

# Agenda Report

**To:** City Council **Date:** April 22, 2002

**Through:** Finance Committee

**From:** City Manager

**Subject:** Amend the FY 2002 Capital Improvement Program to Add a New Project, Sierra Madre Villa Parking Structure Betterments for the Los Angeles to Pasadena Metro Gold Line and Appropriate \$156,000 from the Prop. A/C Reserve for Future Light Rail Projects.

## RECOMMENDATION:

It is recommended that the City Council:

1. Amend the FY 2002-2006 Capital Improvement Program (CIP) to include a new project, "Sierra Madre Villa Station Parking Structure Betterments";
2. Authorize the City Manager to execute a Betterment Agreement with the Los Angeles to Pasadena Metro Blue Line Construction Authority to design and construct the Betterments at the Sierra Madre Villa Station Parking Structure. Competitive bidding is not required pursuant to City Charter Section 1002(H) contracts with other governmental entities; and
3. Approve a Journal Voucher appropriating \$156,000 Prop. A/C reserve for Future Light Rail Projects for Betterments at the Sierra Madre Villa Station parking structure (account number 75006).

## BACKGROUND:

The proposed design of the Sierra Madre Villa Station parking structure is both monolithic and monochromatic. The unadorned elevations along with the absence of any color (exterior application) create a structure that is visually imposing and lacks visual interest.

The proposed "betterments" will address the aforementioned "design shortcomings" by introducing additional building materials and color. The betterments will break down the visual scale of the building and add visual interest.

The Sierra Madre Villa parking structure betterments will include the following:

- All concrete spandrels will change to integral colored, split face concrete block.
- The elevator tower will change from a concrete block structure with an exterior plaster finish to an exterior finish of split face concrete block.
- The continuous vertical glass back curtain wall for the 4 elevators will change to "punched" windows with aluminum storefront glazing and 8' split face concrete block spandrels.
- All exposed exterior concrete finishes will be painted back to drip at underside of slab, 3 sides of columns, underside of beams and top side of spandrels.
- Medallions, ¼" deep and painted an accent color, will be formed at intersections of beams and columns at some locations.

The installation of the new split-face integral colored concrete block at the spandrels and at the elevation tower will add relief to the visually uninterrupted horizontal appearance of the exterior walls.

Painting the exposed concrete finishes eliminates the "unfinished" appearance of the structure. The introduction of "punched" windows at the elevator tower will visually reduce the height of the tower by eliminating the continuous vertical glazing. In addition, the integral color of the concrete block will visually lighten the elevations, especially along the east and west elevations. Finally, the medallions located at the intersections of the beams and columns will add visually ordered accents to the elevations of the structure.

The proposed betterments will transform a large utilitarian parking structure into a structure, which has some relief in elevation and color. Attachment A illustrates a typical elevation with the proposed changes, Attachment B is a computer generated rendering of the parking structure with the proposed betterments in place, and Attachment C illustrates the parking structure without the betterments.

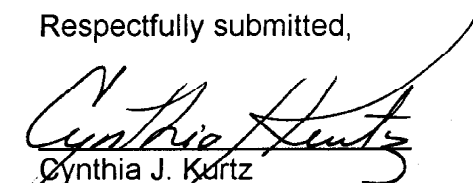
The construction of the Sierra Madre Villa Station parking structure was a part of the environmental review of the Gold Line.

**FISCAL IMPACT**

The City of Pasadena established a Reserve for Future Light Rail Projects in 1995. This reserve is to be used for enhancements and improvements to the Gold Line Light Rail project that are not included in the overall construction project budget.

Sufficient funds are available in the Prop. A and C Reserve for Future Light Rail Projects. Please see Attachment D.1 for a detailed list of all of the approved and proposed uses of the Reserve for Future Light Rail. Attachment D.2 includes this recommendation.

Respectfully submitted,

  
Cynthia J. Kurtz  
City Manager

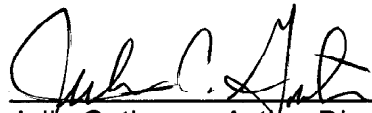
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