ATTACHMENT G

Planning Commission Hearing, Received Correspondence

ERIKA FOY
PROTECTING PASADENA

January 25, 2021

Planning Commission and Department of Transportation
c/o Tess Varsh, Recording Secretary
100 North Garfield Ave.
Pasadena, CA 91101

Re: CONDITIONAL USE PERMIT #6831: 590 S. FAIR OAKS

Dear Planning Commission and Department of Transportation,

I am submitting concerns for the proposed project at 590 South Fair Oaks. After reviewing the Transportation Impact Analysis, Outside CEQA Evaluation, for a neighboring project (650 South Raymond)*, it is apparent that with the addition of 590 South Fair Oaks, the surrounding area is certain to have serious failing intersections that need traffic engineering insight and proper mitigation. The most recent Outside CEQA study for 650 South Raymond showcased how the addition of 845 vehicle trips for the 30,000 sq ft. medical office project will cause two movements of Glenarm and Arroyo Parkway to fail in LOS (Level of Service). In the peak morning hour, the NBL turn goes from a D to an F. In the peak evening hour, the NBL goes from an E to an F. (Please refer to the attached documentation). In contrast, the addendum to the Certified EIR for 590 South Fair Oaks associates only 1,246 weekday vehicle trips for a 100,000 sq ft. building, three times the size but just 401 additional trips compared to 650 South Raymond. If 590 South Fair Oaks generated proportional trips to 650 South Raymond, the calculation should be more like 2,600 trips. Why is the medical office building at 590 South Fair Oaks projected to have so many less trips on a proportional basis than 650 South Raymond?

To make an even more compelling case, the intersection of Arroyo Parkway and Glenarm has a total of three failing turns with the addition of 650 South Raymond but yet again, it shows a "pass" for this project because the Department of Transportation averages all the movements to create one LOS grade. The wait time to make a left turn onto the freeway in the PM is **9 minutes** yet the City does not mitigate this because the whole intersection is considered as one average lettergrade. To make matters worse, we have zero idea how this proposed 100,000 sq medical office at 590 South Fair Oaks will affect the surrounding intersections because the work to decipher the potential traffic issues has not been completed but rather based on a 2008 study.

What I find most frustrating is by averaging intersections and not mitigating the E's and F's, we are preventing developments from providing the needed Complete Streets measures which help

us achieve Goal 5 in our General Plan. Please see the list of ways developers can contribute to this ideal below-

- Project specific measures:
  - Establish an Average Vehicle Occupancy (AVO) Cap or more aggressive AVO target that exceeds the City's AVO average by enhancing the required TDM plan under the City's Trip Reduction Ordinance (TRO)
  - Parking strategies to share parking or reduce on-site parking
  - Transit passes and/or transit cash-out
  - Bikeshare program with 10 or more bikes
  - Carshare program with two or more vehicles
  - Shuttle service to major transit stops
  - On-site transit kiosk
- Complete Streets measures
  - Pedestrian lighting to and from major transit stops
  - Pedestrian and Bike Traffic signal upgrades/enhancements
  - Installation of non-vehicular improvements at studied intersections

The Outside CEQA Traffic Analysis for 590 Raymond must be updated to reflect current conditions for intersections like California Blvd. and South Fair Oaks Before COVID, it was not uncommon for cars to be stuck in the middle of this intersection due to the train passing. (Please refer to this link for live videos of our failing intersections in January of 2020, along with a 70 page independent report by traffic engineering firm PRISM Engineering regarding the failing intersections in and around this area.) I am dumbfounded that the city staff is using a 12 year old study that makes zero mention of this issue and the need for mitigation. Our failing intersections must be brought to light as we move forward growing all of Pasadena's housing and commercial production.

Since our city has decided to pursue high-density, multi-family apartments and condos, and numerous medical offices in existing urban neighborhoods at a feverish pace, we need to take a step back and review how and, more importantly, why we are allowing an enormous increase in unmitigated vehicle trips to clog our streets and neighborhoods. My hope is that the Planning Commission will not gloss over this issue and will request DOT to create an updated Outside CEQA Analysis before approving this project. Our city must mitigate for failing intersections caused by additional vehicle trips from massive projects such as 590 South Fair Oaks. This action is imperative to not only prevent accidents but ensure current residents their quality of life will continue in a way that allows us to move about this city in a comfortable and safe manner. Residents are becoming frustrated seeing their city being altered in ways they never imagined and without concern for their well-being, quality of life, or environmental concerns.

