

Mayor William J. Bogaard  
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service back to an acceptable level had not yet been triggered. However, the EIR found that some segments would be impacted when all cumulative projects were built out. The court found that a schedule for improvement was inherent in the program, in that it provided for improvements to be constructed as the traffic triggering the need for the improvements exceeded a projected threshold and the funds to pay for the improvements were generated by the new development. Similarly, the courts in Anderson First Coalition v. City of Anderson, 130 Cal.App.4<sup>th</sup> 1173 (2005), and the recent City of Marina v. Board of Trustees of the California State University, 39 Cal.4<sup>th</sup> 341 (2006), found that fee based mitigation programs for cumulative impacts, based on fair-share infrastructure contributions by individual projects, constitute adequate mitigation under CEQA.

As in Save Our Peninsula Committee v. Monterey County Bd. of Supervisors and the recent Anderson First Coalition v. City of Anderson and City of Marina v. Board of Trustees of the California State University cases, the FEIR here sets forth a reasonable plan for mitigation. The FEIR discusses that the Applicant is required to pay a fair share of the 2004 Mobility Element improvements as a condition of approval for the Project. The Traffic Fee approved by the City Council will be used to fund the improvements analyzed in the Mobility Element. Unlike the vague mitigation fee program in Endangered Habitats League, Inc. v. County of Orange, and the disproportionate fee program in Napa Citizens for Honest Government v. Napa County Board of Supervisors, the 2004 Mobility Element identifies the specific improvements which mitigate cumulative traffic impacts to which SRG's fair share will contribute, including seven key intersection improvements, two street extensions, and improvements for traffic management on multi-modal corridors. As stated above, the Traffic Fee required for the Project will be \$2,480 per net new residential unit and \$8.62 per net new square foot of retail development, for a total of \$2,206,000. Additionally, each new development on the related projects list will be responsible for assessing its individual impacts and contributing the balance of the funds necessary to fund the intersection and street segment improvements. The improvements will then be constructed as traffic triggering the need for the improvements exceed a projected threshold, and the funds to pay for the improvements are generated by the new development. Accordingly, the Project provides a fair share contribution for which a plan for obtaining the balance of funds has been established and for which a definite and specific program tied to actual mitigation of impacts is in place. The FEIR therefore properly considers cumulative traffic impacts and properly concludes that the Project's contribution will be rendered less than significant because the Project is required to implement mitigation measures and contribute a fair share of the cost of implementing improvements identified in the Mobility Element of the City's General Plan.

#### **E. Conclusion.**

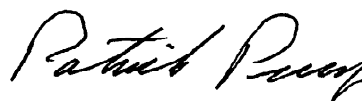
As discussed in detail above, the Project fully complies with the CDSP. The Project is therefore implementing the vision, goals, and policies that the City set forth for the Project site in the CDSP. SRG is complying with the City's own rules by seeking approval for the Project as

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

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proposed. Given the foregoing, SRG urges you to affirm the favorable determinations of the Zoning Hearing Officer and the Board of Zoning Appeals by certifying the FEIR and approving the Project.

Very truly yours,



Patrick A. Perry

PAP:jss:af

cc: Ms. Cynthia Kurtz  
Mr. Richard Bruckner  
Michele Bagneris, Esq.  
Theresa Fuentes, Esq.  
Mr. John Poindexter  
Mr. Vincent Gonzalez  
Mr. Robert Avila

Enclosures: Attachment A – CD Central District Specific Plan General Development Standards, Attachment A to Staff Report for City Planning Commission Meeting of February 22, 2006.  
Attachment B – Memorandum from IBI Group to City of Pasadena City Council Members, dated August 20, 2006.  
Attachment C – Table 3I.9 – Intersection Analysis Summary – AM Peak Period; Table 3I-10 – Intersection Analysis Summary – PM Peak Period.  
Attachment D – Intersection Analysis Summary – AM/PM Peak Period.



