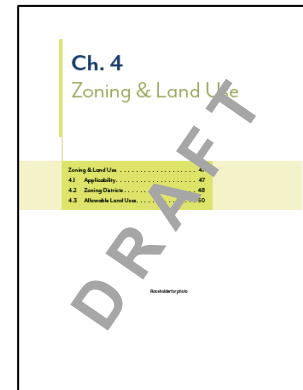
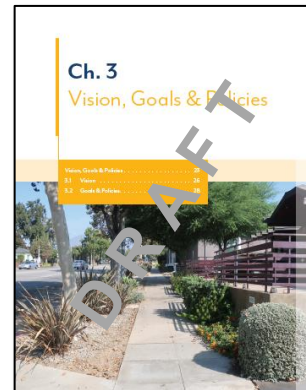
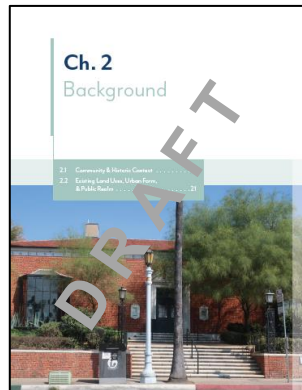
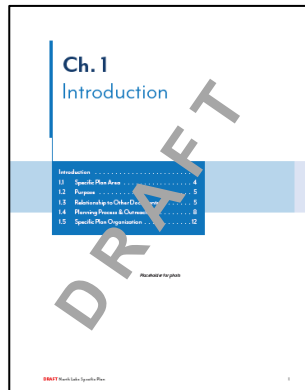
*Planning Commission Study Session  
May 8, 2024*



**OUR PASADENA**  
PUTTING THE PLAN IN MOTION

# Planning Commission Study Sessions on NLSP Update

- **Study Session #1:** May 2023 – Planning background, plan vision, & subarea concepts
- **Study Session #2:** January 2024 – Plan boundary, uses of land, & residential density
- **Study Session #3:** April 2024 – Drive-through businesses & potential redistribution of residential density.
- **Study Session #4:** May 8<sup>th</sup> – Discussion on the public realm
  - Department of Transportation presentation
  - Public Works Department presentation

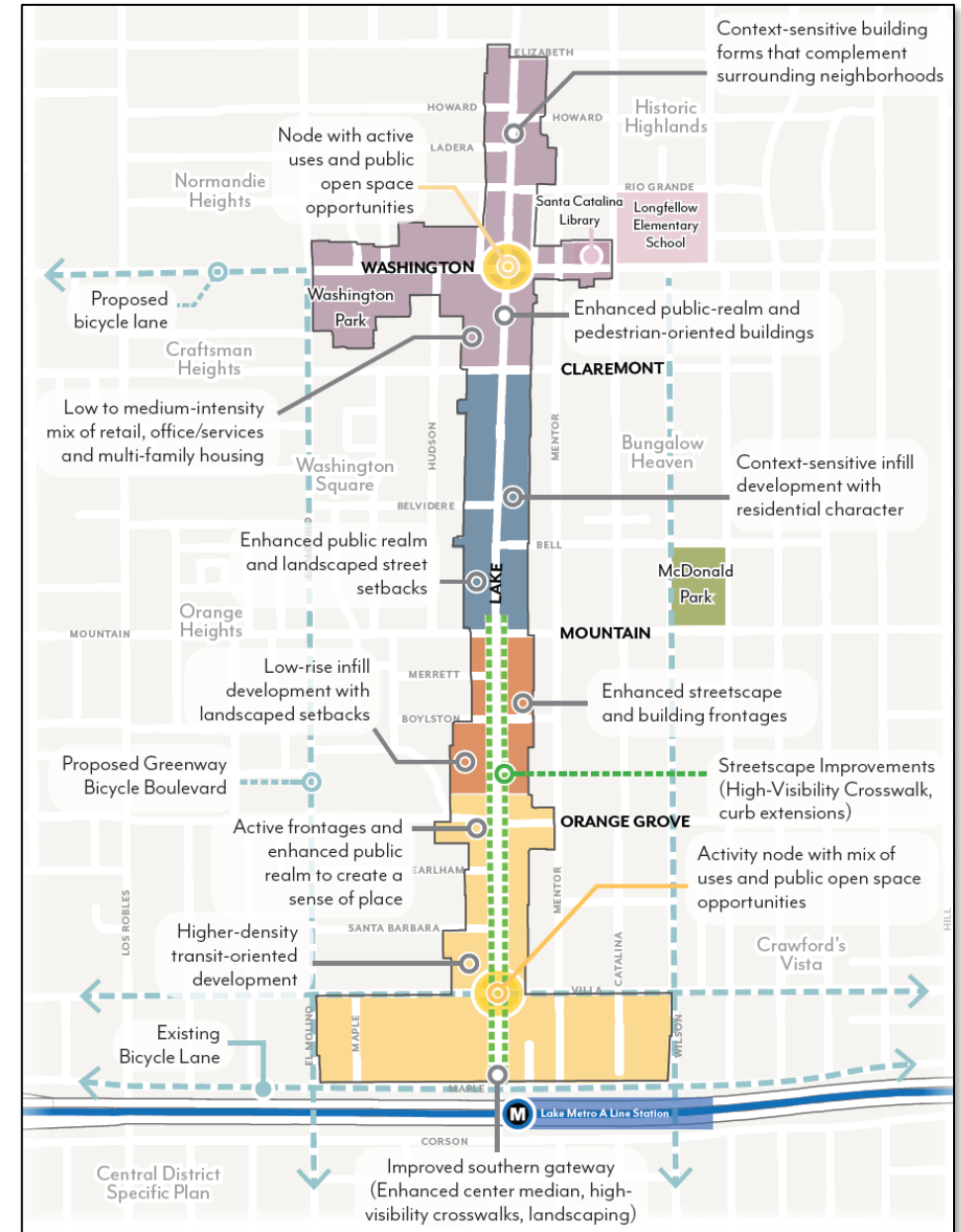


# Draft NLSP Vision Statement

“The vision of North Lake Avenue is a vibrant and visually cohesive corridor with several distinctive districts that serve the surrounding neighborhoods and community while being accessible to transit and pedestrians. New development will contribute to the community’s cultural and architectural history with complementary-designed buildings, enhanced sidewalks, street trees, and public open spaces.”

