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<th>Description</th>
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<td>Improvement of Green Street - Orange Grove Blvd. to Hill Avenue</td>
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<td>Safe Routes to School - Sidewalk Repairs</td>
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<td>Fair Oaks/Orange Grove Specific Plan - Transportation Issues - Future Unfunded</td>
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<td>East Colorado Boulevard Specific Plan - Future Unfunded</td>
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<td>East Pasadena Specific Plan - Phase II</td>
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### Transportation

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<td>Traffic Signal and Pedestrian Improvements on Kinneloa Ave. at Del Mar Blvd.</td>
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<td>Traffic Signal at Electronic Dr. and Sierra Madre Villa Blvd.</td>
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<td>Mountain Street Curb Extension</td>
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<td>Signal Preemption Equipment at Traffic Signals Citywide - Phase II</td>
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**Total for Transportation:** 4,502,000

### Sewers and Storm Drains

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<td>Sequoia Drive Sump and Anita Drive Sump to Avenue 64 and Nithsdale Storm Drain</td>
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<td>Raymond Avenue Storm Drain - Maple Street to Villa Street</td>
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**Total for Sewers and Storm Drains:** 10,200,000

### Parks and Landscaping - Park Projects

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**Total for Parks and Landscaping - Park Projects:** 3,300,000

### Parks and Landscaping - Landscape Projects

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**Total for Parks and Landscaping - Landscape Projects:** 1,500,000
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<td>Lower Arroyo - Implement Master Plan - Rebuild Roving Archers Clubhouse with Storage Area Concept Study</td>
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<td>Brookside Park - Upgrade of Athletic Field Lighting and Reconfiguration of Field 2</td>
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<td>Hahamongna Watershed Park - Implement Master Plan - Future Unfunded</td>
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<td>Brookside Park - Renovation of Security Lighting</td>
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**Totals:** 87,708,000

**Totals:** 325,471,634
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<th>Proposed FY 2025 and Beyond</th>
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**DESCRIPTION:** This project provides for the design and construction of a new building to house Fire Station #37 staff and equipment at 3430 E. Foothill Boulevard. It includes demolition of the existing station and construction of a new, multiple bay, code-compliant facility on the existing site. This station is the hub for emergency medical service equipment that will create storage spaces and a secure space for narcotics and other schedule II drugs. In addition, this station also serves as a location for the water tender apparatus that holds up to 25,000 gallons of water; paramedic bike team equipment; and rescue carts. The renovations will be designed to meet the United States Green Building Council's Leadership in Energy and Environmental Design (LEED®) Silver Certification.

**JUSTIFICATION:** The "Pasadena Fire Station Conditions Evaluation" conducted by a consultant in 2011 found that this station was not in compliance with essential service building standards. This project will further develop a plan to address safety, structural, operational, and code-related deficiencies for this fire station.

**SCHEDULE:** This project will begin when funding is identified.

**RELATIONSHIP TO GENERAL PLAN:** The project is consistent with Public Safety Element Policy S-4 by ensuring that essential public structures are safe during a major disaster.

**SPECIAL CONSIDERATION:** The total estimated cost of the Fire Station #37 Facility Expansion and Upgrade will be determined after the conceptual design phase is completed and the scope of work is more clearly defined.

**HISTORY:** This project was created in FY 2013 and is currently unfunded.
## Construction of New Facility - Fire Station #33

### Priority  Project No.  Description  
10  1.10  Construction of New Facility - Fire Station #33

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<tr>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
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<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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**Description:** This project provides for the design and construction of a new building to house Fire Station #33 staff and equipment at 515 N. Lake Avenue. This new multi-level 33,000 square foot building will include the Fire Administration offices, two training/community rooms that will have a separate entrance, and housing for personnel and equipment. In addition, this location may serve as a hub for a new mobile Integrated Health Project. It will also function as an apparatus shelter storage unit and house reserve fire trucks, tools and equipment, along with approximately 40 parking spaces for personnel and visitors. The new building will be designed to meet the United States Green Building Council's Leadership in Energy and Environmental Design (LEED®) Silver Certification.

**Justification:** The Fire Station Needs Assessment conducted by a consultant in 2011 found that this station was not in compliance with essential service building standards. This project will address safety, structural, operational, and code-related deficiencies. In addition, this project would relieve the City from thousands of dollars in annual lease payments.

**Schedule:** This project will begin when funding is identified.

**Relationship to General Plan:** This project is consistent with the Public Safety Element Policy S-4 by ensuring that essential public structures are safe during a major disaster.

**Impact on the Northwest:** This project services Northwest Pasadena which is an area that has been targeted for revitalization.

**Special Consideration:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, land acquisition, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**History:** This project was created in FY 2013 and is currently unfunded.
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<th>Priority</th>
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**Fire Station #38 - 1150 E. Linda Vista Ave.**

**DESCRIPTION:** This project provides for the design and construction of a new building to house Fire Station #38 staff and equipment at 1150 E. Linda Vista Avenue. The project includes demolition of the existing station and construction of a new, two-bay, code-compliant Fire Station #38 facility on the existing site. The renovations will be designed to meet the United States Green Building Council's Leadership in Energy and Environmental Design (LEED®) Silver Certification.

**JUSTIFICATION:** The Fire Station Needs Assessment conducted by a consultant in 2011 found that this station was not in compliance with essential service building standards. This project will address safety, structural, operational, and code-related deficiencies for this fire station.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Public Safety Element Policy S-4 by ensuring that essential public structures are safe during a major disaster.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** This project was created in FY 2013 and is currently unfunded.
## Construction of New Facility - Fire Station #32

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**DESCRIPTION:** This project provides for the design and construction of a new building to house Fire Station #32 staff and equipment at 2424 E. Villa Street. The new fire station will provide a larger facility to house ten persons per shift/total 30 fire personnel. The new building will be designed to meet the United States Green Building Council's Leadership in Energy and Environmental Design (LEED®) Silver Certification.

**JUSTIFICATION:** The Fire Station Needs Assessment conducted by a consultant in 2011 found that this station was not in compliance with essential service building standards. The existing Fire Station #32 facility was seismically strengthened in FY 2013 as a temporary solution to resolve the immediate safety issue. A new larger facility is needed to support the appropriate staffing levels and operational needs of the community.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** The project is consistent with Public Safety Element Policy S-4 by ensuring that essential public structures are safe during a major disaster.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, land acquisition, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** The project was created in FY 2013 and is currently unfunded.
<table>
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<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
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<th>Recommended FY 2021</th>
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<th>Proposed FY 2023</th>
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**DESCRIPTION:** This project provides for the design and construction of a new building to house Fire Station #36 staff and equipment at 1140 N. Fair Oaks Avenue. The existing site is not large enough to accommodate the new three-bay structure and will require the City to acquire land directly adjacent to the existing station or acquire neighboring land and relocate the station. The new station will provide space for an additional reserve engine and a full company of four personnel. The new building will be designed to meet the United States Green Building Council's Leadership in Energy and Environmental Design (LEED®) Silver Certification.

**JUSTIFICATION:** The Fire Station Needs Assessment conducted by a consultant in 2011 found that this station was not in compliance with essential service building standards. This project will address safety, structural, operational, and code-related deficiencies for this fire station.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** The project is consistent with Public Safety Element Policy S-4 by ensuring that essential public structures are safe during a major disaster.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, land acquisition, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** The project was created in FY 2013 and is currently unfunded.
### Facility Expansion and Upgrades - Fire Station #31

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**DESCRIPTION:** This project provides for the expansion and upgrade of Fire Station #31, located at 135 S. Fair Oaks Avenue. Fire Station #31 is a two-story, three bay facility built in 1990 that needs to be upgraded to correct deficiencies and expanded to meet service demands. This is the busiest fire station in the City. Since FY 2012, calls for service and Unit Responses have increased by approximately 20 percent.

**JUSTIFICATION:** The Fire Station Needs Assessment conducted by a consultant in 2011 found that this station was not in compliance with essential service building standards. This project will address safety, structural, operational, and code-related deficiencies for this fire station.

**SCHEDULE:** This project will begin when funding is identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Public Safety Element Policy S-4 by ensuring that essential public structures are safe during a major disaster.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** This project was created in FY 2013 and is currently unfunded.

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Fire Station #31 - 135 S. Fair Oaks Ave.
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</tbody>
</table>

**Facility Expansion and Upgrades - Fire Station #34**

*DESCRIPTION:* This project provides for the expansion and upgrade of Fire Station #34, located at 1360 E. Del Mar Boulevard. The project will include gender separation in the dormitory area and restrooms. Building renovations will be designed to meet the United States Green Building Council’s Leadership in Energy and Environmental Design (LEED®) Silver Certification.

*JUSTIFICATION:* The Fire Station Needs Assessment conducted by a consultant in 2011 found that this station was not in compliance with essential service building standards. This project will address safety, structural, operational, and code-related deficiencies for this fire station.

*SCHEDULE:* This project will begin when funds are identified.

*RELATIONSHIP TO GENERAL PLAN:* The project is consistent with Public Safety Element Policy S-4 by ensuring that essential public structures are safe during a major disaster.

*SPECIAL CONSIDERATION:* The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

*HISTORY:* The project was created in FY 2013 and is currently unfunded.
Priority | Project No. | Description | Total Estimated Costs | Appropriated Through FY 2020 | Recommended FY 2021 | Proposed FY 2022 | Proposed FY 2023 | Proposed FY 2024 | Proposed FY 2025 and Beyond
--- | --- | --- | --- | --- | --- | --- | --- | --- | ---
16 | 16 | Public Safety and Training Center | 15,500,000 | 0 | 0 | 0 | 0 | 0 | 15,500,000
Total | | | 15,500,000 | 0 | 0 | 0 | 0 | 0 | 15,500,000

DESCRIPTION: This project will involve the development of a joint Fire Department and Police Department training and safety center at the Civil Defense Training Center site on New York Drive. The proposed new training building would contain a large auditorium, classrooms, bathrooms with showers, a kitchen and dining area, storage, and offices for training personnel.

JUSTIFICATION: The Fire and Police Departments currently do not have an adequate training site within the City. Firefighter training is a continuous process including manipulative training (hose lays, ladders, etc.) in addition to textbook training. The Fire Department has used the paved area and tower at the rear of Fire Station #33. However, in 1987, this area was found to be deficient by the Insurance Services Office (ISO), which identifies minimum standards for fire training facilities. The ISO standards continue to be more stringent. The closest available regional training center is in Pomona, which does not provide reasonable accessibility. Other smaller cities in the San Gabriel Valley have indicated an interest in using Pasadena's training center. In the event of a disaster, the center would provide an ideal location for a command post and base camp for staging mutual aid forces. The drill yard would also accommodate helicopters.

SCHEDULE: This project will begin when funds are identified.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Public Facilities Element of the General Plan by enabling more efficient development and utilization of public facilities.

SPECIAL CONSIDERATION: The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, land acquisition, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

HISTORY: This project was created in FY 1997 and is currently unfunded.
<table>
<thead>
<tr>
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<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
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<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
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<td></td>
<td>Pasadena Police Department Outdoor Firing Range Cleanup</td>
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<td>0</td>
<td>0</td>
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</table>

**DESCRIPTION:** This project provides for site improvements at the outdoor firing range such as: soil remediation and disposal; soil capping; demolition of existing range structure; site testing and monitoring; and final reporting.

**JUSTIFICATION:** The site, known as the “B” Range, was used by the Pasadena Police Department as a training and practice facility for more than 60 years. When the indoor shooting range was constructed, the use of live ammunition at the outdoor range ceased. The California Department of Toxic Substance and Control (DTSC) has conducted an assessment of the site conditions and has determined a scope of work to effectively remediate soil contaminants from the site.

