

PHASE 2 COMMUNITY CHARRETTE



City Tour #2

FRIDAY, October 6, 2023

TOUR LOCATION

CITIES OF TEMPLE CITY & PASADENA





Day of Itinerary	p. 1
Rosemead Blvd – Temple City	p. 3
San Gabriel Valley Greenway Network Fact Sheet	p. 7
Sierra Madre/Villa Station	P. 11
Metro Foothill Extension Fact Sheet	p. 13
Eastside Transit Corridor Phase 2 Fact Sheet	p. 15
Regional Connector Transit Project Fact Sheet	p. 19
Old Town Pasadena	p. 23
Tour Participant Activity	p. 29

Date: Friday, October 6, 2023

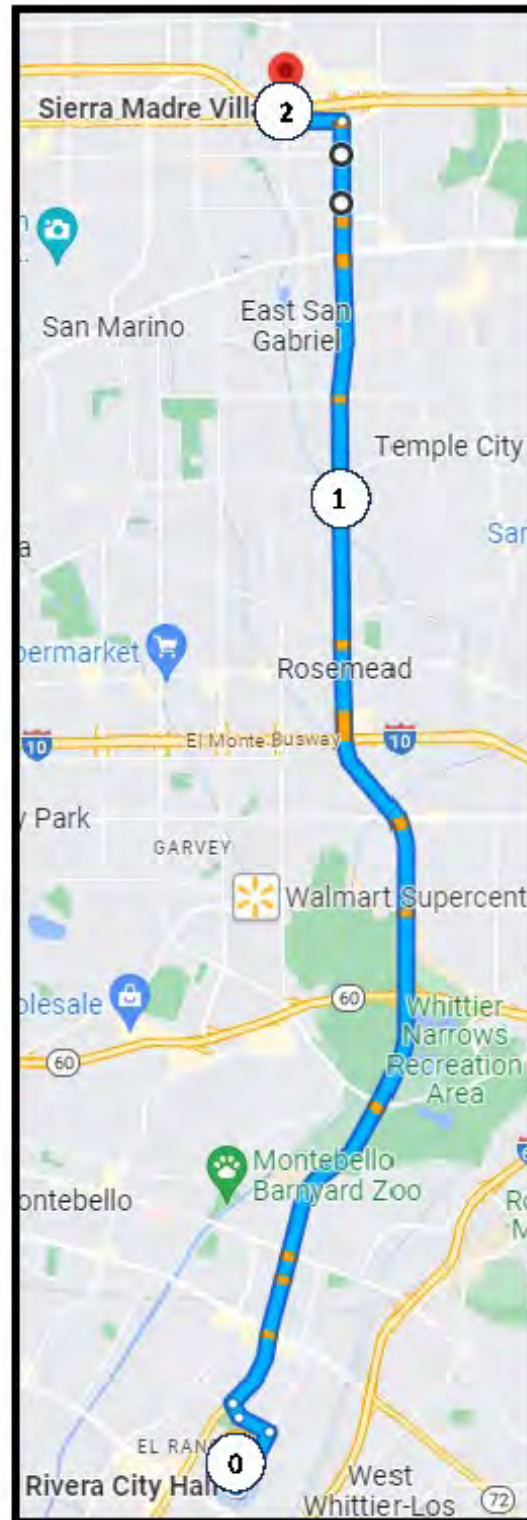
Time: 12:00 pm - 6:30 pm

Objective: Explore Rosemead Blvd in Temple City and Old Town Pasadena to gain inspiration and inform the vision for the future “uptown” Pico Rivera. Please wear comfortable walking shoes and bring a refillable water bottle.

For questions, contact Jesse Garcia at jesus.garcia@pico-rivera.org.

Time	Activity	Notes
11:30 AM	Meet at Pico Rivera City Hall	Gather in parking lot, 6615 Passons Blvd
12:00 PM	Depart City Hall	Board shuttles provided by the City and leave promptly at noon
12:35 PM	Arrive at Temple City	Rosemead Blvd at 9000 Pentland St
12:35 - 1:10 PM	Walk Rosemead Blvd	Observe protected bike lanes, landscaping, bus stops, signage, sidewalks on Rosemead Blvd, and Eaton Wash bike path
1:10 PM	Depart Temple City	Drive to Sierra Madre Villa Station entry at 126 Sierra Madre Villa Ave
1:40 PM	Arrive at Sierra Madre Villa Station	Observe Station area and board train to Del Mar Station. City provides Tap Cards for riders.
2:00 PM	Depart on Metro A Line	Ride to Old Town Pasadena
2:20 PM	Arrive at Del Mar Station	Observe Del Mar Station area and transition to Old Town Pasadena
2:20 - 2:45 PM	Walk from Del Mar Station to Paseo Lunch area	Observe mixed use and transit oriented development, parks, activated alleys, paseos and plazas, public art, and walkable district
2:45 - 3:20 PM	Light Lunch	Tortas Mexico Pasadena - 90 N. Fair Oaks Ave
3:30 - 4:40 PM	Arrive & tour New Development	Appointment made
4:40 - 5:00PM	Walk from new development to Pasadena City Hall and Union St	Observe roadway, community oriented space development and two-way bicycle track
5:10 - 5:30 PM	Walk to Day One Office	Stop at Day One, 175 N Euclid Ave, hear from Rick Cole (Civic thought leader, practitioner and former Pasadena Council Member)
5:30 PM	Depart Day One	Shuttle pickup at 175 N Euclid
6:30 pm	Arrive at Pico Rivera City Hall	Arrival time may vary depending on traffic

Leg 1 – Pico Rivera > Temple City > Sierra Madre/Villa Gold Line Station



0 : Pico Rivera City Hall (Pickup Site)

1: Rosemead Blvd and Pentland St in Temple City

2: Sierra Madre Villa Metro Station in Pasadena

Temple City Roadway Improvements – Before and After

2012



2014



2022



Temple City Roadway Improvements – Before and After



Temple City breaks ground on Rosemead Boulevard Safety Enhancement and Beautification Project

BY [ANNA CHEN](#) , [MARCH 1, 2013](#)



Photo by Anna Chen/Metro

Temple City held a groundbreaking ceremony Friday morning for the Rosemead Boulevard Safety Enhancement and Beautification Project. The project will redesign the two-mile stretch of Rosemead Blvd. from Callita Street to the south side of the UPRR railroad tracks and transform one of Temple City's main commercial corridors into a complete street. Project features include:

