



Updated Additional Documents List (5/20 1:40PM)
Regular City Council Meeting
May 20, 2020

Item No.	Agenda Item Description	Distributor	Document
21	Adoption of a Resolution Establishing a Vehicle Miles Traveled Methodology Developed in Accordance with the California Environmental Quality Act Transportation Impact Analysis Requirements	Joanna Hankamer, Director of Planning and Community Development; Margaret Lin, Manager of Long Range Planning and Economic Development	Memo
PC	Public Comment Submitted for: General Public Comment; Agenda Item Nos. 11, 12, 18, and 20	City Clerk Division	E-mail Public Comment



**City of South Pasadena
Planning and Community
Development Department**

Memo

Date: May 20, 2020
To: The Honorable City Council
Via: Stephanie DeWolfe, City Manager
From: Joanna Hankamer, Director of Planning and Community Development
Margaret Lin, Manager of Long Range Planning and Economic Development
Re: May 20, 2020 City Council Meeting Item No. 21 Additional Document –
Adoption of a Resolution Establishing a Vehicle Miles Traveled Methodology
Developed in Accordance with the California Environmental Quality Act
Transportation Impact Analysis Requirements

This additional document provides the following clarifying edits to the proposed Vehicle Miles Traveled Transportation Impact Analysis Methodology. Additions are shown with underlines and deletions are shown with ~~strikethroughs~~.

- Attachment 2, Page 1, Title: “Transportation Impact Analysis Methodology ~~Guidelines~~”
- Attachment 2, Page 2, Paragraph 3: “This ~~will~~ may require a separate traffic study, beyond the appropriate CEQA document.”
- Attachment 2, Page 4, Paragraph 1: “However, the City ~~will~~ may require projects to analyze LOS, apart from CEQA, to identify appropriate mitigation measures.”
- Attachment 2, Page 4, Paragraph 4: “Projects that do not meet the screening thresholds will be presumed to cause a less than significant CEQA transportation impact and will not require a detailed transportation impact analysis for CEQA purposes, although an LOS study may still be required.”
- Attachment 2, Page 9, Paragraph 6: “The LOS requirements and associated mitigation measures for projects producing less than 100 trips will be determined by Director of Public Works based on the type of project, location, and existing conditions; and the projects will be required to address the identified operational impacts.”
- Attachment 2, Page 10, Paragraph 1: “Projects requiring a separate Local Traffic Assessment will be determined by the Public Works Department based on the type of project, location, and existing conditions.”

Attachment: Revised Attachment 2 - Transportation Impact Analysis Methodology

City of South Pasadena
Transportation Impact Analysis Methodology

May 6, 2020

Introduction

The following Transportation Impact Analysis Methodology was developed on behalf of the City of South Pasadena (City) to address the 2019 amendments to the California Environmental Quality Act (CEQA) Guidelines made by the Natural Resources Agency as required by Senate Bill 743 (SB 743).

The primary change to CEQA guidelines includes the prohibition of traditional traffic operations analysis metrics of roadway delay or capacity as described by “Levels of Service (LOS)” with a recommended metric of Vehicle Miles Traveled (VMT) indexed to population and/or employment. This transitions the environmental analysis of a Project’s effect on the transportation system from how it affects congestion on facilities, such as intersection or roadway lanes, to the average distance traveled by vehicles. The change to VMT is tied to Greenhouse Gas (GHG) emissions and supports the GHG reduction goals of the California Global Warming Solutions Act of 2006 (Assembly Bill 32).

For the purposes of CEQA Transportation Impact Analysis the City will utilize measures of VMT per capita, per employee, and per service population (residents plus employees). However, the City will continue to maintain the use of LOS traffic analysis guidelines to assess project impacts and mitigation measures for all projects. This may require a separate traffic study, beyond the appropriate CEQA document.

The Transportation Impact Analysis Methodology is divided into two sections: one for CEQA Transportation Impact Analysis and one for Local Traffic Assessment and Mitigation Measures.

CEQA Transportation Impact Analysis Methodology

Section 15064.3 of the CEQA guidelines (Appendix G) required that projects be assessed for how they would affect the four criteria listed below:

XVII. TRANSPORTATION

Would the project:

- a. Conflict with a program plan, ordinance or policy-addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

SB 743 establishes updates to Section 15064.3 and includes the following requirements:

- Identifies vehicle miles traveled (amount and distance of automobile traffic attributable to a project) as the most appropriate measure of transportation impacts;
- Declares that a project's effect on automobile delay shall not constitute a significant environmental impact;
- Creates a rebuttable presumption of no significant transportation impacts for (a) land use projects within one-half mile of either an existing major transit stop¹ or a stop along an existing high quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;
- Allows a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Gives lead agencies discretion to select a methodology to evaluate a project's VMT, but requires lead agencies to document that methodology in the environmental document prepared for the project.

The following Transportation Impact Analysis Methodology for land use plans, land development projects, and transportation projects was established as a standard for the City to assess the transportation impacts of projects under CEQA.

Projects would be first reviewed to determine if there is potential for significant environmental impacts using screening criteria. Based on the screening analysis, the Director of Public Works will make the determination if a VMT transportation analysis is required as part of CEQA documentation.

Methodology for Land Use Plans

Transportation Impact Analysis

For plans that would change population and/or employment, the Southern California Association of Governments (SCAG) model will be used to forecast the change in VMT. The model parameters will be determined by the Director of Public Works prior to analysis. The total VMT of the land use plan area will be divided by population (per capita) and service population (population plus employees). The comparison will use the same model year for both scenarios (e.g., a land use plan with a buildout of 2040 would be compared to a baseline year 2040 no project scenario). The baseline model scenario VMT per population and service population will also be reported in the analysis, but will not be used to

¹ A "major transit stop" is a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

determine potential significant environmental impacts. However, the City may require projects to analyze LOS, apart from CEQA, to identify appropriate mitigation measures.

Threshold of Significance

A significant impact would occur if the VMT per capita or service population for the land use plan exceeds the VMT per population or service population of the baseline.

Cumulative Threshold of Significance

A cumulative significant impact would be the same as the project-level impact since the analysis includes all regional land use and transportation cumulative conditions.