The traffic discussion needs perfect transparency, public engagement, and engineering discipline to grow our city without creating a mess of hopeless congestion. I hope this commission will consider taking a closer look at the traffic problems in the area that will be worsened with the approval of this immense medical office building. 590 South Fair Oaks will certainly lead to more failed turning movements in the surrounding area.

Much Appreciation,
Erika Foy

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U-Haul Moving & Storage of Pasadena
The UPS Store
First City Credit Union Pasadena
Chase Bank
Fair Oaks Ave
E California Blvd
Arroyo Chop House
Takeout • Delivery
Guisados
Takeout • Delivery
Arroyo Car Wash
Ray's MBZ
Trader Joe's
Fair Oaks Women's Health
Burger King
Takeout • Delivery
Pico St
650 S Raymond Ave, Pasadena, CA 91105
S Marengo Ave
Jones Coffee Hut
Takeout
Jones Coffee Roasters
Takeout
CVS
Delivery

650 South Raymond Ave
AM Existing

4/23/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3453		1805	3564		1805	5040		1805	5065	
Flt Permitted	0.48	1.00		0.48	1.00		0.15	1.00		0.11	1.00	
Satd. Flow (perm)	906	3453		919	3564		292	5040		217	5065	
Volume (vph)	85	220	95	333	333	31	78	1295	282	31	997	126
Peak-hour factor, PHF	0.92	0.75	0.79	0.88	0.86	0.87	0.79	0.93	0.87	0.70	0.95	0.80
Adj. Flow (vph)	92	293	120	378	387	36	99	1392	324	44	1049	158
RTOR Reduction (vph)	0	22	0	0	8	0	0	48	0	0	25	0
Lane Group Flow (vph)	92	392	0	378	415	0	99	1668	0	44	1182	0
Confl. Peds. (#/hr)												12
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.46	0.46		0.46	0.46		0.44	0.44		0.44	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	419	1597		425	1648		128	2205		95	2216	
v/s Ratio Prot		0.11			0.12			0.33			0.23	
v/s Ratio Perm	0.10			c0.41			c0.34			0.20		
v/c Ratio	0.22	0.25		0.89	0.25		0.77	0.76		0.46	0.53	
Uniform Delay, d1	12.9	13.0		19.6	13.1		19.1	18.9		15.9	16.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.4		23.2	0.4		35.6	2.5		15.4	0.9	
Delay (s)	14.1	13.4		42.9	13.4		54.7	21.4		31.2	17.4	
Level of Service	B	B		D	B		D	C		C	B	
Approach Delay (s)		13.5			27.3			23.2			17.9	
Approach LOS		B			C			C			B	

Intersection Summary			
HCM Average Control Delay	21.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

650 South Raymond Ave
AM Existing+Project 4/23/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3449		1805	3564		1805	5040		1805	5065	
Flt Permitted	0.47	1.00		0.48	1.00		0.15	1.00		0.11	1.00	
Satd. Flow (perm)	901	3449		910	3564		292	5040		217	5065	
Volume (vph)	85	221	99	333	336	31	93	1295	282	31	997	126
Peak-hour factor, PHF	0.92	0.75	0.79	0.88	0.86	0.87	0.79	0.93	0.87	0.70	0.95	0.80
Adj. Flow (vph)	92	295	125	378	391	36	118	1392	324	44	1049	158
RTOR Reduction (vph)	0	22	0	0	8	0	0	48	0	0	25	0
Lane Group Flow (vph)	92	399	0	378	419	0	118	1668	0	44	1182	0
Confl. Peds. (#/hr)												12
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.46	0.46		0.46	0.46		0.44	0.44		0.44	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	417	1595		421	1648		128	2205		95	2216	
v/s Ratio Prot		0.12			0.12			0.33			0.23	
v/s Ratio Perm	0.10			c0.42			c0.40			0.20		
v/c Ratio	0.22	0.25		0.90	0.25		0.92	0.76		0.46	0.53	
Uniform Delay, d1	12.9	13.1		19.8	13.1		21.2	18.9		15.9	16.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.4		24.5	0.4		60.8	2.5		15.4	0.9	
Delay (s)	14.1	13.4		44.3	13.5		82.0	21.4		31.2	17.4	
Level of Service	B	B		D	B		F	C		C	B	
Approach Delay (s)		13.6			27.9			25.3			17.9	
Approach LOS		B			C			C			B	

