## **GENERAL PLAN COMMUNITY INFORMATION MEETINGS**

Saturday, June 15, 2013

- Public input should contribute to the content of the various project alternatives considered in the EIR
- Define the relationship between this General Plan Update and impending Specific Plans Updates and ensure their level of consistency.
- Consider an alternative which would not allow mixed use adjacent to single family residential areas.
- Characterize the interaction between the Housing Element and affordable housing
- Determine whether affordable housing units will count against the caps
- Consider impacts to national register and local districts by adjacent new development, aesthetic issues.
- Significance thresholds source, regulatory agencies
- Consider environmental impact of SB1818 with assumption it is used on every project
- Support for tiering as a concept to aid in analysis for other development projects but we need to be very conscious of where tiering is applied
- Employ a Multi-modal analysis when conducting the traffic analysis
- Relate the findings and data in the greenhouse gas emissions inventory with the EIR
- Study the air quality impacts on residential development in proximity to the freeway
- Consider the whole transportation grid, especially the 210 adjacent and noise and air quality impacts to adjacent or proximal residential districts
- Consider the RTP (Regional Transportation Plan) and its relationship to the local circulation system.
- Study all major intersections in Neighborhood Village and Transit Village areas
- Parking analysis in East Pasadena/onsite parking
- Continue to augment and improve policies related to historic preservation
- Noise along major corridors
  - o Increase in traffic related growth
  - o Compare existing noise volume with future noise volume
  - o Sensitive uses near the freeway
  - o Air quality impacts to sensitive receptors
- Study impacts on trees
- The potential 710 tunnel needs to be considered and analyzed for impacts it may have on our local street system
- East Pasadena Edison right of way needs a balance of revenue generating uses to assist with the maintenance of these areas
- Consider possible water shortage/water management strategies
- Populations, housing, employment calculations

## **Comment Cards**

- Please ensure that appropriate modes are applied when studying environmental impacts between specific plan areas. For example, vehicle trips for Central District residents (traffic generation) is much lower than other areas of the City. This also affects air quality, energy use, etc.
- (1) What levels of parking restrictions will be used for the EIR at the TODs? I recommend 4.5 spaces per 1,000 square feet for East Pasadena and Lake Street Stations. (2) What other levels will be studied as alternatives? I recommend 3.5 spaces per 1,000 square feet as an alternative.

## **GENERAL PLAN COMMUNITY INFORMATION MEETINGS**

Thursday, June 27, 2013

- The traffic model used to analyze the impacts of the proposed development levels need to be sophisticated enough to model the multi-modal (pedestrian, bike, transit, and vehicular) environment of urban Pasadena.
- Be cognizant of regional impacts, particularly, consider the following questions and comment:
  - Where is employment and housing regionally?
  - o If we don't build housing and employment generating uses here than where will they be built?
  - O An EIR project alternative should be based on a distinct type of urban form and its differences from the "project" explored qualitatively not merely quantitatively (a "project alternative" should be more than just a reduction in development potential from the "project")
- How will we study the economic impacts of the "project" and its alternatives?
- Study the various forms that a mixed use project can embody.
- Do not use suburban traffic modeling or analysis in Pasadena's multi-model urban environment. Focus on mobility metrics and indicators related to high density mixed use development.
- Deemphasize the motor vehicle as the primary mode of transport.
- Study different types of mixed used forms within different geographic areas with different development circumstances. Vertical mixed use may be ideal for a particular area, while horizontal mixed use may be ideal in another.
- Focus the transportation analysis on the successful movement of people as opposed to the movement of vehicles, busses, etc.
- Conduct a study of completed Transit Oriented Development projects and determine how
  effective they have been in their goal of reducing vehicle trips and discouraging vehicle
  traffic.
- How does the General Plan address form-based design?
- What are the differences between a program level analysis of mobility factors and a project level analysis of mobility factors?
- Perform a transportation analysis that is as detailed as possible, integrating as many defined
  mobility programs (Bicycle Master Plan) as are available. The analysis should move away
  from the Level of Service (LOS) standard and move to a standard related to auto trips
  generated.
- Address the uncertainty in the meaning, application, and implications related to Guiding principle #2.
- Study the impacts of any number of large citywide events (i.e. Make Music Pasadena, Pasadena Marathon) and their effect on local services.

- Consider using different metrics and analysis in different areas of the city
- How do we analyze or quantify the entire concept of "sustainability?"
- How will the topic of creating open space or the impacts to open space be addressed in the EIR. This topic could be referenced in several of the initial study categories.
- Consider every aspect of sustainability when it comes to the environmental review, including economics, environmental, and social equity.
- Consider adopting policies or analyzing the impact of standards that would require or encourage the use of permeable paving surfaces and photoelectric cells.
- Conduct a study of the number of "minor events" (benefit runs, flea market, car shows) that occur in the Arroyo Seco and which utilize the Rose Bowl. Determine if there is an impact to local users of the open space and facilities that occur as result of these events.
- Study solid waste impacts
- Use models or develop project alternatives that would show the impact of using alternatives forms of energy. What is the status of the climate action plan?
- When will there be additional discussion on development caps?
- Study the noise related impacts of the police helicopter.
- Sustainable solar practices
- Use pedestrian survey data from the Playhouse District to the fine tune the multi-modal traffic and transportation analysis.
- Block sizes are related to pedestrian behavior.
- Analyze the potential for increased development pressure created by increases in allowed density/intensity adjacent to historic resources. Study the impacts of these increases in development intensity and their effect on eligible, though undesignated historic resources.
- Review the feasibility of Metro and Foothill transit buses parking along the east side of Raymond Avenue adjacent to the northwest corner of Memorial Park.
- Adopt green building standards.
- Study policies are programs to extend city sewer services to residents still using septic systems.
- Protect view sheds of the San Gabriel Mountains.
- Develop economic and fiscal data to support a statement of overriding considerations.

## **Comment Cards**

- Regarding noise and the baseline: The current baseline should not assume that noise is being amplified at a decibel level under the noise ordinance. Noise polluters are operating with impunity.
- The metric used to evaluate traffic/transportation impacts should not be "Level of Service" but rather "Auto Trips Generated." LOS is biased towards automobile use. The EIR should evaluate all alternatives using a different metric that is consistent with complete

- streets and is biased toward sustainable, active modes of transportation (see Atlantic Cities article).
- The EIR should evaluate the environmental opportunity cost impacts of NOT building in the Central District, forcing people to live elsewhere, where fewer opportunities to walk and take public transit will produce/creates negative impacts.
- The GP EIR should evaluate the mobility element with as much specificity as possible (as close to a project level EIR) so that future transit projects will not be burdened by costs of full-scale EIRs.
- 1. Water consumption (major increase); 2. Bicycles need to stop for stop signs; 3. City congestion (difficult to get around); 4. Parking really bad; 5. Traffic lights need better timing for traffic flow; 6. Air pollution increasing; 7. Who is me you or the citizen?; 8. What is build out numbers for all this development; 9. EIR study is flawed, (too much mitigation); 10. Major city plan for earthquake damage to city services
- EIRs aesthetic and cultural resource chapters should include analysis of impact to historic resources (individual and districts) in areas where land use designations are being "upzoned" to a higher intensity (FAR and density) both in terms of impacts due to adjacent new development, as well as potential development pressure to demolish historic resources for a higher intensity use.
- Regarding the 710 "Gap." How can you plan without knowing what Metro alternative will be selected if tunnel etc. impact on the West Gateway Specific Plan.