Methodology for Land Development Projects

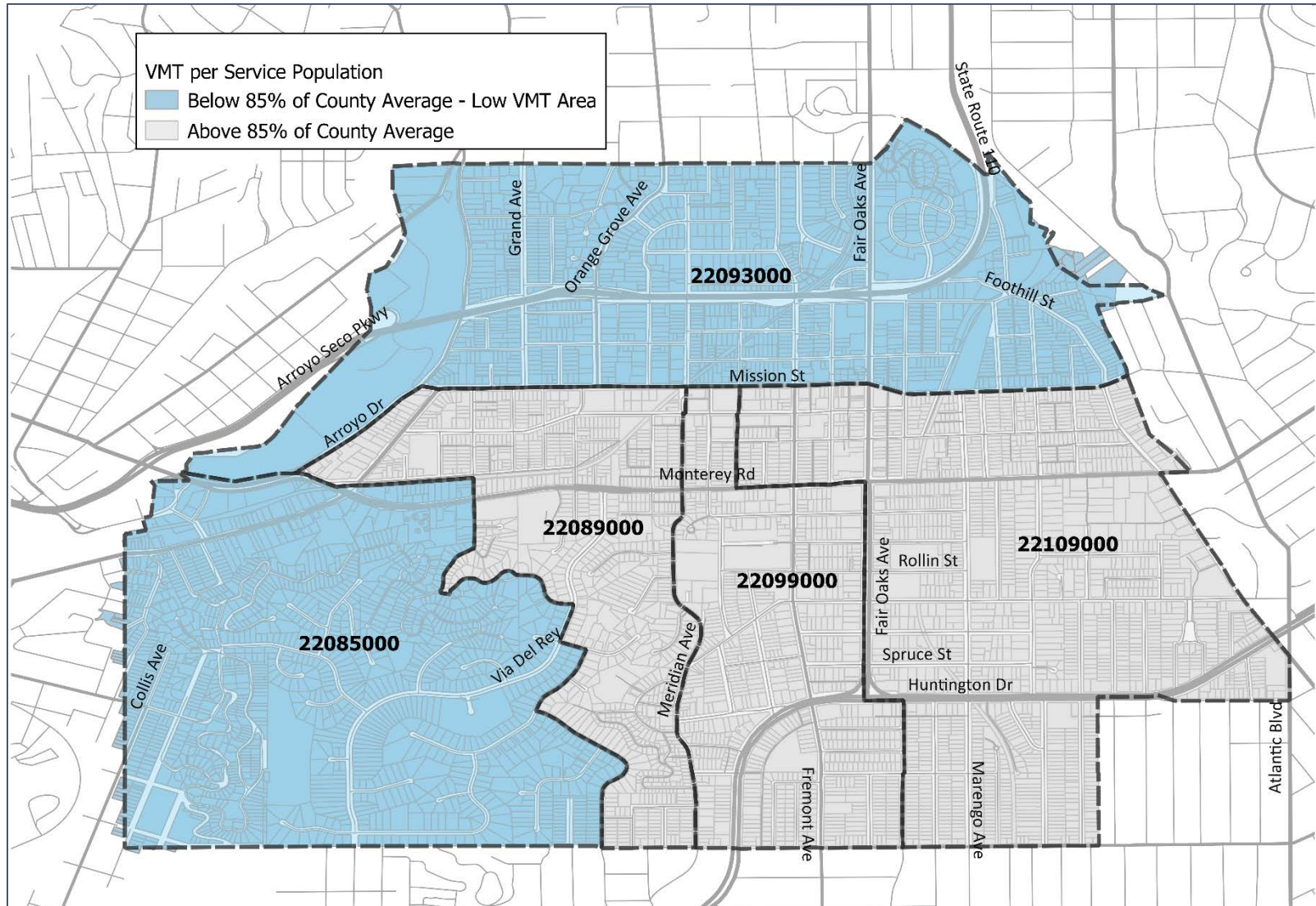
Screening Analysis

Land use development projects will use the below screening thresholds to determine if a detailed CEQA Transportation Impact Analysis is necessary. Projects that do not meet the screening thresholds will be presumed to cause a less than significant CEQA transportation impact and will not require a detailed transportation impact analysis for CEQA purposes, although an LOS study may still be required. The project applicant will be required to submit their screening threshold findings to the Director of Public Works for concurrence.

Land Use Development Screening Thresholds:

- a) **Small Project Size** – projects that would generate fewer than 100 trips per day. Applications may use the latest version of the Institute of Transportation Engineers (ITE) Trip Generation Manual to calculate the number of trips from their proposed project. For example, based on the latest ITE Trip Generation Manual, fewer than 100 daily trips would result from a 13-unit apartment building (ITE code 220), a 30 unit attached senior housing development (ITE code 252), or a 10,000 square foot office (ITE code 710). As with other types of transportation analysis, the trip generation of the current uses would be removed from the proposed project so only net trips are assessed for the screening determination.
- b) **Low VMT Area** – projects consistent with the General Plan and any relevant Specific Plan and located in areas of the City calculated to have low VMT per capita or per service population. Based on an analysis using the SCAG Travel Demand Model, two Traffic Analysis Zones (TAZ) located in the western and northern parts of the City (shown in blue in Figure 1) have VMT per service population below 85 percent of the Los Angeles County averages (TAZs 22085000 and 22093000).

Figure 1: City of South Pasadena Low VMT TAZs



- c) **Within a Transit Priority Area** – projects within ½ mile of the five major transit stops in the City would be screened from analysis unless they have a floor area ratio of less than 0.75, include more parking than required by the City, are inconsistent with the SCAG RTP/SCS, or replace affordable housing units with a smaller number of moderate or high income residential units.

The five major transit stops in the City include:

- 1) Huntington Drive / Fair Oaks Avenue / Marengo Avenue intersection bus stops
- 2) Huntington Drive / Atlantic Boulevard / Garfield Avenue intersection bus stops
- 3) Fair Oaks Avenue / Mission Street intersection bus stops
- 4) Fair Oaks Avenue / Glenarm Street intersection bus stops (located within the City of Pasadena)
- 5) South Pasadena Metro Gold Line Station

The transit priority areas of the City form a contiguous area encompassing most of eastern South Pasadena including the Downtown Specific Plan areas along Mission Street and Fair Oaks Avenue and the Neighborhood Centers along Huntington Drive at Garfield Avenue, Fletcher Avenue, and Fremont Avenue. Figure 2 shows a map of the parcels within the transit priority areas of the City in blue.

Project applicants should include their specific location within the transit priority areas since CEQA guidelines require the City to consult with public transit agencies with facilities within one-half mile of the proposed project regardless of whether the project could affect those facilities and regardless of whether the agency is preparing a negative declaration or an environmental impact report.

A map combining the low VMT TAZs and the transit priority areas is shown in Figure 3.