**SCHEDULE:** This project will begin when funding is identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Public Facilities Element Objective 5 of the General Plan by encouraging a high level of maintenance of existing facilities to ensure public safety.

**SPECIAL CONSIDERATION:** Mitigation measure will be completed based on DTSC’s recommendation.

**HISTORY:** This project was created in FY 2015 and is currently unfunded.
### Wood and Mulch Recycling Yard

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
<tr>
<td>18</td>
<td></td>
<td>Wood and Mulch Recycling Yard</td>
<td>1,500,000</td>
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<td>0</td>
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<tr>
<td>Total</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,500,000</td>
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</tbody>
</table>

**DESCRIPTION:** This project provides for the acquisition of a wood and mulch materials recycling yard. This facility will be used to house natural materials including mulch, tree trimming and large wood materials, too large to be chipped. This site may also be used to provide mulch and wood to the public.

**JUSTIFICATION:** This project would support the Department of Public Works’ commitment to environmental stewardship by diverting all wood waste generated by the City’s forestry operations from the waste stream. All wood material is mandated to be removed from the waste stream by 2020. Obtaining and creating this storage yard is a crucial part of the wood material diversion plan.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Open Space and Conservation Element by improving the quality of the urban environment through increased conservation and sustainable practices.

**SPECIAL CONSIDERATION:** A site for the storage yard has not been identified. The total estimated project cost is based on an estimate of $75 per square foot for a 20,000 square-foot lot. The cost will be revised once an exact location is identified. The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, land acquisition, site analysis, and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** This project was created in FY 2016 and is currently unfunded.
Public Works Building - Seismic Upgrade

**Priority** 19  
**Project No.** 19  
**Description** Public Works Building - Seismic Upgrade

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
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<tbody>
<tr>
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<td>Future Unfunded</td>
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<td>4,000,000</td>
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</table>

**DESCRIPTION:** This project provides for the seismic retrofit of the City Yard Public Works Building which currently contains the Public Works Department Emergency Operations Center (PW-DOC). The building will be brought up to the latest seismic standards.

**JUSTIFICATION:** The building contains essential City functions and should be able to meet current seismic codes so it can be available in the event of a disaster and/or seismic event.

**SCHEDULE:** This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Safety Element of the General Plan by ensuring continued operation of vital facilities after an earthquake. It is also consistent with Land Use Element Objective 13 by providing adequate support for institutions that serve the needs of Pasadena's diverse residents and families.

**IMPACT ON THE NORTHWEST:** The Public Works Building is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, site analysis, and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** A seismic retrofit evaluation study of the building was completed in FY 2004 under project number 71136.
Priority | Project No. | Description | Total Estimated Costs | Appropriated Through FY 2020 | Recommended FY 2021 | Proposed FY 2022 | Proposed FY 2023 | Proposed FY 2024 | Proposed FY 2025 and Beyond |
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
20 | | Public Safety - Heliport Masterplan | 8,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 8,000,000 |
Future Unfunded
Total

Police Heliport - 2175 Yucca Ave.

**DESCRIPTION:** This project provides for implementation of the Heliport Master plan. The proposed improvements include an approximately 7,500-square foot expansion of the existing hangar to accommodate existing and new helicopters and associated maintenance equipment; a 10,300-square foot, two-story office building to provide office spaces for the Police Department's Air Operations and Traffic Sections; and code-required parking and site improvements.

**JUSTIFICATION:** The police heliport was constructed in 1970. At the time of construction, the heliport was designed for three helicopters and limited parts storage. Since the original construction, the number of aircraft and the missions of the heliport have expanded without expansion of the hangar building. Currently, the storage space for aircraft and parts is inadequate and, as a result, some of the aircraft are parked outside, exposed to the elements. A hodgepodge of storage containers has been assembled on the lawn to store valuable, critical aircraft parts and other support items. Costly helicopter parts and components have been damaged or destroyed by exposure to the elements.

**SCHEDULE:** This project will be completed when funds become available.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Public Facilities Element Objective 2 of the General Plan by implementing more efficient development and utilization of public facilities, and Objective 5 by continuing to implement capital improvements which will maintain or rehabilitate infrastructure.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area of the City that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, land acquisition, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** This project was created in FY 2005 and is currently unfunded. The project was expanded to encompass the entire heliport master plan in FY 2011. In addition, the name was changed from the "Police Heliport Hangar Expansion" project in FY 2011.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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<td></td>
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<td>2,000,000</td>
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</table>

**DESCRIPTION:** This project provides for the continuing restoration of the exterior of the Central Library. Specific improvements will include the repair, cleaning, and painting of all remaining exterior wall surfaces and features including the trim and cast-stone work, which are deteriorating and separating from the building. Additional items include the continued repair and replication of ornamental iron light fixtures; removal of lead paint; repair and replacement of window moldings; repair of rain gutters and roofs; and the implementation of the Central Library Landscaping Master Plan.

**JUSTIFICATION:** Over the years, the exterior of this architectural landmark has deteriorated significantly. These improvements are ongoing and are necessary not only to restore the appearance of the building to its original design, but also to prevent further deterioration and more costly repairs.

**SCHEDULE:** This project will be scheduled when funding becomes available.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Historic and Cultural Element of the General Plan by identifying, maintaining, and protecting a building having historical significance.

**SPECIAL CONSIDERATIONS:** The total estimated project cost is based on the scope of the project and known factors at inception. A new project cost will need to be calculated when the project is scheduled for action and can be impacted by CPI, site analysis and evaluation of existing sub-surface conditions, community input, and/or commission reviews.

**HISTORY:** This project was created in FY 2003 and is currently unfunded. Phase I was completed in FY 2002 under project 72183. Phase II was completed in FY 2018 under project 71907.
FY 2021 - 2025 Capital Improvement Program  
Municipal Buildings and Facilities  
Playhouse District Parking Structure - Design Phase

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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<tbody>
<tr>
<td>22</td>
<td></td>
<td>Playhouse District Parking Structure - Design Phase</td>
<td>17,886,634</td>
<td>0</td>
<td>0</td>
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</table>

Unfunded

| Total    | 17,886,634 |

Playhouse District

DESCRIPTION: This project provides for the construction of a parking structure for approximately 400 vehicles in the Playhouse District.

JUSTIFICATION: This structure will fill a parking deficiency consistent with the 2005 City Council adopted Playhouse Parking Study and will promote economic vitality to this important district.

SCHEDULE: Additional work will begin when funds are identified.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with Objective 2 of the Public Facilities Element of the General Plan by better utilizing public land that currently houses a surface parking lot to construct a much needed parking structure to serve the Playhouse District.

HISTORY: This project was created and received initial funding in FY 2002. In FY 2012, design work for an underground structure at the Madison Lot was completed. In addition, $286,634 of redevelopment funding was removed from this project in FY 2012 as this funding source was no longer available. The $113,366 of redevelopment funds remaining on this project was spent prior to the loss of redevelopment dollars.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
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<tbody>
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<td>Intersection Improvements at Colorado Blvd and Garfield Ave</td>
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<td>400,000</td>
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</table>

**DESCRIPTION:** This project provides for the replacement of brick crosswalks with an improved treatment, upgraded curb ramps and any needed associated relocation of street lights and catch basins at Colorado Boulevard and Garfield Avenue.

**JUSTIFICATION:** The existing brick crosswalks are disintegrating under the weight of traffic on Colorado Boulevard and need to be replaced with stronger pavers. The curb ramps are legally non-conforming to current ADA standard and need to be re-built which may impact adjacent street lights and catch basins.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Land Use Element Policy 5.1 (Walk-able City) by maintaining and improving sidewalks and pedestrian paths in Pasadena’s neighborhoods and business districts by incorporating street trees, landscaping, and pedestrian-oriented amenities; and Policy 6.6 (Community Maintenance) by eliminating and preventing deteriorating conditions in areas of the City with buildings that are not properly maintained through private and public conservation and rehabilitation programs. The project is also consistent with Mobility Element Policy 1.5 by considering the mobility needs of the disabled, students and especially seniors, when designing new infrastructure and developing transportation programs.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. The final budget can be impacted by site conditions, community input and commission reviews.

**HISTORY:** This project was created in FY 2017 and is currently unfunded.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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<tr>
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<td>Pedestrian Safety Enhancements on Oak Knoll Ave</td>
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</table>

**Description:** This project provides for construction of approximately 320 linear feet of sidewalk between Huntington Garden Drive and Old Mill Road along the west side of South Oak Knoll Avenue.

**Justification:** The west side of South Oak Knoll Avenue has a 320 foot gap between the existing sidewalk. Installing this sidewalk will connect the gap and result in a safer and more pleasant pedestrian environment.

**Schedule:** This project will begin when funds are identified.

**Relationship to General Plan:** This project is consistent with the Land Use Element Policy 1.7 of the General Plan by designing streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users. This project is also consistent with the Mobility Element Policy 18.3 (Modal Choices) by promoting the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.

**Special Consideration:** Pending approval by UFAC and Department of Water and Power, the scope of work will include removal of five trees and 55 shrubs; relocation of power poles; ADA enhancements; and potential replacement of three adjacent property owners’ driveway aprons and landscaping.

**History:** This project was created in FY 2018 and is currently unfunded.
### Improvement of Green Street - Orange Grove Blvd. to Hill Avenue

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
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<th>Proposed FY 2025 and Beyond</th>
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<td>12</td>
<td>Improvement of Green Street - Orange Grove Blvd. to Hill Avenue</td>
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</table>

**DESCRIPTION:** This project provides for the pavement rehabilitation of Green Street from Orange Grove Boulevard to Hill Avenue. The project includes an environmental assessment to remove asbestos encapsulated within the asphalt concrete pavement. It also includes removal and reconstruction of damaged curbs, gutters, driveways and sidewalks; enlargement of tree wells to minimize damage to concrete improvements; miscellaneous drainage improvements; rubberized asphalt overlay; and improvements of the intersection of Green Street at Fair Oaks Avenue with stamped asphalt crosswalks. This project will be divided into the following phases:

- **Phase I:** Street improvements from DeLacey Avenue through Fair Oaks Avenue - COMPLETED
- **Phase II:** Street Improvements from Orange Grove Boulevard to Arroyo Parkway.
- **Phase III:** Street improvements from Fair Oaks Avenue to Los Robles Avenue
- **Phase IV:** Street improvements from Los Robles Avenue to Lake Avenue
- **Phase V:** Street improvements from Lake Avenue to Hill Avenue

**JUSTIFICATION:** The pavement on Green Street from Orange Grove Boulevard to Hill Avenue contains asbestos and is in need of repair. Delayed maintenance will contribute to further deterioration, increased repair costs, and poor ride-ability. Ficus tree roots along Green Street have damaged sidewalks, curbs, gutters, driveways and sewers. Environmental concerns of asbestos removal impacts contractors and utility agencies.

**SCHEDULE:** This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Land Use Element Objective 18 by improving the quality of the environment for Pasadena. In addition, the project is consistent with Public Facilities Element Objective 5 by providing a high level of design quality in all public streets.

**SPECIAL CONSIDERATION:** Abutting property owners are financially responsible for the repair of damaged sidewalks and driveways. The total estimated project cost is based on the scope of the project and known factors at inception. The final budget can be impacted by site conditions, community input and commission reviews.

**HISTORY:** This project was originally created in FY 2007 and received initial funding in FY 2009 as part of project number 73927. In FY 2010, the environmental assessment of Phase I was completed. Design and construction of Green Street from DeLacey Avenue through Fair Oaks Avenue was completed in FY 2014.