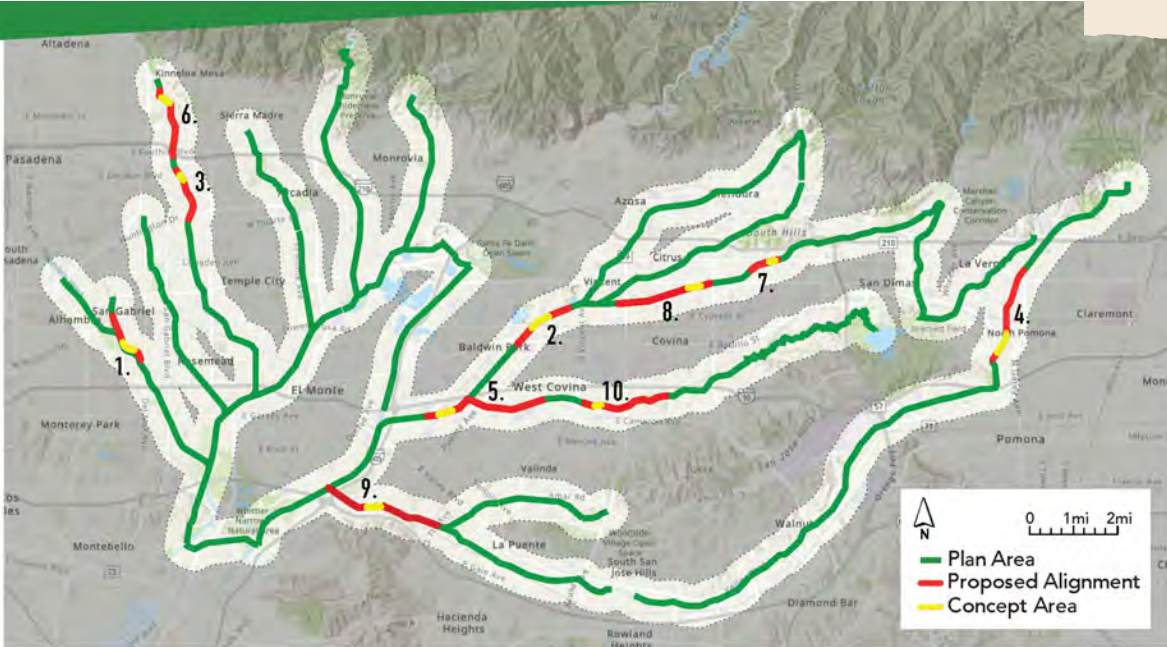
- new ADA-accessible sidewalks
- San Gabriel Valley's first **protected** bike lanes
- recycled asphalt concrete pavement
- added green life, including 500 trees and 60,000 plants
- outdoor dining opportunities

Metro contributed approximately \$2.25 million to the project through the 2011 Call for Projects program.

"This project will provide Temple City with much needed sidewalks, bus stops, shelters and bike lanes," said L.A. County Supervisor and Metro Board Chair Michael D. Antonovich. "It will create a safer environment for people to walk and explore alternative modes of transportation."

Editor's note from Steve Hymon: Bike riding is exponentially more pleasant along Rosemead in the section already upgraded north of Huntington. It's nice to see the project keep expanding.

San Gabriel Valley Greenway Network



1. ALHAMBRA WASH AT VINCENT LUGO PARK
2. BIG DALTON WASH AT HILDA SOLIS PARK
3. EATON WASH AT EATON BLANCHE PARK
4. THOMPSON CREEK AT THE FAIRPLEX
5. WALNUT CREEK AT SYHRE PARK
6. EATON WASH AT SPREADING GROUND SITE
7. SAN DIMAS WASH AT ARROW HIGH SCHOOL
8. SAN DIMAS WASH AT HOLLENBECK PARK
9. SAN JOSE CREEK AT POCKET PARK
10. WALNUT CREEK AT POCKET PARK

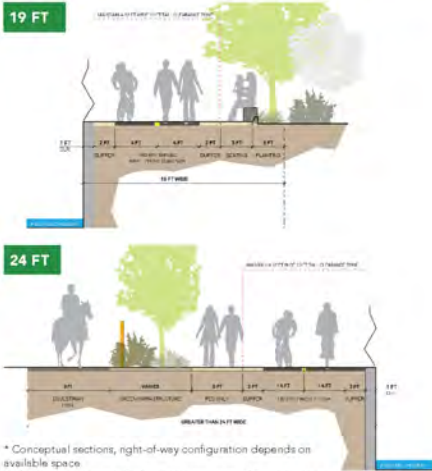
About the Greenway

The San Gabriel Valley Greenway Network (SGV Greenway) Plan will help transform the San Gabriel River watershed into a world-class greenway—connecting communities and improving access to open space and recreation along the Rio Hondo, San Gabriel River, adjacent tributaries and creeks.

The final Plan will include research, guidelines, conceptual designs, and environmental documentation; serving as a road map for project proponents and a vision for the future of these channels.

Although this plan will not provide access to specific funding sources for implementation, it will help set up reaches for future consideration with supportive analysis.

Example Pathway Configurations



* Conceptual sections, right-of-way configuration depends on available space
 **The Greenway may include equestrian usage where appropriate

Learn More

For more information, please visit the website at SGVGreenway.org. To contact someone about technical matters or additional planning issues please email: sgvgreenway@pw.lacounty.gov

About the Greenway Concepts

The Team identified ten potential projects within the Plan area along Greenway segments and adjacent multi-benefit park opportunities. These concepts are meant to be a starting point as inspiration for future projects development.



Example Greenway Features



Key Goals

- IMPROVE RECREATION AND MOBILITY** opportunities for all abilities.
- INCREASE ACTIVE TRANSPORTATION** options to help reduce daily vehicle miles traveled (VMT).
- BOLSTER EQUITY** by improving safe access to recreation, jobs, schools, and shopping.
- EXPAND ENVIRONMENTAL BENEFITS** through added green spaces that improve stormwater capture.
- CONNECT TO EXISTING GREENWAYS** and bike lanes, and build upon previous and existing projects.