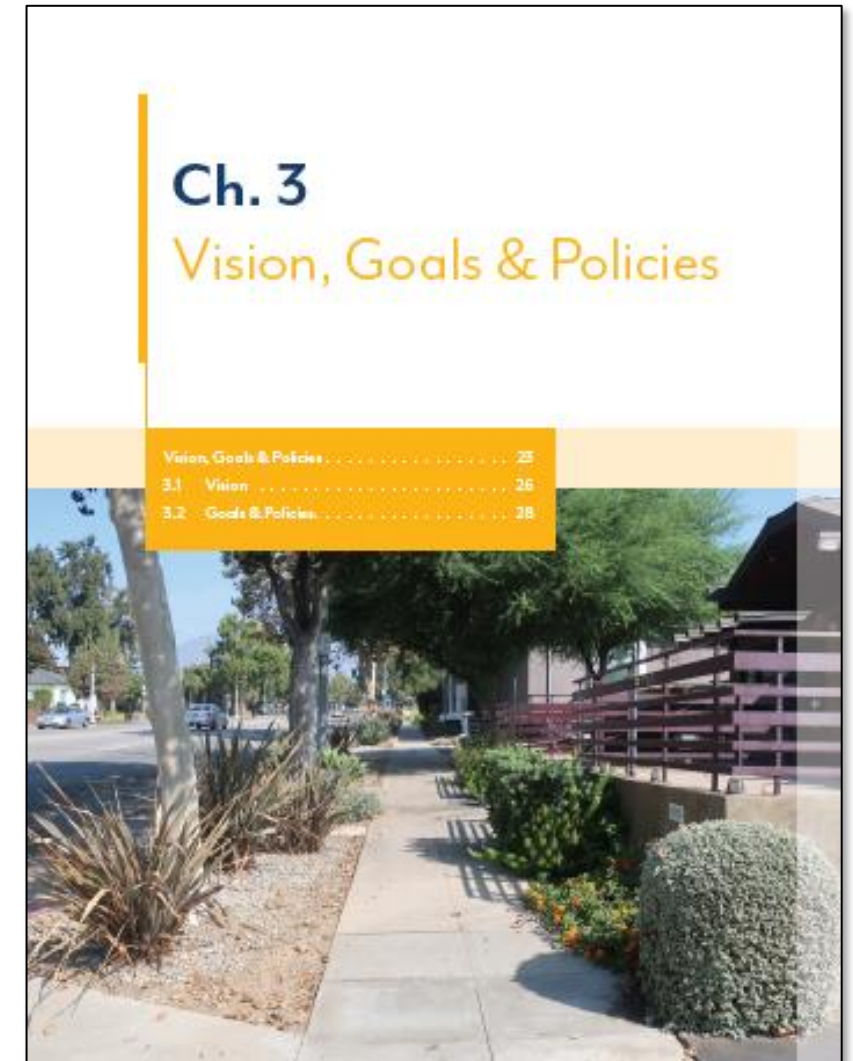
## Vision Objectives (Public Realm)

- Sense of Place – A place people want to visit, with a unique identity and character supported by successful public gathering spaces and attractive streetscapes.
- Green Community – Streets that provide consistent, healthy tree canopy and enhanced greening within the public and private realms.
- Walkable Neighborhood – Streets and sidewalks designed for pedestrian comfort, safety, and mobility, with enhanced connections linking residents to their daily needs.



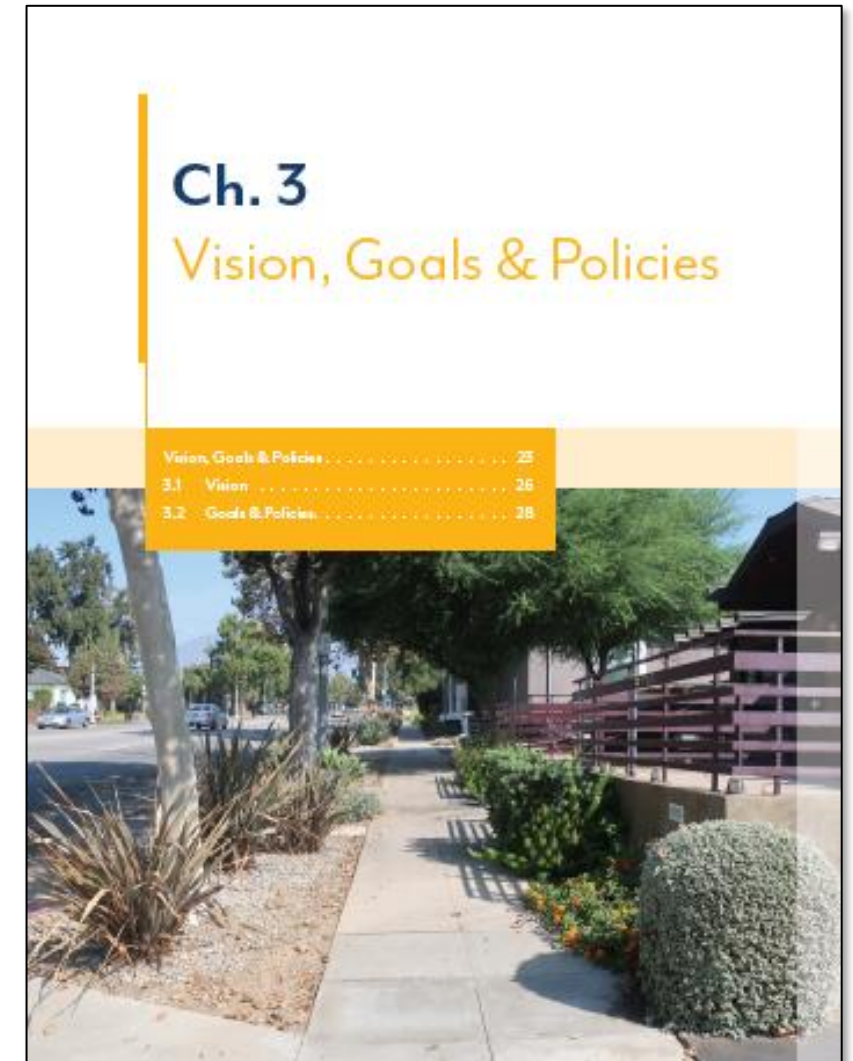
# NLSP Draft Goals & Policies: Public Realm

- Goal 1. A high quality public realm, including sidewalks and public open spaces, that contribute to North Lake Avenue's overall identity and sense of place.
  - Policies:
    - 1.a. Walkability
    - 1.b. Public Amenities
    - 1.c. Enhanced Storefronts
    - 1.d. Lighting
    - 1.e. Activated Open Space
    - 1.f. Public Art
    - 1.g. Enhanced Gateways
- Goal 2. A comfortable and well-connected NLSP area that encourages sustainable modes of travel such as walking, biking, rolling, and public transit.
  - Policies:
    - 2.a. Multi-Modal Environment
    - 2.b. Traffic Calming
    - 2.c. Pedestrian Environment.
    - 2.d. Pedestrian Mobility
    - 2.e. Bicycle Connections
    - 2.f. Parking Reductions
    - 2.g. Parking Impacts