**Responsible Department:** Public Works Department
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
<tr>
<td>13</td>
<td></td>
<td>Safe Routes to School - Sidewalk Repairs</td>
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<td>0</td>
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</tbody>
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### DESCRIPTION:
This project provides for improvements along school routes to provide proper access for pedestrians walking to schools. This project will install sidewalks, curbs and gutters where there are currently no sidewalks adjacent to or on the route to Pasadena schools. This project will fill the gap between existing sidewalks. There are seven identified locations:

1. Marengo Avenue between Euclid Avenue and Los Robles Avenue (Blair High School)
2. Sierra Madre Boulevard between Washington Boulevard and 1350 feet east of Washington Boulevard (Pasadena High School)
3. Halstead Street between Del Mar Boulevard and Grayburn Road (Wilson Middle School)
4. Grayburn Road between Madre Street and Halstead Street (Wilson Middle School)
5. Thorndale Road between west end and Madre Street (Willard School)
6. San Marino Avenue between Del Mar Boulevard and South City limit (Hamilton Elementary School)
7. Eaton Drive between 260 feet South Sierra Madre and Paloma Street (Pasadena High School)

### JUSTIFICATION:
Unpaved and un-level gaps between sidewalks discourage walking, create potential tripping hazards and force potential walkers into the street. The sidewalk gaps also restrict the disabled community from accessing these routes.

### SCHEDULE:
This project will begin when funds are identified.

### RELATIONSHIP TO GENERAL PLAN:
This project is consistent with Mobility Element Policy 4.4 by designing intersections and operating multi-modal corridors to achieve safe interaction for all modes of travel, particularly for pedestrians and bicycle users. This project is also consistent with Land Use Element Objective 14 by promoting safe, well-designed, accessible and human-scale residential and commercial areas where people of all ages can live, work and play, and Bicycles/Pedestrians Policy 20.3 by promoting the use of non-motorized modes of transportation, such as bicycles and walking within the City.

### SPECIAL CONSIDERATION:
The total estimated project cost is based on the scope of the project and known factors at inception. The final budget can be impacted by site conditions, community input and commission reviews.

### HISTORY:
This project was created in FY 2011 and is currently unfunded.
## FY 2021 - 2025 Capital Improvement Program

**Streets and Streetscapes**

### Fair Oaks/Orange Grove Specific Plan - Transportation Issues - Future Unfunded

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
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**DESCRIPTION:** This project provides for the implementation of the public improvements in the Fair Oaks/Orange Grove Specific Plan. The specific plan is comprised of three districts: 1) La Pintoresca Neighborhood Corridor District; 2) Robinson Park District; and 3) the Renaissance Commercial District. The transportation elements of the project are as follows:

1. **Pedestrian Improvements**
   a. Provide decorative crosswalks consisting of interlocking pavers in the following intersections: Fair Oaks Avenue and Montana Street; Fair Oaks Avenue and Washington Boulevard; Fair Oaks Avenue and Mountain Street; Fair Oaks Avenue and Orange Grove Boulevard; Orange Grove Boulevard and Lincoln Avenue; Orange Grove Boulevard and Los Robles Avenue; Orange Grove Boulevard and Garfield Avenue; and Fair Oaks Avenue at Maple Street (along 210 Freeway)
   b. Provide street furniture (lights, benches, trash receptacles, etc.) in all three Specific Plan districts - COMPLETED
   c. Widen sidewalk at Fair Oaks Avenue/Orange Grove Boulevard intersection
   d. Ensure curb ramps and audible traffic controls comply with ADA requirements
   e. Install directional and informational pedestrian signs - COMPLETED

2. **Landscape Improvements** - Plant trees where gaps exist (minimum of 24-inch box specimens) in all three Specific Plan districts - COMPLETED

3. **Public Facilities Improvements** - Upgrade sewer system between Hammond Street and Orange Grove Boulevard.

**JUSTIFICATION:** The Fair Oaks/Orange Grove Specific Plan is one of seven specific plans cited in the 1994 Land Use Element of the General Plan for areas of the City designated for future growth.

**SCHEDULE:** This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** The Fair Oaks/Orange Grove Specific Plan was identified in the General Plan. The Specific Plan combines the economic development, mobility, historic preservation, and neighborhood protection elements of the General Plan into a comprehensive document which will guide private and public investment in the future.

**IMPACT ON THE NORTHWEST:** This specific plan is located in Northwest Pasadena which is an area that has been targeted for revitalization.
HISTORY: This project was created in FY 2003 and initially funded in FY 2004. Phase I and II were completed in FY 2010 and 2016, respectively. This phase of the project was created in FY 2011 and is currently unfunded.
### FY 2021 - 2025 Capital Improvement Program

#### Streets and Streetscapes

#### East Colorado Boulevard Specific Plan - Future Unfunded

<table>
<thead>
<tr>
<th>Priority</th>
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<th>Description</th>
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**DESCRIPTION:**

This project provides for the implementation of public improvements described in the East Colorado Boulevard Specific Plan. The plan identifies six subareas or districts and builds on the existing character, scale and development trend of each to provide a comprehensive strategy for the entire area. The districts are Mid-City, College District, Gold Line, Route 66, Lamanda Park and Chihuahuita (City edge). The streetscape improvements included in phase II of the plan include the following:

1. **Street Trees and Landscaping**
   - a. Install street trees
   - b. Install landscaping
   - c. Replant existing median islands

2. **Streetscapes**
   - a. Install street furniture

3. **Street Lighting - Install pedestrian lighting**
   - a. Colorado Boulevard - from Allen Ave to the beginning of 400' west of Kinneloa (north and southside)
   - b. Colorado Boulevard - from beginning of 400' west of Kinneloa to Kinneloa (southside)
   - c. Colorado Boulevard - from Kinneloa to Northup (north and southside)

The following improvements are specific to one of the subareas:

1. **Mid-City Subarea (Colorado - Catalina to Holliston)**
   - a. Secure existing historic marker at 1308 Colorado Boulevard

2. **College District Subarea (Colorado - Holliston to Allen)**
   - a. Install remaining bulb-outs (Bonnie to Allen)
   - b. Install public art

**JUSTIFICATION:**

The East Colorado Specific Plan is one of seven specific plans cited in the 1994 Land Use Element of the General Plan for areas of the City designated for future growth.

**SCHEDULE:**

This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:**

This project is consistent with the Mobility Element Objective 4.2 by improving pedestrian environment. The project is also consistent with the Land Use Element Objective 19 by promoting the use of non-motorized modes of transportation, such as walking, in the City.
FY 2021 - 2025 Capital Improvement Program
Streets and Streetscapes
East Colorado Boulevard Specific Plan - Future Unfunded

HISTORY: This project was created in FY 2011 and is currently unfunded. Phase I of the East Colorado Specific Plan was segmented into sub- phases I and II and was completed in FY 2014 and FY 2016, respectively, as project number 73582.

2.15 Responsible Department:
Public Works Department
### FY 2021 - 2025 Capital Improvement Program
#### Streets and Streetscapes

**North Lake Specific Plan - Future Unfunded**

<table>
<thead>
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<th>Priority</th>
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<th>Description</th>
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**DESCRIPTION:** This project provides for the implementation of the adopted North Lake Specific Plan as detailed below:

1. **Tree Lanes and Tree Peninsulas** - Construct tree lanes and tree peninsulas, including landscaping and irrigation, on Lake Avenue at the following locations:
   a. Maple Avenue to Villa Street
   b. Villa Street to Orange Grove Boulevard
   c. Orange Grove Boulevard to Boylston Street
   d. Bell Street to Claremont Street
   e. Claremont Street to Washington Boulevard
   f. Rio Grande Street to Elizabeth Street

2. **Chokers and Median Islands** - Construct chokers and median islands on Lake Avenue at Claremont Street to Washington Boulevard

3. **Street Trees** - Develop and implement a tree plan which will include the installation of landmark trees at the following locations:
   a. Lake Avenue and Maple Street
   b. Lake Avenue and Elizabeth Street

**JUSTIFICATION:** The North Lake Specific Plan strives to capture the full potential of the area through design strategies to enhance the corridor's overall appearance; pedestrian opportunities and amenities; compatible land use; safe and comfortable circulation systems; and identification of economic opportunities for existing businesses and residents in the surrounding neighborhoods.

**SCHEDULE:** This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** The North Lake area was identified in the General Plan for special treatment by means of the Specific Plan land-use designation. The plan serves the community needs and enhances the quality of life in Pasadena.

**IMPACT TO THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created in FY 1996 and initially funded in FY 1997. Phase I was completed in FY 2010 as part of project number 75954 with a project cost of $1,869,000. This phase of the project was created in FY 2011 and is currently unfunded.

2.16  
Responsible Department:  
Public Works Department
FY 2021 - 2025 Capital Improvement Program
Streets and Streetscapes
East Pasadena Specific Plan - Phase II

<table>
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<tr>
<th>Priority</th>
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Future Unfunded

Total 5,000,000

DESCRIPTION: This project involves the implementation of various public improvements described in the East Pasadena Specific Plan which encompasses three subareas: 1) East Foothill Industrial District; 2) Foothill Boulevard, Rosemead Boulevard, Sierra Madre Villa Avenue; and 3) Hastings Ranch/Foothill-Rosemead Shopping Center Area. The remaining proposed projects include:

1. Traffic signal, striping modifications and/or widening
   a. Rosemead Boulevard and Foothill Boulevard
   b. Sierra Madre Villa Avenue at the Route 210 Freeway Eastbound and Westbound Route 210 Freeway ramps
   c. Sierra Madre Boulevard and Foothill Boulevard
   d. San Gabriel Boulevard and Foothill Boulevard
   e. Rosemead Boulevard and Colorado Boulevard (in L.A. County)
   f. Altadena Drive and Colorado Boulevard
   g. Sierra Madre Villa Avenue/Madre Street and Colorado Boulevard
   h. I-210 Freeway westbound off-ramp and Foothill Boulevard (west of Rosemead Boulevard)
   i. I-210 Freeway westbound ramps and Foothill Boulevard (Quigley Avenue)
   j. Michillinda Avenue and Foothill Boulevard
   k. Sierra Madre Boulevard and Colorado Boulevard

2. Foothill Boulevard Improvements
   a. Remove parking to increase pedestrian space
   b. Install landscaped median islands along various segments
   c. Widen Foothill Boulevard west of Sierra Madre Villa Avenue
   d. Construct bicycle lane in each direction on Foothill Boulevard east of 210 Freeway
   e. Install palm trees and canopy trees in the parkway area to establish a separation between street and pedestrian pathway
   f. Install bus benches, public art, fountains, and pedestrian lighting
   g. Decorative crosswalks at signalized intersections
   h. Mid-block "Z" crosswalk at Foothill Boulevard between Halstead Street and Rosemead Boulevard

3. Halstead Street Improvements
   a. Reduce the width of the roadway north of Foothill Boulevard to provide a combined bicycle/pedestrian path on the west side and a pedestrian walkway with convenient parking pockets on the east side
   b. Install bike lane south of Foothill Boulevard
   c. Plant additional trees in parkway areas and enhance landscaping

2.17 Responsible Department: Public Works Department
4. Walnut Street Improvements: Provide an area for landscaping or loading within the right-of-way

5. Street furnishings: Install bus shelters, benches, trash receptacles, bicycle racks, bollards, decorative lights, tree grates, fountains, newspaper racks, drinking fountains, directories, kiosks, etc.

JUSTIFICATION: The East Pasadena Specific Plan envisions a revitalized center of shopping, entertainment and employment activities; a network of streetscape corridors and open spaces which provide an attractive and unifying identity; and options for mobility including pedestrian, bicycle, and shuttle bus related to both internal circulation and connecting with the light rail station.