EATON WASH BIKE PATH PHASE I CONCEPT: FACT SHEET

Project Planning Overview:

In 2012, Los Angeles County adopted the Bikeway Master Plan into the Mobility Element of the County's General Plan; it replaced the 1975 Plan of Bikeways. The 1975 Plan of Bikeways identified Eaton Wash as a *Major Future Off Road Bikeway Corridor* and the 2012 Bikeway Master Plan similarly identifies Eaton Wash as a proposed off road Class I bike path facility.

In 2014, the City of San Gabriel was party to the San Gabriel Valley Regional Bicycle Master Plan. In 2011, the City of Temple City adopted their Bicycle Master Plan into their City's General Plan. Eaton Wash is identified as a proposed Class I bike path facility in both these planning documents.

Most recently, in 2017, the LA County Board of Supervisors unanimously passed the "San Gabriel Valley Regional Greenway Network Implementation Plan" motion. Eaton Wash is included in the SGV Greenway Network Strategic Implementation Plan. Local communities, for decades, have expressed strong support for this greenway trail.

Project Benefits:

- Greenway projects can yield a multitude of community benefits, including:
 - Health:** Greenways provide closed-to-home opportunities for physical activity which contribute to better health and quality of life.
 - Recreation:** Activities such as walking and biking on greenway trails provides expanded recreation opportunities and can provide for regional, active mobility.
 - Non-motorized Transportation:** greenway trails also serve as non-motorized transportation facilities for bicyclists and pedestrians and can connect neighborhoods to schools, shopping areas, and other destinations, thereby cutting down on local motorized traffic and reducing vehicle miles traveled.
 - Economic Benefits:** Trails are often cited as desired amenities when people are looking for a home. Having amenities such as trails near a home can increase its property value.
 - Air Quality:** Lowering vehicle miles traveled and increasing vegetated areas can help local air quality.

Location Map



EATON WASH BIKE PATH PHASE I CONCEPT: CONCEPT DIAGRAM



SEGMENT 1: LONGDEN TO GARIBALDI

Approximately 0.3 miles long, Segment 1 proposes new steel fencing along the concrete channel wall and chain link fencing along the Flood Control District right-of-way property line. To address existing steep slopes adjacent to the existing access road, a combination of terraced planting, retaining walls, and concrete drainage channels accommodate widths for safe passage of all travel modes. A bioswale at Longden Avenue intercepts and conveys water volumes southward towards planters for irrigation and infiltration purposes, while a concrete drainage channel near Garibaldi Avenue intercepts water volumes with an outlet into Eaton Wash. A new decomposed granite path is also proposed along the entire length of Segment 1.



SEGMENT 2: GARIBALDI TO HERMOSA

Approximately 0.2 miles long, Segment 2 proposes new steel fencing along the concrete channel wall and chain link fencing along the Flood Control District right-of-way property line. The design capitalizes on a pocket of wider flood control channel-adjacent open space halfway along the segment in order to provide a bike fix-it station and bike racks. In conjunction with the fix-it area, a small strip of permeable paving accommodates infiltration of stormwater.



SEGMENT 3: HERMOSA TO ELM

As the shortest segment, approximately 0.1 miles long, Segment 3 proposes new steel fencing along the concrete channel wall and chain link fencing along the Flood Control District right-of-way property line. To counteract an existing slope away from Eaton Wash, proposed retaining walls will elevate the adjacent landscape area to be flush with the proposed bike path while providing for a bio-swale to intercept and infiltrate stormwater.



SEGMENT 4: ELM TO EAST LAS TUNAS

While no Class I Bike Path is proposed through this segment, for purposes of unifying the design new wayfinding signage at Elm Avenue and East Las Tunas Drive will direct pedestrians and bicyclists to Segments 3 and 5 north or south of Segment 4.

LEGEND:



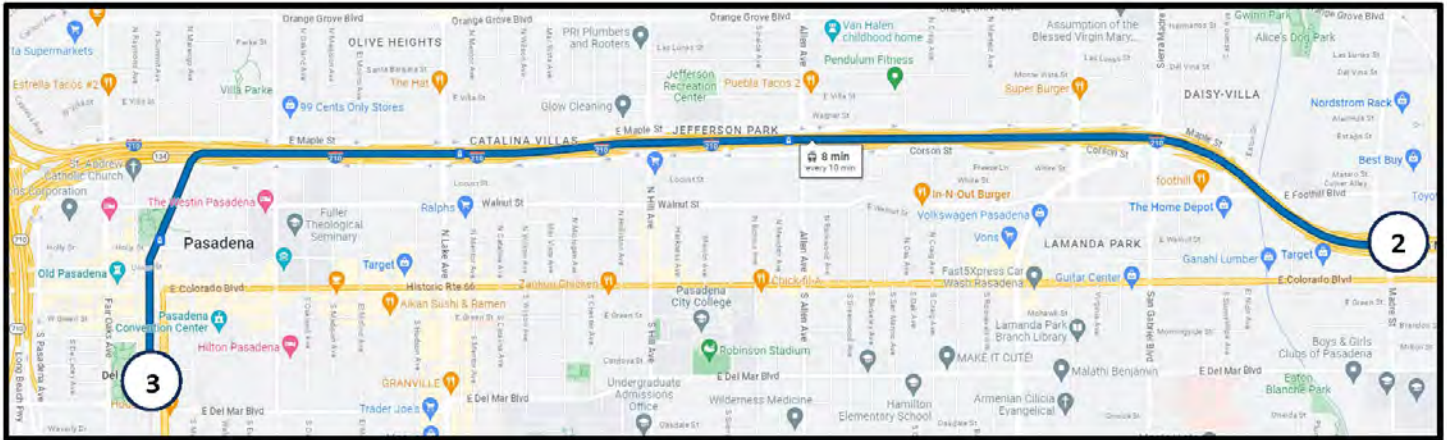
SEGMENT 5: EAST LAS TUNAS TO BROADWAY

Approximately 0.3 miles long, Segment 5 proposes new steel fencing along the concrete channel wall and chain link fencing along the Flood Control District right-of-way property line. The design capitalizes on a wide strip of flood control channel adjacent open space halfway along the segment in order to provide a rest area with shade structures, composite decking, and seating. Between the rest area and bike path, a wide strip of permeable paving accommodates infiltration of stormwater and space for repairing bicycles and congregating. A steep slope in the rear of the shade structures creates an opportunity to install a bio-swale to intercept water volumes for infiltration purposes.

