

July 23, 2018

City of Pasadena City Council
100 N Garfield Ave
Pasadena, Ca 91109

Attention: Mayor Terry Tornek, Vice Mayor John Kennedy, City Council members Gordo, Hampton, Madison, McAustin, Masuda, and Wilson

Subject: Item 16 on July 23, 2018 City Council agenda. Appeal to City Council of BZA decision regarding Affordable Housing Concession Permit # 11866 at 233 N Hudson Avenue

Dear Mayor, Vice-Mayor, and esteemed City Council members,

Odyssey Development (with their attorney, Carlson & Nicholas) have communicated during the public hearing and appeals process that all elements of design will be open for the design commission review and therefore design issues have no bearing as part of the AHCP decision. However, it is noted in agenda attachment B item 1 (see also agenda attachment B item 12 which affects our privacy from north side balconies), "...plans and elevations submitted for building permits shall substantially conform to plans submitted with this application stamped 'Approved at Hearing, May 2, 2018' except as noted herein." This clearly indicates most (if not all) elements of design will be entitled to the developer via the AHCP decision, and thereby requires thorough review and analysis of all the design elements in the AHCP concept plans that may affect the protected rights of neighboring properties under the zoning code (such as light, noise, privacy, air quality, quality of life, etc...), including collaboration with our residents who are most principally affected. To date the Developer has not communicated with our residents to address our concerns and collaborate on a compromise solution that works for both parties. The exclusive reason we are an involuntary participant at tonight's hearing is solely due to the above reasoning. Examples are as follows for items that we've addressed in our communications with the developer and planning department throughout the hearing and appeals process without any response for mitigation/collaboration.

- Hudson Street garage entry/exit and pedestrian walkway less than 25 ft from and looking directly into our bedroom and living room windows
- Hudson Street garage entry conveying 477 trips per day (per DOT report) directly in front of our bedroom and living room windows introducing noise and car exhaust all morning, day, evening, and night
- 2nd through 5th floor Northeast balconies looking directly into our bedroom windows
- 2nd through 5th floor North windows looking directly into our bedroom windows
- 2nd floor Northwest, West, and East veranda balconies looking directly into our bedroom windows
- 5th floor West and East veranda balconies looking directly into our bedroom and living room windows
- South terrace looking directly into our bedroom windows

Odyssey Development and the Planning Department have also communicated during the public hearing and appeals process the air quality, noise, and traffic have been studied in adequate fashion to approve the AHCP. However, Noise Analysis (Agenda attachment H), Air Quality Analysis (Agenda attachment I), and Transportation Analysis (Agenda Attachment J) only study these affects as it relates to the area from street level and NOT for specific affects as related to special-case, close-proximity design elements between the properties, such as the Hudson Street garage entry/exit and pedestrian walkway less than 25 ft from our bedroom and living room operable windows, sliding glass doors, and balconies. Certainly these reports do not address specific quality of life and detriment of property issues for our owner-residents relative to the Hudson Street garage ramp.

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It has come to our attention late last week there was/is no other location consideration or review for the garage entry/exit except Hudson Street, as proposed by Odyssey development to the Department of Transportation (DOT). If there had been adequate review of the ramp location and other location options, we are confident there would have been little choice but to have the ramp on Walnut for the quality of life reduction and detriment to property reasons we've communicated. To additionally support this point, there are three nearby and recently built mixed-use multi-residential properties that have building face on Walnut and have entry/exits from their commercial and residential garages to/from east-west Walnut (see attached map and photos) rather than on two-way north-south local streets. DOT defines Walnut as an "east-west minor arterial and a multi-modal corridor...street classification for this roadway is a City Connector." (see page 4). For this reason, Walnut ideally makes a better traffic route for the 233 Walnut garage ramp than Hudson, which DOT defines as two-way local street that runs in the north south direction...classified as an Access Road." (see page 4). Further, the DOT report shows if the ramp is located on Hudson they will exceed the Hudson ADT cap by 21.7% (see table 2, page 10). All of this information guides us to Walnut as the correct choice for the ramp, but is not being considered in the AHCP and will be entitled to the developer if the AHCP is approved for the reasoning in paragraph one.

We are currently aware The Transportation Report prepared by the DOT is predicated on inaccurate and incomplete information. For example, on page 9 item VI Project Trip Generation it is noted the traffic analysis data used was for an "office development" which is not correct, but rather it is mixed-use high-density residential development. In addition, on page 10 and figure 3 Intersection Level of Service (LOS) there is no data for 4 of the 6 most principally affected intersections by the Hudson ramp at Corson/Hudson, Locust/Hudson, Walnut Hudson, and El Molino/Locust (see attached maps).