# NLSP Draft Goals & Policies: Public Realm

- Goal 3. A green corridor with sufficient landscaping and shade coverage to encourage pedestrian mobility and support sustainability objectives such as carbon sequestration, mitigating the urban heat island effect, and enhancing stormwater capture.
  - Policies:
    - 3.a. Parkways
    - 3.b. Street Trees
    - 3.c. Street Tree Distribution
    - 3.d. Landscaped Setbacks
    - 3.e. Tree Protection



**1997/2007**  
**North Lake Specific Plan**



# 1997/2007 NLSP

- NLSP was first adopted in 1997 and amended in 2007
  - 2007 NLSP Update went to the Planning Commission four times before being adopted by the City Council
  - Updates included:
    - Reductions in residential density in some areas
    - Lower height limits in some areas
    - Prohibit residential uses between Mountain and Orange Grove
    - Exempt drive-through businesses from non-conforming provision
      - Maintain prohibition on new drive-through businesses
    - Increased Design Review
  - Implementation Actions were not changed

## I M P L E M E N T I O N

### THE APPROACH

The Implementation component will play a crucial role to bring about change for the North Lake Specific Plan area. The groundwork for change has been laid throughout the entire document to set the stage for an implementable plan. A building block approach has been taken to achieve a sound strategy for North Lake that will rely on an intensely coordinated implementation effort over time to:

Revitalize and invigorate North Lake Avenue through the identification of economic opportunities for businesses and residents.

Balance the needs and interests of residents and businesses to mutually benefit each other and the entire community.

Transform the area into a vibrant and safe place for people to live, work, and play together.

Become a living document to activate ongoing use of City resources, public and private partnership projects and private realm projects identified in the Specific Plan.

Link the projects and/or activities to key geographical areas and issues identified by the Community.

The assumptions above provide the basis for the following phasing and sequencing schedule. The schedule will be updated into a further detailed action plan in the final Specific

# 1997/2007 NLSP Implementation Chapter

- Implementation Chapter identified “17” Public Realm Actions
- Table 1 of the staff report provides a status update on each of the action items (e.g., completed, partially completed, not completed)
- Project #75954 was added to the Capital Improvement Project (CIP) list in FY 1996 and funded in FY 1997
  - Streetscape program
  - Tree lanes & peninsulas
  - Street Resurfacing
  - Pedestrian and street lighting
  - Bicycle racks

Implementation Action	Timeline	Status
<b>Phase I</b>		
a) Develop a streetscape program to complement the public improvements scheme to include: benches, trash receptacles, newspaper dispensers, drinking fountains, bicycle racks, public art and craft elements, i.e. fountains, tiles, murals, and street pavers.	1997	Partially completed by Public Works
b) Adopt a major tree planting schedule for the corridor (including tree lanes, tree peninsulas, tree strips, tree wells, landmark trees and medians).	1997	<u>Partially completed / On-going</u>
c) Between Claremont Street and Washington Boulevard within the Lake Washington Redevelopment area, install a tree lane along west side and a choker along the east side at location of proposed mid-block crossing pedestrian signal.	1997	Not completed
d) Between Washington Boulevard and Rio Grande Street, install tree lane along the west side and a peninsula along the east side	1997	<u>Completed by Public Works</u>
e) Resurfacing is planned for Claremont Avenue between Lake Avenue and Hudson Avenue, Lake Avenue between Villa Street and Maple Street and Washington Boulevard between Lake Avenue and Michigan Avenue.	On-going	Completed by Public Works
f) Bicycle racks have been installed throughout the Plan area, and additional ones can be installed upon request.	On-going	By request by DOT
g) Evaluate options for streetscape improvements along Washington Boulevard and Lake Avenue. Assist in capital improvements to improve substandard conditions.	1997	Not completed
<b>Phase II</b>		
h) Begin installing historic street lighting standards along Lake Avenue within the Lake/Washington Redevelopment area.	1997-2000	Completed by Public Works
i) Between Orange Grove Boulevard and Boylston Street on Lake Avenue, install tree lanes on both sides of the street.	On-going	Not completed
j) Between Boylston Street and Mountain Street on Lake Avenue, install tree lanes on both sides of the street and a median island, to limit left turns on and off Lake and soften visual impact of the fast food business district.	1997	<u>Partially completed</u>
k) Provide a landmark tree at the center of Lake Avenue at Maple Street signifying the southern gateway to North Lake, and provide a pair of landmark trees at Elizabeth Street signifying the northern gateway to the Specific Plan.	1997	<u>Completed by Public Works</u>
l) Continue installation of historic street lighting standards north from the Lake/Washington Redevelopment Project Area boundary to Elizabeth Street.	1998	Completed by Public Works
<b>Phase III</b>		
m) Between Maple Street and Villa Street on Lake Avenue, install tree peninsulas along the east side.	1998	Not completed
n) Between Villa Street and Orange Grove Boulevard on Lake Avenue, install tree peninsulas and intersection narrowing.	1999	Not completed
o) Between Mountain Street and Claremont Street, install tree peninsulas on both sides of the street.	1998-1999	Partially completed by Public Works
<b>Phase IV</b>		
p) Between Rio Grande Street and Elizabeth Street, install tree lanes on both sides.	1999	Not completed
q) Complete installation of historic streetlights along Lake Avenue within the Plan area.	1999	Completed by Public Works



# Implementation Actions: Phases 1 through 4

- Phase 1 (1997)
  - Streetscape program (benches, trash receptacles, newspaper dispensers, drinking fountains, bicycle racks, and public art), tree lanes and peninsulas, 'chokers', and street resurfacing
- Phase 2 (1998)
  - Historic streetlights, tree lanes, and landmark trees
- Phase 3 (1998-1999)
  - Tree peninsulas and intersection narrowing
- Phase 4 (1999)
  - Historic streetlights and tree lanes

# Public Realm Process and Projects

- Streetscape process is generally 3 steps:
  - 1) Streetscape Concept Plan
    - Managed by Department of Transportation
    - One or more years
    - Multiple community meetings
  - 2) Design & Engineering Plans
    - Managed by Public Works Department
    - Additional community meetings
  - 3) Construction
    - Managed by Public Works Department

[www.cityofpasadena.net/public-works/engineering-and-construction/construction](http://www.cityofpasadena.net/public-works/engineering-and-construction/construction)

The screenshot displays the 'Construction' page on the City of Pasadena website. At the top, there is a navigation bar with 'Engineering and Construction - Construction'. Below this is a large aerial photograph of a construction site with cranes. To the right of the photo is a sidebar with several service options: 'I WANT TO' (bulky item pick-up, report abandoned item, dispose of hazardous waste), 'Submit A Request' (with phone number 626-794-7311), and 'Construction And Demolition Debris Recycling'. Below the photo are three buttons: 'Current Projects', 'Upcoming Projects', and 'Completed Projects'. The main content area is titled 'CURRENT PROJECTS' and lists several projects with brief descriptions and dates.

