

Martinez, Ruben

From: Brian <Brian@playhousevillage.org>
Sent: Monday, April 20, 2020 9:59 AM
To: Mermell, Steve
Cc: Public Comment; chua@swiftrp.com; Kennedy, John; Wilson, Andy; ttorkek@cityofpasadena.net; Markarian, Kris; Masuda, Gene; McAustin, Margaret; Madison, Steve; Hampton, Tyron; Gordo, Victor; Klug, David
Subject: PVA Support of CIP Item
Attachments: PVA Support for Park 0320.pdf

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Dear Steve,

Please find attached a letter of support for the Playhouse District Park and Parking Lot project, included as part of today's proposed CIP projects list to be reviewed by City Council. The letter outlines the Playhouse Village Board of Directors' support for the concept design, associated demolition of Banner Bank, and an emerging partnership for future management and maintenance. As the staff's proposed construction budget of \$4.6 million is consistent with the community-based design and desire for a quality park in Playhouse Village, please accept this letter in support of the staff-recommended construction budget in the CIP list for the upcoming fiscal year.

We look forward to working together as the design and construction proceed.

Brian Wallace
Executive Director

Playhouse Village
709 E Colorado Blvd, Ste 160
Pasadena, CA 91101
626.744.0340
playhousevillage.org



Playhouse Village

March 20, 2020

Steve Mermell
City Manager
City of Pasadena
100 N. Garfield Ave.
Pasadena, CA 91101

Dear Steve,

The Playhouse Village Association Board of Directors is pleased to communicate its support for the emerging concept design and possibility for a management partnership for the future park at the Union/El Molino site.

At the January 22, 2020 PVA Board Meeting, the Board of Directors voted unanimously to endorse the concept park design as presented by City staff and consultant firm AHBE/MIG. The design as presented reflects extensive input and guidance from stakeholders, including several PVA Board members. The new park will offer amenities and design solutions to satisfy the needs of Playhouse Village and downtown stakeholders, including residents and businesses. In an associated step, the PVA Board also supports the demolition of the existing Banner Bank building in order to allow the park design to proceed to the critical final design and cost estimate phases.

The Board of Directors and PVA staff have also begun conversations with City staff regarding the critical function of management, maintenance and programming for the new park. We support continuing these conversations and exploring a partnership with the City - with specific roles and financial details to be determined - to ensure that the park is a vibrant, safe and welcoming amenity for Playhouse Village and all of Pasadena.

The Playhouse Village Association again thanks you for the opportunity to engage on this transformative project and looks forward to a well-designed quality park, managed and programmed in partnership with the City of Pasadena.

Brian Wallace
Executive Director


Bernard Chua
Chair, Board of Directors

cc: Mayor Terry Tornek, City Council, Dave Klug, Kris Markarian

April 20, 2020

Pasadena City Council
100 North Garfield Avenue, Room S249
Pasadena, CA 91101

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CITY CLERK
CITY OF PASADENA

Mayor Tornek and Members of the City Council,

On Monday, April 20, 2020, the City Council will take action regarding the City Manager's Recommended Fiscal Year 2021-2025 Capital Improvement Program ("CIP") Budget as Item 24 of your Agenda.

As stated in the Staff Report dated April 20, 2020, although the Transportation Advisory Commission's ("TAC" or "Commission") CIP Subcommittee did review and support the Streets and Streetscapes and the Transportation sections of the Recommended CIP Budget on March 10, 2020, due to the instituted health guidelines, the full Commission did not have the opportunity to review and recommend the FY 2021-2025 CIP Budget. Accordingly, I would like to submit this letter to the City Council expressing my overall support for the Recommended FYI 2021-2025 CIP Budget as a TAC Commissioner but raise important reservations and concerns regarding Priority No. 37 of the Transportation section with my recommendation to eliminate this Priority. In addition, I would like to recommend that the City Council fully fund Transportation Priority 15 from the FY 2021-2025 CIP Budget.