SEGMENT 6: BROADWAY TO ROSEMEAD

Approximately 0.2 miles long, Segment 6 proposes new steel fencing along the concrete channel wall and chain link fencing along the Flood Control District right-of-way property line. As the narrowest segment, the design takes advantage of a large open space at the corner of Broadway and Acacia to provide a pocket park with a shaded rest area with seating, a bioinfiltration basin to collect and infiltrate stormwater from the adjacent roadway, and a bioswale to capture water volumes along the majority of the segment.

Leg 2 – Sierra Madre/Villa Station > Del Mar Station



2: Sierra Madre Metro Station

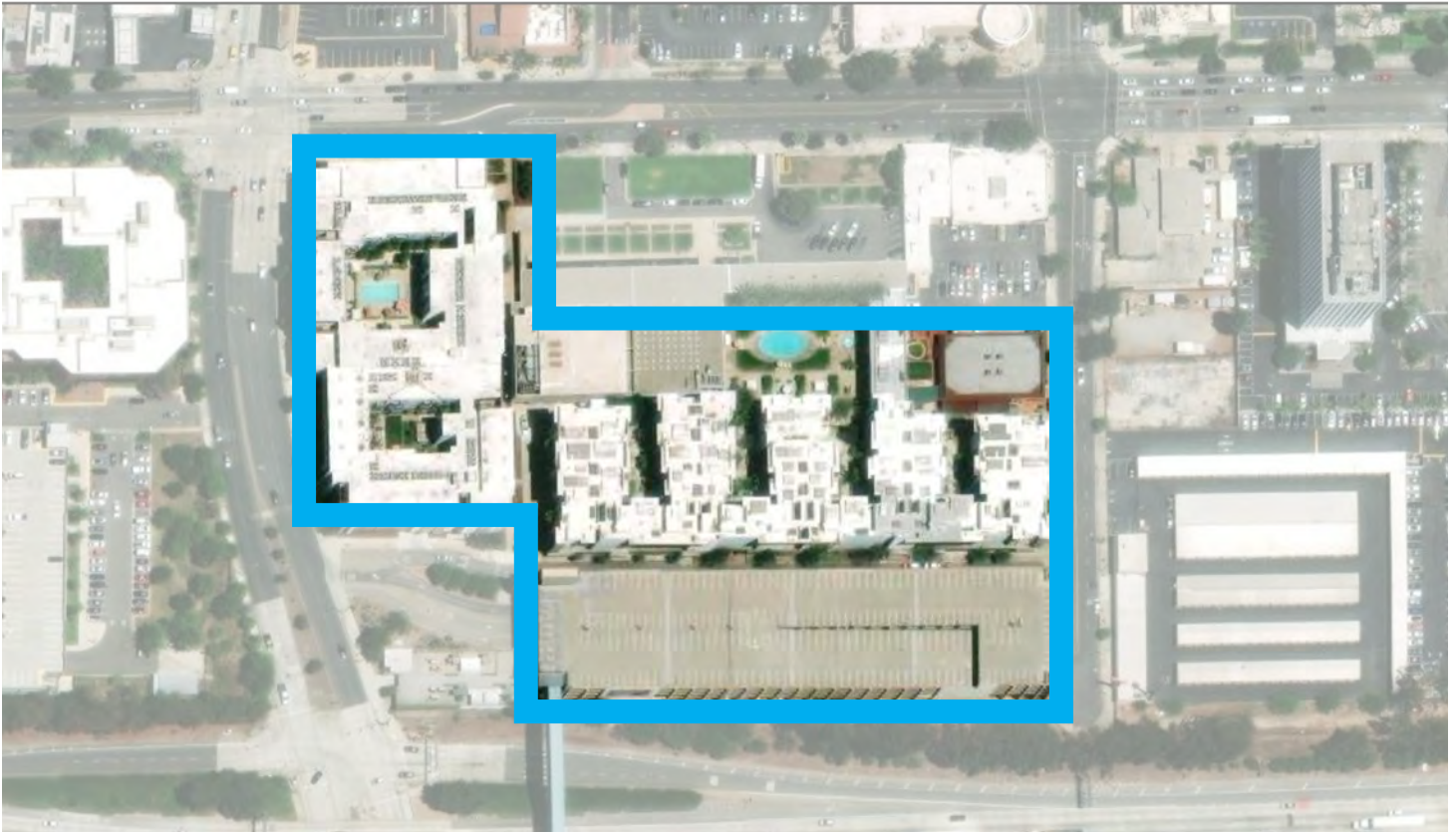
3: Del Mar Metro Station

Notes:

Scale Comparison - Housing Development



Sierra Madre Housing Development



Target Shopping Center

1" = 200'





Metro Gold Line Foothill Extension

January 2012

Connecting Los Angeles, the San Gabriel Valley and Inland Empire

The Foothill Extension will continue the Metro Gold Line light rail line from its current terminus in East Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair.

The Foothill Extension is planned in two phases – Pasadena to Azusa and Azusa to Montclair. Additionally, a possible extension to LA/Ontario International Airport is under study.

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) is underway on construction of the Pasadena to Azusa phase and has completed considerable work on Azusa to Montclair. The agency completed the necessary planning studies and conceptual engineering for both phases between 2004-2007. In 2007, Pasadena to Azusa received final environmental clearance, and in 2010 received full funding through Measure R. Azusa to Montclair must still be environmentally cleared, and environmental studies are now underway.

Although not formally part of the Foothill Extension, the Construction Authority completed a study to understand the feasibility of extending the line from Montclair to LA/Ontario International Airport. The initial study concluded that the extension is feasible and provided a number of potential route options.



Once completed, a trip from Montclair to downtown Pasadena will take just over 40 minutes and further to Los Angeles will take approximately 75 minutes.

Construction Authority Background

The Construction Authority is an independent transportation planning and construction agency created in 1998 by the California State Legislature through SB 1847. It was created to resume design, contracting and construction of the Los Angeles to Pasadena segment of the Metro Gold Line after the Los Angeles County Metropolitan Transportation Authority (Metro) suspended work on the project that same year. The newly formed construction authority completed the 13.9-mile segment in 2003, on time and under budget.