Figure 2: City of South Pasadena Transit Priority Areas

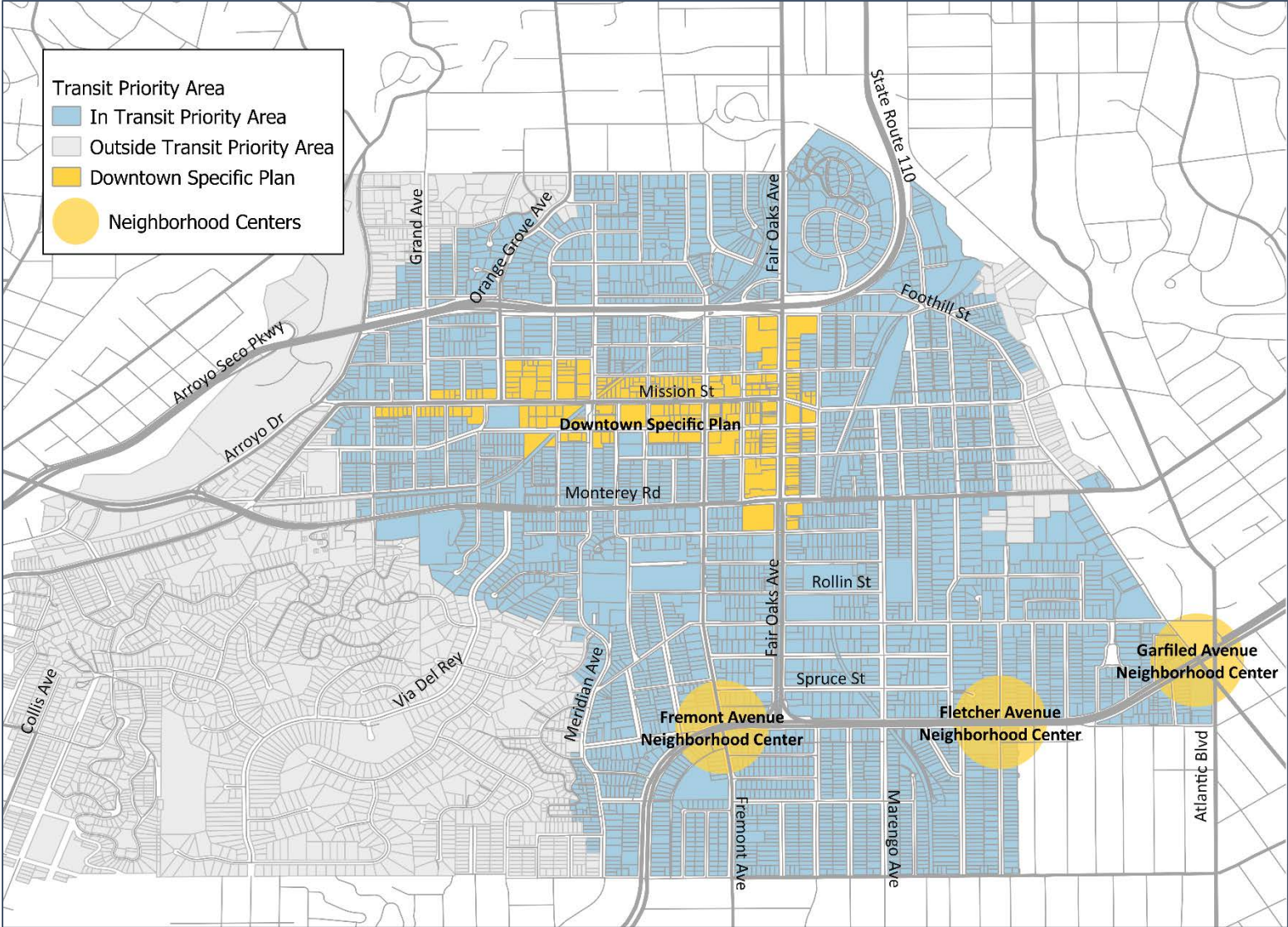
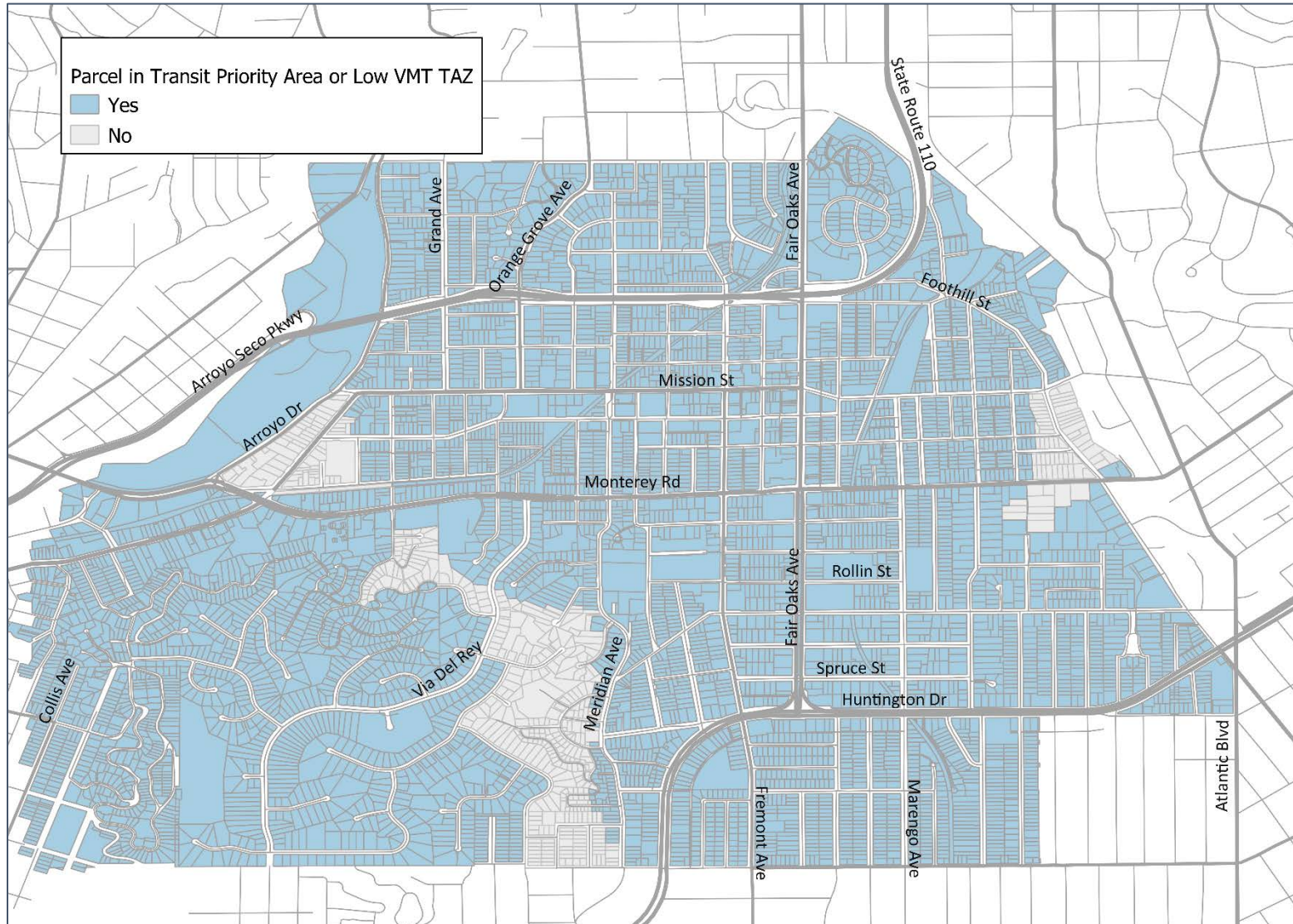