CD Central District Specific Plan General Development Standards		
Development Feature	Required by CDSP	Westgate Proposed
Maximum Density	60 du/acre	60 du/acre
Maximum Floor Area Ratio	2.0	2.0
Street Setbacks		
Green	Not required. May setback up to 5'.	No setback
De Lacey	Minimum 10' required.	10' setback
Del Mar	Minimum 10' required.	10' setback
Pasadena	Minimum 10' required.	10' setback
Dayton	Minimum 5' required, may set back up to 10' maximum.	5' setback
Valley	Minimum 5' required, may set back up to 10' maximum.	5' setback
Height Limit	40' Maximum Height. Permits a maximum height up to 60' provided the additional height is stepped back a minimum of 40' from all streets excluding Pasadena Ave. and Del Mar Blvd.	40' Along Green, Dayton, Valley, and De Lacey. 40' with up to 60' with a 40' setback from building elevations Along Del Mar and Pasadena





## MEMO

To: City of Pasadena City Council Members      Date: September 11, 2006  
From: Bill Delo, AICP      Steno: amd  
cc:      File No: I2-10780

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Subject: ***Westgate Pasadena Project – Minor Conditional Use Permit #4702 Call for Review***

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IBI Group has been retained by Sares-Regis Group to advise on transportation and traffic issues related to the Westgate Pasadena project, and to provide an independent review of the environmental impact report (EIR) prepared by the City of Pasadena. During the environmental review and project-approval process, several questions have been raised regarding the adequacy of the traffic analysis. Based on our review and experience, it is apparent that the traffic analysis provides a conservative, adequate, and comprehensive review of future traffic conditions with the implementation of the Westgate Pasadena project. Summarized below are the main assumptions and conclusions from the project traffic analysis that I would like to highlight for your information:

- The potential traffic impacts associated with a dense residential development on the Westgate Pasadena site were studied extensively during the joint environmental review process completed by the City of Pasadena for the General Plan Update, the Mobility Element Update, and the Central District Specific Plan (CDSP). As identified by City staff, the General Plan Mobility Element assumed that the larger Legacy Ambassador College Project would be in place on this site.
- The similarities between the Westgate project and the development envisioned by the CDSP means that the traffic impacts associated with this project were already studied as part of the General Plan Update/CDSP EIR. The results of the new environmental review for the Westgate Pasadena project reaffirm the results and conclusions of the General Plan Update/CDSP EIR.
- Several questions have been raised regarding the use of the 1,700 vehicles per lane per hour (vplph) capacity standard at the project study intersections. As noted by the City of Pasadena's environmental review traffic consultant at the Board of Zoning Appeals Hearing:
  - The intersection capacity standards were updated as part of the development of the General Plan Mobility Element Annual Report Card requested by the Transportation Advisory Commission (TAC).