The same legislation that created the Construction Authority also dictated its role to plan, design and construct any extensions of the line east to the county line. Once construction is completed, the Construction Authority's job is done. Metro takes ownership of the project, and operates and maintains the line thereafter.

Register to receive project updates and construction notices at: www.foothillextension.org



Project Funding

Completion of the Foothill Extension from Pasadena to Montclair is estimated to cost \$1.2 billion (not including the airport extension). The majority of the funding is anticipated to come from Los Angeles County's Measure R sales tax, which went into effect in July 2009.

In 2010, the Boards of Directors for Metro and the Construction Authority approved the Funding and Master Cooperative Agreements between the two agencies. This was a significant milestone for the project - laying out the framework and mechanisms for \$810 million to be allocated to the project between 2010 and 2019, and also formalizing the roles and responsibilities of both agencies during design and construction of the project. The majority of these funds will be used to complete the Pasadena to Azusa phase. Additional funding will be needed to complete the line to Montclair.



Computer Rendering of Final Design



World-renowned artist Andrew Leicester is the concept designer for the I-210 Gold Line Bridge currently under construction

Pasadena to Azusa Quick Facts

- The Foothill Extension from Pasadena to Azusa is fully funded through Measure R and broke ground on June 26, 2010
- The 11.5-mile extension includes stations in Arcadia, Monrovia, Duarte, Irwindale and Azusa
- Construction is underway on the first major component to move from design to construction - the \$18.6 million, I-210 Gold Line Bridge (pictured left)
- Construction on the Alignment will begin in late 2012 and is anticipated to be completed in 2015
- During construction, the project will create 7,000 jobs and \$1 billion in economic output
- The right-of-way was purchased for the line in the early 1990s

Questions?

Pasadena to Azusa Alignment: (626) 324-7098

I-210 Gold Line Bridge: (626) 471-9050

Register to receive project updates and construction notices at:

www.foothillextension.org

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2 Fact Sheet



Metro

Overview

Metro has a plan to make it easier to get around LA, which includes better transit. As part of these efforts, Metro is evaluating an approximately nine-mile extension of the Metro L Line (Gold) further east from its current terminus at Pomona Bl and Atlantic Bl. This extension would serve the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs and Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.

The project area is home to approximately 722,000 residents and is a job center to approximately 274,000 employees. Projections show the resident population increasing by 11% and jobs increasing 25% by 2042. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the limited transportation systems currently available to these communities.

Project Updates

This summer, the Draft Environmental Impact Report (EIR) is available for public review and comment for 60 days, from June 30 to August 29, 2022. This milestone document evaluates the proposed alternatives, as well as their potential impacts and mitigation measures.

The Draft EIR can be viewed online or at repository sites where printed copies will be available. Public hearings will also take place to provide a presentation and an opportunity for oral comments. Formal comments may also be submitted by mail, online and phone. To learn more, please visit the project online interactive tool at metro.net/eastside2022.

Milestones

Below are the completed project milestones to date, during the alternatives analysis and environmental (current) phases.



EIS: Environmental Impact Report
LPA: Locally Preferred Alternative
NEPA: National Environmental Policy Act

Environmental Impact Report

The project is in the environmental review process, including the development and recent release of a Draft EIR in compliance with the California Environmental Quality Act (CEQA) to update the 2014 Draft EIR. This process includes advanced conceptual engineering, environmental analysis and ongoing outreach efforts.

In addition, focused technical analyses were conducted as part of the Draft EIR to:

- > Evaluate various design refinements
- > Update ridership and travel time projections
- > Study potential environmental impacts
- > Analyze grade crossings
- > Identify locations for maintenance and storage facilities
- > Develop IOS options

Throughout the environmental review phase, Metro staff will continue to provide project updates to stakeholders and provide the necessary tools and resources to keep communities informed.

