

CORRESPONDENCE

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CITY OF PASADENA



December 16, 2019

Mayor Terry Tornek
Members of the City Council
City of Pasadena
100 North Garfield Ave
Pasadena, CA 91101

Honorable Mayor Tornek and Councilmembers:

**RE: PREDEVELOPMENT PLAN REVIEW OF A PLANNED DEVELOPMENT ZONING DISTRICT AT
491-577 SOUTH ARROYO PARKWAY**

Magnolia Avenue Landmark District (MALD) appreciates the opportunity to comment on the above project and feels strongly the developer is headed in the wrong direction especially in regards to height, setbacks and neighborhood context. MALD believes the City cannot find the necessary consistency with the General Plan as proposed. MALD disagrees with the proposed development on the following grounds:

- The 90ft height for the corner of Arroyo Parkway and California Blvd. is not compatible with the neighborhood. There are two landmark districts and one nationally registered historic district within just one block of this proposed development. These neighborhoods are single family homes that would be adjacent to a 90ft building. Our General Plan requires development that is compatible in Policy 4.11. New development must demonstrate a contextual relationship with neighboring structures in scale and setback which the proposed plan does not do.
- The impacts of noise, lighting and automobile traffic are way beyond the scope of the neighborhood. MALD already struggles with entering and exiting their street due to the serious backup from the train traffic and high traffic volume on Marengo Avenue and California Blvd. Our district believes both intersections of Marengo and California Blvd. and Arroyo Parkway and California Blvd. are in fact operating at a LOS F level. Adding more volume to already impacted streets will affect the safety and mobility of all cars, bikes and pedestrians. More information is needed to

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understand the project's operations and its incredible impacts on our district and neighborhood.

- Having 7 and 8 story buildings within our skyline, just a block away, completely changes the look and feel of our community. The developer should be required to stay below the 50ft height limit imposed in the Central District.
- The idea of having zero setbacks is incredibly disappointing because this creates an urban feel when in fact we are a suburban neighborhood. The property should be pushed back to allow trees, greenery and public art displays.
- The idea of an enormous number of medical offices just a block away from single family neighborhoods with zero setbacks and overreaching heights will change the unique character and family oriented feel of the area and Pasadena.

Thank you for your consideration of our concerns especially for the safety, health and historic nature of our precious neighborhood.

Erika Foy
Block Captain MALD

The following MALD neighbors have approved this letter-

Suzie and Alex Pilmer
Amy and Jeff Kamin
Chuck Mauch
Jennifer Melyan
Kristin and Berkeley Harrison
Frances and David Morrison
Kelley and John Holmes
Susan and Patrick Drum
Shannon and Jeff Staat
Lindsey and Dimity Nelson
Laney and Tom Techentin
Teri Shikasho and Bob Boyle
Cathy Taylor
Mary and Wes Monroe
Brett and Erika Foy
Ron and Nicole Logan
Gemma Lau and Beaver Kwei
Gabe Moreno and Murry Hammond



December 16, 2019

City Council

c/o Mark Jomsky
City Clerk
100 North Garfield Ave.
Pasadena, CA 91101

Re: Predevelopment Plan Review – 491-577 Arroyo Parkway

Dear Mayor Tornek and City Council members:

Livable Pasadena is very concerned about the proposed project at 491-577 Arroyo Parkway. This massive project would substantially change the feel of that entire area of Pasadena, would negatively impact the surrounding area, and would add significantly to the noise, lighting, and traffic on already congested streets.

The developer is proposing a height of ninety feet for the corner of Arroyo Parkway and California Boulevard with no setbacks. A project with these characteristics would loom over everything nearby and would be out of character for the area. First, there are two landmark districts and a nationally historic district within a block of the proposed project. Secondly, the proposed project would be surrounded by neighborhoods with single-family homes. This project, completely out of context for the area and inconsistent with our General Plan, would negatively impact the surrounding neighborhood properties and protected districts. There are no proposed buffers between this gigantic development and the existing neighborhoods. The neighborhoods, and the livability of this area, need to be protected. The proposed project should be held to the fifty feet requirement in that area, and should be required to maintain setbacks. This is essential to maintain the trees, sidewalks, and neighborhood livability of the area.