- The field reviews of intersections in the City of Pasadena revealed an average saturation flow rate of 1,758 vplph. This figure was rounded down to 1,700 to provide a more conservative analysis.
- According to the City's traffic consultant, the 1,700 vplph capacity standard has been used in other traffic studies completed by the City of Pasadena during the previous eight months and in traffic studies currently underway. The standards were not changed to benefit the Westgate Pasadena project.
- The 1,700 vplph figure is based on actual conditions in the City of Pasadena. The use of actual field-verified data is preferable to the use of standard default values such as the previously used 1,600 vplph standard. Default values are commonly only used in the absence of real-world data.
- The Los Angeles County Congestion Management Program affirms that cities are permitted to establish their own traffic study guidelines for intersections under their jurisdiction and that no single standard can be imposed for all intersections in Los Angeles County.
- Additionally, the Draft Environmental Impact Report is submitted to the Los Angeles County Metropolitan Transportation Authority to review for consistency with the Congestion Management Program. No comments from this agency were identified in the Final Environmental Impact Report.
- The Westgate project has excellent freeway access to the 134 and 210 freeways. The environmental impact report estimates that 43% of the automobile trips generated by the project will travel out of Pasadena via these freeways. This is a significant number of trips that will spend very little time on local Pasadena streets.
- The fact that several intersections will operate at LOS E in the future condition was raised by WPRA as an issue needing explanation, and there is an easy explanation for this factor. There are several important points to highlight regarding this issue:
  - Twelve of the 13 intersections identified in the traffic analysis as operating at LOS E do so during the AM and/or PM peak hour in the Future Without Project condition. The LOS E condition will occur at these intersections whether or not the Westgate project is constructed.
  - More than half of the study intersections anticipated to operate at LOS E in the future condition experienced a volume to capacity ratio increase of one half of one percent (0.5%) or less as a result of traffic generated by Westgate project.
  - With the exception of the Pasadena Avenue/Del Mar Boulevard intersection, the increase in the volume to capacity ratio caused by the Westgate project at the 13 LOS E intersections is less than 2%, which is the threshold established by the City's Traffic Impact Analysis Guidelines for a significant impact at LOS E.
  - The identified traffic impact at the Pasadena Avenue/Del Mar Boulevard intersection will be fully mitigated by the project. This mitigation will improve traffic conditions at the intersection from LOS E to LOS B.
- The Westgate Pasadena project will pay its fair-share of the City's Transportation Impact Fee, a figure in excess of \$2 million. This fair-share fee payment will assist in implementing the traffic mitigations identified in the Mobility Element and is an important mitigation for the effects of the other expected development in the area, as well.

- Several innovative transportation demand management strategies are proposed as part of the project. These measures were added to the project based on comments received from the City's Transportation Advisory Commission (TAC) and many of the measures correspond to the Trip Reduction Ordinance requirements currently under consideration by TAC. Sares-Regis has voluntarily committed to implement these measures, which have become Conditions of Approval for the project. The strategies also fulfill the following policies from the City of Pasadena's General Plan Mobility Element:
  - Policy 1.7 – Focus development density around light rail stations
  - Policy 1.8 – Support automobile demand reduction programs
  - Policy 2.4 – Construct safe, clean, attractive transit stops
  - Policy 2.7 – Promote pedestrian improvements
  - Policy 2.8 – Promote bicycle riding
  - Policy 2.9 – Promote car-sharing programs
  - Policy 2.10 – Foster Transit Oriented Development districts near light rail stations

In conclusion, the City of Pasadena has planned for a transit-oriented development of this size in the Central District, and the City has prepared a thorough, conservative, and objective analysis of the potential traffic impacts associated with the proposed Westgate Pasadena project. The City's thorough analysis of traffic conditions study has found the Westgate project to be consistent with the development envisioned by the City Council and found that the traffic impacts caused by the project can be fully mitigated.