**Construction**

Engineering and Construction - Construction

**I WANT TO**

Bulky item pick-up services are offered only to City of Pasadena In-Home customers.

[Schedule Bulky Item Pick-Up](#)

Items such as furniture, mattresses, and appliances, contact the City Service Center.

[Report Abandoned Item](#)

The City participates in countywide Hazardous Household Waste Roundups.

[Dispose Of Hazardous Waste](#)

Contact the City Service Center

[Submit A Request](#)  
or call 626-794-7311

[Construction And Demolition Debris Recycling](#)

[Current Projects](#) [Upcoming Projects](#) [Completed Projects](#)

**CURRENT PROJECTS**

**Avenue 64 Streets Project**  
On August 28, 2023, the City of Pasadena awarded the Avenue 64 Complete Streets Project to Aviom Group, and the construction is scheduled to commence on January 8<sup>th</sup>, 2024 through June 2024.

**Lake Avenue Pedestrian Access Improvements**  
On May 15, 2023, the City of Pasadena awarded the Lake Avenue Pedestrian Access Improvements Project to Eleonor Bolco Electric, Inc., and is scheduled to be working between September 2023 and May 2024.

**North Hill Complete Street Project**  
On March 13, 2023, the City of Pasadena awarded the North Hill Complete Streets Project to FS Contractors, Inc., and the construction is scheduled to commence on August 7<sup>th</sup> thru mid October 2023.

**Cordova Street Complete Streets Project**  
On August 8, 2023, the City of Pasadena awarded the Cordova Street Complete Streets Project to California Professional Engineering, Inc., and the construction is scheduled to commence on March 13 thru early December 2023.

**Adaptive Traffic Control - Phase II**  
The City of Pasadena and its contractor, Solco Electric, Inc. will be replacing traffic signal cabinets, cabinet foundations, and installing new video detection cameras along California Boulevard from St. John Avenue to Lake Avenue, Del Mar Boulevard from St. John Avenue to Oak Knoll Avenue, Lake Avenue from San Pasqual Street to Orange Grove Boulevard, and Foothill Boulevard from Sierra Madre Boulevard to Michilinda Avenue.  
Substantial drainage area size of 527 acres, the location of an adjacent storm drain and available development space.

**Arroyo Seco Water Reuse Project**  
The Arroyo Seco Water Reuse Project is a joint project between the Cities of Pasadena and South Pasadena, with Pasadena being the lead agency. The project consists of two locations along the Arroyo Seco Channel that will address water quality issues and assist in complying with a state-mandated requirement to reduce the bacteria levels from tributaries that flow into the Los Angeles River.

**Sierra Madre Median Enhancements and Master Plan**  
The Sierra Madre Boulevard Green Street Stormwater Capture Project is located on Sierra Madre Boulevard between Sierra Madre Villa Avenue and Michilinda