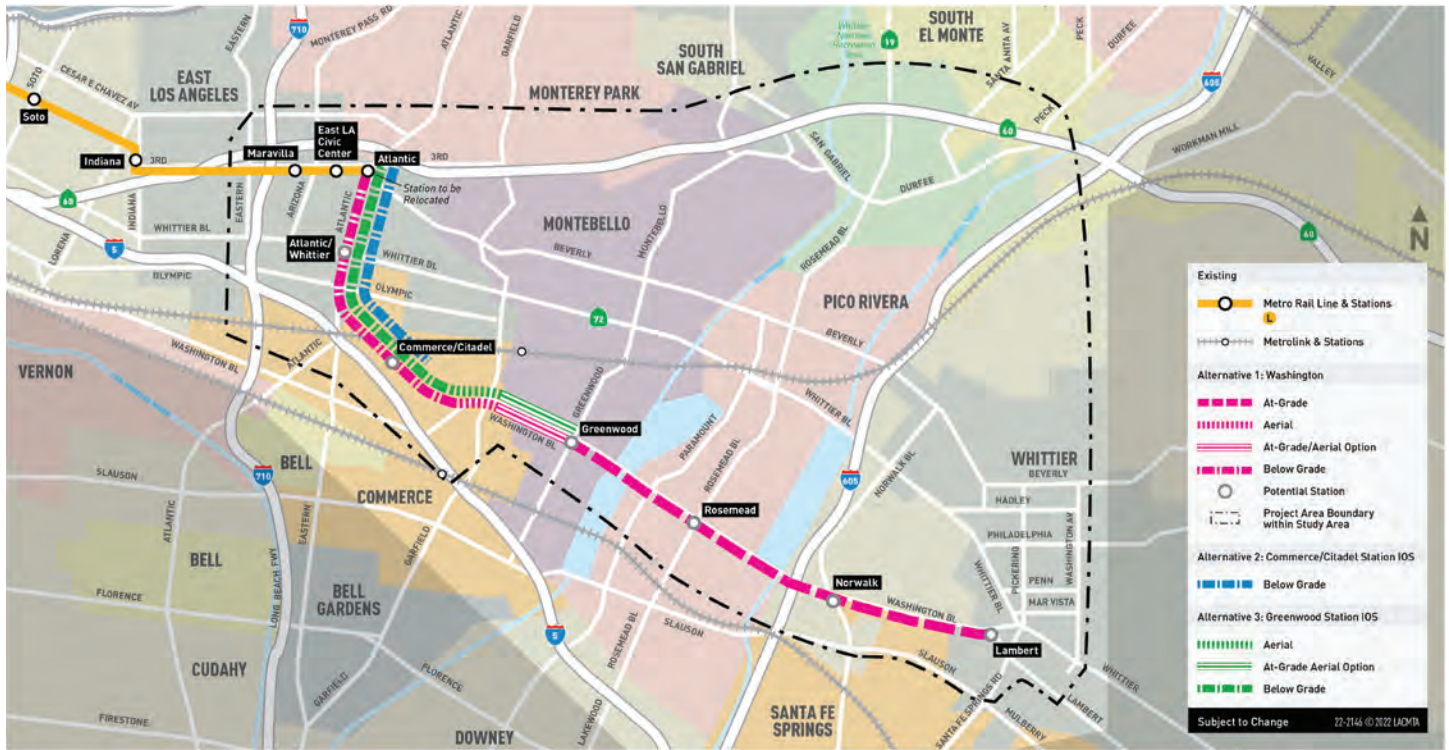
Background

In 2019, the environmental process was reinitiated to update environmental analysis, more advanced engineering design and refinement of the alternatives under consideration at that time (SR-60, Washington and Combined). Scoping meetings were held in June 2019 to receive public and stakeholder comments.

In 2020, the Metro Board of Directors considered options for studying the project and approved the following:

- > Withdrawal of SR-60 Alternative and Combined Alternative from consideration
- > Proceed with CEQA for the environmental review process
- > Directed that a separate feasibility study to be prepared by San Gabriel Valley Council of Governments to identify short and long term transit solutions in the San Gabriel Valley. (sgvcog.org/transit-study)

EASTSIDE TRANSIT CORRIDOR PHASE 2 – PROJECT ALTERNATIVES



Alternatives

As part of the environmental process the project is evaluating three build alternatives, including the Washington Alternative and two IOS options. An IOS is an initial segment that operates as a stand-alone system and includes a rail car maintenance and storage facility. Metro is committed to building all capital projects it plans as quickly as possible. Nevertheless, funding constraints make it challenging to build out a project all at once. Therefore, IOS options to deliver the project in phases have been introduced as part of the Draft EIR.

ALTERNATIVE 1: WASHINGTON ALTERNATIVE

Alternative 1 would travel for approximately nine miles south along Atlantic Bl in an underground configuration from the current Metro L Line (Gold) terminus at Pomona Bl and Atlantic Bl in East Los Angeles to the Citadel Outlets in Commerce. The route then proceeds east along Washington Bl via aerial and at-grade (street level) configurations ending at Lambert Rd in Whittier. This alternative would include a relocated/reconfigured Atlantic Station (underground) in East Los Angeles and six new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), Greenwood (aerial/at-grade), Rosemead (street level), Norwalk (street level) and Lambert (street level).

ALTERNATIVE 2: COMMERCE/CITADEL STATION IOS

Alternative 2 would extend the Metro L Line (Gold) south for approximately 3.2 miles from the current terminus at Atlantic Bl to an underground terminal station at the Commerce/Citadel Station. This alternative would include a relocated/reconfigured Atlantic Station (underground) and two new stations: Atlantic/Whittier (underground) and Commerce/Citadel (underground).

ALTERNATIVE 3: IOS TO GREENWOOD STATION

Alternative 3 would extend the Metro L Line (Gold) south for approximately 4.6 miles from the current terminus at Atlantic Bl to an aerial or at-grade terminal station at the Greenwood Station in the city of Montebello. This alternative would include a relocated/reconfigured Atlantic Station (underground) and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground) and Greenwood (aerial/at-grade).

MAINTENANCE AND STORAGE FACILITY OPTIONS

Two maintenance and storage facility options are being considered, including one in Commerce with capacity for up to approximately 100 train cars and another in Montebello with capacity for up to approximately 120 train cars. These options would allow any of the three build alternatives to operate as a stand-alone line. Following the release of the Draft EIR, the Metro Board is expected to select a Locally Preferred Alternative (LPA), which identifies the alternative and design considerations, including a maintenance and storage facility option, to advance into the Final EIR.

Project Funding

Thanks to voter support of Measure M in November 2016, Metro allocated \$6 billion for this project. Funding for this project that has been programmed in two cycles (per the plan's funding schedule):

- > Cycle 1 allocates \$3 billion in 2029 (Washington Alternative)
- > Cycle 2 allocates \$3 billion in 2053 (second alignment) to be determined by the separate feasibility study

The project is also identified as high priority for the Metro Board, with the goal of securing funding prior to the anticipated 2029 funding cycle.

Next Steps

After circulation of the Draft EIR, agency staff will compile and consider comments received from the public and other stakeholders on the Draft EIR. Based on public input, staff will recommend an LPA for the Metro Board to consider.

The Metro Board is scheduled to select the LPA for the project in fall 2022, which will advance for further analysis in the Final EIR expected to be released in 2023.

Public Involvement

Please be sure to sign up to continue to receive project updates and details on other opportunities to get involved, including announcements on the Draft EIR and public participation opportunities during the 60-day comment period. To learn more, please visit the project online interactive tool at metro.net/eastside2022.

Metro does not share your contact information with third parties. Metro will continue to engage stakeholders throughout the study process. If you would like us to come out and share information with your group, please contact Stephen Corona, Metro Community Relations Manager, through any of the methods listed below.

Project Development Process*





ONGOING PUBLIC PARTICIPATION

*This timeline is subject to change based on various factors, including funding opportunities (see Project Funding section).

CONTACT US

Metro invites you to stay involved and share your feedback.

 Stephen Corona, *Community Relations Manager*
Metro
One Gateway Plaza, 99-13-01
Los Angeles, CA 90012

 213.922.3012

 eastsidephase2@metro.net

 metro.net/eastsidephase2

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 [losangelesmetro](https://www.facebook.com/losangelesmetro)

Next stop: the missing link.

REGIONAL CONNECTOR TRANSIT PROJECT

Fact Sheet



Overview

The Regional Connector Project will extend from Metro Rail's Little Tokyo/Arts District Station to the 7th St/Metro Center Station in downtown Los Angeles, allowing passengers to access the L, A, E, B and D Lines (Gold, Blue, Expo, Red, Purple). The 1.9-mile addition will serve Little Tokyo, the Arts District, Civic Center, the Historic Core, Broadway, Grand Av, Bunker Hill, Flower St and the Financial District.