SCHEDULE: This project will be completed when funds are identified.

RELATIONSHIP TO GENERAL PLAN: The Specific Plan proposes to implement the seven Guiding Principles of the General Plan including, “growth will be targeted to serve community needs and enhance the quality of life” and “Pasadena will be a City where people can circulate without cars.”

HISTORY: This project was created in FY 1995 as part of project number 75939. This phase of the project was created in FY 2011 and is currently unfunded.
## FY 2021 - 2025 Capital Improvement Program

### Streets and Streetscapes

**South Fair Oaks Specific Plan - Future Unfunded**

<table>
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<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
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</table>

**DESCRIPTION:** This project provides for implementation of various public improvements described in the adopted South Fair Oaks Specific Plan which encompasses two subareas: 1) General Industrial Subarea; and 2) Huntington Memorial Hospital Subarea. Proposed projects include:

1. **Street Trees and Landscaping** - Install street trees and landscaping in the form of shrubs, ground cover and/or vines at the following locations:
   a. Fair Oaks Avenue from the south city limits to California Boulevard
   b. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way district streets
   c. Pico Street from Fair Oaks Avenue to Raymond Avenue
   d. Bellefontaine Street from Pasadena Avenue to Fair Oaks Avenue Rail right-of-way

2. **Street Lights** - Implement comprehensive street lighting improvements to increase pedestrian activity, promote safety, aid in orientation, and enhance area ambiance at the following locations:
   a. Fair Oaks Avenue from the south city limits to California Boulevard
   b. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way district streets
   c. Bellefontaine Street from Pasadena Avenue to Fair Oaks Avenue

3. **Decorative Crosswalks** - Install decorative pedestrian crosswalks at the following intersections:
   a. Fair Oaks Avenue at California Boulevard, Congress Street, Fillmore Street, Bellefontaine Street and Glenarm Street

4. **Sidewalk Repair/Improvements** - Improve and/or repair sidewalks in conformance with City engineering standards and with texture and scoring patterns as set forth in the specific plan. Sidewalk repair/ improvements shall be implemented at the following locations:
   a. Fair Oaks Avenue from the south city limits to California Boulevard
   b. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way District Streets
   c. Pico Street from Fair Oaks Avenue to Raymond Avenue
   d. Bellefontaine Street from Pasadena Avenue to Fair Oaks Avenue

5. **Streetscapes** - Install trash receptacles at the following locations:
   a. Fair Oaks Avenue from the south city limits to California Boulevard
   b. Raymond Avenue from Glenarm Street to California Boulevard
   c. California Boulevard from Pasadena Avenue to Metro Gold Line right-of-way District Streets
   d. Glenarm Street from Alarcon Place to the Metro Gold Line right-of-way
   e. Pico Street from Fair Oaks Avenue to Raymond Avenue
   f. Bellefontaine Street from Pasadena Avenue to Fair Oaks Avenue

2.18 **Responsible Department:**

Public Works Department
6. Fillmore Street Improvements - The following improvements shall be implemented on Fillmore Street between Fair Oaks Avenue and Raymond Avenue:
   a. Install sidewalk trees
   b. Improve and/or repair sidewalks in conformance with City engineering standards and with texture and scoring patterns as set forth in the specific plan
   c. Install street furnishing to include trash receptacles and benches. Benches shall be wood and/or metal.

7. Miscellaneous: Widen the east side of Fair Oaks Avenue at the Glenarm Street intersection to provide a northbound right-turn-only lane on Fair Oaks Avenue to eastbound Glenarm Street

JUSTIFICATION: The intent of the South Fair Oaks Specific Plan is to create an attractive environment for businesses. In addition, the Plan strives to integrate land use and transportation programs while supporting the enhancement of local businesses.

SCHEDULE: This project will be completed when funds are identified.

RELATIONSHIP TO GENERAL PLAN: The South Fair Oaks Specific Plan was identified in the General Plan. The Specific Plan combines the economic development, mobility, historic preservation and neighborhood protection elements of the General Plan into a comprehensive document which will guide private and public investment in the future.

HISTORY: This project was created in FY 1999 and initially funded in FY 2003. Phase I of this project was completed in FY 2009 as part of project number 73123. Design and construction of the Fillmore Station Pedestrian Plaza was funded as part of the Gold Line Phase I - Project Enhancements (75506) in FY 2005 and construction was completed in FY 2010. The following improvements were done as part of other projects in FY 2007: 1) Street trees and landscaping, street and pedestrian lighting, and sidewalk repair and improvements on Raymond Avenue from Glenarm Street to California Boulevard as part of Raymond Avenue Widening (73205), Raymond Avenue Lighting and Undergrounding (74500) and Gold Line Phase I - Project Enhancements (75506); and 2) Decorative crosswalks at the Raymond Avenue intersection with Fillmore Street as part of the Raymond Avenue Widening Project (73205). Street trees and landscaping, street lighting, and sidewalk repairs and improvements on Glenarm Street from Fair Oaks Avenue to Arroyo Parkway were completed as part of the Raymond Avenue to SR 110 Connector Project (73204). In FY 2009, the traffic signal at Fair Oaks Avenue and Fillmore Avenue was installed as part of the Gold Line Phase I - Project Enhancements project.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
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**DESCRIPTION:** The goal of the Civic Center/Mid-Town District Public Improvements project is to design and implement pedestrian and transportation enhancements within the public spaces of Pasadena’s historic Civic Center District. This area includes Centennial Square, Holly Street, Garfield Avenue Promenade including the Civic Auditorium and Central Library forecourts, Thurgood Marshall Street and Colorado Boulevard.

Phase II improvements will include additional streetscape and walkway improvements including additional crosswalk paving; landscaping and street trees; installation of new fountain or other approved central water element in Centennial Square and associated brick paving, bollards and associated improvements; Holly Street green median and bollard improvements; additional brick paver street crossing paving at Garfield and Walnut Street; signage and historic building markers; and new gateway entry elements, additional trees and site amenities for the district as identified in the approved Civic Center/Mid-Town District Plan.

**JUSTIFICATION:** These public improvements will enhance the light rail transit gateway at the Memorial Park Gold Line Light Rail station by furnishing a pleasant, safe, and efficient pedestrian connection throughout the Civic Center for Light Rail patrons to the district’s civic, commercial, and retail uses while encouraging patrons to walk, bicycle, and use other modes of transportation downtown. The project will further enhance and preserve the historic 1920’s Beaux-Arts Civic Center district design elements.

**SCHEDULE:** This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Objectives 2, 5, 6, 10, 12, 19, 20, 21 and 22 of the Land Use Element of the General Plan by incorporating accessible urban open spaces; preservation of Pasadena’s character and scale, including its traditional urban design form and historic character; promotion of historic preservation within the District; promoting a diverse economic base; enhancement of the City’s dynamic social and cultural life; encouraging retention and creation of job opportunities for residents and encouraging a business climate that contributes to the City’s fiscal well-being; promoting the relationship of land use and transportation; encouraging and supporting development of transit-oriented and pedestrian-oriented development; and coordinating development between transit oriented and pedestrian districts.

**HISTORY:** This phase was created in FY 2011 and is currently unfunded. Phase I was created in in FY 2002 and was completed in FY 2012. The following items were included in Phase I: Colorado Boulevard: Street trees, lighting and site amenities (benches, trash cans, bike racks); Garfield Avenue between Union and Ramona Street: Pedestrian amenities include historic sidewalk repair, irrigation, street trees and

**Responsible Department:** Public Works Department
landscaping, street lights, trash cans, temporary parking/crosswalk striping, parking meter relocation, Union Street signal relocation and storm drainage system; and Holly Street: New brick and concrete sidewalks; street trees and landscaping, street lighting and site amenities (benches, trash cans, bike racks).

2.19

Responsible Department: Public Works Department
### New York Drive Bridges - Preventive Maintenance

<table>
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<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
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**DESCRIPTION:** This project provides for the seismic retrofit as well as the painting of the New York Drive bridges over Eaton Canyon Wash.

**JUSTIFICATION:** Following seismic retrofit of these structures, paint will help to minimize further deterioration of the structure and improve appearance.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Seismic and Safety Element of the General Plan by helping to achieve and maintain an environment in which Pasadena residents can enjoy personal safety and security.

**SPECIAL CONSIDERATION:** This bridge was given a low priority for seismic retrofitting by the consulting structural engineer. The total estimated project cost is based on the scope of the project and known factors at inception. The final budget can be impacted by site conditions, community input and commission reviews.

**HISTORY:** This project was created in FY 1995 and is currently unfunded.
<table>
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<th>Project No.</th>
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**DESCRIPTION:** This project provides for the seismic retrofit of the San Rafael Bridge which spans the Arroyo near the south City limits.

**JUSTIFICATION:** This bridge was found to have seismic deficiencies. Seismic retrofit is recommended to increase its resistance to earthquake related lateral loads.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Seismic and Safety Element of the General Plan by helping to achieve and maintain an environment in which Pasadena residents can enjoy personal safety and security.

**SPECIAL CONSIDERATION:** This bridge was given a moderate priority for seismic retrofitting by the consulting structural engineer. The total estimated project cost is based on the scope of the project and known factors at inception. The final budget can be impacted by site conditions, community input and commission reviews.

**HISTORY:** This project was created in FY 1993 and is currently unfunded.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
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</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>22</td>
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<td>1,461,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
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**DESCRIPTION:** This project provides for the seismic retrofit of the Arroyo Boulevard Bridge.

**JUSTIFICATION:** This bridge was found to have seismic deficiencies. Seismic retrofit is recommended to increase its resistance to earthquake-related lateral loads.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Seismic and Safety Element of the General Plan by helping to achieve and maintain an environment in which Pasadena residents can enjoy personal safety and security.

**SPECIAL CONSIDERATION:** This bridge was given a low priority for seismic retrofitting by the consulting structural engineer. The total estimated project cost is based on the scope of the project and known factors at inception. The final budget can be impacted by site conditions, community input and commission reviews.

**HISTORY:** This project was created in FY 1992 and is currently unfunded.
Pasadena Avenue and St. John Avenue Street Improvements  

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<td>3,120,000</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,120,000</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for street improvements along Pasadena Avenue and St. John Avenue, from 250 feet north of Bellefontaine Street to Columbia Street. Work will include the construction of permanent sidewalks, curbs and gutters, a new storm drain on Bellefontaine Street, the planting of street trees, installation of landscaping and irrigation, and traffic striping and pavement markings.

**JUSTIFICATION:** Over thirty years ago, temporary asphalt curbs, gutters and sidewalks were installed to mitigate traffic from the 710 freeway in anticipation of the freeway extension completion. Based on the latest tunnel design concept for the freeway extension, these proposed street improvements will not be impacted when or if the freeway is constructed. The left-turn phasing will improve the safety of the intersection by providing a left-turn arrow for eastbound motorists on California Boulevard, while reducing the delay for movement that is used as access to the 210 and 134 freeways.

**SCHEDULE:** This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element by improving pedestrian environment. This project is also consistent with the Land Use Element by promoting the use of non-motorized modes of transportation, such as walking, in the City. Furthermore, this project is consistent with Conservation Element Objective 2.4 by enhancing retention of Pasadena's image and heritage of mature trees and plant life. Finally, this project is consistent with the Public Facilities Element Objective 6 by providing a high level of design quality in all public buildings, streets and open spaces.

**SPECIAL CONSIDERATION:** Caltrans will be responsible for the work associated with this project. The total estimated cost does not include right-of-way acquisition costs.