**TABLE 3I.9  
INTERSECTION ANALYSIS SUMMARY – AM PEAK PERIOD**

Intersection	Existing Conditions (Year 2005)		Future (2015) Without Project		Future (Year 2015) With Project		Project Impact	
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Diff.	Signif?
Orange Grove Boulevard & Holly Street	0.616	B	0.836	D	0.836	D	0.000	No
Orange Grove Boulevard & Colorado Boulevard	0.581	A	0.863	D	0.864	D	0.001	No
Orange Grove Boulevard & Green Street	0.506	A	0.660	B	0.662	B	0.002	No
Orange Grove Boulevard & Del Mar Boulevard	0.433	A	0.578	A	0.578	A	0.000	No
Orange Grove Boulevard & California Boulevard	0.632	B	0.806	D	0.818	D	0.012	No
Orange Grove Boulevard & Bellefontaine Street	0.487	A	0.748	C	0.758	C	0.010	No
Orange Grove Boulevard & Madeline Street	0.423	A	0.745	C	0.754	C	0.009	No
Orange Grove Boulevard & Columbia Street	0.718	C	0.803	D	0.812	D	0.009	No
St. John Avenue & Colorado Boulevard	0.395	A	0.561	A	0.561	A	0.000	No
St. John Avenue & Green Street	0.257	A	0.250	A	0.257	A	0.007	No
St. John Avenue & Del Mar Boulevard	0.458	A	0.438	A	0.464	A	0.026	No
St. John Avenue & California Boulevard	0.759	C	0.730	C	0.730	C	0.000	No
St. John Avenue & Bellefontaine Street	0.599	A	0.579	A	0.579	A	0.000	No
Pasadena Avenue & Colorado Boulevard	0.277	A	0.459	A	0.487	A	0.028	No
Pasadena Avenue & Green Street	0.232	A	0.223	A	0.257	A	0.034	No
Pasadena Avenue & Del Mar Boulevard	0.759	C	0.670	B	0.689	B	0.019	No
Pasadena Avenue & California Boulevard	0.904	E	0.692	B	0.694	B	0.002	No
Pasadena Avenue & Bellefontaine Street	0.714	C	0.688	B	0.689	B	0.001	No
Pasadena Avenue & Columbia Street	0.675	B	0.742	C	0.742	C	0.000	No
Fair Oaks Avenue & Maple Street	0.564	A	0.565	A	0.567	A	0.002	No
Fair Oaks Avenue & Corson Street	0.516	B	0.547	A	0.554	A	0.007	No
Fair Oaks Avenue & Walnut Street	0.587	A	0.682	B	0.683	B	0.001	No
Fair Oaks Avenue & Colorado Boulevard	0.489	A	0.622	B	0.624	B	0.002	No
Fair Oaks Avenue & Green Street	0.475	A	0.452	A	0.457	A	0.005	No

**TABLE 3I.9  
INTERSECTION ANALYSIS SUMMARY – AM PEAK PERIOD (CONT.)**

Intersection	Existing Conditions (Year 2005)		Future (2015) Without Project		Future (Year 2015) With Project		Project Impact	
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Diff.	Signif?
Fair Oaks Avenue & Del Mar Boulevard	0.642	B	0.811	D	0.832	D	0.021	No
Fair Oaks Avenue & California Boulevard	0.646	B	0.984	E	0.989	E	0.005	No
Fair Oaks Avenue & Bellefontaine Street	0.548	A	0.551	A	0.556	A	0.005	No
Fair Oaks Avenue & Glenarm Street	0.636	B	0.864	D	0.865	D	0.001	No
Fair Oaks Avenue & Columbia Street	0.611	B	0.688	B	0.689	B	0.001	No
Raymond Avenue & Colorado Boulevard	0.290	A	0.347	A	0.347	A	0.000	No
Raymond Avenue & Green Street	0.276	A	0.262	A	0.267	A	0.005	No
Raymond Avenue & Del Mar Boulevard	0.443	A	0.828	D	0.840	D	0.012	No
Raymond Avenue & California Boulevard	0.424	A	0.747	C	0.752	C	0.005	No
Raymond Avenue & Glenarm Street	0.308	A	0.581	A	0.585	A	0.004	No
Arroyo Parkway & Colorado Boulevard	0.426	A	0.514	A	0.514	A	0.000	No
Arroyo Parkway & Green Street	0.388	A	0.507	A	0.510	A	0.003	No
Arroyo Parkway & Del Mar Boulevard	0.649	A	0.729	C	0.733	C	0.004	No
Arroyo Parkway & California Boulevard	0.652	B	0.752	C	0.754	C	0.002	No
Arroyo Parkway & Glenarm Street	0.649	B	0.960	E	0.964	E	0.004	No
Marengo Avenue & Walnut Street	0.752	C	0.935	E	0.936	E	0.001	No
Marengo Avenue & Del Mar Boulevard	0.635	B	0.631	B	0.635	B	0.004	No
Los Robles Avenue & Del Mar Boulevard	0.659	D	0.954	E	0.958	E	0.004	No

SOURCE: Kaku Associates, *Traffic and Parking Study for the Westgate Pasadena Project*, December 2005.