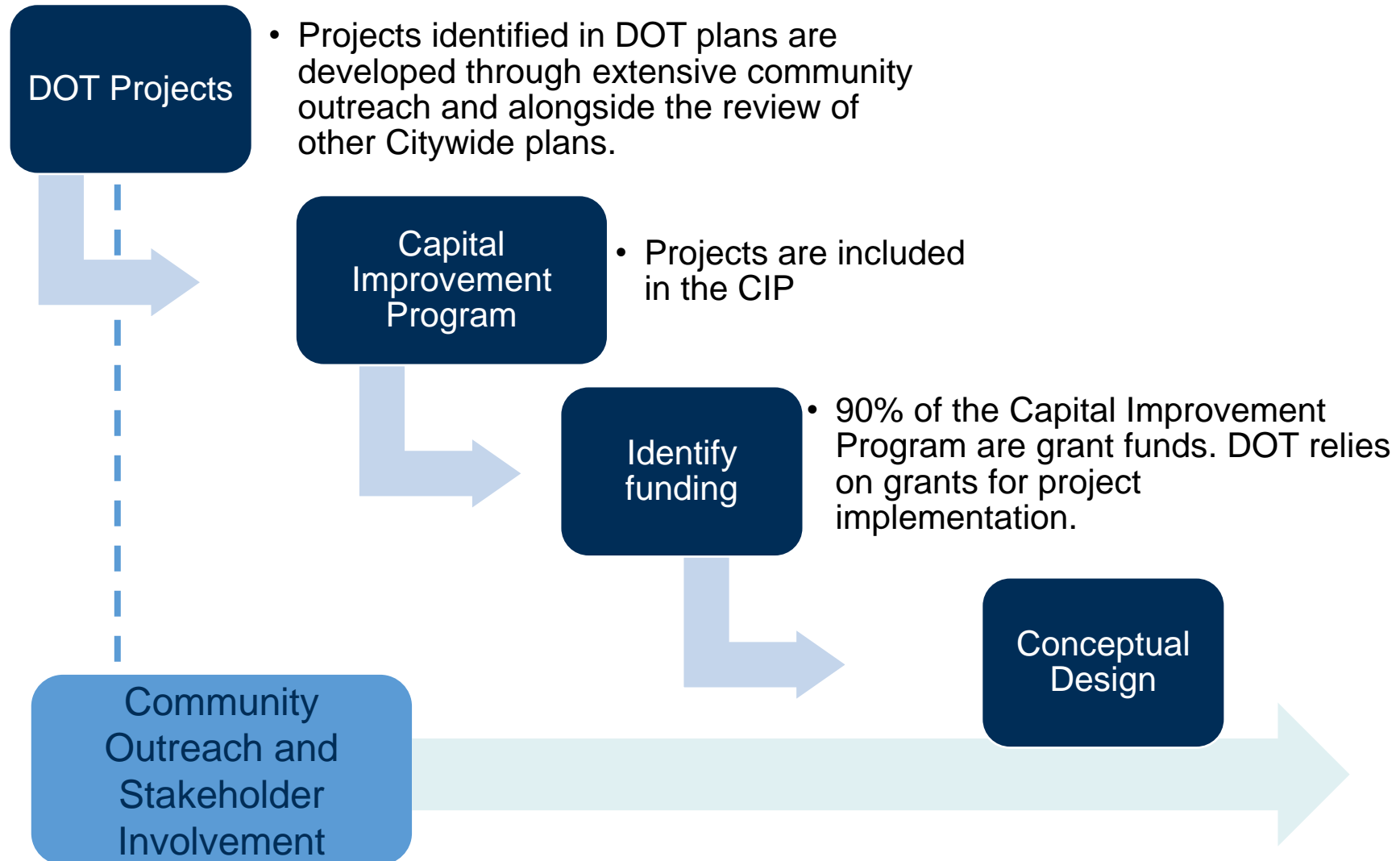
# Coordinating Department Presentations



# DOT Plans and Programs

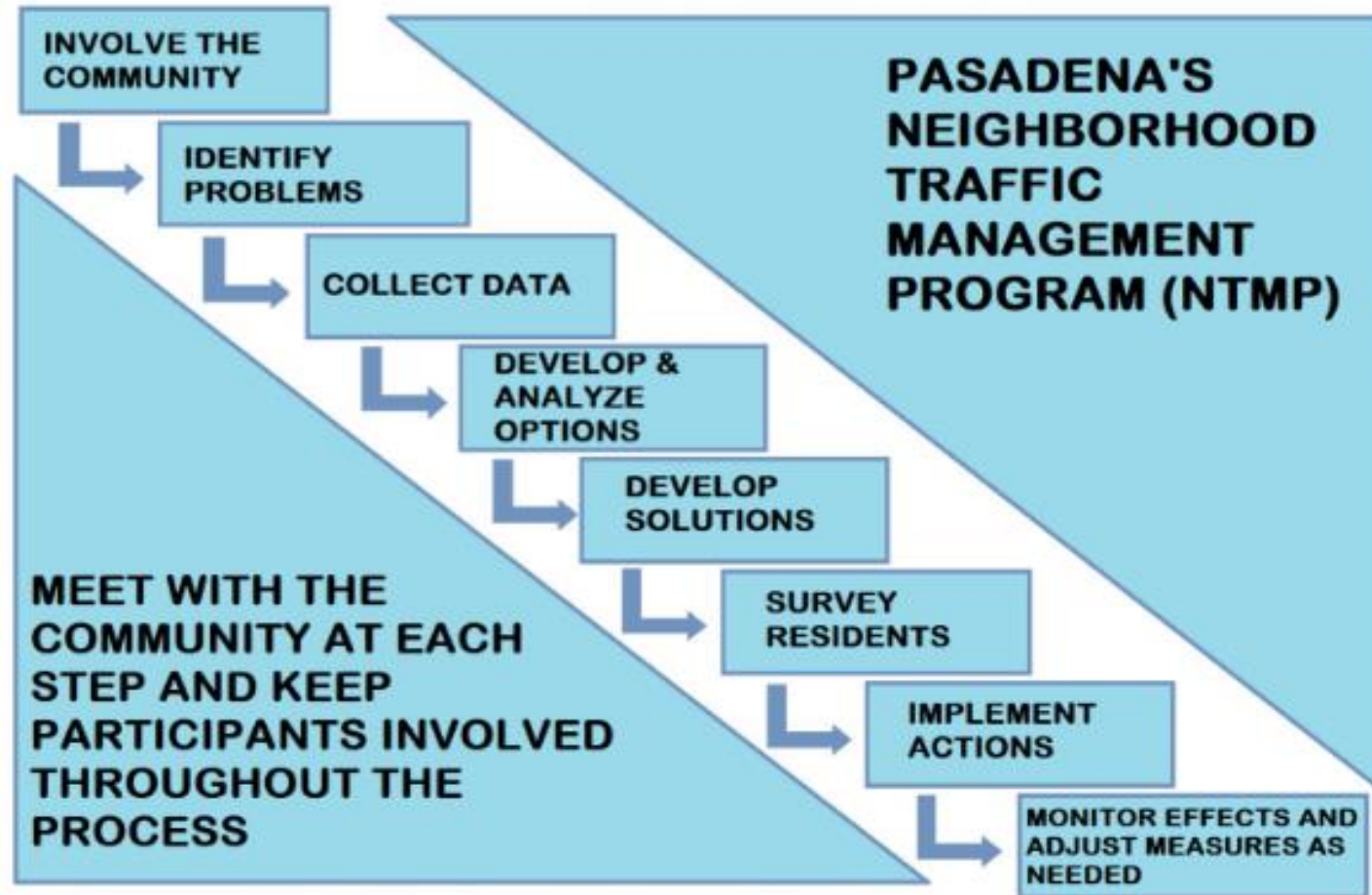
- Mobility Element
  - Street Types Plan
    - Street Design Guidelines
  - Local Roadway Safety Plan
  - Bicycle Transportation Action Plan
  - Pedestrian Plan
  - Pedestrian Transportation Action Plan
  - Short Range Transit Plan
  - Neighborhood Traffic Management Program
  - Speed Hump Policy

# DOT - Plan and Project Implementation

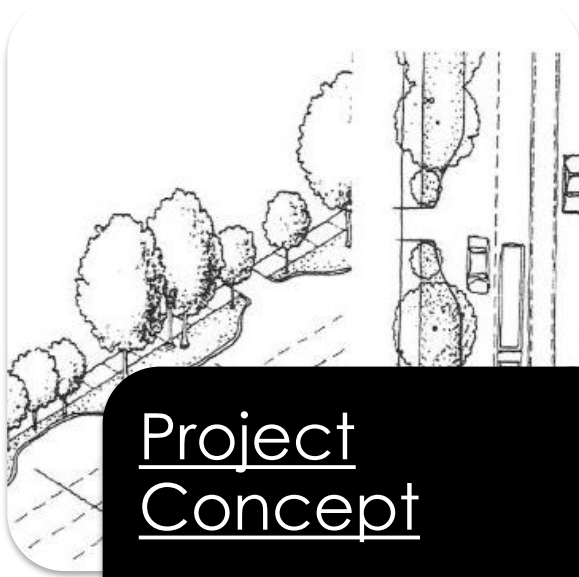


# DOT - Plan and Project Implementation

- Traffic Investigations
- Neighborhood Traffic Management Program

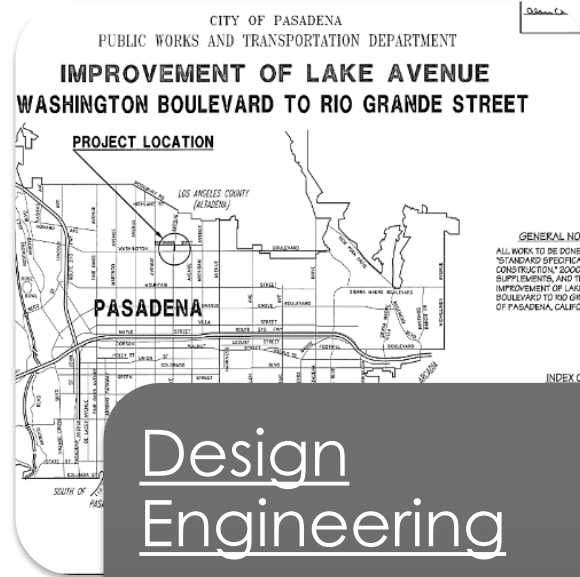


# Public Works Department – Project Design and Implementation



## Project Concept

- Managed by Department of Transportation
- Supported by Department of Public Works



