

# Agenda Report

**DATE:** MAY 20, 2002

**TO:** CITY COUNCIL/PASADENA COMMUNITY DEVELOPMENT COMMISSION

**FROM:** CITY MANAGER/CHIEF EXECUTIVE OFFICER

**SUBJECT:** TRANSFER OLD PASADENA TAX INCREMENT FUNDS IN THE AMOUNT OF \$300,000 FOR THE DEL MAR STATION PUBLIC PLAZA BETTERMENTS

## RECOMMENDATION

It is recommended that the City Council and the Pasadena Community Development Commission take joint action to:

1. Approve the transfer of Old Pasadena Project Tax Increment in the amount of \$300,000 originally appropriated in FY 2001 to Pasadena Light Rail at Del Mar (CIP Account #75442) to CIP Account #75011, Del Mar Station Public Plaza Betterments.
2. Adopt, respectively, a Resolution approving the funding of certain improvements by the Pasadena Community Development Commission on behalf of the Los Angeles to Pasadena Metro Blue Line Construction Authority and making certain findings in connection therewith.

It is recommended that the City Council:

1. Authorize the City Manager to execute a Betterment Agreement with the Los Angeles to Pasadena Metro Blue Line Construction Authority to construct the Betterments at the Del Mar Station Public Plaza. Competitive bidding is not required pursuant to City Charter Section 1002(H), contracts with other government entities.

## BACKGROUND

Approximately two years ago, the Blue Line Construction Authority (BLCA) chose Urban Partners LLC to develop approximately four acres of land that the BLCA owned surrounding the proposed Del Mar Station of the Gold Line light rail system. The

proposed development consists of 347 apartment units, 11,000 square feet of restaurant and retail space, restoration and adaptive reuse of the historic Santa Fe Depot, and 1,200 subterranean parking spaces, 600 of which will be reserved for use by transit riders. Construction of the garage commenced last October while final design was still in process in order to meet the very stringent time requirements of the Authority related to commencement of train service in July 2003.

Approximately 30% of the development site will be developed as public open space and will be subject to a public easement. This open space has been required by the BLCA, the Metropolitan Transportation Authority (MTA), and the City in order to: (1) provide an appropriate setting for the historic Depot; (2) achieve sufficient space between the Depot and new construction; (3) provide public access from all three adjoining streets (Arroyo Parkway, Del Mar Boulevard, and Raymond Avenue) to the light rail station platforms, and (4) to provide public access to the elevators and stairs leading to the transit-rider parking facilities. The resultant public open space, which in aggregate is over one acre, will function as a new "civic square" for the City.

The plaza areas are necessary in large part to provide access to the transit platforms and the transit parking garage. However, neither the BLCA nor the MTA are providing any funding for plaza construction. As part of its agreement with the BLCA, the developer is required to pay the cost of building the public plaza. As a consequence, the developer is proposing the use of basic finishing materials for plaza paving and other aspects of the plaza design such as trees, water features, and furniture. Since this plaza will serve as a major entry to the City in general, and Old Pasadena in particular, the design would be more attractive and more in keeping with the historic depot if higher-quality finish materials were used. The BLCA is willing to amend its agreement with the developer to build the plaza using higher-quality finishes if the City agrees to provide financial support for the project. The proposed betterments are as follows:

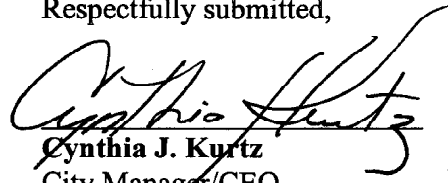
- Upgrade the paving in all plaza areas from gray, broom finish, concrete to integral color concrete terra cotta paving with banding of integral color concrete with sand blast finish;
- The finishes of four water features in the plaza and depot would be upgraded from a plaster finish to partial use of ceramic tile consistent with the historic character of fountains and walls found in the Pasadena area;
- Furniture in the plaza including benches and informal café tables would be upgraded;
- Trees planted throughout the plaza would be upgraded in size in order to provide immediate shade and a sense of maturity to the public spaces;
- Upgrade Arroyo Paseo Arcade lighting and vertical surfaces;
- Upgrade exterior campanile vertical finishes including clock.

The total projected cost is \$550,000, of which \$250,000 of Proposition A and C Reserve Funds for Future Light Rail Projects was appropriated by the City Council at its meeting of May 13, 2002 upon adoption of the 2003-2008 CIP budget.


**FISCAL IMPACT**

Old Pasadena Project Tax Increment funding in the amount of \$300,000 was budgeted in the FY 2001 CIP budget and is available in Account #75442.


Respectfully submitted,

  
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