**TABLE 3I.10  
INTERSECTION ANALYSIS SUMMARY – PM PEAK PERIOD**

Intersection	Existing Conditions (Year 2005)		Future (2015) Without Project		Future (Year 2015) With Project		Project Impact	
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Diff.	Signif?
Orange Grove Boulevard & Holly Street	0.567	A	0.548	A	0.549	A	0.001	No
Orange Grove Boulevard & Colorado Boulevard	0.665	B	0.920	E	0.932	E	0.012	No
Orange Grove Boulevard & Green Street	0.625	B	0.983	E	0.986	E	0.003	No
Orange Grove Boulevard & Del Mar Boulevard	0.469	A	0.616	B	0.645	B	0.029	No
Orange Grove Boulevard & California Boulevard	0.624	B	0.813	D	0.829	D	0.016	No
Orange Grove Boulevard & Bellefontaine Street	0.442	A	0.600	A	0.613	B	0.013	No
Orange Grove Boulevard & Madeline Street	0.392	A	0.588	A	0.603	B	0.015	No
Orange Grove Boulevard & Columbia Street	0.665	B	0.839	D	0.852	D	0.013	No
St. John Avenue & Colorado Boulevard	0.556	A	0.665	B	0.678	B	0.013	No
St. John Avenue & Green Street	0.253	A	0.306	A	0.312	A	0.006	No
St. John Avenue & Del Mar Boulevard	0.386	A	0.550	A	0.602	B	0.052	No
St. John Avenue & California Boulevard	0.650	B	0.711	C	0.712	C	0.001	No
St. John Avenue & Bellefontaine Street	0.513	A	0.532	A	0.533	A	0.001	No
Pasadena Avenue & Colorado Boulevard	0.377	A	0.559	A	0.577	A	0.018	No
Pasadena Avenue & Green Street	0.309	A	0.374	A	0.397	A	0.023	No
Pasadena Avenue & Del Mar Boulevard	0.976	E	0.918	E	0.978	E	0.060	Yes
Pasadena Avenue & California Boulevard	0.867	D	0.761	C	0.766	C	0.005	No
Pasadena Avenue & Bellefontaine Street	0.761	C	0.827	D	0.833	D	0.006	No
Pasadena Avenue & Columbia Street	0.793	C	0.954	E	0.961	E	0.007	No
Fair Oaks Avenue & Maple Street	0.613	B	0.742	C	0.743	C	0.001	No
Fair Oaks Avenue & Corson Street	0.624	B	0.684	B	0.690	B	0.006	No
Fair Oaks Avenue & Walnut Street	0.827	D	0.967	E	0.969	E	0.002	No
Fair Oaks Avenue & Colorado Boulevard	0.590	A	0.803	D	0.813	D	0.010	No