Intersection Summary			
HCM Average Control Delay	22.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

650 South Raymond Ave
PM Existing

4/23/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.98		1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3383		1805	3539		1805	4952		1805	5119	
Flt Permitted	0.54	1.00		0.25	1.00		0.11	1.00		0.11	1.00	
Satd. Flow (perm)	1017	3383		472	3539		217	4952		217	5119	
Volume (vph)	97	454	328	424	207	41	44	1132	507	83	1262	104
Peak-hour factor, PHF	0.79	0.94	0.94	0.92	0.70	0.92	0.61	0.93	0.96	0.80	0.91	0.92
Adj. Flow (vph)	123	483	349	461	296	45	72	1217	528	104	1387	113
RTOR Reduction (vph)	0	8	0	0	13	0	0	98	0	0	12	0
Lane Group Flow (vph)	123	824	0	461	328	0	72	1647	0	104	1488	0
Confl. Peds. (#/hr)												8
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.46	0.46		0.46	0.46		0.44	0.44		0.44	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	470	1565		218	1637		95	2167		95	2240	
v/s Ratio Prot		0.24			0.09			0.33			0.29	
v/s Ratio Perm	0.12			c0.98			0.33			c0.48		
v/c Ratio	0.26	0.53		2.11	0.20		0.76	0.76		1.09	0.66	
Uniform Delay, d1	13.1	15.3		21.5	12.7		18.9	19.0		22.5	17.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	1.3		516.8	0.3		42.6	2.6		120.3	1.6	
Delay (s)	14.5	16.6		538.3	13.0		61.5	21.5		142.8	19.4	
Level of Service	B	B		F	B		E	C		F	B	
Approach Delay (s)		16.3			315.0			23.1			27.4	
Approach LOS		B			F			C			C	

Intersection Summary			
HCM Average Control Delay	68.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.62		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

650 South Raymond Ave
PM Existing+Project 4/23/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.98		1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3377		1805	3539		1805	4952		1805	5119	
Flt Permitted	0.53	1.00		0.24	1.00		0.11	1.00		0.11	1.00	
Satd. Flow (perm)	1016	3377		454	3539		217	4952		217	5119	
Volume (vph)	97	457	346	424	208	41	51	1132	507	83	1262	104
Peak-hour factor, PHF	0.79	0.94	0.94	0.92	0.70	0.92	0.61	0.93	0.96	0.80	0.91	0.92
Adj. Flow (vph)	123	486	368	461	297	45	84	1217	528	104	1387	113
RTOR Reduction (vph)	0	8	0	0	13	0	0	98	0	0	12	0
Lane Group Flow (vph)	123	846	0	461	329	0	84	1647	0	104	1488	0
Confl. Peds. (#/hr)												8
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Effective Green, g (s)	37.0	37.0		37.0	37.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.46	0.46		0.46	0.46		0.44	0.44		0.44	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	470	1562		210	1637		95	2167		95	2240	
v/s Ratio Prot		0.25			0.09			0.33			0.29	
v/s Ratio Perm	0.12			c1.02			0.39			c0.48		
v/c Ratio	0.26	0.54		2.20	0.20		0.88	0.76		1.09	0.66	
Uniform Delay, d1	13.1	15.4		21.5	12.7		20.6	19.0		22.5	17.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	1.4		553.2	0.3		64.6	2.6		120.3	1.6	
Delay (s)	14.5	16.8		574.7	13.0		[illegible]	21.5		142.8	19.4	
Level of Service	B	B		F	B		F	C		F	B	
Approach Delay (s)		16.5			335.5			24.5			27.4	
Approach LOS		B			F			C			C	

Intersection Summary			
HCM Average Control Delay	71.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			