The new Metro rail extension will also provide a one-seat ride for travel across LA County. Passengers will be able to travel between Azusa and Long Beach, and between East Los Angeles and Santa Monica, without transferring lines. The Regional Connector will improve access to both local and regional destinations by providing continuous service between these lines, as well as providing connectors to other rail lines at 7th St/Metro Center, greatly improving the connectivity of the region's transportation network.

This new Metro rail extension will offer an alternative transportation option to congested roadways, provide significant environmental benefits and spur economic development throughout the county. Through improved connectivity, riders will be better able to use the entire Metro rail system, municipal bus lines and other regional transportation services.

Project at a Glance

- > A 1.9-mile underground light rail system connecting Metro rail's L Line (Gold) to the 7th St/Metro Center Station
- > Direct connection between Azusa and Long Beach, and between East Los Angeles and Santa Monica
- > Three new stations:
 - Little Tokyo/Arts District
 - Historic Broadway
 - Grand Av Arts/Bunker Hill
- > Life-of-Project Budget: \$1.836 billion
- > Forecasted opening: 2023

REGIONAL CONNECTOR TRANSIT PROJECT



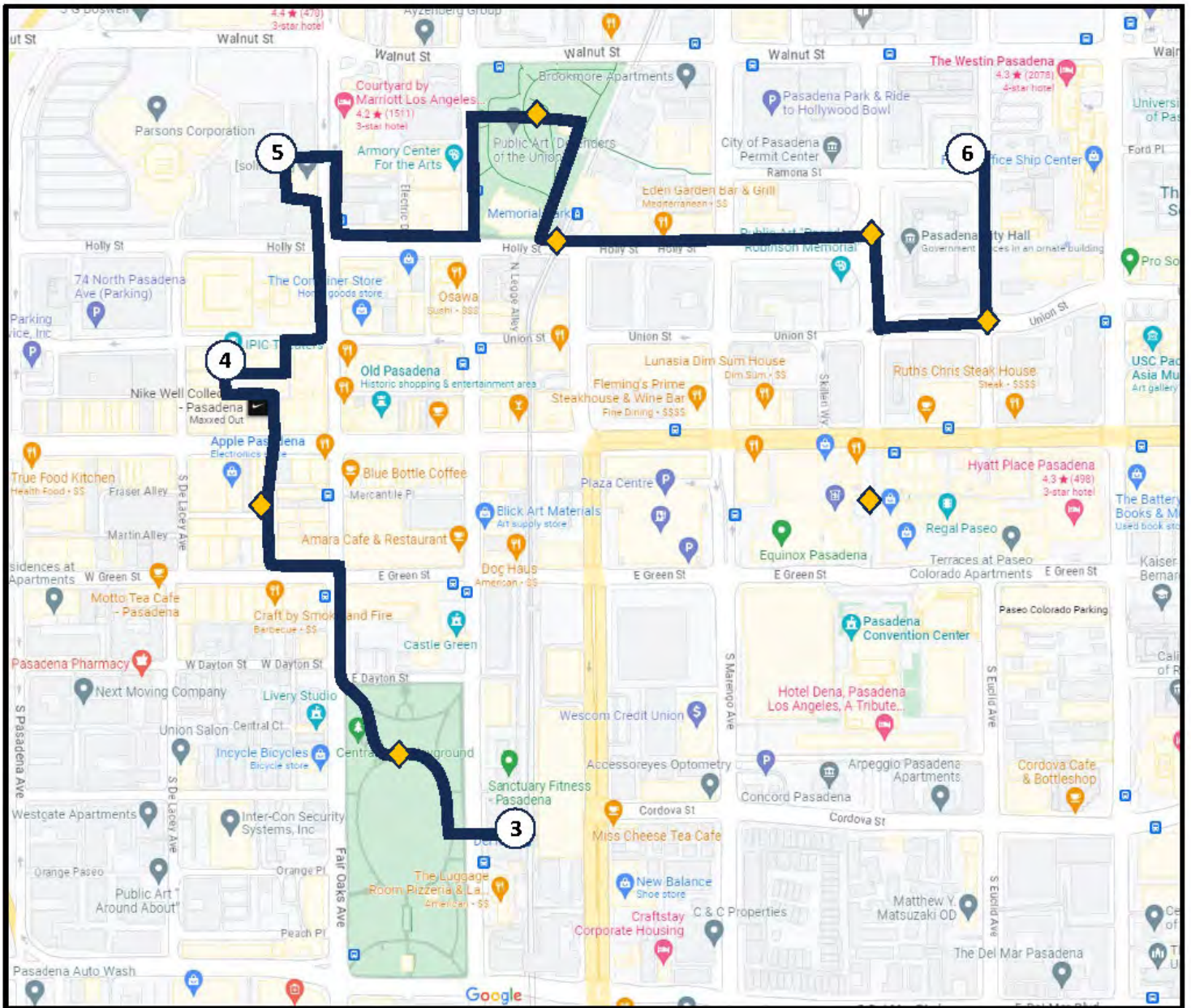
CONTACT US

Metro invites you to stay involved and share your feedback.

- 213.922.7277
- regionalconnector@metro.net
- metro.net/regionalconnector
- @metroconnector
- [metroregionalconnector](https://www.facebook.com/metroregionalconnector)



Leg 3 – Walk Old Town Pasadena



3. Del Mar Metro Station

4: Areas of Interest and Light Lunch

5: Development Tour

6: DayOne Pasadena Offices

Notes:

Scale Comparison - Small Plaza

One Colorado Plaza



IDEA Lab / Public Parking Lot

1" = 50'



Scale Comparison - Small Plaza



One Colorado Plaza



Brewjeria / Public Parking Lot

1" = 50'