**TABLE 31.10  
INTERSECTION ANALYSIS SUMMARY – PM PEAK PERIOD (CONT.)**

Intersection	Existing Conditions (Year 2005)		Future (2015) Without Project		Future (Year 2015) With Project		Project Impact	
	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Diff.	Signif?
Fair Oaks Avenue & Green Street	0.601	B	0.819	D	0.822	D	0.003	No
Fair Oaks Avenue & Del Mar Boulevard	0.700	B	0.897	D	0.913	E	0.016	No
Fair Oaks Avenue & California Boulevard	0.691	B	0.836	D	0.841	D	0.005	No
Fair Oaks Avenue & Bellefontaine Street	0.673	B	0.687	B	0.691	B	0.004	No
Fair Oaks Avenue & Glenarm Street	0.679	B	0.959	E	0.962	E	0.003	No
Fair Oaks Avenue & Columbia Street	0.632	B	0.776	C	0.780	C	0.004	No
Raymond Avenue & Colorado Boulevard	0.438	A	0.559	A	0.559	A	0.000	No
Raymond Avenue & Green Street	0.457	A	0.530	A	0.534	A	0.004	No
Raymond Avenue & Del Mar Boulevard	0.514	A	0.928	E	0.945	E	0.017	No
Raymond Avenue & California Boulevard	0.466	A	0.959	E	0.964	E	0.005	No
Raymond Avenue & Glenarm Street	0.380	A	0.604	B	0.609	B	0.005	No
Arroyo Parkway & Colorado Boulevard	0.607	B	0.793	C	0.794	C	0.001	No
Arroyo Parkway & Green Street	0.439	A	0.764	C	0.766	C	0.002	No
Arroyo Parkway & Del Mar Boulevard	0.702	C	0.890	D	0.897	D	0.007	No
Arroyo Parkway & California Boulevard	0.783	C	0.817	D	0.818	D	0.001	No
Arroyo Parkway & Glenarm Street	0.823	D	0.954	E	0.959	E	0.005	No
Marengo Avenue & Walnut Street	0.780	C	0.830	D	0.830	D	0.000	No
Marengo Avenue & Del Mar Boulevard	0.824	D	0.797	C	0.803	D	0.006	No
Los Robles Avenue & Del Mar Boulevard	0.700	EC	0.791	C	0.797	C	0.006	No

SOURCE: Kaku Associates, *Traffic and Parking Study for the Westgate Pasadena Project*, December 2005.

As shown in Tables 31.9 and 31.10 above, applying the City of Pasadena's impact criteria, implementation of the proposed project would result in a significant impact at the following study intersection during the PM peak hour:

- Pasadena Avenue & Del Mar Boulevard



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**Attachment D**

<b>INTERSECTION ANALYSIS SUMMARY – AM/PM PEAK PERIODS*</b>						
<b>Intersection</b>	<b>Future (2015) without Project</b>		<b>Future (Yr 2015) with Project</b>		<b>Project Impact?</b>	
	<b>V/C or Delay</b>	<b>LOS</b>	<b>V/C or Delay</b>	<b>LOS</b>	<b>Difference</b>	<b>Significance</b>
<b>(AM Peak Period)</b>						
Fair Oaks Avenue & California Boulevard	0.984	E	0.989	E	0.005	No
Arroyo Parkway & Glenarm Street	0.960	E	0.964	E	0.004	No
Marengo Avenue & Walnut Street	0.935	E	0.936	E	0.001	No
Los Robles Avenue & Del Mar Boulevard	0.954	E	0.958	E	0.004	No
<b>(PM Peak Period)</b>						
Orange Grove Boulevard & Colorado Boulevard	0.920	E	0.932	E	0.012	No
Orange Grove Boulevard & Green Street	0.983	E	0.986	E	0.003	No
Pasadena Avenue & Del Mar Boulevard	0.918	E	0.978	E	0.060	Yes
Fair Oaks Avenue & Walnut Street	0.967	E	0.969	E	0.002	No
Fair Oaks Avenue & Del Mar Boulevard	0.897	D	0.913	E	0.016	No
Fair Oaks Avenue & Glenarm Street	0.959	E	0.962	E	0.003	No
Raymond Avenue & Del Mar Boulevard	0.928	E	0.945	E	0.017	No
Raymond Avenue & California Boulevard	0.959	E	0.964	E	0.005	No
Arroyo Parkway & Glenarm Street	0.954	E	0.959	E	0.005	No

\* Note: FEIR, pp. 31-22-25; Kaku Associates, Traffic and Parking Study for the Westgate Pasadena Project, December 2005.