Figure 3: City of South Pasadena Transit Priority Areas and Low VMT TAZs



- d) **Retail Projects** – Retail projects of less than 50,000 square feet. New neighborhood-serving retail typically redistributes shopping trips rather than creating new trips. Retail projects with less than 50,000 square feet outside of the Downtown Specific Plan are considered to be local serving retail for the adjacent community.
- e) **Affordable Housing** – Portions of developments that include below market-rate housing. Adding affordable housing to transit-rich, infill areas generally improves job-housing balance and access. Therefore, the City will find a Less Than Significant-Impact for development projects with a majority of affordable housing (over fifty percent) and the portions of a development project with less than fifty percent affordable housing.
- f) **Redevelopment Projects** – Replacement of an existing land use with a land use that generates less VMT than its previous use. Based on the average trip lengths within the project TAZ and the trip generation of the existing development and proposed project, a project applicant can demonstrate if their proposed project leads to a net overall increase or decrease in VMT. Demonstration of a net decrease in VMT would screen the project from CEQA Transportation Impact Analysis.
- g) **Community Serving Projects** – Similar to the screening of retail projects, municipal projects such as schools, parks, community centers, libraries and other community-serving uses would be intended for local use and would be presumed to have a Less Than Significant Impact on transportation based on the discretion of the Public Works Department.

Transportation Impact Analysis

Projects not screened as Less Than Significant Transportation Impacts would be required to undergo a CEQA Transportation Impact Analysis. The SCAG Travel Demand Model or other similar models as approved by the Director of Public Works will be used to determine the project's VMT. The VMT will be presented as VMT per capita for residential projects, VMT per employee for employment projects (retail, office, industrial), and VMT per service population for mixed-use projects. Project VMT may be determined through new model runs or by using the VMT per capita, employee, or service population for the current land uses in the model TAZ that would contain the proposed project.

Notwithstanding above, projects that will produce 100 or more trips will be required to provide a LOS analysis of the roadways segments and interactions as defined by Director of Public Works to determine the operational impact as per City's LOS impact criterion, and the projects will be required to address the identified operational impacts. The LOS requirements and associated mitigation measures for projects producing less than 100 trips will be determined by Director of Public Works based on the type of project, location, and existing conditions; and the projects will be required to address the identified operational impacts.

Projects will be required to pay for the LOS analysis and the traffic study to determine the project impacts on the roadways and required mitigation measures. The LOS studies will be managed by Public Works Department and the costs will include 15 percent administrative charges for staff time.

Threshold of Significance

A significant impact would occur if the project VMT index per capita, per employee, or per service population is higher than the Los Angeles County VMT index average.

Cumulative Threshold of Significance

Similar to the project significance determination, a significant cumulative impact would occur if the project VMT per capita, per employee, or per service population is higher than the Los Angeles County

average. This is because analysis of a project's VMT is a cumulative analysis of the incremental effect of the project considered in connection with the effects on past, current and future projects.

Methodology for Transportation Projects

Screening Analysis

Transportation projects not expected to increase VMT (such as intersection turn lanes, signalization, bicycle, pedestrian, or transit projects), as determined by the City's Public Works Department, would be presumed to have a Less Than Significant CEQA Transportation Impact.

Transportation Impact Analysis

For transportation projects that the Director of Public Works anticipates will have a potential to increase VMT (such as roadway widening projects), a VMT analysis using the SCAG Travel Demand model to estimate the total VMT in the City before and after the project opening will be used. Transportation projects not expected to increase VMT (such as intersection turn lanes, signalization, bicycle, pedestrian or transit projects) would be presumed to have a Less Than Significant CEQA Transportation Impact.

Threshold of Significance

A significant impact would occur if the transportation project would result in an increase to the total baseline VMT in the City (not indexed to population nor employment).

Cumulative Threshold of Significance

Similar to the project significance determination, a significant cumulative impact would occur if the project would increase the total VMT in the City over cumulative baseline conditions. This is because analysis of a project's VMT is a cumulative analysis of the incremental effect of the project considered in connection with the effects on past, current and future projects.

Mitigation Measures

If a significant transportation impact is identified for a project, it will be the Project applicant's responsibility to submit a Transportation Demand Management Plan (TDM) a mitigation measure plan to reduce impacts to Less Than Significant. Options include provision of on-site transportation infrastructure, on-site transportation demand management, off-site infrastructure improvements including roadway improvements for active transportation and multimodal infrastructure, or off-site multimodal improvements. The Director Public Works will review, make necessary changes and approve the TDM plan. To ensure the plan is producing the desired VMT reduction goals, the property owner will be required to monitor the results of the plan, collect necessary data and submit annual updated TDM plan. If the TDM plan fails to reduce VMT, the plan will then be updated to include additional measures and submitted to Director Public Works for approval.

Local Traffic Assessment Methodology

Local Traffic Assessment is required by the Public Works Department based on its responsibility to provide safe and efficient public roadway infrastructure and facilities within the City. The assessment is separate from the environmental documentation required under CEQA. Projects requiring a separate Local Traffic Assessment will be determined by the Public Works Department based on the type of project, location, and existing conditions.

The Local Traffic Assessment (Traffic Study) will include identification of the Project site and study area; the Project description; determination of daily, AM peak hour and PM peak hour trip generation; and applicable analysis and findings. The methodology and analysis will be documented in a Local Traffic Assessment Report. If adverse operational impacts are determined to occur through the local traffic assessment and study, the project applicant will be required to mitigate these impacts to less than adverse through additional project components. The mitigation measures will require approval from the Director of Public Works. The report will be reviewed by the Director of Public Works prior to submission to the Planning Commission or City Council.

The traffic study will be managed by Public Works Department. The property owner will be required to pay the costs associated with the actual study plus 15 percent administrative fees to cover the staff time.

Based on consultation with the Public Works Department, the following assessments may be required of project applicants.

Signalized Intersections

The intersection average control delay will be calculated using the most recent Highway Capacity Manual (HCM) methodology. **Table 1** presents the range of HCM average intersection delay associated with each grade for signalized intersections.

Table 1: Level of Service Definitions for Signalized Intersections

LOS	Control Delay in Seconds
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

A project-related local impact would occur at a signalized study intersection if the addition of project-generated trips reduces the peak hour LOS of the study intersection from an acceptable operation (LOS A, B, C, or D) to a deficient operation (LOS E or F). A local project-related impact would occur at a signalized study intersection already operating deficiently (LOS E or F) prior to project traffic if the addition of project traffic increases the critical movement delay by four (4) or more seconds. The project study area will be defined by the Director of Public Works. Typically, signalized intersections that would

experience more than 10 peak hour project trips (total of all approaches) would be included as study locations.

Unsignalized Intersections

Local impacts occur with the addition of project traffic causes the average intersection delay for all-way stop controlled intersection or the worst movement for side-street stop-controlled intersections to degrade to LOS E or LOS F and the intersection satisfies any traffic signal warrant from the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD). The delay (in seconds) will be calculated with the latest Highway Capacity Manual intersection analysis methodology. **Table 2** presents the range of HCM average intersection delay associated with each grade for unsignalized intersections.