**HISTORY:** This project was created in FY 2010 and is currently unfunded. Installation of a separate left-turn phasing for eastbound motorists at the intersection of California Boulevard and Pasadena Avenue completed by Caltrans in FY 2014.
### Sierra Madre Boulevard Slope

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>24</td>
<td>Sierra Madre Boulevard Slope</td>
<td>247,000</td>
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<td>247,000</td>
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<tr>
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<td></td>
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<td>247,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>247,000</td>
</tr>
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</table>

**DESCRIPTION:** This project provides for the construction of a four-foot high concrete block retaining wall along the south side of Sierra Madre Boulevard abutting the rear of the lots at 835, 845, 855, and 865 Calderwood Lane. Drought-resistant, erosion-controlled landscaping will also be installed in conjunction with an irrigation system.

**JUSTIFICATION:** The steepness of the slope, its composition (decomposed granite which is highly susceptible to erosion), and the limited erosion control provided by the existing vegetation, all contribute to the need to constantly remove debris from the sidewalk.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Public Facilities Element of the General Plan by creating a higher level of public service through more efficient management and greater work productivity.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. The final budget can be impacted by site conditions, community input and commission reviews.

**OPERATING BUDGET IMPACT:** Periodic removal of the debris from the slope behind the wall will be required. Sidewalk debris removal would no longer be necessary.

**HISTORY:** This project was created in FY 1998 and is currently unfunded.
Complete Streets Project - South Orange Grove Blvd. from Green St. to Columbia St. - Pedestrian Improvement Project - Design Phase

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unfunded</td>
<td>46</td>
<td>Complete Streets Project - South Orange Grove Blvd. from Green St. to Columbia St. - Pedestrian Improvement Project - Design Phase</td>
<td>350,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>350,000</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for the installation of curb extensions along the cross streets of Orange Grove Boulevard, and the elimination of the free flow westbound right turn pocket at Orange Grove Boulevard and California Boulevard.

**JUSTIFICATION:** Through a Complete Streets Working Group process, Orange Grove Boulevard between Columbia Street and Green Street was identified for curb extensions along cross streets of Orange Grove Boulevard that do not encroach into Orange Grove Boulevard, and the elimination of the free flow westbound right turn pocket at Orange Grove Boulevard and California Boulevard. As a result of the working group process and a town hall meeting, a consensus was reached regarding these enhancements. The enhancements are intended to shorten pedestrian crossing distance and eliminate a conflict point with the westbound free right turn movement at California Boulevard and Orange Grove Boulevard.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with Mobility Element Program 3.1 (Complete Streets) by adopting Form-Based Design Guidelines to design and construct context sensitive and safe streets. Program 3.1 also calls for repurposing rights-of-way to enhance connectivity for pedestrians, bicyclist and transit.

**SPECIAL CONSIDERATION:** This project is a candidate for future funding under the Measure M Multi-year Subregional Program.

**HISTORY:** This project was created in FY 2020 and is currently unfunded.
### Complete Streets Project - Rosemont Ave. Pedestrian Safety Enhancements from Seco St. to Orange Grove Blvd. - Design Phase

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>47</td>
<td>Complete Streets Project - Rosemont Ave. Pedestrian Safety Enhancements from Seco St. to Orange Grove Blvd. - Design Phase</td>
<td>200,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>200,000</td>
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<tr>
<td></td>
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</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for a concept study, including outreach, to develop pedestrian safety and connectivity enhancements along Rosemont Avenue between Orange Grove Boulevard and Seco Street. The results of the study would provide conceptual design for future safety enhancements.

**JUSTIFICATION:** Rosemont Avenue is the primary pedestrian connection between the Pasadena Central Business District and the Rose Bowl. This route is utilized daily by pedestrians, but is most heavily traveled when there are events at the Rose Bowl. However, Rosemont Avenue does not have a continuous sidewalk along the north side of the street, nor accessible curb ramps on the north and south sides of the street. At the intersection of Rosemont Avenue and Seco Street, four pork chop islands further reduce the accessibility of this path to the newly-constructed multi-use path in Area H of the Rose Bowl.

**SCHEDULE:** Initial working group for the concept study was established as part of Citywide Complete Streets Program. Design will begin when funds are identified.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with Mobility Element Program 3.10 (Enhance Signalized Intersections for all Road Users) by applying intersection design guidelines to promote safety at busy locations. Program 3.10 also calls for designing intersections to provide a safe and efficient flow of vehicles, pedestrians, and bicycles.

**HISTORY:** This project was created in FY 2020 and is currently unfunded.
**Traffic Signal and Pedestrian Improvements on Kinneloa Ave. at Del Mar Blvd.**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
<tr>
<td>48</td>
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<td>Future Unfunded</td>
<td>770,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>770,000</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>770,000</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for installation of a new traffic signal at Kinneloa Avenue and Del Mar Boulevard. The project also provides for new sidewalk and curb ramps along the east side of Kinneloa Avenue between Colorado Boulevard and Del Mar Boulevard. Street lighting upgrades, including new street light poles and design, will also be completed as part of this project.

**JUSTIFICATION:** A traffic signal at this location meets traffic signal system warrants based on distance between traffic signals for efficient movement of traffic. The proposed traffic signal at this location will also enhance the safety of the existing uncontrolled marked crosswalk at Kinneloa Street, connecting the Pasadena Community Urgent Care facility on the south side of Del Mar Boulevard to the neighborhood north of Del Mar Boulevard. Additional concrete enhancements including sidewalk and curb ramps along the segment of Kinneloa Street from Del Mar Boulevard to Colorado Boulevard will also provide increased pedestrian connectivity and safety along this corridor. Street lighting upgrades along the corridor will assist in safety and connectivity.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** The project is consistent with Mobility Element Policy 1.7 by designing streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users. Additionally, the project is consistent with 1.12 Apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel.

**HISTORY:** This project was created in FY 2018 and is currently unfunded.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>49</td>
<td>860,000</td>
<td>Traffic Signal at Electronic Dr. and Sierra Madre Villa Blvd.</td>
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<td>0</td>
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<td>860,000</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for the installation of a new traffic signal and associated communication equipment at Electronic Drive and Sierra Madre Villa Boulevard.

**JUSTIFICATION:** A traffic signal at this location meets the traffic signal warrants under the System Warrants category. The proposed traffic signalized intersection will provide a safe pedestrian crossing point along a half-mile uninterrupted segment of Sierra Madre Villa Boulevard and Foothill Boulevard and will provide better traffic platooning and gaps that will further improve safe crossing opportunities for pedestrians and cyclists. The proposed project is in the East Pasadena Specific Plan.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element Policy 1.23 of the General Plan that promotes continuous improvements in addressing safety features in the design and delivery of all ongoing transportation services. It is also consistent with Policy 3.2 which seeks to apply traffic management measures to control vehicular traffic speeds and volumes on local and collector streets within residential neighborhoods to assure safe and orderly traffic flows.

**HISTORY:** This project was created in FY 2015 and is currently unfunded.
## FY 2021 - 2025 Capital Improvement Program
### Transportation
#### Mountain Street Curb Extension

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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<td>Mountain Street Curb Extension</td>
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<td>0</td>
<td>0</td>
<td>297,000</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for the permanent installation of raised concrete bulb-outs at the intersections of Mountain Street and Craig Avenue, Mountain Street and Martello Avenue, and Mountain Street and Altadena Drive.

**JUSTIFICATION:** In 1998, a series of painted chokers were installed at the intersections of Mountain Street and Craig Avenue, Mountain Street and Martello Avenue, and Mountain Street and Altadena Drive, as part of the Neighborhood Traffic Management Program. This project will upgrade the temporary installations with permanent raised concrete bulb-outs at each of the intersections.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Land Use Element Policy 19.2 by reducing traffic congestion and protecting residential neighborhoods from traffic impacts. The project is also consistent with Public Facilities Element Objective 6 by the continued provision of a high level of design quality in all public streets.

**HISTORY:** This project was created in FY 2006 and is currently unfunded.
**Signal Preemption Equipment at Traffic Signals Citywide - Phase II**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>1,600,000</td>
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</tbody>
</table>

**DESCRIPTION:** This project provides for the installation of preemption equipment at approximately 190 traffic signals along arterial streets in Pasadena. Transmitters will also be installed on all Fire Department emergency vehicles to control traffic signals during emergency responses.

**JUSTIFICATION:** Response time is critical for public safety, particularly as it relates to emergency medical response. Increased traffic as a result of building activity and population growth negatively impacts response times when fire vehicles and paramedic ambulances are forced to navigate traffic and proceed with caution at intersections. Technology exists that can preempt traffic signals along arterial streets thus allowing traffic to clear intersections prior to fire vehicles reaching that point. As a result, fire vehicles may proceed to the scene of an incident with fewer impediments.

**SCHEDULE:** This project will be completed when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element Objective 4.1 by implementing appropriate traffic management measures to keep traffic on designated major multi-modal corridors. The project is also consistent with Policy 4.4 by designing intersections and operate multi-modal corridors to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.

**IMPACT ON THE NORTHWEST:** Approximately thirteen percent of this project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created in FY 2008 and initially funded in FY 2009 as project number 75022. This phase of the project is currently unfunded.
### Complete Streets Project - Sunnyslope Ave. at Estado St. - Construction Phase

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
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<td>425,000</td>
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</table>

**DESCRIPTION:** This project provides for the installation of bulb-outs/median island and new curb ramps at the intersection of Sunnyslope Avenue and Estado Street.

**JUSTIFICATION:** The intersection Sunnyslope Avenue and Estado Street is a gateway intersection to the Daisy Avenue/Villa Street residential neighborhood. This project was identified as a result of public concerns that vehicle traffic from Sunnyslope Avenue is causing cut-through traffic and speeding concerns within the Daisy Avenue/Villa Street neighborhood.

**SCHEDULE:** Construction will begin when funding is identified.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with the Mobility Element of the General Plan by protecting neighborhoods and helping to promote and improve traffic safety within the City.

**HISTORY:** This project was created FY 2019 and is currently unfunded. Design was completed in FY 2017 as part of project 75076 - Citywide Complete Streets Program FY 2016-2020.
### Putney Road Storm Drain Replacement

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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<td>Putney Road Storm Drain Replacement</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>2,000,000</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project will extend the existing 24-inch reinforced concrete pipe (RCP) storm drain line in Putney Road, approximately 1,100 feet within Putney Road and Inverness Drive, and will include the construction of necessary junction structures, manholes and catch basins. The existing corrugated metal pipes (CMPs) crossing the roadway at natural drainage areas will be connected to the new storm drain extension. A portion of the RCP may be located within a future public storm drain easement across the private property located at 1759 Putney Road.

**JUSTIFICATION:** The existing storm drain system on private property is over 50 years old and has no manholes for access. Short lengths of CMPs were originally constructed across natural drainage areas by the developers when the streets were built. These pipes were later extended across private property by the individual property owners so they could further develop their lots. This project would increase the public drainage system within the subject area.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Strategy 200 of the Public Facilities Element of the General Plan in that the City is almost fully built out and the drainage system elements, particularly older facilities, are subject to ongoing repair, replacement, and modification.

**SPECIAL CONSIDERATION:** The cost to obtain the easement is not included in the above estimated costs.

**HISTORY:** This project was created in FY 2002 and is currently unfunded.
Sewers and Storm Drains
Intersection Improvements at Walnut St. and Parkwood Ave.

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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</tr>
</thead>
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<tr>
<td></td>
<td>Total</td>
<td></td>
<td>600,000</td>
<td>0</td>
<td>0</td>
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</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for the replacement of the existing cross-gutter on Walnut Street with a culvert or a storm drain. Construction of a culvert will take the water south to Parkwood Avenue. If a storm drain is selected it will take the runoff 400 feet west to Allen Avenue.