September 12, 2006

RECEIVED



The Honorable Bill Bogaard, Mayor  
The City of Pasadena  
117 East Colorado Blvd.  
Pasadena, CA 91105

08 SEP 14 P2:28  
CITY CLERK  
CITY OF PASADENA

Dear Mr. Mayor:

As you know, on Monday, September 18, the City Council is scheduled to hear an appeal of the Board of Zoning Appeals decision to uphold the approval of the Westgate Pasadena project. On behalf of the Pasadena Chamber of Commerce, I am writing to encourage you to uphold the lower bodies' decisions. We have reviewed this project and continually followed its progress through the city's process, and we are convinced that this project will be good for Pasadena and deserves to have your support.

It would seem that the project is only controversial because a small group of people, most of whom are not located immediately adjacent to the project, object to anything but a park on that site. They have cited more traffic and no green space as their primary objections. We are convinced that these problems either do not exist or have been mitigated. Therefore, we have adopted a position of support for the project for the following reasons.

1. The project is consistent with the Central District Specific Plan, including the types of outdoor pockets of gathering space that are attractive to urban dwellers.
2. In addition to the urban-style open space within the project, one of the city's larger parks, Central Park, is located just two blocks away. Residents in the new condo units located on Green believe that the Westgate Project is just what is needed to help bring that park and the entire area back to life and to provide a sense of security that is still lacking in the area today.
3. The project not only includes retail and commercial uses on the ground floor that will serve its residents, but it also brings over 800 new households to an area that desperately needs to build its consumer base. The project is not only mixed-use in and of itself, but it will be a large contributor of consumers to a mixed-use neighborhood that, at the moment, is too heavily retail and commercial.
4. Consumers from the project would be of benefit to more than just Old Pasadena. They will also become customers for Paseo Colorado, the Playhouse District and South Lake Avenue. This is a fact that is especially important given Rick Caruso's project in Glendale and the probability of another in Arcadia, both of which will bring intense competition for all of our retail and entertainment districts.
5. The city needs the affordable housing that the project will provide, which is another benefit of have it located in a transit-oriented district within the proximity of two to five blocks of the Metro Gold Line, thus addressing some of the traffic questions and qualifying it for California state incentives for such developments.

We appreciate your careful consideration of the benefits of the matter before you.

Respectfully submitted,

Lynne C. Hess  
President and CEO

Cc: Cynthia Kurtz, City Manager  
Jane Rodriguez, City Clerk





# PNC Pasadena Neighborhood Coalition

P.O. BOX 51022 Pasadena, California 91115  
Uniting Pasadena Neighborhood Associations on Issues of Livability City-wide

cc: City Council  
City Manager  
City Attorney  
Div. of Planning & Dev.

August 18, 2005

MEMBERS OF CITY COUNCIL  
CITY OF PASADENA  
P.O. Box 7115  
Pasadena, California 91109-7215  
Attn: City Clerk (Please Distribute)

RECEIVED  
AUG 24 P4 50  
CITY CLERK  
CITY OF PASADENA

Re: Sares-Regis (Westgate) Project / West Campus

Dear Council Member:

The Sares-Regis Project presents for your review the last major land development on the west side of Pasadena.

The land to be developed covers the east campus of the former Ambassador Campus and lies in an area of transition between traditional residential uses around Orange Grove Avenue and commercial development in Old Pasadena. The Pasadena Neighborhood Coalition (PNC) respectfully recommends that the unique opportunity provided by this planned development include preservation and creation of park space and open space, careful analysis and regulation of traffic flow, and assurance of design compatibility, a transition area a requirement of true mixed use contemplated by the general plan.

## OPEN SPACE AND PARK LAND

Although the City has yet to complete its open space and parks master plan promised in 1996, 2000 and 2004, it long has been known there is insufficient open space and park land provided where development is most dense. Accordingly, it would appear prudent for the City to require Sares-Regis to dedicate significant open space (including wider sidewalks and adjacent landscaping) and park land. Where necessary, the City should expend development fees obtained to purchase park land.

## TRAFFIC

Traffic generated by the Sares-Regis Project should be measured and analyzed as part of the entire area surrounding it (including Orange Grove Avenue, the west campus of the former Ambassador Campus, and Old Pasadena). The project should be scaled down so as not to exceed the maximum traffic from the project that the area reasonably can accommodate.

