

**MEMORANDUM**

**TO:** Robert Chung, Deputy Director for Transit  
CTC

**FROM:** Richard D. Thorpe

**SUBJECT:** Del Mar Station Joint Development and Intermodal Center

**DATE:** October 26, 2001

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Joint Development provides the opportunity to fully integrate land use and transit around stations to optimize both. In the case of the Authority's joint development not only does joint development provide the opportunity to fully integrate transit and land use, it provides an additional revenue source necessary to complete the funding of the project.

The Blue Line budget relies on *Authority generated revenues* to meet the construction obligations necessary to build the light rail; these revenues include joint development revenues from the sale of property around the stations. The approved Financial Plan for the project depends on approximately \$26 million from joint development. These joint development sites include the Del Mar, Sierra Madre Villa, Fillmore, and Chinatown station sites. Of the four joint development sites, the sale of the Del Mar site funds over half of the Authority's entire joint development revenue.

The Del Mar joint development site surrounds Pasadena's historic Santa Fe Station and has played a pivotal role in the city's transportation and economic development for more than a century. This site includes 2 parcels, bisected by the rail right of way. The parcels total 3.53-acres in size and include the historic depot.

The Authority has sold this site to a private developer for a mixed-use project to include retail and high-density multi-family housing, and the conversion of historic depot to an open market. Integral to that development is the development, 600 subterranean parking spaces (for transit users) and plaza with access to buses. The developer will build an additional 600 spaces for the commercial development. The station and development will be fully integrated with the focal point being the Station. Pedestrians and bus riders will have access to the transit station through pedestrian plazas from both Raymond Avenue and Arroyo Parkway.

## Central Park Market at Del Mar Station



**240 South Raymond Avenue**

*(Downtown Redevelopment Project Area/Old Pasadena Area of Influence)*

Construction of four new buildings totaling 484,458 square feet on the site, including 347 residential units constructed over 11,000 square feet of retail use. Parking: 1,200 parking spaces to be provided in a 3 level subterranean garage -- 600 spaces for the Del Mar Blue Line station parking use, and 600 spaces for residential parking. Site area: 182,947 square feet (4.2 acres). Project will preserve and reuse historic 7,694 square feet rail depot building.

### **Developer**

Urban Partners, LLC/Los Angeles to Pasadena Metro  
Blue Line Construction Authority  
625 South Fair Oaks Avenue, Suite #200  
South Pasadena, California 91030  
Contact: Bill Marsh, Urban Partners, LLC  
Telephone: (626) 799-0080 Fax: (626) 799-8699

### **Architect**

Moule & Polyzoides  
180 East California Boulevard  
Pasadena, California 91030  
Contact: Stefanos Polyzoides  
Telephone: (626) 844-2400 Fax: (626) 844-2410

### **Status**

Pre-development Plan Review/Preliminary Design completed for the Project. Preparation of FEIR documentation commenced for entire project Winter 2001. Mitigated Negative Declaration approved for temporary relocation of the historic transit depot building. City Council approved license agreement to move depot structure in July 2001. Depot building scheduled for temporary relocation in August 2001.

## **Train Depot Will Move**

During construction of the Del Mar Blue Line station with its surrounding new development, the historic Santa Fe Depot will be moved off site for its own protection. The depot, located on the east side of Raymond Avenue across the street from Central Park, will be moved back to its location after major construction is completed. Those driving by the site may have noticed fencing already in place around the depot and adjacent parking lot.

Pasadena Heritage has long been concerned with the treatment of the historic train station and has spoken out frequently about the importance of this historic resource as plans unfolded for the site. The depot, designed in Spanish Colonial Revival style by an in-house Santa-Fe architect in 1930, is listed on the National Register of Historic Places and is a much-beloved local landmark.

According to the developer, Ira Yellin of Urban Partners LLC, and his architect, Stefanos Polyzoides, the project is being designed with the depot as the centerpiece of a new complex which includes housing, the blue line station, parking for both residents and commuters, and a small amount of commercial space. Another goal of the project is to relate positively to and enliven Central Park, Pasadena's oldest city park and one that has been underused in recent decades.

We are encouraged by the developer's experience with one of the most noteworthy historic buildings in Los Angeles — the Bradbury Building — and with the talent and sensitivity of the architectural firm, Moule and Polyzoides, with which we have worked in the past on our Gartz Court Relocation Project and urban design plans for the Civic Center. Pasadena Heritage will continue to watch the process closely, especially since the Blue Line Authority's requirements for the site are demanding and complex.