**JUSTIFICATION:** Removal of the railroad hump at the west end of Foothill Boulevard has increased the amount of runoff to this cross-gutter. The existing gutter forms an abrupt dip and flows deeper than intended because of this excess runoff. The current gutter is inconvenient to motorists driving on Walnut Street.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Land Use Element by continuing to implement capital improvements that will maintain or rehabilitate infrastructure.

**HISTORY:** This project was created in FY 2003 and is currently unfunded.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Arroyo Boulevard and Stanton Street Storm Drain</td>
<td>Future Unfunded</td>
<td>2,500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</table>

**Total**

2,500,000

**DESCRIPTION:** This project provides for the construction of a storm drain from Arroyo Boulevard and Stanton Street to the Arroyo Seco Channel at Washington Boulevard including a lateral on Rosemont Avenue.

**JUSTIFICATION:** The existing corrugated metal pipe culvert systems are inadequate and deteriorating.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Public Facilities Element of the General Plan by enhancing the delivery of a high level of public services as a means of maintaining or improving the City's urban environment and raising the quality of life for its residents.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created in FY 1990 and is currently unfunded.

6.11 Responsible Department: Public Works Department
## FY 2021 - 2025 Capital Improvement Program
### Sewers and Storm Drains
### Sequoia Drive Sump and Anita Drive Sump to Avenue 64 and Nithsdale Storm Drain

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
<tr>
<td>12</td>
<td></td>
<td>Sequoia Drive Sump and Anita Drive Sump to Avenue 64 and Nithsdale Storm Drain</td>
<td>2,500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,500,000</td>
</tr>
<tr>
<td></td>
<td>Future Unfunded</td>
<td></td>
<td>2,500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td></td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>2,500,000</td>
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</table>

**DESCRIPTION:** This project provides for the construction of a storm drain from Avenue 64 and Nithsdale Road to an existing system on Malcolm Drive north of Glenullen Drive and the reconstruction of portions of the existing system on Sequoia Drive and Anita Drive.

**JUSTIFICATION:** The existing culvert system is inadequate and may cause flooding on private property.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Public Facilities Element of the General Plan by enhancing the delivery of a high level of public services as a means of maintaining or improving the City's urban environment and raising the quality of life for its residents.

**HISTORY:** This project was created in FY 1990 and is currently unfunded.

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6.12

Responsible Department: Public Works Department
FY 2021 - 2025 Capital Improvement Program
Sewers and Storm Drains
California Boulevard Storm Drain - Pasadena Avenue to St. John Avenue

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>13</td>
<td>California Boulevard Storm Drain - Pasadena Avenue to St. John Avenue</td>
<td>500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td></td>
<td>Future Unfunded</td>
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<td>0</td>
<td>0</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>500,000</td>
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</tbody>
</table>

DESCRIPTION: This project provides for the construction of a 24-inch storm drain system on California Boulevard from Pasadena Avenue approximately 500 feet west to the intersection of St. John Avenue. The system will drain this heavily traveled intersection.

JUSTIFICATION: This drain will be located within the SR-710 Freeway right-of-way. Plans to construct a bridge over the future freeway at this location are on hold. The intersection at California Boulevard and St. John Avenue floods during heavy rains and becomes a safety hazard due to the heavy volume of traffic.

SCHEDULE: This project will begin when funds are identified.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with Strategy 200 of the Public Facilities Element of the General Plan in that the City is almost fully built out and the drainage system elements, particularly older facilities, are subject to ongoing repair, replacement, and modification.

HISTORY: This project was created in FY 2002 and is currently unfunded.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<tbody>
<tr>
<td>14</td>
<td></td>
<td>Raymond Avenue Storm Drain - Maple Street to Villa Street</td>
<td>1,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Future Unfunded</td>
<td></td>
<td></td>
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<td>0</td>
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<td>0</td>
<td>1,000,000</td>
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</tbody>
</table>

**DESCRIPTION:** This project provides for the construction of storm drain facilities on Raymond Avenue from Maple Street to Villa Street.

**JUSTIFICATION:** The existing cross-gutter on Raymond Avenue and Villa Street forms a dip and will flood during rainstorms. In addition, nuisance water is inconvenient for traffic and causes deterioration of the pavement.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Mobility Element of the General Plan in that the City is almost fully built out and the drainage system elements, particularly older facilities, are subject to ongoing repair, replacement, or modification efforts.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**HISTORY:** This project was created in FY 1990 and is currently unfunded.

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6.14

Responsible Department:
Public Works Department
<table>
<thead>
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<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Villa Street Storm Drain - Summit Avenue to Raymond Avenue</td>
<td>600,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<td>600,000</td>
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</table>

**DESCRIPTION:** This project provides for the construction of storm drain facilities on Villa Street from Summit Avenue to Raymond Avenue.

**JUSTIFICATION:** The existing cross-gutter on Villa Street and Summit Avenue forms a dip and will flood during rainstorms. In addition, nuisance water is inconvenient for traffic and causes deterioration of the pavement.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Public Facilities Element of the General Plan in that the City is almost fully built out and the drainage system elements, particularly older facilities, are subject to ongoing repair, replacement, or modification efforts.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** This storm drain will connect to the proposed Raymond Avenue drain. Alternative street modifications will be evaluated as a permanent solution to the problem and may impact the scope and cost of this project.

**HISTORY:** This project was created in FY 1990 and is currently unfunded.
**Priority** | **Project No.** | **Description** | **Total Estimated Costs** | **Appropriated Through FY 2020** | **Recommended FY 2021** | **Proposed FY 2022** | **Proposed FY 2023** | **Proposed FY 2024** | **Proposed FY 2025 and Beyond**
---|---|---|---|---|---|---|---|---|---
16 | | Manford Way Sewer Access | 500,000 | 0 | 0 | 0 | 0 | 0 | 500,000

**DESCRIPTION:** This project will provide access for the maintenance and repair of an existing sewer on Manford Way at the bottom of a canyon between 1180 Glen Oaks Boulevard and 400 Mooresque Drive. A trail, road or stairs will be constructed. This project also calls for the acquisition of an ingress and egress easement.

**JUSTIFICATION:** The terrain in the area is steep with dense vegetation which does not allow for vehicular access. Reasonable access to the sewer line is necessary so that City personnel will not be endangered while performing maintenance or inspection activities.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO THE GENERAL PLAN:** This project is consistent with the Land Use Element by continuing to implement capital improvements that will maintain or rehabilitate infrastructure.

**HISTORY:** This project was created in FY 2004 and is currently unfunded.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
<tr>
<td>13</td>
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<td>Memorial Park - Implement Master Plan - Phase II</td>
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<tr>
<td></td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,200,000</td>
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</tbody>
</table>

**DESCRIPTION:** Memorial Park is a 5.3-acre community park located in Old Pasadena. The park contains the Pasadena Senior Center and the Gold Shell performance facility (an amphitheater). The neighborhood consists of multifamily residential housing in addition to commercial establishments such as restaurants and shops. This project provides for the completion and implementation of Phase II of the Master Plan at Memorial Park. Phase II of the plan includes restoration and seismic retrofit of the library monument and installation of a Gold Shell fountain with seat wall.

**JUSTIFICATION:** The improvements proposed by the Master Plan reflect recommendations of the community, master plan oversight committee and the City Council to make the park an attractive urban park that captures its historical elements and acts as a venue for cultural events.

**SCHEDULE:** This project will be completed when funds become available.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Public Facilities Element by providing for more efficient development and utilization of public facilities. It is also consistent with the Land Use Element Policy 2.2 on Urban Parks by continuing and completing efforts to enhance Memorial Park.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**HISTORY:** This project was created and received initial funding in FY 1991. The Master Plan was adopted in FY 1995. The following work was done as part of the Phase I project: work on the bandshell was completed in FY 2003; walkway construction and walkway lighting installation was completed in FY 2006; new par course with eight fitness stations was completed in FY 2007; installation of the children’s play area was completed in FY 2008; and ADA ramp handrails to the bandshell, replacement of the asphalt walks, and final installation of lights were completed in FY 2009.
### FY 2021 - 2025 Capital Improvement Program
Parks and Landscaping - Park Projects
Victory Park Athletic Field Lighting Replacement

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
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<tbody>
<tr>
<td>14</td>
<td></td>
<td>Victory Park Athletic Field Lighting Replacement</td>
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<td>0</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
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<td>0</td>
<td>1,100,000</td>
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</table>

**DESCRIPTION:** This project provides for the replacement of athletic field lighting systems at Victory Park on both the soccer field and the baseball fields.

**JUSTIFICATION:** The existing lighting systems have reached the end of their useful life and are no longer efficient to operate. They will be replaced with new systems that use fewer light fixtures, are more energy efficient, and will provide better lighting levels.

**SCHEDULE:** This project will begin when funds become available.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Land Use Element Policy 2.1 on Neighborhood Parks by enhancing parks in residential areas. It is also consistent with the Public Facilities Element by encouraging a high level of maintenance and upgrading of existing facilities to ensure public safety.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**HISTORY:** This work was originally part of the "Citywide Athletic Field Lighting Replacement" project number 78906, which was created in FY 2008. This future unfunded "Victory Park Athletic Lighting Replacement Field" project was created in FY 2013.

Installation of Athletic Field Lighting at Villa Parke
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<td>0</td>
<td>1,000,000</td>
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</table>

**DESCRIPTION:** Washington Park is a 5.5-acre neighborhood park located in a predominantly residential neighborhood near an elementary school and adjacent to the Armenian Cultural Center. The community contains older single family and multi-family residential housing with young families who need adequate recreational facilities year-round. The park is also located adjacent to an older commercial district and the North Lake shopping area. This project provides for the completion and implementation of the Master Plan at Washington Park. The remaining major elements of the plan include: new walkway along El Molino Avenue; and new perimeter fencing and landscaping.

**JUSTIFICATION:** The improvements proposed by the Master Plan reflect the recommendations of the community stakeholders and the City Council to make the park an attractive urban park that captures historical elements of the park.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Cultural and Recreational Element by increasing the range of recreational facilities and services as a means of improving the quality of life for Pasadena residents. It is also consistent with the Land Use Element Policy 2.1 on Neighborhood Parks by enhancing parks in residential areas.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**HISTORY:** The Washington Park Master Plan project was created in FY 1991. Phase II was created in FY 2013 and is currently unfunded. The following work was completed during Phase I: renovation of the lower section of the park including new irrigation, landscaping, walkways, and picnic area improvements; removal of the lower restroom; installation of a ramp between the lower and upper area of the park; installation of ADA handrails; renovation/repair of stairs; installation of a fitness course; removal of palm trees; and field drainage rehabilitation.
### Median Island Landscape Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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<tr>
<td>2</td>
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<td>Median Island Landscape Improvements</td>
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<td>0</td>
<td>1,500,000</td>
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</tbody>
</table>

#### Project No. 2:

**Description:** This project provides for landscape renovation and irrigation improvements to median islands along Colorado Boulevard - Sierra Madre Boulevard to Kinneloa Avenue (7 medians).

**JUSTIFICATION:** The existing hydraulic irrigation systems are obsolete, inefficient, and in need of constant repair. They are much more labor intensive and expensive to maintain than newer electric automated systems. The existing systems utilize corroded and cracked galvanized pipes that are over 50 years old and create problems such as clogged valves, pipes, and sprinklers. A new electric automated system with new PVC pipes would reduce routine maintenance, dramatically reduce water usage and runoff, and increase the quality of the landscapes in high-profile City gateways such as the Rose Parade Float Viewing Area on Sierra Madre Boulevard. The Colorado Boulevard islands are in need of complete renovation. The existing landscape is in a degraded condition with bare areas.