## DESIGN/MIXED USE

The design of the Sares-Regis Project should provide a welcoming presence. It should also smooth the transition from traditional residential neighborhoods to the mixed use residential/commercial of Old Pasadena. In doing so, effort must be made to provide walk ways that actually encourage walking and

# PNC Pasadena Neighborhood Coalition

P.O. BOX 51022 Pasadena, California 91115  
*Uniting Pasadena Neighborhood Associations on Issues of Livability City-wide*

open space and park space that will be available for residents and visitors, including children, occupying a more densely populated mixed use residential/commercial neighborhood.

## WEST CAMPUS

Because the spacious West Campus has been largely preserved, due to the unique uses of Maranatha High School, Harvest Rock Church and the proposed Assisted Care Housing Facility, the City of Pasadena has a unique opportunity to preserve, and perhaps extend, the open and garden space located on the West Campus for a reasonable compensation.

The City is encouraged to look at reducing the West Campus new development residential impact fees by a significant proportion in order to ensure the existing open and garden space remains open to the public, even if access is limited during the nighttime hours, and possibly using a portion of the City's accumulated residential impact fees from other projects for the purpose of negotiating additional West Campus public open and garden space with the current owners of the West Campus in order to assure that as much open space -- and particularly the gardens -- on the property will remain as public assets in perpetuity.

Finally, the PNC proposes that the recommendations of the Planning Commission on the Sares-Regis (Westgate) Project and the West Campus Project, respectively, be submitted to the City Council as unabridged decisions of the Planning Commission, without revisions by the city manager or staff. This will ensure that the meaning of those proceedings, as fully informed by public comment, will not get lost in translation.

Sincerely,

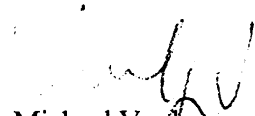


Dale Trader  
Chair  
PNC

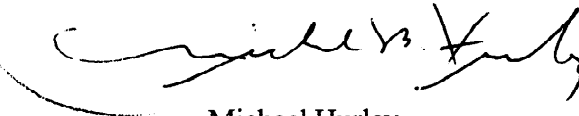


Sue Mossman  
Executive Director  
Pasadena Heritage

Dorothy Lindsey  
President  
WPRA



Michael Vogler  
Executive Director  
Save South Orange Grove



Michael Hurley  
President  
Linda Vista/Annandale Association

**Rodriguez, Jane**

**From:** Grace Tiessen [gracetiessen@charter.net]

**Sent:** Tuesday, September 12, 2006 11:08 AM

**To:** Gordo, Victor; Haderlein, Steve; Tyler, Sid; Little, Paul; Streator, Joyce; Rodriguez, Jane; Kurtz, Cynthia; Holden, Chris; Bogaard, Bill; Madison, Steve; WPRA@wpra.net

**Subject:** Ambassador Project

City Council Members:

Re: the Ambassador project.

This project is far too massive for Pasadena and not at all green.

Green is in. Is this going to be a green project? Will it build community?

Let us keep Pasadena as a pleasant and interesting city to live in.

Let's do a model green development that we can be proud of.

Integrate social services into the project. A small section to house foster children

Permanency for foster children, living 6 to a group home, with apartments nearby for elders to serve as foster grandparents. See [www.thechildrensvillage.com](http://www.thechildrensvillage.com)

15 acres set aside for a community garden

Use reclaimed water for landscaping.

Solar Panels.

Adequate open space. The Ambassador grounds make a wonderful park. At least half of this project needs to be retained as parkland/open space.

Large trees in the parking lots

Pervious paving to allow rainwater to seep into the earth.

**I can only support this project, if it is green and meets the above objectives.**

Grace W. Tiessen  
714 Prospect Blvd  
Pasadena, CA 91103  
gracetiessen@charter.net