Additionally, the proposed project would have a dramatic impact on the noise, lighting, and traffic in the area. The surrounding neighbors already fight high traffic volume and traffic congestion along Marengo, California, and the surrounding streets. The streets are not going to be able to absorb the car traffic envisioned by the developer. Increasing the traffic not only impacts the commuters in the immediate area, but also would push increased traffic to surrounding streets and could affect the safety of all pedestrians, bikers, and other drivers. We urge the City Council to require traffic impact studies before any project of this magnitude is considered. The streets in question here already are operating at an LOS of F. The city will need to consider how to mitigate the impact of the cars or the area will become completely impassable. Also, the city should require the traffic impact study to look at how the increased traffic will affect the surrounding areas, as cars are pushed further and further out.

Thank you,

Megan Foker
On behalf of Livable Pasadena

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Jomsky, Mark

From: Boris Suchkov <boris256@gmail.com>
Sent: Saturday, December 21, 2019 3:22 PM
To: Jomsky, Mark
Subject: Predevelopment Plan Review of a Planned Development Zoning District at 491-577 South Arroyo Parkway

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Hello Mr. Jomsky,

As a Pasadena resident I understand the need for denser development in the city to bring badly needed additional tax funds to the city budget and meet climate and transit-oriented development goals. Therefore I'm writing in support of the height and density portion of the proposed project.

However, I'm completely against adding new parking for the project. The proposed 600+ new parking spots are antithetical and inconsistent with a number of city and state policies. Building so much additional parking would worsen environmental, safety, and traffic conditions in an area of the city already inundated with parking and traffic. The project is less than half a mile away from two Gold Line light rail stations and a number of bus routes. Existing area parking is excessive and more than sufficient to meet the needs of motorists for decades to come. Consistent with the city's climate plan and state goals to reduce transportation-related pollution and congestion, no new project should be allowed to add parking to an area; only reduce. The developer should demolish any parking as proposed but not allowed to build any new parking.

We all pay sales taxes, a portion of which goes to fund public transit. We should be making the best use of our taxpayer dollars by encouraging the utilization of the Gold Line and bus network. I live near the Allen Station and use the Gold Line to take my daughter to doctors' appointments in the area of the Fillmore Station, near the proposed project site. The general environment in the area is unpleasant to people walking. Adding new parking would only worsen the conditions for us and provide no measurable benefits.

Furthermore, the nature of the proposed project (medical office facility and assisted living center) precludes the need for parking, except for perhaps a few spots for disabled and drop off/pick up areas. These uses do not generate peak traffic or parking volumes the way stores or offices might. With proper "park once" and metered parking strategies (like in Old Pasadena) the need for additional parking will not arise. Let's work to identify ways to mitigate and reduce parking and the associated pollution, congestion, and safety concerns, rather than simply allow the developer to make it worse for everyone.

Thanks,

Boris Suchkov

Jomsky, Mark

From: aronoff <aronoff@sbcglobal.net>
Sent: Saturday, December 21, 2019 3:42 PM
To: Jomsky, Mark
Subject: Predevelopment Plan Review of a Planned Development Zoning District at 491-577 South Arroyo Parkway."

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Mark Jomsky, City Clerk
City of Pasadena, City Hall
100 North Garfield Avenue
Pasadena CA 91101

I write as concerns the matter shown on the subject line of this email.

I wish to add my name to the letter written December 16, 2019, by the Magnolia Avenue Landmark District to Mayor Tornek. I live on South Euclid Avenue below California, a strictly residential area, which is about 300 feet east of Magnolia Avenue. That aforementioned letter raised various considerations as to the proposed development at 491-577 South Arroyo Parkway, Pasadena CA. I vigorously concur with that letter as written in opposing the proposed aspects of that development.

Bob Aronoff
648 South Euclid Avenue
Pasadena CA 91106