## Design Engineering

- Managed by Department of Public Works
- Supported by Department of Transportation



## Construction & Maintenance

- Managed by Department of Public Works
- Supported by Department of Transportation

# Public Works Department – Project Design and Implementation



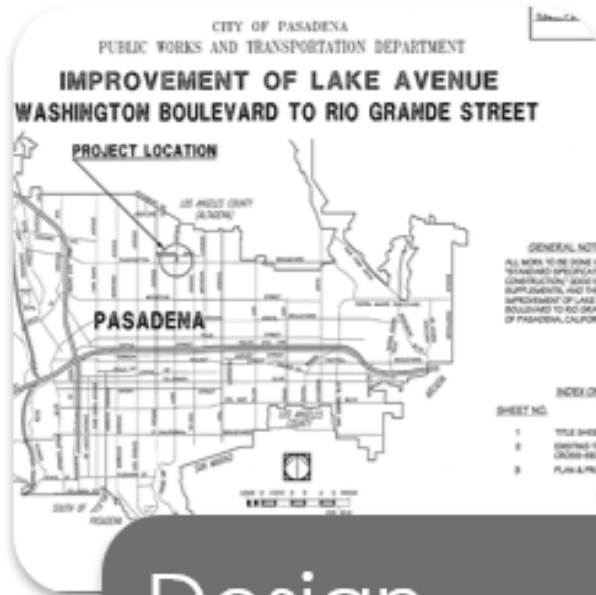
## Project Concept

- Managed by Department of Transportation
- Supported by Department of Public Works

- Function Managed by DOT
- Public Works Supports with...
  - Attendance at Public Meetings
  - Monthly Coordination Meetings
- Guidance regarding:
  - Feasibility
  - Constructability
  - Impacts to other infrastructure/stakeholders
  - Cost



# Public Works Department – Project Design and Implementation



## Design Engineering

- Managed by Department of Public Works
- Supported by Department of Transportation

- Function managed by Public Works. Coordination with DOT continues through....
  - Joint Public Outreach Events
  - Monthly Coordination Meetings
  - Inclusion in Project Design Meetings
  - DOT Plan review at various intervals (usually 30%, 60%, 90% plan completion)

# Public Works Department – Project Design and Implementation



## Construction & Maintenance

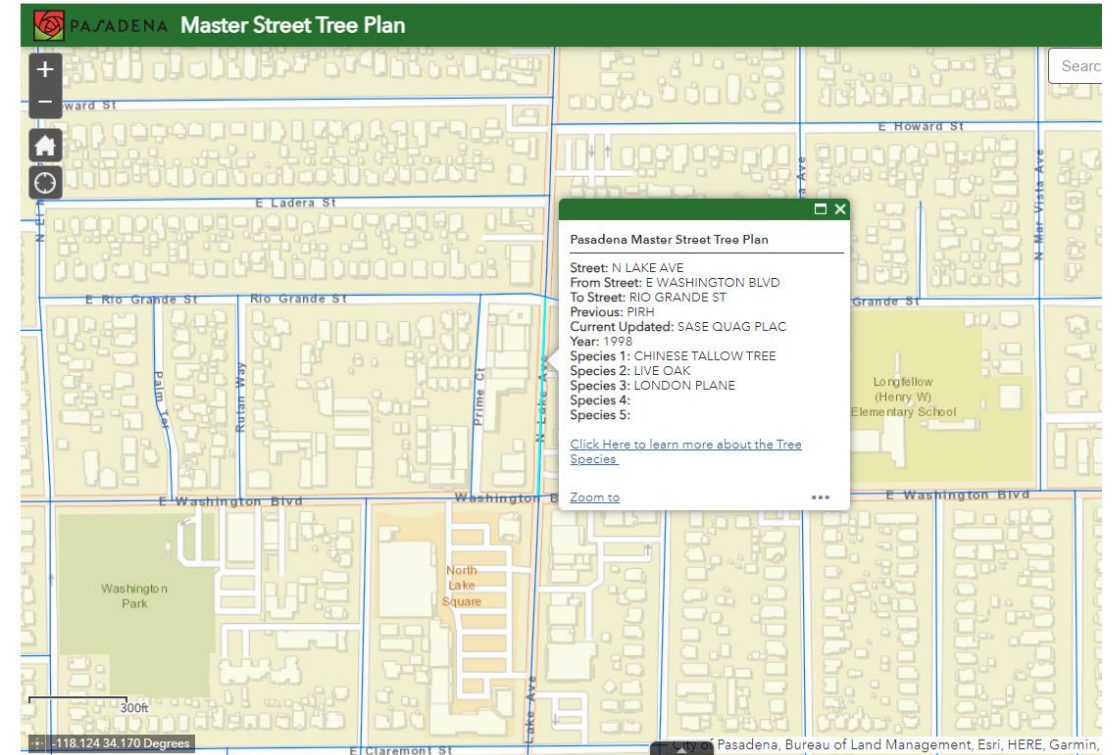
- Managed by Department of Public Works
- Supported by Department of Transportation

- Construction managed by Public Works
- Ongoing Maintenance performed by Public Works field crews
- Coordination between PW and DOT staff continues to evaluate operational success of project and ensure project intent is met

# Public Works Department – Urban Forestry

- Master Street Tree Plan (MSTP)
  - Designates tree species to be planted in public parkways
  - Recommendations for alternative tree species gathered through Updated Specific Plan effort
  - Implementation of alternative species for planting requires update of MSTP
  - N Lake section of MSTP last updated in 1998 (reflective of recommendations from 1997 NLSP)
  - Current designated tree species specific of N Lake: Coast Live Oak, London Plan and Chinese Tallow tree

<https://www.cityofpasadena.net/public-works/urban-forestry/#master-street-tree-plan>



# Public Works Department – Urban Forestry

- Master Street Tree Plan (MSTP) Amendment Process

- Recommendation presented to Urban Forestry Advisory Committee (UFAC) >> Design Commission >> Adoption by Council