ALMI Old Pasadena Development

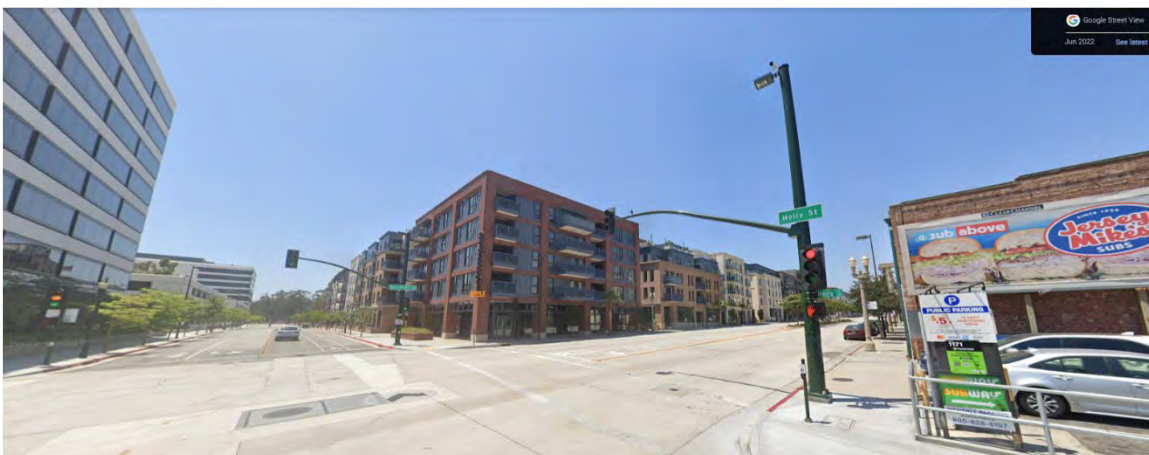
2018



2021



2022



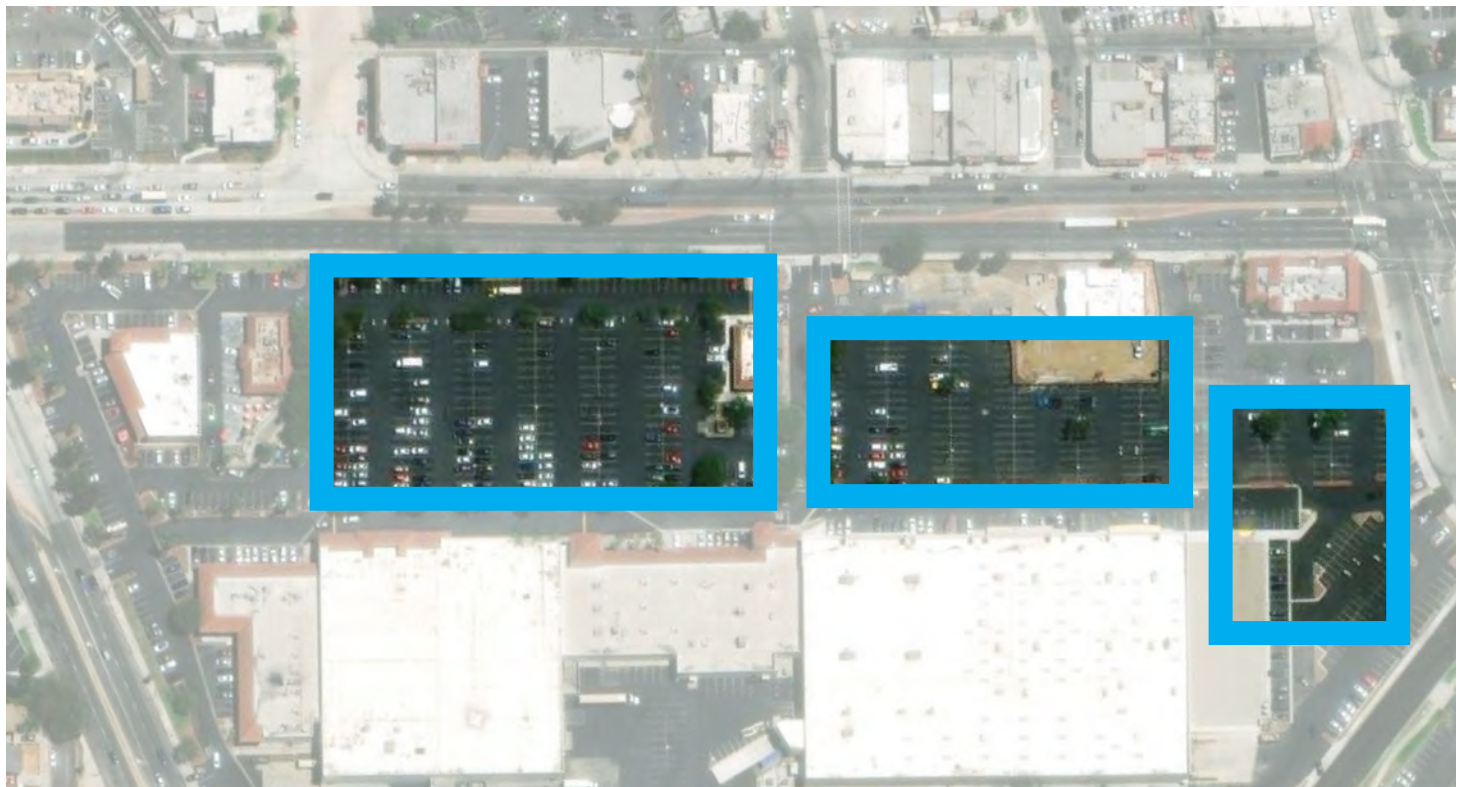
Scale Comparison - Housing Development

ALMI Development Project



Crossroads Plaza

1" = 200'



Scale Comparison - Open Space



Pasadena Memorial Park



LA County / WRD Recycled Water Turnouts Project

1" = 100'



Tour Participant Activity

For each major category below, use your phone to take a picture of buildings, features, elements, and/or amenities and text it to 626-536-1044. Add a simple comment explaining why you like or dislike. Where do you think it could work within the HWB study area?

Must send at least 2 images & comments for each category below.

Buildings & Architecture



Building size, type, uses, shape, style, features, etc.

Business & Commercial Activity



Business variety, types, street front, office, corporate, setting, etc.

Branding & Identity



Logos, colors, fonts, applications, etc.

Transportation & Mobility



Mobility options, access & safety for all users, parking management, etc.

Signage, Furniture & Amenities



Consistent, harmonious, place-based, balanced, etc.

Streetscaping & Beautification



Greenery, shade, low-water, maintenance, etc.

Parks, Open Space & Recreation



Family-friendly, passive vs. active, facilities, programs, etc.

Art & Culture



Murals, temporary, permanent, community-based, etc.

Urban Deterioration



Poor conditions, lack of maintenance, dilapidated, blight, neglected, etc.