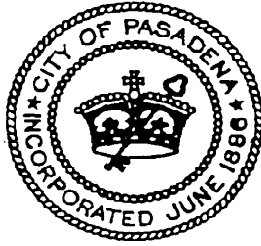


ATTACHMENT J

Outpatient Services Pavilion, UP #4594



TRANSPORTATION ADVISORY COMMISSION

October 26, 2005

Diana Peterson-More, Chair
City of Pasadena Planning Commission
Planning & Development Department
175 North Garfield Avenue
Pasadena, California 91109

Subject: Huntington Memorial Outpatient Services Pavilion

Dear Ms. Peterson-More and Members of the Planning Commission:

On October 19, 2005, the Planning Commission voted to refer the Huntington Memorial Outpatient Services Pavilion Project ("Project") to the Transportation Advisory Commission ("TAC") for review and comment. The specific issues referred to TAC were the Project's traffic study and application for a minor conditional use permit for development within a TOD area.

On October 26, 2005, TAC held a special meeting in response to the Planning Commission's referral of the Project. The following Commissioners attended the special meeting: Chair Vince Farhat; Vice-Chair Juan Carlos Velasquez; Commissioner Michael Brady; Commissioner Carolyn Naber; and Commissioner Julie Delgado, Ph.D. Due to the short notice of the special meeting, however, TAC was only able to maintain a quorum of Commissioners from 6:00 p.m. to 7:15 p.m.

TAC first heard a brief report from City Planning staff member Bill Trimble, followed by a presentation from the Project applicant. The following persons spoke during public comment: Dorothy Lindsey, President of the West Pasadena Residents' Association; and Bob Holmes, resident of Bellfontaine.

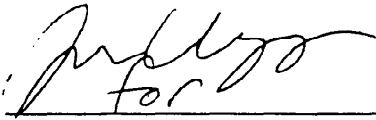
After public comment, Commissioners reviewed and commented on the Project traffic study and proposed mitigation measures. Overall, the Project was well received by TAC. Most Commissioners expressed support for the proposed use as an outpatient services facility. Some Commissioners expressed specific concerns about parking and

transportation issues. Individual Commissioner comments are summarized in Attachment A.


At the conclusion of the special meeting, TAC voted to send a representative to the Planning Commission to present Commissioners' comments. Vice-Chair Velasquez will be presenting on behalf of TAC at the Planning Commission's regular meeting on October 26, 2005.

On behalf of TAC, thank you for the opportunity to review and comment on the Project. We hope these comments will be helpful in the Planning Commission's upcoming deliberations.

Respectfully submitted,



Vince Farhat, Chair



Juan Carlos Velasquez, Vice-Chair

Attachment A

Commissioner Comments

Commissioner Delgado:

- The Project traffic study followed everything extremely well.
- However, there is something “structurally” wrong with the City’s codes when we allow parking based on ITE’s standards and require parking, and, on the other hand, look for ways to increase public transit ridership, meet air quality and other regulations, etc.
- At some point, we need to provide real incentives for developers NOT to provide parking, unbundled parking, and establish a maximum number of spaces in TOD areas, especially the Central City Specific Plan area.
- Does not believe the TDM has enough teeth in it.
- A maximum parking ratio should be used rather than a minimum.
- Suggests as an example conditions set that would require 25% reduction of employee parking spaces within the project.
- Believes reducing employee parking would reduce traffic coming to the site during the a.m. and p.m. peak hours where the impacts are usually felt on the street system.

(Staff Response to Comments: Bill Trimble informed TAC that per the new zoning code the “minimum” parking ratio for this development is the “maximum” ratio since it is within a TOD. The maximum ratio is capped at 3.6 per 1000 as compared to the typical 5 per 1000)

Commissioner Brady:

- Questioned why this Project was brought to TAC if it met all conditions and did not reach the threshold of projects normally coming to TAC.
- Developer has met the plan’s conditions.
- The mitigation measures are pretty good, especially the new right turn lane on California.
- Believes people will continue to use major mobility corridors to go to the Hospital.
- Does not believe that traffic will use residential streets to get to the site.
- Does not believe this is a project that should cause it coming to a Special meeting of TAC
- Questioned some neighborhood demarcation comments provided in letter provided by WPRA.

Commissioner Naber:

- Traffic Circulation:
- Questioned why another traffic signal was being added at Fairmount and California, keeping mind that there is an existing traffic signal “mid-block” (at the Vons market across from the entrance of the Hospital) which is less than a quarter-block away from the proposed traffic signal. Why an additional traffic signal?
- Fairmount is an ambulance and emergency vehicle entrance. Questioned whether there would be any conflicts. Should the City discourage ingress and egress from the Project at Fairmount and encourage ingress and egress at Congress Street?
- Questioned whether ingress and egress on Fair Oaks Avenue could cause queuing back to the right-turn only lane at California.
- The traffic study shows (and studied) a “staff only” ingress and egress, but the final allows public ingress and egress, which would cause queuing up Fair Oaks and around the corner backed into California.
- If public enters Project here, why would they continue south on Fair Oaks to Congress and enter the Project via Congress where auto queuing would not be so problematic?
- Questioned whether there would be any conflicts with the DAG improvements at that intersection and the traffic soon to be generated at that intersection resulting from car trips shifted there once the DAG improvements at that intersection and in the Glenarm area are completed.
- Auto Traffic Mitigation Measures:
- The Project does not have any mitigation measures aimed at reducing car trips.
- Traffic mitigation dollars should be shifted to measures that will reduce car trips, such as the ARTS bus.
- The Project does not have any linkages to the City’s capitol improvement projects to reduce car trips.
- The Project does not have any neighborhood protection mitigation measures.
- There should be a budget for neighborhood protection (i.e. \$50,000). Then the neighbors and DOT staff could work together to formulate an NTMP.
- The Project does not have any protection measures for de-emphasised streets in the area (Orange Grove & California between St. John & Orange Grove).
- The mitigation proposed is primarily for ITS system improvement. How was the dollar amount calculated? (Note: DAG ITS improvements are paid by DAG monies.)
- This was a lost opportunity for ARTS bus expansion. Why was there no contribution to the ARTS?
- Why so much parking? 4 per 1000 in the proposed code seems a lot for this size building and seems larger than the previous proposed project on that site.