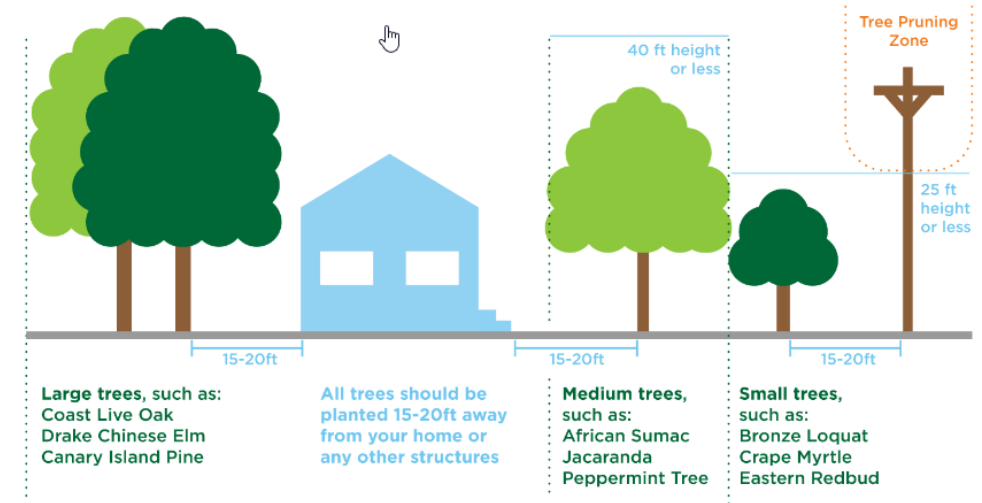
- Alternative species are consistent with forestry and arboricultural practices:

- Right tree, right place
- 10-20-30 rule
- History of performance and nursery availability
- Support biodiversity and climate resilience

- Existing species phased out through attrition when new species is adopted

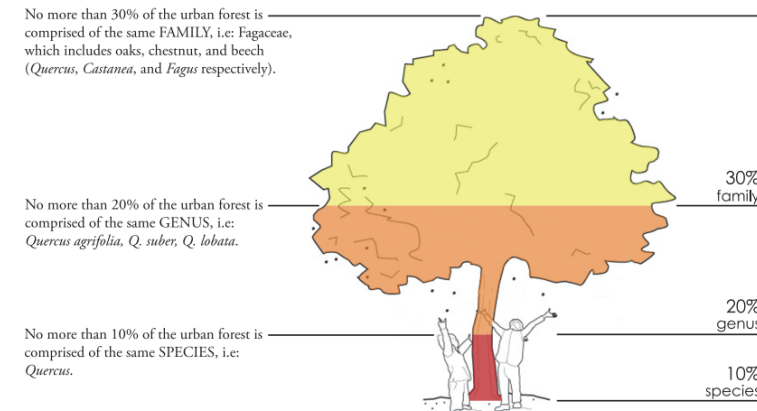
- Current Oak and London Plane trees semi-mature due to recent Amendment (1998)

## Right Tree, Right Place.



## 10-20-30 Rule

The "10-20-30" Rule addresses the importance of tree diversity in a city's street tree plan. Because we can never predict when and if some new disease might pop up, the best we can do is prepare and provide safeguards. Since insects and diseases generally affect certain tree species and their close relatives, having a diversity of street trees will help to lessen the chances of major canopy loss.



# Public Works Department – Urban Forestry

- N Lake Implementation Plan (1997/2007)
  - Tree Planting – Ongoing
    - 400 trees planted City-wide annually
    - N Lake planting vacancies can be added to upcoming planting season
  - Tree Lanes
    - Washington Bl to Rio Grande Ave – Completed
    - Boylston St to Mountain St – Completed
  - Tree Peninsulas
    - Mountain St to Bell St – Completed
  - Landmark Tree Installation
    - N Lake Ave and Maple St – Completed



# North Lake Avenue Enhancing Pedestrian and Traffic Safety Project

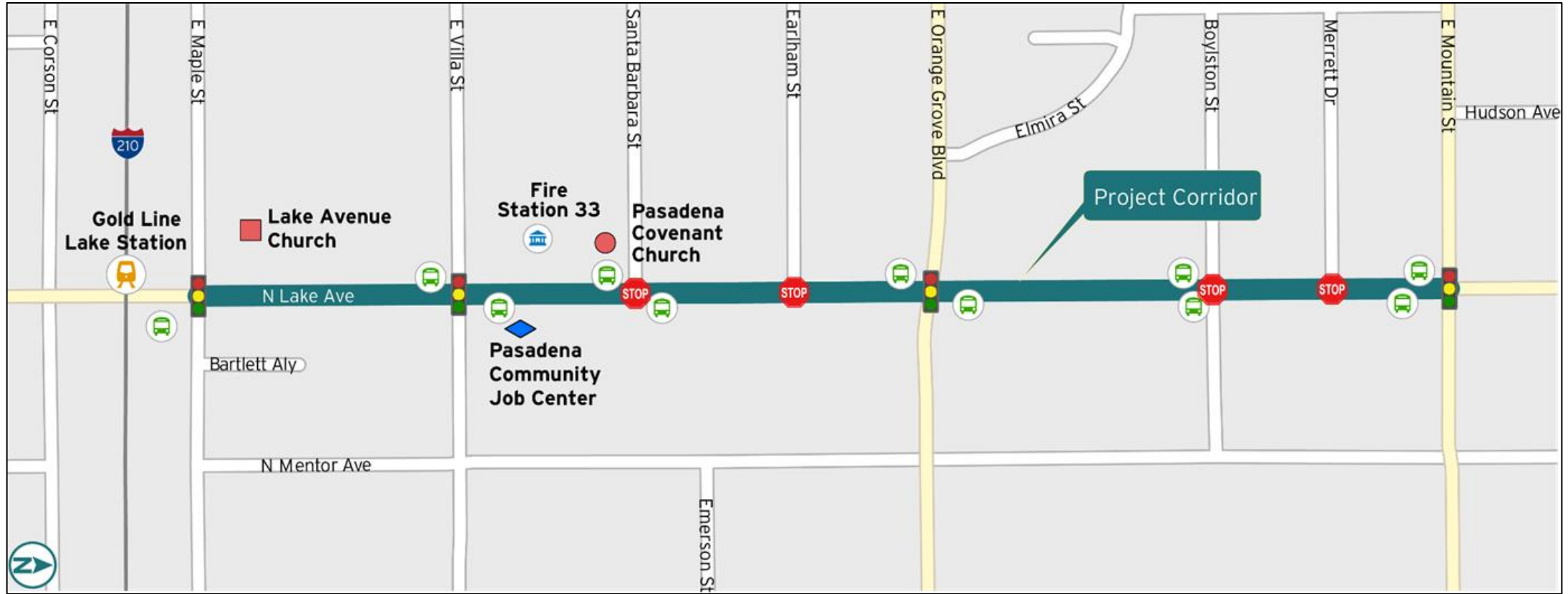




# Project Goals

- Develop safety enhancements along North Lake Avenue from Mountain Street to Maple Street
  - Traffic and pedestrian safety
  - Walkability
  - Connectivity to on-going pedestrian enhancements along South Lake Avenue