Table 2: Level of Service Definitions for Unsignalized Intersections

LOS	Control Delay in Seconds
A	≤ 10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

Signal Warrant

The addition of a traffic signal may be justified when traffic operations fall below acceptable thresholds or when one or more signal warrants are satisfied; through analysis using the warrants included in the CA-MUTCD.

Queuing

A local project-related impact would occur when the proposed project traffic causes the 95th percentile queue in a left or right turn lane/pocket to extend beyond the turn pocket by 25 feet or more into adjacent traffic lanes that operator separately from a left or right turn length. When the vehicle queue length already exceeds that turn lane/pocket length, a queuing deficiency would occur if project traffic lengthens the queue by 25 feet or more. Queuing analysis methodology must be approved the Public Works Department.

Public Comment 5/20/2020 CCM (General Public Comment)

1. Delaine Shane
2. Sam Burgess
3. Betty Emirhanian
4. Betty Emirhanian

[REDACTED]

From: D. Shane <[REDACTED]>
Sent: Sunday, May 17, 2020 10:20 PM
To: City Council Public Comment; Maria Ayala
Cc: Karen Aceves
Subject: City Council Meeting, May 20, 2020-Agenda Item No. 3-General Public Comments
Attachments: SCAG-COVID-19 Economic Crisis.pdf

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Maria:

Please read the 149-word message below out loud at the next City Council meeting.

I am also including a recent 2-page SCAG press release on the Southland's economic crisis in my email. That, of course, is to be included in the administrative record, but not read.

As always,

Thank you for your service!

Sincerely,

Delaine

Dear City Council:

Regarding the 2020/2021 budget process, I have two comments. First, to arbitrarily set dollar amounts to each department misses the intent of this exercise. To make informed recommendations, list the costliest programs that contribute to each department's budget and what their percentages to the budget are. Residents can then rate the importance of such programs directly.

Second, the Finance Department presented one scenario concerning budget shortfalls. Consider a range of percentage losses for an even worse scenario. For example, expect more delayed payments on property taxes. It takes up to five years of non-payment of property taxes before the County can seize that delinquent property. Decreases in sales taxes and user fees may be greater than predicted. Some local business and residents may not be able to rebound from this financial crisis, especially those that were struggling financially even before the pandemic, including renters, minorities, seniors, and undocumented workers.

Thank you.

Delaine Shane
[REDACTED]

News Release

FOR IMMEDIATE RELEASE

May 13, 2020



Contact: Steve Lambert, The 20/20 Network
(909) 841-7527/ steve@the2020network.com

SCAG: COVID-19 Impact on SoCal Economy Will be Severe and Long-Lasting, With Historic Levels of Unemployment, Taxable Sales Losses

Los Angeles – Southern California faces “severe and long-lasting” economic impacts from the COVID-19 pandemic, with Great Depression-level unemployment, supply chain interruptions and significant drops in taxable sales, according to an analysis from the nation’s largest metropolitan planning organization.

The report, prepared by analysts at the Southern California Association of Governments (SCAG), projects an annual unemployment rate for the six-county region of 19.3% in 2020, tapering down to 12.2% in 2021. The 2020 rate is particularly significant given that year started with unemployment averaging around 4% in January and February. In April alone, SCAG estimates job loss rates of 20% to 22% – a surge that surpasses the more gradual trendline during the Great Depression, when U.S. unemployment took more than three years to reach its peak of 24.9% in 1933.

The analysis also projects decrease in taxable sales of 26% to 38% in 2020 and 2021. In total dollars, those decreases would range from \$178 billion to \$264 billion, which could severely impact local municipal budgets that rely on sales tax revenues. The forecast models do not take into account the possibility of further waves of infection or the still-unclear impact of government spending on relief efforts.

“Even with some uncertainty over how all of this will play out, our analysis suggests that the pandemic’s economic impacts will be severe and long lasting. Understanding this now, and identifying which sectors will be hardest hit, allows us to better plan for the recovery,” said Bill Jahn, SCAG’s President and a Big Bear Lake City Councilmember.

The assessment shows that job losses are likely to be deeper than those experienced during the Great Recession, and there is little to suggest a quick return to normal tax revenues for local governments. Impacts are likely to be uneven across the jurisdictions of Southern California, not only in terms of their revenue sources but in terms of the vulnerability of their residents to health and economic risks

Restaurants will experience the biggest sales impact over the next two years – down a projected 53% to 65%, the SCAG report shows. Significant impacts also are likely to be felt by clothing retailers (down a projected 43% to 57%), car dealers and parts stores (down 38% to 48%) and home furnishing and appliance stores (down 34% to 43%).

Supply chain interruptions are another cause for concern, especially in Southern California, where one-third of all jobs and economic activity are tied – directly or indirectly – to the movement of goods. Though there has been a surge in consumption of essential goods since the pandemic began, imports and exports for discretionary cargo have declined substantially.

“There is no segment of our economy that is not impacted one way or another by COVID-19, which only emphasizes the need for an inclusive economic development strategy moving forward. The work we do in the coming months will be critical to how quickly and effectively we put this crisis behind us,” said Rex Richardson, a Long Beach City Councilmember and SCAG’s 1st Vice President.

One sector that could play a significant role in an economic rebound is housing, the analysis shows. While sales have slowed, supplies remain well below demand and most indications are that buyers and sellers are stalling transactions rather than deciding not to buy or sell.

Even so, the pace of any recovery is largely going to be determinant on when and how businesses are allowed to reopen and the speed in getting a vaccine to market. The SCAG analysis assumes a severe three-month decline, with the low point occurring on June 1, followed by a longer recovery period. The economic impacts are likely to be felt through the end of 2021, the report says.

“This is unlike anything we’ve seen in our lifetimes,” said Kome Ajise, SCAG’s Executive Director. “We know we’ve got huge challenges ahead of us, and will be working closely with our stakeholders and member cities and counties to try and identify a pathway to recovery that benefits all Southern Californians.”

To read SCAG’s economic analysis, click [here](#).

###

About SCAG

SCAG is the nation’s largest metropolitan planning organization, representing six counties, 191 cities and nearly 19 million residents. SCAG undertakes a variety of planning and policy initiatives to plan for a livable and sustainable Southern California now and in the future. For more information about SCAG’s regional efforts, please visit www.scag.ca.gov.

[REDACTED]

From: Sam Burgess [REDACTED]
Sent: Monday, May 18, 2020 6:48 PM
To: City Council Public Comment
Subject: Public Comments and Suggestions

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would appreciate an update on the study of converting public walk signals to automatic.

Thank you,
Sam Burgess
South Pasadena

(You may read my comments)

[REDACTED]

From: Betty Emirhanian <[REDACTED]>
Sent: Tuesday, May 19, 2020 1:35 PM
To: City Council Public Comment
Subject: Fw: City Budget Exercise

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ccpubliccomment@southpasadenaca.gov; Maria Ayala <mayala@southpasadenaca.gov>
Cc: kaceves@southpasadenaca.gov <kaceves@southpasadenaca.gov>; fcpubliccomment@southpasadenaca.gov <fcpubliccomment@southpasadenaca.gov>
Subject: City Budget Exercise

Hello Maria:

Thank you!