**Schedule:** This project will continue when funds are identified.

**Relationship to General Plan:** This project is consistent with the Public Facilities Element of the General Plan by raising the level of maintenance at an existing facility.

**Operating Budget Impact:** Annual operating costs are expected to decrease by approximately $25,000 in overtime labor, $15,000 in repair materials, and $12,000 in water savings for a total of $52,000 in annual savings due to reduced maintenance requirements. The new systems would also reduce routine maintenance by 800 hours per year, allowing for better distribution of labor in City parks.

**History:** This project was created in FY 1993 and received initial funding in FY 2009 as part of project number 78910.

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**Sierra Madre Blvd. to Kinneloa Ave.**

This project is consistent with the Public Facilities Element of the General Plan by raising the level of maintenance at an existing facility.

**Operating Budget Impact:** Annual operating costs are expected to decrease by approximately $25,000 in overtime labor, $15,000 in repair materials, and $12,000 in water savings for a total of $52,000 in annual savings due to reduced maintenance requirements. The new systems would also reduce routine maintenance by 800 hours per year, allowing for better distribution of labor in City parks.

**History:** This project was created in FY 1993 and received initial funding in FY 2009 as part of project number 78910.
**Lower Arroyo Seco - Master Plan Implementation - Future Unfunded**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Costs</th>
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</table>

**Total Costs:** 4,700,000

**DESCRIPTION:** This project provides for the implementation of improvements as identified in the Lower Arroyo Seco Master Plan as adopted by the City Council on September 29, 2003. Elements of the Master Plan include:

1. Main park entrance improvements
   a. Improve entry landscaping
   b. Signage
   c. Widen access road for safety

2. Casting pond area improvements
   a. Upgrade existing restroom

3. Archery range improvements
   a. Northern Archery Range - improve paths and trails, and signage for safety
   b. Southern Archery Range - rebuild targets and target access

4. Roving Archers’ Clubhouse improvements
   a. Rebuilding of clubhouse with restroom and storage area
   b. Interpretive information and map of area

5. Improvements to bridge crossing at Archers’ Clubhouse

6. Trail restoration
   a. Improve westside access at Parker-Mayberry Bridge
   b. Camel's Hump loop trail - enhance trail system
   c. Westside Pedestrian Trail - improve signage for safety
   d. Restore Arroyo Boulevard Rim Trail
   e. Restore neighborhood trail access: restore Arroyo stone walls, restore plantings, improve trailheads
   f. Improve Regional Trail Connection
   i. Stabilize slope on trail under Parker-Mayberry and Colorado Street bridges

7. Restoration of Lower Arroyo banks

8. Restoration of Annandale Creek/Laguna Canyon

9. Bird sanctuary improvements

---

**Responsible Department:** Public Works Department
FY 2021 - 2025 Capital Improvement Program
Arroyo Projects
Lower Arroyo Seco - Master Plan Implementation - Future Unfunded

a. Restore stonework and fountain
b. Construct trail connection to Memorial Grove
c. Install security lighting
d. Construct curb cut on Arroyo Boulevard
e. Signage improvements

JUSTIFICATION: Construction of these projects is consistent with the adopted Lower Arroyo Master Plan and will enhance the recreational, cultural, and aesthetic needs of the community.

SCHEDULE: Remaining work will continue when funds are identified.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Conservation Element by helping to make optimal use of local water resources and is consistent with the Cultural and Recreational Element by helping to obtain the optimum use of existing recreational areas. It is also consistent with the Land Use Element, Policy 9.2 (Arroyo Seco), by continuing and completing comprehensive planning and implementation of plans for the Arroyo, including restoration of the natural area of the Lower Arroyo.

SPECIAL CONSIDERATION: The total estimated cost of this project reflects the entire cost of implementing all remaining components of the master plan, scope of the project, and known factors at inception. As funds are identified for each component, they will be separated from this project and completed as part of other projects. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

HISTORY: This project was created in FY 1990 and received initial funding in FY 1994 as part of project 77457.

The following items have been completed:
La Casita del Arroyo grounds improvements - restore arroyo stone walls, stairs and signage, slope stabilization assessment and implementation, interpretive information; a new gate in the main park entrance; south entrance improvements; casting pond area improvements - repair pond and drainage system, resurface deck and provide ADA accessibility to the area around the pond; archery range improvements - reduced and removed all targets in the northern archery range, archery range improvements of paths, trails and amenities as well as improved signage for safety in the southern archery range; landscaping using native plants around the Roving Archers’ Clubhouse; Trail Restoration - maintaining and enhancing Westside and Eastside multi-use trail for hikers and equestrians; Westside Pedestrian Trail - separate Westside pedestrian trail from Westside multi-use trail, restore native plant community; restore neighborhood trail access - Westminster trail, la Casita trail at butterfly garden, California Blvd. trail, La Loma, Rockwood Place, San Pascual; and repair of the storm drain for bird sanctuary improvements.

10.6 Responsible Department: Public Works Department
## FY 2021 - 2025 Capital Improvement Program
### Arroyo Projects
#### Lower Arroyo - Implement Master Plan - La Casita del Arroyo Slope Protection

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td></td>
<td>Lower Arroyo - Implement Master Plan - La Casita del Arroyo Slope Protection</td>
<td>618,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
</tbody>
</table>

**Future Unfunded**
- Total Estimated Costs: 618,000
- Appropriated Through FY 2020: 0
- Recommended FY 2021: 0
- Proposed FY 2022: 0
- Proposed FY 2023: 0
- Proposed FY 2024: 0
- Proposed FY 2025 and Beyond: 618,000

**Description:**
This project provides for the construction of a 110-foot-long gravity wall embedded in bedrock along the toe of the granite cliff below the La Casita del Arroyo building and the replacement of missing decorative stone wall sections at the top of the slope. It also includes the possible removal of large trees below the wall that are in the path of the project site.

**Justification:**
A geotechnical study prepared in 2001 suggests that although significant slope failure at La Casita is not anticipated, slope deterioration mitigation can improve the long-term protection of this historical site.

**Schedule:**
This project will begin when funds are identified.

**Relationship to General Plan:**
This project is consistent with Policy 9.2 - Arroyo Seco, by continuing and completing comprehensive planning and implementation of plans for the Arroyo, including restoration of the natural area of the Lower Arroyo and the development of the Hahamongna Watershed Park Plan.

**Special Consideration:**
The scope of work for this project was determined by a geotechnical investigation performed by Los Angeles County. The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**History:**
This project was created in FY 2004 and is currently unfunded.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
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<th>Proposed FY 2022</th>
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<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
<tr>
<td>8</td>
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<td>Total</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>100,000</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for a concept study and preliminary design of the Roving Archers Clubhouse in accordance with the adopted Arroyo Seco Design Guidelines. The new building design will include a storage room and will be in the same general area that the old building occupied.

**JUSTIFICATION:** This project was adopted as part of the Lower Arroyo Master Plan. The clubhouse was burned in a fire and its replacement is a part of the adopted plan.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Policy 9.2 (Arroyo Seco) by continuing and completing comprehensive planning and implementation of plans for the Arroyo, including restoration of the natural area of the Lower Arroyo and the development of the Hahamongna Watershed Park Plan.

**SPECIAL CONSIDERATION:** This project will be managed and constructed by the Roving Archers Club. The total estimated project cost will be adjusted based on design and community input.

**HISTORY:** This project was created in FY 2005 and is currently unfunded.
### Rose Bowl Loop Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<td></td>
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<td>0</td>
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</tbody>
</table>

**DESCRIPTION:** This project provides for improvements to the three-mile recreation loop around the Rose Bowl including color seal coat, striping, replacement of missing delineators and plugged bases as necessary. It also includes resurfacing of the pedestrian loop and the entire width of the streets - Seco Street, West Drive, Washington Boulevard, and Rosemont Avenue.

**JUSTIFICATION:** In 2010, a pedestrian loop with buffer was created around the Rose Bowl to improve pedestrian safety. Due to age and weathering, the pedestrian loop has faded and cracked. Improvements to this loop will enhance the path for all the users and provide for better delineation of the path for auto and bicycle users which will improve safety. In addition, the Central Arroyo Master Plan called out for a safe, separate dedicated pedestrian lane.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Green Space, Recreation and Parks Element Policy 2.1 by promoting the City fully implementing all master plans and design guidelines for the Arroyo which includes the objectives of the Central Arroyo Master Plan.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**HISTORY:** This project was created in FY 2015 and is currently unfunded.
### Area H Field and Restroom Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
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</table>

**Description:** This project provides for new amenities and renovations to Area H, including restroom renovations, turf and irrigation improvements.

**Justification:** Area H is the most heavily used park land in the City. These improvements would provide a better user experience for recreational and event users. The infrastructure improvements would contribute to improved maintenance by allowing a more systematic approach to non-recreational use and subsequent maintenance efforts.

**Schedule:** This project will begin when funds are identified.

**Relationship to General Plan:** This project is consistent with the Green Space, Recreation and Parks Element Policy 2.1 by promoting the City's full implementation of all master plans and design guidelines for the Arroyo. It is also consistent with the Green Space Element by identifying a need for additional sports fields and recreational facilities to meet sports field deficits and relieve pressure on existing field use.

**Impact on the Northwest:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**Special Consideration:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**History:** This project was originally created in FY 2015 as "Area H Improvements - Central Arroyo Seco." In FY 2016, the project was split into two separate projects, "Area H Perimeter Improvements" and "Area H Field and Restroom Improvements."
### Environmental Educational Center at Hahamongna

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
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<td></td>
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<td>Total</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000,000</td>
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</table>

**DESCRIPTION:** This project provides for a new Environmental Educational Center at the 30-acre Hahamongna Annex. The center would be developed within the buildings previously occupied by the U.S. Forest Service. These buildings have been found to be structurally sound and their adaptive reuse supports the City’s Green Action Plan. The Center’s proximity in the Arroyo Seco will make it an ideal location for exhibit and study of the ecology, biology, geology and general watershed issues of this area.

**JUSTIFICATION:** On February 1, 2010, the City Council adopted the Addendum for the Hahamongna Watershed Park Master Plan, which added the 30 acre Annex site to the previously adopted Hahamongna Watershed Park Master Plan area. These improvements are necessary to implement the adopted components of the Hahamongna Watershed Park Master Plan.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Land Use Policy 9.2 by implementing the Hahamonga Watershed Park Plan. In addition, the project is also consistent with Objective 5 of the Public Facilities Element by encouraging a high level of maintenance and upgrading of existing facilities.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**HISTORY:** This project was created in FY 2008 under project number 77511. It was moved to future unfunded in FY 2018.
**Brookside Park - Upgrade of Athletic Field Lighting and Reconfiguration of Field 2**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Future Unfunded</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>1,000,000</td>
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</table>

**DESCRIPTION:** This project provides for the replacement of lighting for Fields 2 and 3 to support adequate sports field light levels. Field 2 will be reconfigured as described in the Central Arroyo Seco Master Plan to improve playability and to provide greater flexibility of the entire turf field area.