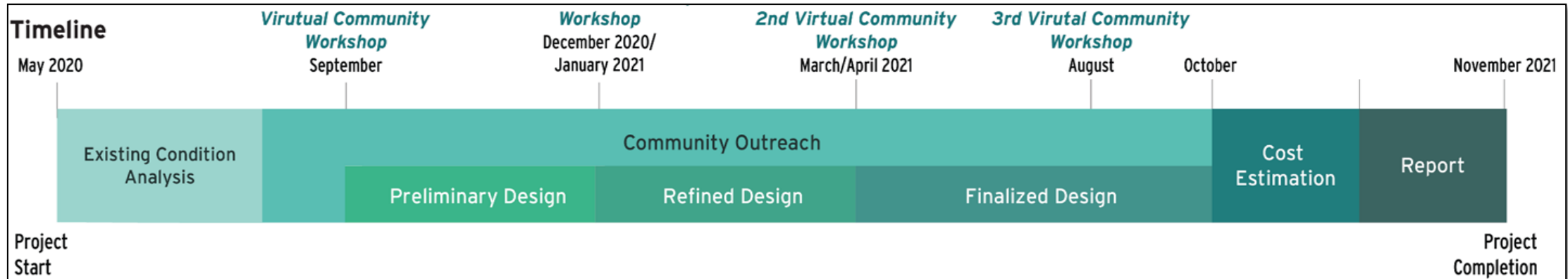
# Project Corridor





# Project Background

- Community outreach and stakeholder input narrowed design options from three to one.
- Two design options are no longer considered: created negative impacts by eliminating on-street parking for small businesses and adverse conditions for the Accessibility Community.



# Project Elements

Design option:

## **Pedestrian Focus**

- Widen sidewalks
- Enhance curb ramps and ADA-compliant
- Add bulb-outs
- Incorporate landscaped medians
- Improve pedestrian lighting



# Bicycle Elements

- Bicycle elements were not included in the initial scope of the project but were evaluated as two design options
  - Buffered Bicycle Lanes
  - Raised Bicycle Cycle Track
- Bicycle Transportation Action Plan (BTAP) does not include Lake Avenue as a bikeway
  - Parallel streets of El Molino Avenue and Wilson Avenue are designated as Greenways in BTAP and are slated for future bicycle enhancements



# Funding and Next Steps

- DOT was awarded approximately \$9.9M from the Active Transportation Program (ATP) Cycle 6 and made necessary adjustments to the project boundaries to meet Grant requirements.
- DOT is coordinating with Metro and Caltrans to execute the funding agreement.
- Community outreach would commence to advance the project design.

# DOT Improvements on N Lake

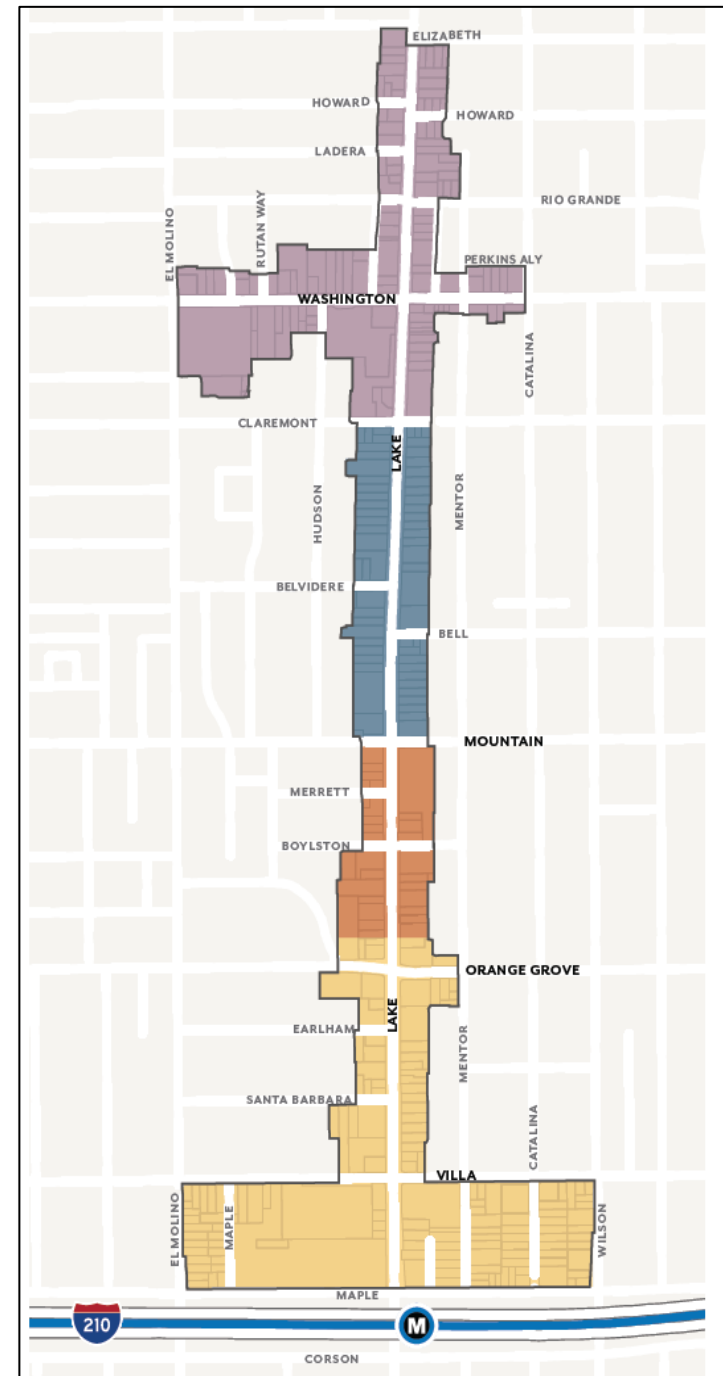
- Installed a new traffic signal at Boylston Street, complete with high-visibility pedestrian crossings.
- Enhanced curb ramps and bulb-out at Mountain Street.
- Installed new traffic signal equipment and high-visibility crosswalks on Orange Grove Boulevard.
- Improved pedestrian crossing at Maple Street and Corson Street; dynamic electronic “No Right Turn” signs were installed.

# Next Steps



# Next Steps

- Feedback and Input will inform draft NLSP
  - Includes 'Implementation & Administration' chapter
    - Can include actions from the 1997/2007 Implementation Plan
- Next Steps
  - Planning Commission Public Hearing (TBD)
  - City Council Public Hearing (TBD)



**Thank you**

