

**SPECIAL MEETING
TRANSPORTATION ADVISORY COMMISSION**

**City of Pasadena
221 E. Walnut Avenue Suite #210
Pasadena, CA 91101**

**Thursday, August 21, 2014
4:00 P.M.**

MINUTES

1. CALL TO ORDER: 4:00 p.m.

2. ROLL CALL

Members Present: Stephen Acker, Manoochehr Adhami, James De Pietro, Jonathan Edwards, Neil Kleinman, and Christopher Burner

Members Excused: Blair Miller and Greg Gunther

City Staff Present: Alejandra Flores, Bahman Janka, Mike Bagheri, Mark Yamarone, Conrad Viana, Betty Donavanik, Kevin Johnson, David Reyes, Vince Bertoni

Member of the Public: Chris Munoz (Raju Associates), Veronica Millon, Marcos Velayos (P & V), Audrey O'Kelley (LPL), Chris Fedukowski, Marsha Rood (Downtown Pasadena Neighborhood Association), Rob Kane, Matt Howell, Al Moses, Tim Walker (Lincoln Properties), and Erlinda Romo (PDA)

3. RECEIVE AND PROVIDE PUBLIC COMMENTS ON THE POTENTIAL IMPACTS RELATED TO TRANSPORTATION/MOBILITY/PARKING AS IDENTIFIED IN THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) PREPARED FOR THE PROPOSED 100 W. WALNUT PLANNED DEVELOPMENT PROJECT ("LINCOLN/PARSONS") (ACTION).

Betty Donovanik, Senior Planner from the Planning Department presented to the commission a summary of the DEIR for the proposed 100 W. Walnut project. Planning and Transportation staff answered the Commissioners questions which included a variety of topics such as:

- Parking availability on site and impacts on parking displaced during construction.
- Bike Lanes or potential for Cycle Track.
- If traffic is increased, how is this pedestrian friendly? Conflict between pedestrians and increased traffic.
- Mitigation measures appropriate to the size of the project.
- Forecasted number of vehicles entering and exiting the development.
- The nature of signal improvements; is there a bicycle component and provisions for future adaptability to any recommendations from the Bicycle Plan.
- Adaptive signal control added to 33 intersections and provision of bicycle detection at all intersections.
- Provision of Bicycle Racks on site and in other parts of the city.
- Providing pads for Bike Share Programs, and Transit Kiosks.
- Questions about methodology of the PEQI Indicators and Intersection Analysis on pages 146 & 147 of Transportation section and how the scores weighted and determined.
- The project impacts on Street Segments.

The following comments/concerns on the DEIR were provided to staff:

- Shuttle service to the Rose Bowl is in the Development Agreement but should also be analyzed as part of the EIR.
- In order to create a pedestrian oriented environment, Pieroni Drive should be a logical extension of Holly Street.
- The wording in the document for the proposed streetlights on Holly Street should be “the same as”, not “consistent” with the existing streetlights on adjacent streets as specified in the Old Pasadena Streetscapes and Alley Specifications.
- Parts of mitigation measures indicate adding lighting on existing Holly Street. The lighting exists there already and no more lighting is needed unless to conform to the approved streetscape plans.
- Concern for locations of entry/exit driveways on Fair Oaks and on Walnut without signal control, and provision of internal service roads to facilitate entry/exits.
- The Holly Street and Pieroni Drive streetscapes should be done in accordance with the Old Pasadena Streetscapes and Alley Specifications.
- Need to strengthen pedestrian elements to include very specific details of these elements.
- Concerns with the land use design of the project that all pedestrian friendly amenities and mitigations measures seem to be internal to the project and not external to Fair Oaks and other major streets adjacent to the site.
- Land use/retail along Fair Oaks is important and proposed project is not adding retail along Fair Oaks. This needs to be addressed.

- Extension of Holly Street is good, should be the same as existing Holly Street, but need active uses along it or it will be dead space.
- Safety aspects for pedestrians attempting to use the Gold Line and any mitigation measures to make the crosswalks safe for pedestrians.
- Support for the elimination of the right turn pocket and island on SB Fair Oaks at Union to make it a more pedestrian friendly environment.
- Support for the addition of crosswalks on the north leg of Fair Oaks at Holly intersection to make it a more pedestrian friendly environment.
- Should invest in transit passes and parking bonuses.
- Need to integrate pedestrians with the public areas, with the Old Pasadena, which as proposed de-emphasizes the Fair Oaks edge.
- Project should be in compliance with the Central District Specific Plan
- Project should investigate the possibility of adding bike lanes and bike racks along Fair Oaks.
- Project should link on-site pedestrian and bike improvements to off-site.

4. CONSIDERATION OF SETTING A SPECIAL MEETING ON SEPTEMBER 11, 2014 (IN LIEU OF THE SEPTEMBER 25 REGULAR MEETING) TO REVIEW AND PROVIDE COMMENTS ON THE REVISED TRANSPORTATION PERFORMANCE MEASURES FOR TRANSPORTATION IMPACT ANALYSIS AND THRESHOLDS FOR CEQA.

Mark Yamarone, requested the Commissioners to consider a special meeting to review and provide comments on the revised Transportation Performance Measures. The Commissioners agreed to move forward with the September 11, 2014 Special meeting in lieu of a Regular meeting on September 25, 2014.

5. PUBLIC COMMENT – LIMITED TO ITEMS 3, AND 4 ON THIS SPECIAL MEETING NOTICE.

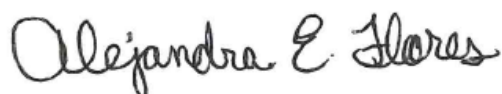
6. ADJOURNMENT: 5:36 p.m.

MOTION:

Chair Acker made a motion to adjourn the meeting, Vice Chair Adhami seconded passed unanimously.

The next meeting of the TAC will be a Special meeting held on Thursday, September 11 at 4:00 p.m. in the 210 Conference Room at 221 East Walnut Street, Pasadena.

Respectfully Submitted,



Alejandra E. Flores, Recording Secretary