**JUSTIFICATION:** The position and quality of the existing lighting is poor and reduces players’ visibility. The reconfiguration of Field 2 will increase the multi-use capability of the athletic fields.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with the Cultural and Recreational Elements by increasing the range of recreational facilities and services as a means of improving the quality of life for Pasadena residents. It is also consistent with the Public Facilities Element by implementing a high level of maintenance of existing facilities.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**HISTORY:** This project was created in FY 1995 and was originally included in the scope of work for Brookside Park - Various Projects. Initial funding was received in FY 2004 and a centralized lighting control system for Brookside Field 1 was completed as part of project number 77369. This is the remaining unfunded portion of this project.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
<th>Proposed FY 2024</th>
<th>Proposed FY 2025 and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for the implementation of improvements as identified in the Master Plan for Hahamongna Watershed Park (HWP) adopted by City Council on September 29, 2003 and amended on February 1, 2010. Remaining elements of the Master Plan include:

1. Westside Park access improvements  
   a. Foothill Boulevard entrance  
   b. Oak Grove Drive improvements

2. Eastside Park access improvements  
   a. Improvements to park entrance

3. Water Conservation  
   a. Pump-back system  
   b. Storm drain modifications  
   c. Westside spreading basins  
   d. Eastside spreading basins  
   e. Altadena drain improvements

4. Supervised overnight camping area  
   a. Park ranger station improvements and infrastructure  
   b. Construction of group shade structures and camp/picnic amenities

5. Equestrian staging area improvements  
   a. Upgrade of existing restroom and sewage lift station  
   b. Realignment and widening of access road and parking improvements

6. Sunrise overlook amphitheater and trail access

7. Gabrielino Trail Area  
   a. Convert JPL parking to public parking  
   b. Construct new public restroom

8. Trail development  
   a. North Bridge Crossing  
   b. Trail connection from West Rim Trail to Basin Perimeter Trail  
   c. Dam observation trail

10.13 Responsible Department: Public Works Department
9. Bicycle Route

10. Utilities
   a. Underground Pasadena's Eastside overhead power and communication lines
   b. Relocate the existing Southern California Edison (SCE) power line in the Hahamongna Basin
   c. Relocate the existing Pasadena power and communication line
   d. Relocate the SCE north/south transmission and south distribution line

11. Security, safety and accessibility improvements

12. HWP "Annex"
   a. Arroyo Seco Environmental Education Center
      1. Building improvements
      2. Outdoor improvements
   b. Pasadena Equestrian Center
      1. Riding Arena and Equestrian Staging Area improvements
      2. Horse Boarding Area improvements
      3. Youth Camp Operations Area improvements
   c. Los Angeles County Fire Camp #2 improvements
   d. Natural Open Space
      1. Restore oak woodlands
      2. Restore sycamore woodlands
      3. Shaded rest area improvements
   e. Recreational trail and bikeway
      1. Trail improvements
      2. Bikeway improvements
   f. Common Area/Infrastructure
      1. Maintenance area improvements
      2. Paved surface improvements/replacement
      3. Drainage improvements
      4. Site utilities improvements
      5. Solid waste collection improvements
   g. Mobility/Circulation
      1. Wayfinding signs
      2. Transit stop connector improvements

JUSTIFICATION: The improvements proposed by the Master Plan reflect the recommendations of the community, Master Plan oversight committee, and the City Council to make the park an attractive area that will enhance the recreational, cultural, and aesthetic needs of Pasadena and its neighboring communities.

SCHEDULE: Remaining work will continue when funds are identified.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Conservation Element by helping to make optimal use of local water resources and is consistent with the Cultural and Recreational Element by helping to obtain the optimum use of existing recreational areas. Further, the project is
consistent with the Land Use Element, Policy 9.2 (Arroyo Seco) by continuing and completing comprehensive planning and implementation of plans for the Arroyo, including development of the Hahamongna Watershed Park plan.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated cost of this project reflects the entire cost of implementing all remaining components of the Master Plan. As funds are identified for each component, they will be separated from this project and completed as part of other projects.

**HISTORY:** This project was originally created and received initial funding in FY 1998 as project number 77565. A future unfunded phase of this project was created in FY 2013.

The following elements of the Master Plan have been completed by the City: Flint Wash Bridge Crossing; Upgrades to existing restrooms at Oak Grove Park; Westside picnic amenities, including ADA compliance; Altacrest drain improvements; East Rim Trail improvements; portions of trail connections from East Rim Trail to Basin Perimeter; portions of the perimeter trail to Westside Perimeter Trail; realigned segments of West Rim trail improvements; portions of Sunset overlook and Gabrielino Trailhead improvements; habitat restoration of Oak Woodland on portions of Westside; and Pasadena Equestrian Center Therapeutic Recreation Area improvements.

In addition, the following elements are being completed by Los Angeles County: Devil's Gate Dam area improvements; Realign stream corridor, restore and establish habitat; restoration of Riversidian and Alluvial Fan Sage Scrub; widen stream channel and establish riparian habitat; establish Sycamore Woodland on Eastside; establish riparian habitat at perimeter of the flood management/water conservation pool; seasonal flood management water conservation pool; sediment and debris management; and sediment removal access. Finally, the following elements are currently being completed as part of active projects: Oak Grove area improvements including disc golf course improvements; and habitat restoration along Wesdie Perimeter Trail and Berkshire Creek, and Oak Woodland at Sunrise overlook.
Brookside Park - Renovation of Security Lighting

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<th>Proposed FY 2025 and Beyond</th>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>700,000</td>
</tr>
</tbody>
</table>

DESCRIPTION: This project includes the removal and replacement of the existing walkway and security lighting system at Brookside Park.

JUSTIFICATION: The existing park security lighting is inadequate. New fixtures will ensure more enduring lighting fixtures, a better environment for park users and increase visibility. A new lighting system will also reduce energy consumption through the use of more energy efficient lighting.

SCHEDULE: This project will begin when funds are identified.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Cultural and Recreational Elements by increasing the range of recreational facilities and services as a means of improving the quality of life for Pasadena residents. It is also consistent with the Public Facilities Element by implementing a high level of maintenance of existing facilities.

IMPACT ON THE NORTHWEST: This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

SPECIAL CONSIDERATION: The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

HISTORY: This project was originally created in FY 1995 as part of Brookside Park - Various Projects.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<tr>
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<td>0</td>
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</tr>
</tbody>
</table>

**DESCRIPTION:** This project provides for various roadway improvements at Hahamongna Watershed Park for safety purposes. Phase I includes repairs to guardrails along park roads. Phase II includes road resurfacing and striping as well as slurry sealing on most of the roadways and parking areas in the park. Phase III provides for road widening on the park road south of the Oak Grove Maintenance Yard.

**JUSTIFICATION:** These improvements are necessary to implement the adopted components of the Hahamongna Watershed Park Master Plan.

**SCHEDULE:** This project will begin when funds are identified.

**RELATIONSHIP TO GENERAL PLAN:** This project is consistent with Land Use Policy 9.2 by implementing the Hahamongna Watershed Park Plan. In addition, the project is also consistent with Objective 5 of the Public Facilities Element by encouraging a high level of maintenance and upgrading of existing facilities. The project is also consistent with Mobility Element Policy 3.5 by promoting safe travel in neighborhoods and enforcing traffic regulations with particular attention given to sensitive uses such as schools, senior centers, hospitals, community services, and parks.

**IMPACT ON THE NORTHWEST:** This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

**SPECIAL CONSIDERATION:** The total estimated project cost is based on the scope of the project and known factors at inception. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

**HISTORY:** This project was created in FY 2008 and is currently unfunded.
## FY 2021 - 2025 Capital Improvement Program
### Arroyo Projects
#### Central Arroyo - Implement Master Plan - Future Unfunded

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project No.</th>
<th>Description</th>
<th>Total Estimated Costs</th>
<th>Appropriated Through FY 2020</th>
<th>Recommended FY 2021</th>
<th>Proposed FY 2022</th>
<th>Proposed FY 2023</th>
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<tr>
<td>16</td>
<td>16</td>
<td>Future Unfunded</td>
<td>31,290,000</td>
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**DESCRIPTION:** This project provides for the implementation of improvements as identified in the Master Plan for the Central Arroyo Seco adopted by the City Council on September 26, 2005. Remaining elements of the Master Plan include:

1. **Rose Bowl Area**
   - Public pedestrian pathway around stadium

2. **Hillside Improvements**
   - Restore amphitheater

3. **Group Picnic/Active Recreation Areas**
   - Picnic shelter improvements
   - Brookside Park - Improvements to Softball Diamond #2 and #3
   - Brookside Park - Replace colonnade patio at aquatics center with useable open space
   - Brookside Park - Restore maintenance office and yard
   - Brookside Park - Improve lighting within the park
   - Improve the multi-purpose turf areas in lots G, H and K

4. **Three-mile Recreation Loop**
   - Consider loop around the stadium
   - Provide additional rest areas along recreation loop

5. **Multi-Use Recreation Trails**
   - Restore Rim Trail North of Washington Boulevard on slope above Rosemont Avenue
   - Install safety crossing with sensor at eastside equestrian crossing on Rosemont Avenue above Washington Boulevard
   - Provide directional/safety signs
   - Provide a defined path of travel for equestrians through the Rose Bowl parking areas

7. **Improve Pedestrian Pathways**
   - Rosemont Avenue
   - Park View Avenue

8. **Landscape and Aesthetics Improvements**
   - Restore and enhance native plantings on slopes and in park areas
   - Improve and minimize signage

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Central Arroyo Seco
9. Rosemont Pavilion  
   a. Maximize indoor recreation facilities and programs  
   b. Restore building’s appearance and landscaping  

10. Accessibility and Security  
   a. Provide/improve security lighting in activity areas for safety  
   b. Provide signage for access to facilities  

JUSTIFICATION: The improvements proposed by the Master Plan reflect the recommendations of the community, Master Plan oversight committee, and the City Council to make the Central Arroyo an attractive area that will enhance the recreational, cultural, and aesthetic needs of Pasadena and its neighboring communities.

SCHEDULE: Remaining work will continue when funds are identified.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Land Use Element Policy 9.2 on the Arroyo Seco by planning and implementing restoration of the natural area of the Arroyo. It is also consistent with Policy 9.5 by encouraging and promoting the stewardship of Pasadena’s natural environment, including water conservation, clean air, natural open space protection, and encouraging the use of native, water conserving, and regionally appropriate landscaping. It is also consistent with Objective 5 of the Public Facilities Element encouraging a high level of maintenance and upgrading of existing facilities to ensure public safety.

IMPACT ON THE NORTHWEST: This project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

SPECIAL CONSIDERATION: The total estimated cost of this project reflects the entire cost of implementing all remaining components of the Master Plan, scope of the project, and known factors at inception. As funds are identified for each component, they will be separated from this project and completed as part of other projects. Project cost and schedule can be impacted by site analysis and evaluation of existing sub-surface conditions, community input, and commission reviews.

HISTORY: This project was created in FY 2007 and is currently unfunded. The following elements of the master plan have been completed as part of other projects: A ceremonial entry and front plaza in the Rose Bowl area; Parking and landscape improvements to asphalt lots B, D, F, G, I, K, L, M and I; Hillside improvements to restore entries, pathways, and Arroyo Stone walls from Arroyo Terrace; Improvements to Brookside Park such as restoring rockery, arbor, bandstand with seating, stone work, update play ground equipment, and construct a medium sized play area at park entrance as well as a large play area east of Rose Bowl Aquatic Center; Restroom improvements; picnic area improvements; improvements to Jackie Robinson Baseball Stadium; Par Course/paths improvements; install a pedestrian lane with buffer around the golf course and develop traffic calming plan; remove impediments to equestrians at northerly end of soft bottom channel; Improve existing pathway from Holly Street Bridge to unreserved picnic area; improvements to pedestrian pathways along Seco Street from Lincoln Boulevard to Rosemont Avenue; Provide accessible parking spaces and Arroyo Seco Stream Restoration.

10.16 Responsible Department: Public Works Department