Betty Emirhanian
[REDACTED]

Dear City Council,

I appreciate the City asking residents to give input on the budget through the budget survey. Unfortunately, I was very disappointed in the survey itself. The different categories were at such a high level that one could not realistically allocate between them. Each spending category should have had a few subcategories. The survey assumes that every aspect of each department or category is equally important and critical. Although I fully support our police and fire departments, are there some things that could be done differently? The overhead section surely has some components that we might be willing to live without. It would have been helpful to know how much of each category we are legally obligated to spend and how much can be managed. You are basically asking whether the city should continue providing all the services or not. It really did not ask for our advice on priorities.

[REDACTED]

From: Betty Emirhanian [REDACTED]
Sent: Tuesday, May 19, 2020 1:53 PM
To: City Council Public Comment
Subject: Comment word limit

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Maria:

Please read this letter to the city council at the meeting tomorrow night.

Thank you!

Betty Emirhanian
[REDACTED]

Dear City Council,

Having just written my 1st letter regarding the budget to the city council since the implementation of virtual meetings and the 150 word limit on comments, I have to agree with the previous residents who complained about that word limit. Residents are not being allowed to fully explain their position in one short paragraph. We have gone from 3 minutes of verbal comments to the equivalent of one minute. I feel this is unacceptable. Has the city given thought to allowing residents to record their statements?

Thank you.

Public Comment 5/20/2020 CCM AGENDA ITEM #11

**Discretionary Fund Requests from Mayor Robert Joe (\$1,000)
and Councilmember Michael Cacciotti (\$2,000) for a Combined
\$3,000 in Support of the Festival of Balloons Fourth of July
Youth Public Art Display**

1. Sam Burgess
2. Madeline Di Giorgi
3. Rona Bortz

[REDACTED]

From: Sam Burgess [REDACTED]
Sent: Monday, May 18, 2020 7:20 PM
To: City Council Public Comment
Subject: Item #11-Discretionary Funds-Public Comment

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

(I made an error in my first email on this subject. This is a corrected comment. Please delete the first email and read this one).

When a past city council first proposed the question of Discretionary Funds there was a guarantee the use of funds would be only for urgent and well needed programs. It has since become nothing more than a political slush fund.

It is irrelevant which budget the funds come from. The City of South Pasadena is facing a major budget shortfall. A shortfall hastened but not caused by Covid-19. Proposed projects are on hold and staff lay-offs are inevitable.

Yet the City Council continues to spend thousands of dollars on favorite programs.

With all due respect this is insensitive and politically tone deaf.

The use of Discretionary Funds should permanently end.

Thank you,
Sam Burgess
South Pasadena

(You may read my comments).

[REDACTED]

From: Madeline Di Giorgi [REDACTED]
Sent: Tuesday, May 19, 2020 3:47 PM
To: City Council Public Comment
Subject: Public Comment for Agenda Item 11

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Madeline Di Giorgi
Agenda Item 11:

Good evening Mayor and Council members, hope you all are well:

I STRONGLY urge the council to NOT support the use of balloons for the Festival of Balloons. Many in the community feel we should allow the youth in our city come up with a new concept and new name for our Fourth of July Celebration Parade. Here are the facts: The power was out the other day in South Pasadena during a critical time when we are forced to work and stay at home, and this happened because Mylar balloons hit a power line causing an outage. They are dangerous. Helium is a finite resource that cannot be replenished, it is used in medical equipment (cooling MRIs) which we need given the current climate. An abundance of studies in medicine relating to helium are concentrated in its possibility of being used as an adjunct therapy in a number of respiratory ailments such as asthma exacerbation, COPD, ARDS, croup, and bronchiolitis. Helium gas, once believed to be biologically inert, has been recently shown to be beneficial in protecting the myocardium from ischemia by various mechanisms, among other benefits. Given the fact that the Coronavirus deeply affects the lungs, it would be COMPLETELY irresponsible to waste helium on balloons during this unprecedented time when clearly we need to save all the resources we can for fighting this virus. Finally, the balloon industry markets latex balloons as "biodegradable" which is a completely false claim. Latex balloons are one of the most common items found in the stomachs of dead animals. No matter how many precautions are taken to use them responsibly, accidents always happen and balloons always get released. I watched countless balloons fly away before the parade even started last year. The strings get wrapped around the necks and feet of birds. They kill marine life. I could go on and on, but I think you have enough information to make the right decision. Thank you for your time, and please stay safe!

Best regards,

Madeline Di Giorgi
Chair, NREC South Pasadena
[REDACTED]

[REDACTED]

From: Rona Bortz [REDACTED]
Sent: Tuesday, May 19, 2020 6:22 PM
To: City Council Public Comment
Subject: Agenda item 11

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council Members,

I am so happy to see that there will be an independence Day celebration in South Pasadena to keep with our traditions. I hope that you will consider not using balloons because of the environmental impact they have. It would be a great time to transition to flags that could be reused or perhaps paper flowers that could be decorated and perhaps even sponsored by our citizens or businesses, which could generate some income and thank our first-responders or honor our HS seniors. It is time to let go of the balloons. Thank you, Rona Bortz

**Public Comment 5/20/2020 CCM
AGENDA ITEM #12**

**Discretionary Fund Requests from Mayor Robert Joe (\$2,000),
Mayor Pro Tem Diana Mahmud (\$5,000) and Councilmember
Marina Khubesrian (\$3,000), for a Combined Total of \$10,000 for
True North Polling Survey Professional Services Agreement**

1. Josh Albrektson

[REDACTED]

From: Josh Albrektson [REDACTED]
Sent: Saturday, May 16, 2020 2:54 AM
To: City Council Public Comment
Subject: May 20th CC Meeting, Item 12

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please read this.

I just wanted to thank Council People Mahmud, Joe, and Khubesrian for donating their funds in order to have a functioning city government. The UUT makes up a HUGE amount of the South Pasadena funding, and the idea of putting a ballot measure in front of the people without performing polling would be borderline malpractice. The city desperately needs these funds, and it also shouldn't go blind into an election that has to pass. If it lost by 2 points and the city loses funding it would be more disastrous than COVID is already making it. We need this polling to know if the city needs to push for the UUT extension to get that 2 percent if needed.

