

From: [Carl Selkin](#)
To: [Hudgins, Ariel](#)
Subject: To the Environmental Advisory Commission
Date: Tuesday, October 12, 2021 4:31:23 PM

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Thank you for addressing the critical issue of what Pasadena can do as we confront climate change. The actions that Pasadena can take will not end global warming, but we cannot stand idly by as if there were nothing that we as a city can do. The crisis is compounded if business as usual is the path we choose, and the global crisis is exacerbated on the local level as our urban heat island becomes a brutal oven with temperatures continuing to rise until at least 2100. Health and well-being will face accelerating challenges, especially as night-time cooling will be reduced and no longer provide adequate relief from heat-related stress.

I know that the League of Women Voters is presenting a set of actions for your consideration. I am providing here a set of standards for our community that can mitigate and offset some of the cascading threats we face. Beyond this, as a community, we need to add our voice in support of the carbon price & dividend reinvestment initiatives now in congress. But as the Economist Today notes (10/12/21), local action can reduce emissions nationally by a significant amount.

<!--[if !supportLists]-->1. <!--[endif]-->Require that all

new or re-purposed multi-family residences, office and commercial buildings, include enough solar power generation and storage to more than offset their carbon footprint—power consumption, vehicular traffic, and other emissions of green house gasses.

<!--[if !supportLists]-->2. <!--[endif]-->Require that **all** outdoor parking lots with a capacity of more than 25 vehicles install overhead solar panels covering all parking spaces. The power generated will offset energy costs and enable the provision of EV charging stations at 50 % of the spaces.

<!--[if !supportLists]-->3. <!--[endif]-->Reduce the heat island effect by replacing asphalt pavement with more reflective surface treatments.

<!--[if !supportLists]-->4. <!--[endif]-->Prohibit the construction or replacement of drive-thru establishments to reduce carbon pollution from idling ICEs.

<!--[if !supportLists]-->5. <!--[endif]-->Invest in bicycle lanes that are physically separated from traffic and provide convenient access within a quarter of a mile from any point in Pasadena.

<!--[if !supportLists]-->6. <!--[endif]-->Replace all Pasadena vehicles, including busses, with ev or hydrogen-powered alternatives.

<!--[if !supportLists]-->7. <!--[endif]-->Designate rotating monthly auto-free days in the city center, south Lake and

Old Pasadena.

<!--[if !supportLists]-->8. <!--[endif]-->Replace all pavement with porous materials to recharge the Raymond Basin Aquifer.

<!--[if !supportLists]-->9. <!--[endif]-->Renew the cash incentives to convert lawns and landscaping to drought resistant native plants.

<!--[if !supportLists]-->10. <!--[endif]-->Require that all irrigation relies on grey-water drip irrigation.

Carl Selkin,

[REDACTED]

Pasadena, CA 91104

mobile: [REDACTED]

From: [Jonah Kanner](#)
To: [Hudgins, Ariel](#)
Subject: Comments for Environmental Advisory Commission
Date: Tuesday, October 12, 2021 10:02:26 AM

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Good afternoon Chair and Commissioners,

My name is Jonah Kanner, and I am writing as a member of the Pasadena Complete Streets Coalition.

As the Environmental Advisory Commission knows, biking is a common sense solution for transportation: inexpensive, healthy, and green. Pasadena has at least two plans to increase ridership levels: the 2015 Bicycle Action Plan and the 2018 Climate Action Plan. Together, these plans identify 10 high priority bicycle routes and target construction dates. In the 6 years since the Bicycle Action Plan was adopted, zero of the 10 high priority routes have been constructed, falling short of targets in the Climate Action Plan. At the current pace, we will also fail to meet future transportation targets in the Climate Action Plan - we are already behind schedule in meeting the targets for 2035. We ask the commission to encourage city council and DOT staff to set a timeline for meeting the biking and public transit targets for 2035 in the Climate Action Plan.

DOT staff expect to construct 2 bicycle routes in 2022, and have identified four north/south greenways as the next bicycle routes to plan and design. We cannot wait another 7 years for the next route to be completed. We ask that the Environmental Advisory Commission ask DOT to identify near term goals to see these four greenways move forward on a reasonable schedule, with a goal of constructing one greenway per year starting in 2023.

Detailed notes about the current state of active mobility transportation goals in the Climate Action Plan are available in these slides, which were recently shared in a meeting with DOT staff:

<http://tiny.cc/oct2021dot>

Thank you for your time!

From: [City Web](#)
To: [Hudgins, Ariel](#)
Subject: Public Comment for Environmental Advisory Commission Meeting on October 12, 2021 on Agenda Item Not on the agenda
Date: Tuesday, October 12, 2021 4:00:21 PM

Public Comment for Environmental Advisory Commission Meeting on October 12, 2021 about agenda item Not on the agenda

Select one City legislative body for the comment Environmental Advisory Commission

Meeting Date October 12, 2021

Agenda Item Not on the agenda

Name Topher Mathers

City Pasadena

State CA

Zip Code 91106

Comments (under 200 words) Dear Environmental Advisory Commission
Transportation is Pasadena's largest source of GHG emissions, while Pasadena has focused extensively on subsidizing expensive electric cars and installing electric car charging stations it has largely failed to meeting its Active Transportation goals founded in the CAP.

Even with current projects Pasadena is failing to account for Active Transport, as evident in the current proposal for North Lake Ave redesign this is concerning given that active transportation and public transit are the

two most effective strategies we have for reducing GHG.

Pasadena could make Pasadena Transit free again to residents, we could allow our EV rebate program to apply e-bikes (this has been confirmed by CARB) an affordable alternative to electric cars but the city has neglected to do so. Pasadena could also allow shareable e-bike/e-scooters to operate in the city (that's in the Climate Action Plan) but Pasadena continue to prohibit this.

Pasadena can do better in meeting its goal found in its CAP regarding active transportation.

I consent to have my comment read out loud during the meeting.	Yes
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