Priority 37: Metro Gold Line Grade Separation of California Boulevard

The proposed grade separation project of the Metro Gold Line where it intersects California Boulevard is made possible from LA Metro funds that were to be used for the 710 Freeway tunnel from El Sereno to Pasadena. LA Metro earmarked these funds for projects that could benefit the area. However, with an estimated cost of \$230,500,000.00, the project is an enormous project for the City of Pasadena and San Gabriel Valley and one that I am concerned the costs of which have been underestimated and which the benefits have been overestimated.

The estimated cost and schedule of the grade separation should raise serious concerns from the City Council and the public and further study should be completed by Council or by TAC at the Council's direction to increase transparency and accountability. As this is a publicly funded project, LA Metro, with the assistance of Pasadena's Department of Transportation, should provide the public with estimates, forecasts, peer reviews, and benchmarks. Public hearings or meetings regarding the project should be held to allow stakeholders to voice criticism or support of the estimates and the project.

One of the justifications for the project is that it would eliminate the potential risk of motorist, pedestrian or bicyclist collisions with a light rail train. This is a legitimate concern. However, I do not believe that in the Gold Line's history of operating at that location, there has been an incident as data has not been provided. Moreover, when looking at traffic accidents at the closest major intersection (California Boulevard and Arroyo Parkway), there are less frequent incidents involving bicycles and pedestrians than other well-known intersections in the City. Based on data from the City of Pasadena Open Data Site on Traffic Collisions (which was last updated on March 9, 2018), the intersection of California Boulevard and Arroyo Parkway had one incident of a vehicle and a pedestrian. This is in contrast to the intersection of Colorado Boulevard and Fair Oaks Avenue, which had three vehicle and bicycle incidents and eight vehicle and pedestrian incidents. If the objective is the eliminate or reduce incidents involving vehicles, bicyclists or pedestrians, there are more cost efficient and higher impact projects and locations in the City where these important and limited resources could be better utilized.

04/20/2020
Item 24

While the funds for Priority 37 come from LA Metro, the size and scope of the project should give us pause and we should reconsider this project due to its size and limited benefits. If the purpose is to improve the flow of vehicle, bicycle and pedestrian traffic through the area, then it would be more cost effective to make holistic improvements to the transportation safety system with traffic signal enhancements at intersections in the area so that the surrounding area receives benefits and not just one corridor. It is important to also have perspective on the costs of the project. For \$230,500,000.00, the City of Pasadena could afford to install approximately 42 miles of cycle track (such as described as Priority 7: The Union Street Cycle Track – a section of Union Street approximately 1.5 miles long), approximately 73 Complete Street projects (the average cost of Complete Street projects in the FY 2021-2025 Budget is \$3,145,043 (Priorities 7, 8, 10, 11, and 13)), or 103 thirty-day passes for Pasadena Transit for each resident of Pasadena, which would entitle them to about 8 years of daily use.

Pasadena has a tremendous opportunity and significant responsibility each and every year to put forward and prioritize projects that improve our existing infrastructure and increase multimodal transportation use. Because of concerns about the justifications, transparency and estimates for Priority 37, I would strongly recommend that the City Council not approve Priority 37 and pursue other higher impact projects that would improve the City's transportation network for all types of users.

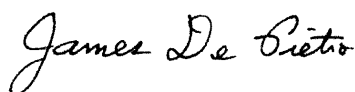
Priority 15: Citywide Continental Crosswalk Implementation

As the City explores ways to encourage all types of transportation, pedestrian safety is critical. One component of pedestrian safety is crosswalks and Priority 15 provides for the systematic replacement of 340 signalized intersection and 70 marked uncontrolled crosswalks throughout the city with the Continental crosswalk design. The Continental design is more visible and more cost effective as it allows for the markings to be placed to avoid wheel path.

Per the 2021-2025 CIP Budget, the estimate of the project is \$5,100,000 and it is currently unfunded. I would recommend that the City of Pasadena fully fund this project for FY 2021 or amortize the cost of the project over four years as it will improve safety of not only pedestrians but also vehicles and bicyclists.

Thank you for your consideration and for the opportunity to serve on the Transportation Advisory Commission since 2013. It has been an honor and a privilege to work with my fellow Commissioners, City of Pasadena staff, and the City Council to improve mobility for all.