--
Josh Albrektson MD

Neuroradiologist by night
Crime fighter by day

**Public Comment 5/20/2020 CCM
AGENDA ITEM #18**

Award of Contract to Better 4 You Meals in the Amount of \$85,135 for the Catered Senior Meal Program beginning June 1, 2020 and Fiscal Year 2020-2021, with the Option to Renew the Contract for an Additional Four Year

1. Helen Tran

From: Helen Tran [REDACTED]
Sent: Tuesday, May 19, 2020 4:49 PM
To: City Council Public Comment
Cc: Ella Hushagen
Subject: General Public Comment, CDBG Funds; and Comment to Agenda Item 18
Attachments: Comments for May 20 City Council Meeting.pdf

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

***Please read comment aloud into the meeting minutes.
Comment is below and attached.***

Dear City Council,

It recently came to our attention at the last council meeting that the city received substantial increases and flexibility in CDBG funds. At present, the City has about \$315,000 to assist low- and moderate-income residents affected by the COVID-19 pandemic. We are concerned the proposal to allocate the majority of the funding—\$216,565 or 69%—toward sidewalk and ramp upgrades is out of sync with the CDBG’s goal of supporting the health and welfare needs of our community.

We appreciate the council deferred voting on this spending item. We respectfully request more time for public engagement on how to spend the CDBG funds. In addition to funding increases in the senior meal program, we would like the council to explore other services that could help mitigate the financial impact of COVID-19, such as incentives to convert vacant units to affordable housing, a rental and mortgage assistance program, and housing subsidies for people who are unhoused.

Signed,

1. Adam Murray
2. Afshin Ketabi
3. Ahilan Arulanantham
4. Amber Chen
5. Andrea Seigel
6. Andrew Terhune
7. Cassandra Terhune
8. Ella Hushagen
9. Felicie Borredon
10. Frederick Eberhardt
11. Helen Tran
12. Jean Yu
13. John Srebalus
14. Laboni Hoq
15. Laurent Borredon

16. Lisa Marsh
17. Lisa Watson
18. Mariana Huerta
Jones
19. Matthew Hubbard
20. Minoli Ratnatunga
21. Owen Ellickson
22. Roya Yasharpour
23. Sandy Shannon
24. Sarah Perez-
Silverman
25. Sofia Lopez
26. Tony Lockhart

May 19, 2020

Public Comment for the May 20, 2020 South Pasadena City Council Meeting

RE: (1) General Public Comment, Spending of Community Development Block Grant (CDBG) Funds;
and (2) Comment to Agenda Item 18, Award of Contract for Senior Meal Program

Please read comment aloud into the meeting minutes.

Dear City Council,

It recently came to our attention at the last council meeting that the city received substantial increases and flexibility in CDBG funds. At present, the City has about \$315,000 to assist low- and moderate-income residents affected by the COVID-19 pandemic. We are concerned the proposal to allocate the majority of the funding—\$216,565 or 69%—toward sidewalk and ramp upgrades is out of sync with the CDBG’s goal of supporting the health and welfare needs of our community.

We appreciate the council deferred voting on this spending item. We respectfully request more time for public engagement on how to spend the CDBG funds. In addition to funding increases in the senior meal program, we would like the council to explore other services that could help mitigate the financial impact of COVID-19, such as incentives to convert vacant units to affordable housing, a rental and mortgage assistance program, and housing subsidies for people who are unhoused.

Signed,

- | | |
|-------------------------|---------------------------|
| 1. Adam Murray | 14. Laboni Hoq |
| 2. Afshin Ketabi | 15. Laurent Borredon |
| 3. Ahilan Arulanantham | 16. Lisa Marsh |
| 4. Amber Chen | 17. Lisa Watson |
| 5. Andrea Seigel | 18. Mariana Huerta Jones |
| 6. Andrew Terhune | 19. Matthew Hubbard |
| 7. Cassandra Terhune | 20. Minoli Ratnatunga |
| 8. Ella Hushagen | 21. Owen Ellickson |
| 9. Felicie Borredon | 22. Roya Yasharpour |
| 10. Frederick Eberhardt | 23. Sandy Shannon |
| 11. Helen Tran | 24. Sarah Perez-Silverman |
| 12. Jean Yu | 25. Sofia Lopez |
| 13. John Srebalus | 26. Tony Lockhart |

**Public Comment 5/20/2020 CCM
AGENDA ITEM #20**

**Appeal of the Planning Commission Decision
(Project No. 2311 – Appeal) – to Approve the
Mission Bell Mixed-Use Project located at 1101-1115
Mission Street (APNs 5315-008-043 and -045)**

1. Josh Albrektson
2. Andrew Berk
3. Kris Morrish
4. Brandon Yung
5. Laurie Wheeler
6. Mitchell Sawasy

[REDACTED]

From: Josh Albrektson [REDACTED]
Sent: Saturday, May 16, 2020 4:18 AM
To: City Council Public Comment
Subject: South Pasadena CC meeting, May 20th, Item 20

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please read aloud.

This is a great project that has been approved unanimously every step of the way. The appeal is being done by Southwest Regional Council of Carpenters and is an abuse of the CEQA law.

Unions with appeals such as these actually don't care about any of the stuff you are about to hear their lawyer say. What they actually want is a contract from the people building the building to hire their people. If they got that contract, all of these "concerns" would magically disappear. I have attached a LA Times article of SRCC being accused of "engaging in racketeering and extortion"

Please reject this appeal out of hand in part to stop this kind of extortion and abuse of the California Environmental Quality Act because none of this appeal actually has anything to do with any of their "Complaints"

I know this is being read allowed. The "concerns" and "complaints" had quotes around them. Please use the air quotes hand gestures when reading these words. Thanks.

<https://www.latimes.com/local/lanow/la-me-ln-developer-racketeering-lawsuit-20190110-story.html>

--

Josh Albrektson MD
Neuroradiologist by night
Crime fighter by day

[REDACTED]

From: Berk, Andrew (Avison Young - US) [REDACTED]
Sent: Monday, May 18, 2020 5:07 PM
To: City Council Public Comment
Subject: Public Comment OK to read on Mission Bell Appeal (Agenda Item 20), by Andrew Berk

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I've lived here for over 20 years. I've also worked with South Pasadena commercial real estate developers, some with great successful projects, others fearful of doing projects as they viewed us as an unfriendly business city, planning department, and anti-development.

This is a frivolous and meritless appeal against the Mission Bell project. The ownership has gone above and beyond for 2+ years to present this well thought out development. They have competently and professionally done all the due diligence, worked with the business and residential constituents to design something that not only fits in, but compliments our physical landscape. Ownership asked for the communities input from the start and adjusted their project in great depth to include not only city and planning requirements but also incorporated suggestions from the public into it. The project and EIR are well put together and address everything (including CEQA) sufficiently and adequately.