For all of the above reasoning, it seems evident that thorough and sufficient study has not been provided in support of the AHCP to make a decision in favor and this appeal should be upheld

Sincerely,



Mark H. Quentin (board member)
Hudson Locust Inc. HOA
742-748 Locust St
Pasadena, CA 91101

Photo 1



PHOTO 2



PHOTO 3



Street Segment Analysis

Figure 3 describes the project trip distribution used to evaluate project traffic volumes on the street network. The calculated increase in average daily traffic along access or neighborhood connector street types is summarized:

Street Segment	Daily Volume	Project Volume	% Vehicular Increase in ADT	Exceeds Cap?
Locust Street between El Molino Avenue and Hudson Avenue	1,052	48	4.5%	No
Locust Street between Hudson Avenue and Lake Street	1,978	0	0.0%	No
Hudson Avenue between Locust Street and Walnut Street	2,201	477	21.7%	Yes

Based on the criteria outlined in Table 2 – Street Segment Caps, the project applicant is required to implement measures to discourage neighborhood intrusion by project-related traffic.

Intersection Level of Service (LOS) Analysis

Figure 4 indicates that this project lies within the City's Transit Oriented District (TOD) area. Therefore, the intersection LOS threshold for significance under which the intersections shall be evaluated is "LOS E". A decrease in LOS would trigger conditions of approval to reduce project vehicular trips.

Figure 5 shows the existing and existing plus project peak hour traffic volumes

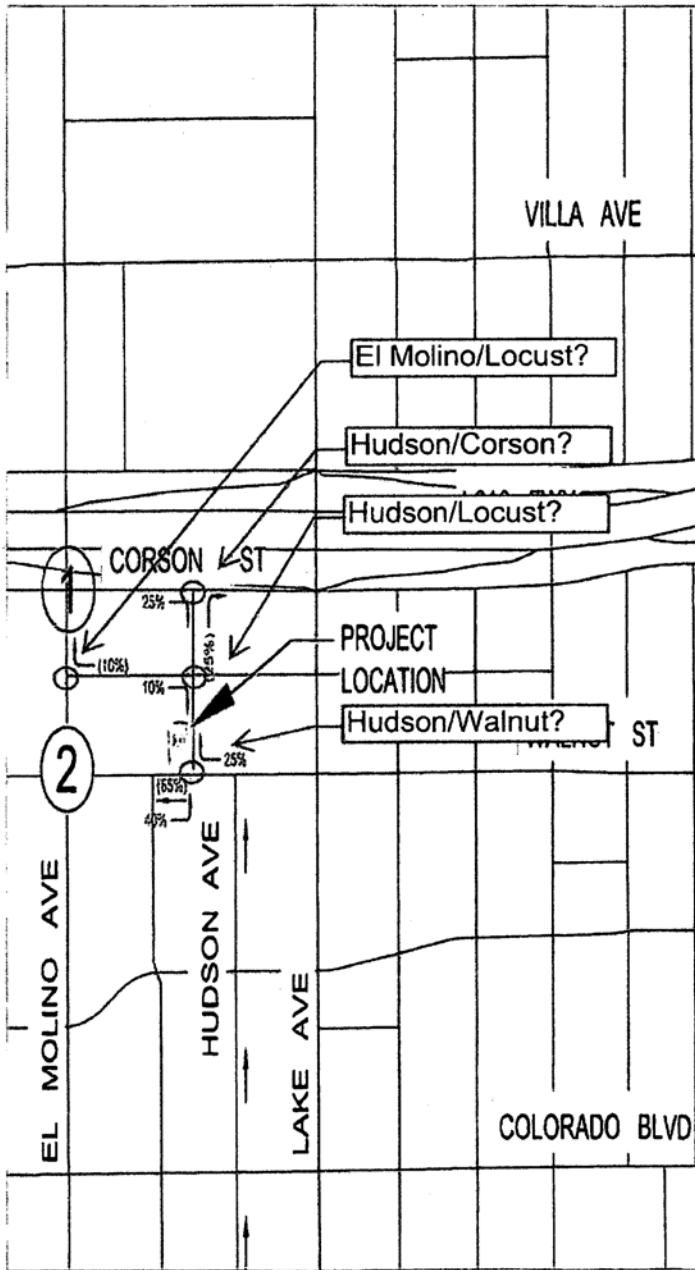
The following table summarizes the LOS calculations for the study intersections.

No information for Hudson/Corson, Hudson/Locust, Hudson/Walnut, El Molino/Locust.

Table 6. Signalized Intersection LOS Summary

Intersection	Peak Hour	Existing		Existing w/Project		Exceeds LOS Cap?
		Delay	LOS	Delay	LOS	Yes/No
1. El Molino Avenue at Corson Street	AM	12.7	B	12.7	B	No
	PM	18.3	B	18.4	B	No
2. El Molino Avenue at Walnut Street	AM	12.0	B	12.0	B	No
	PM	12.5	B	12.5	B	No

Since the evaluated intersections do not exceed the LOS caps described in Table 3, the project is not required to reduce project-related vehicular trips.



1 EL MOLINO AVENUE AT CORSON STREET	
10% ↑	
25% →	
2 EL MOLINO AVENUE AT WALNUT STREET	
	↑ (50%) └ (15%)
25% →	└ 15%



NO SCALE

LEGEND

- X% % CARS INBOUND
- (X%) % CARS OUTBOUND

FIGURE 3
PROJECT TRIP DISTRIBUTION
233 NORTH HUDSON AVENUE