Sincerely,



James De Pietro
Pasadena, CA
jdepietrovol@gmail.com

CC: Ms. Laura Cornejo, Director, Department of Transportation, City of Pasadena
Mr. Tim Sales, Chair, Transportation Advisory Commission, City of Pasadena

Iraheta, Alba

From: Colleen Carey <ccarey@lee-associates.com>
Sent: Saturday, April 18, 2020 2:24 PM
To: Public Comment
Subject: Playhouse Village-- Banner Bank Park Construction
Attachments: Colleen Carey.vcf

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I am writing in support of the city planning staff's recommendation of an allocation of \$4.6 million for construction of a new Park at the Banner Bank site on Union St in Pasadena Village. As an owner of a business that offices in Pasadena Village just one block from the proposed park location, we look forward to this park as a place where our employees can spend time on their lunch hour or after work. We consider this a very wise utilization of funds collected from Residential Impact Fees. Given the residential density that now exists in Pasadena Village, in addition to all the commercial office space attracting scores of daytime occupants, this park will be a welcome oasis to all. I strongly support and encourage the city's expenditure on this park and feel it affirms the City's commitment to funding quality of life for all residents and visitors to Playhouse Village.

I encourage the City Council members to approve this allocation.

Thank you!

Colleen Carey
Founding Principal
Lee & Associates | Pasadena

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Martinez, Ruben

Subject: FW: Public Comment: City Council Agenda Item No. 24

Begin forwarded message:

From: Timothy Sales <timsales@mac.com>
Date: April 20, 2020 at 1:12:10 PM PDT
To: "Tornek, Terry" <ttornek@cityofpasadena.net>
Cc: "Jomsky, Mark" <mjomsky@cityofpasadena.net>, "Cornejo, Laura" <lcornejo@cityofpasadena.net>, "Wilson, Andy" <awilson@cityofpasadena.net>, "Thyret, Pam" <pthyret@cityofpasadena.net>, James De Pietro <jdepietrovol@gmail.com>, Sam Morrissey <Sam.morrissey@gmail.com>, "Mermell, Steve" <smermell@cityofpasadena.net>, "De La Cuba, Vannia" <VDeLaCuba@cityofpasadena.net>
Subject: Public Comment: City Council Agenda Item No. 24

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Mayor Tornek & Councilmembers,

Thank you for your exceptional dedication and service during the on-going pandemic response.

Today, I am writing as an individual citizen, informed by my service to the Transportation Advisory Commission (TAC), where I am privileged to serve as Chairperson.

It is unfortunate — though understandably unavoidable — that the pandemic response disallowed the TAC's customary public hearing to solicit and incorporate public comment on the CIP into the TAC's review and advisory transmittal to the City Council. As you are aware, after public utility improvements, Transportation improvements are the largest component of the CIP, and how these funds are programmed and spent has become of increasing interest to our residents and constituents.

In recognition of this lost opportunity for public involvement, I recommend the following:

1. Request staff to report on specific CIP items that arose from the City's request for public suggestions for CIP improvements. As you know, the City conducted significant outreach early in the current CIP cycle for public suggestions. TAC and other commissions promoted and encouraged community members to submit suggestions. What became of this process and what are the results?
2. Adopt the CIP with the request that staff provide a mid-year opportunity to promote and incorporate public comment on the proposed improvements. The staff report indicates that the Council may be required to request Planning Commission to make a retroactive finding of CIP ↔ General Plan consistency. I would recommend that a similar opportunity for retroactive review be granted to TAC, so that we may hold the proper

public hearing and discussion. TAC & City staff could then transmit an advisory letter to City Council of the findings and any recommendations for reconsideration.

My thanks to City Manager Steve Mermell and all the City staff for their dedication to the process. I understand the large staff effort that goes into creating the CIP and I do not wish to add un-important work or de-rail the process. Certainly, these are exceptional times and we need to continue to make progress.

However, I hope that the City Council would take exceptional steps to ensure that public input remains a high priority. Please accept my suggestions for consideration at today's hearing.

Best regards,

-Timothy Sales
275 Anita Drive
Pasadena CA 91105
323-578-0550

Chair & Representative for District 5, Transportation Advisory Commission