[REDACTED]

From: Kris Morrish [REDACTED]
Sent: Monday, May 18, 2020 9:35 PM
To: City Council Public Comment
Subject: Item 20, 5/20/20 City Council Agenda
Attachments: mission bell appeal.docx

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please include this letter w/ public comment at 5/20/20 City Council meeting.
Thank you,
Kris Morrish

Kris Morrish



May 18, 2020

Mayor Robert Joe
Mayor Pro Tem Diana Mahmud
Councilmember Michael Cacciotti
Councilmember Dr. Marina Khubesrian
Councilmember Dr. Richard Schneider

RE: PUBLIC HEARING Item 20.Appeal of the Planning Commission Decision
(Project No. 2311 – Appeal) to Approve the Mission Bell Mixed-Use Project

Honorable Mayor, Mayor Pro Tem and City Councilmembers,

I urge you to deny the subject appeal and to uphold the Planning Commission’s certification of the EIR for the Mission Bell project. The project’s developer has met with community groups, historic preservation groups, design professionals, and planning officials for over four (4) years and has participated in numerous public hearings. The lengths to which they have gone to reach consensus- which included preparing a full EIR- have been extraordinary. Very few developers have the resources (including time, patience and money) to undertake projects subject to this kind of review. If the subject appeal is upheld after all this developer’s efforts, the message it would send to this developer and others thinking about investing in South Pasadena would be very detrimental.

South Pasadena has a chance to revitalize Mission Street at a time when outside investment is desperately needed. Please do not further delay this project.

Sincerely,

Kris Morrish

[REDACTED]

From: Brandon Yung [REDACTED]
Sent: Monday, May 18, 2020 11:12 PM
To: City Council Public Comment
Subject: Comment on 5/20/20 Council meeting Item 40

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Here is my comment below:

"Please do not accept the appeal of the Environmental Impact Report for the Mission Bell Project at 1101, 1105, 1107, and 1115 Mission Street. The Final EIR was exhaustive and it is clear that the current appeal from the Carpenter's Union is an attempt to extort the project in search of a project labor agreement, further driving up the costs and time it has taken to get the project finally approved. Both the Planning Commission and Heritage Commission conducted a thorough process that should be respected. We need housing as soon as possible. Let's not delay this any longer."

-Brandon Yung

[REDACTED]

From: Laurie Wheeler [REDACTED]
Sent: Tuesday, May 19, 2020 1:19 PM
To: City Council Public Comment
Cc: Sam Hernandez
Subject: May 20, 2020 Council Meeting Agenda Item 20
Attachments: Mission Bell Support CC.pdf

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Maria,

Attached is a letter of support of the staff's recommendations that the Council deny the appeal and uphold the decision of the Planning Commission related to the Mission Bell project. The letter can be entered into the public record.

PUBLIC COMMENT: (please read aloud)

Hello Mr. Mayor and City Council,
The Chamber is in support of the Mission Bell project. This project has been carefully and thoughtfully designed to fit in with the character of South Pasadena. Historic and artistic elements have been woven into the design, while creating a building that meets up-to-date environmental and technology standards. The developers have involved the community throughout the project; taking the suggestions and ideas presented and incorporating them as appropriate and possible. The Chamber looks forward to resuming activities that will bring visitors and residents to the downtown area, such as the Arts Crawls, and the Eclectic Music Festival (when it is appropriate to do so). This project will bring new energy and retail and dining experiences, improve the walkability of Mission Street and bring in much-needed revenue from sales taxes. We encourage the council to deny the appeal and uphold the Planning Commission's decision.

Please let me know if you have further questions.

Warm Regards,
Laurie

Laurie Wheeler
President/CEO
South Pasadena Chamber of Commerce
1121 Mission Street
South Pasadena, CA 91030

Office: 626-441-2339
[REDACTED]

ADMINISTRATION

Laurie Wheeler
President/CEO

BOARD CHAIR

Sam Hernandez
Paradise
General Contractors

IMMEDIATE

PAST CHAIR

Jamie Khuu Inzunza
Mamma's Brick Oven
Pizza and Pasta

CHAIR ELECT

Andrew Berk
Avison Young
Commercial Real Estate

TREASURER

Kris Morrish
The Kutzer Company

SECRETARY

John Vandercook
Reimagine Your Home

VICE-PRESIDENT

ECONOMIC

DEVELOPMENT

Steven P. Dahl
Dahl Architects, Inc.

VICE-PRESIDENT

MEMBERSHIP

Michele Downing
Partners Trust Real Estate

VICE-PRESIDENT

Karla Thompson, DDS
SmileHaus Orthodontics

DIRECTORS

Thano Adamson
Mission Tile West

Jeffrey Burke
BurkeTriolo Studio

Ed Chen
Athens Services

Camille DePedrini
Camille DePedrini
Boutique

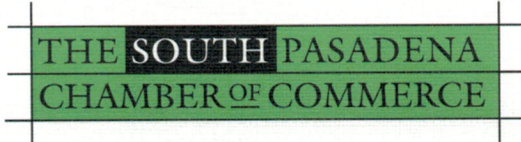
Janice Lupien
Arroyo Vista Inn

Jason Mak
Golden Oaks
Senior Apartments

Elda Marquez
Lowell & Vanderbilt

Maritza Rhodas
Hillsides

Lawrence Sin
Core Benefits



May 12, 2020

Mayor Robert Joe
Mayor ProTem Diana Mahmud
Councilmember Michael Cacciotti
Councilmember Dr. Marina Khubesrian
Councilmember Dr. Richard Schneider

Honorable Mayor, Mayor ProTem and City Councilmembers,

The South Pasadena Chamber of Commerce looks forward to the completion of the Mission Bell project. New retail and dining experiences will help further the walkability of the downtown business district as well as bringing needed revenue from sales tax to the city.

The mission of the Chamber is to advocate for businesses and to attract people and business to town. We look forward to resuming activities in the future that achieve this goal such as the quarterly Arts Crawls and the annual Eclectic Music Festival. These events are very popular with the businesses as well as residents and visitors. Businesses consistently report that the revenue on these nights is well worth staying open on a weekend evening. Shoppers can stroll the streets, discover new shops, boutiques and eateries and shop local. This project will create a fun, vibrant new hub and energize a currently underutilized property.

The developer and the architect have very carefully designed this project to fit into the existing downtown area. They have done a tremendous amount of outreach in the community and incorporated many of the ideas and suggestions that were brought forth to make the project even better than originally designed.

We encourage the City Council to uphold the Planning Commission decision of February 11, 2020 and allow this project to proceed.

Warm Regards,

Laurie Wheeler
President/CEO

P.O. BOX 3446 | SOUTH PASADENA, CA 91030 | OFFICE: 1121 MISSION STREET
626-441-2339 | WWW.SOUTHPASADENA.NET | INFO@SOUTHPASADENA.NET

[REDACTED]

From: Mitchell Sawasy [REDACTED]
Sent: Tuesday, May 19, 2020 2:45 PM
To: City Council Public Comment
Subject: Mission Bell Comments Agenda Item 20

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"I urge approval of this thoughtful project. This architect has crafted a composition that blends the existing Mission Street District historic fabric into a modern urban village. As our city grapples with growth and revenue, this project contributes a solution for both. Along with the wonderful exterior spaces, the rich architectural pallet adds an aesthetic that enhances the existing street scape of the district."

Mitchell E Sawasy, AIA, FIIDA

SAWASY STUDIO

Architecture + Interior Design

[REDACTED]

[REDACTED]

[REDACTED]

sawasystudio.com