- Traffic Counts: Currently there is an empty lot on that site. Why did the traffic study assume only 325 net a.m. peak and 370 net p.m., and total net increase of 5,059 trips?
- Accumulated Impacts: There is a major Huntington Memorial Hospital development project under construction a block away at Pasadena Avenue and California. What traffic mitigation measures have been proposed keeping in mind the accumulated impact of the two major developments that are so close to each other?
- Annual Traffic/Mobility Report Card: This Project should be could be included in the proposed Traffic / Mobility Report Card. (Please see July 20, 2005 TAC comments to Westgate Project EIR scoping for baseline traffic counts that should be taken.)
- Pedestrian / Non-Auto Experience and Safety:
 - This was a lost opportunity for creating pedestrian linkages to the Gold Line.
 - How will the Project link to the Gold Line Fillmore station just blocks away?
 - Questioned pedestrian safety from Fillmore Station. Fair Oaks is very busy and dangerous. There should be specific accommodations at the light and cross-walk for safety and to enhance the pedestrian experience between the Fillmore Station and the Project.
 - What is the pedestrian experience and linkage to other non-auto forms of transportation?
 - Commented on providing adequate bike lockers. Where will the bike lockers be located?
- Other: Provided positive remarks about the Project being the best use for the site as compared to previous proposals

(Staff Response to Comments: DAG funding did not include the current widening on California, and staff intended to condition the Hospital for the improvement so the DAG funding could be extended to other projects. Staff also provided explanation about the rational for conditioning this project for fair share contributions to the expansion of the ITS program in the vicinity of the Project.)

Commissioner Velasquez:

- Agrees with Commissioner Brady that this is a good project and that it has followed guidelines and fulfilled the requirements.
- Commented on the general policy goal of reducing parking to discourage auto traffic.
- Believes the project is a step in the right direction.

Chair Farhat:

- Joins Commissioner Delgado in her comments regarding the policy discussion on parking caps and the issue of free parking.
- Joins Commissioner Naber in her comments regarding traffic circulation, contributions to ARTS, neighborhood protection and NTMP, auto traffic mitigation measures, concerns about Fairmont intersection, accumulated impacts, and pedestrian access and safety.
- Huntington Hospital is a terrific neighbor. Expressed support for the proposed use as an outpatient services facility.

Disclosure for Pasadena Taxpayer Protection Amendment of 2000

Applicant Name: **Collis P. & Howard Huntington Memorial Hospital Trust**

Trustees, directors, partners and officers of applicant

John F Kooken
Leonard M Marangi
Lois S Matthews
Paul LH Ouyang
James F Rothenberg

Disclosure for Pasadena Taxpayer Protection Amendment of 2000

Applicant Name: **Pacific Medical Buildings, LP**

Trustees, directors, partners and officers of applicant

Mark Toothacre
Jim Rohan
Greg Nelson
Evan Stone
Hal Sherman
Jonathan Hughes
John Hussey
Kim Cochrane
Jeffrey Rush, MD
Robert Rosenthal
Elizabeth Powell

Those with more than a 10% equity, participation or revenue interest in Applicant

Ahlf, Ryan
Arambula, Joey
Bigley, Candice
Blake, Kristas
Brill, Barbara
Cadigan, Rhiza
Cathcart, Carol
Cochrane, Kimberly
Cutbirth, James
Czapla, Danielle
Davis, Glenn
Davidson, Robert
Duoto, Mike
Fils, Reginald
Ford, Christina
Galus, Alyson
Hall, Ray
Hughes, Jonathan
Hussey, John
Jacobs, Kristina
Kollross, Kelli
Logreco, Debra
Lopez, Athena
Medina, Tiffany
Nelson, Greg
Ortega, Elsa
Paolino, Dominick
Powell, Elizabeth A.
Riley, Kamia
Reyna Robledo
Rogers, Genny
Rohan, Jim
Rohe, Jake

Rosenthal, Robert A.
Ross, Greg
Rush, Jeffrey L.
Rush, Loni
Russell, Joanne
Samperio, Gabriella
Simpson, Jake
Sherman, Hal
Stone, Evan
Thomas, Chere
Toothacre, Mark D.
Toothacre, Samantha
Twitty, Pam
Ward, Nani
Ambrose, Don
Olkowski, Mary
Popp, Peter
Becky Walker
Bryon Wills
Carol Kenny
Cruz Razo
Danny Young
Denise Woodruff
Dennis Owen
Erika Soriano
Gilbert Moreno
Joe Pearce
Julio Soriano
Michael Smith
Mike Nuncio
Mitch Miller
Richard Stauber
Robert Garcia
Shirley Johnson
Steve Costello
Sherwood Johnston III
William Baer
Yves Garcia