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SECTION 1

CPP Report to Pasadena City Council

THE CONNECTING PASADENA PROJECT (CPP)

REPORT TO PASADENA CITY COUNCIL

APRIL 13, 2015



CPP Workshop (Photo: Chuck Hudson)

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I. SUMMARY

A. 710/210 Connection Stub History

Sixty years ago, the State of California seized a large swath of valuable land in the heart of Pasadena, demolishing thousands of people's homes and businesses in order to extend the 710 freeway and connect it to the 110 and the 210 freeways.

Ultimately, concerted and unrelenting opposition from residents forced the State to abandon its goal of establishing a surface route through Pasadena. But Pasadena was **left with the "Stub"**—a barren 50-acre area bounded by Walnut Street to the north, California Boulevard to the south, St. John Avenue to the west, and Pasadena Avenue to the east.

This empty freeway Stub needlessly divides the City of Pasadena. It separates the Old Pasadena Business District from the Ambassador Campus and Auditorium, Maranatha High School, the Norton Simon Museum, and numerous businesses. It also interrupts the street grid of neighborhoods on **Pasadena's** east and west sides.

Currently, Caltrans and Metro are proposing to build a single- or a twin-bore tunnel to connect the 710 to the 134 and 210 freeways. The northern entrance/terminus of the tunnel would be where the Stub is currently located.



B. Current Situation—the Stub

The freeway Stub brings cars at freeway speeds onto Pasadena's local streets. In particular, the current street configuration results in cars utilizing Orange Grove Boulevard, St. John Avenue, Pasadena Avenue, and other surface streets as freeway access roads and on-ramps.

Metro's Proposed 710 tunnel project would not only fail to solve the current traffic problems, it would bring even more vehicles onto our local streets. According to **Metro's own calculations,** the proposed tunnel project would bring an additional 180,000 cars and trucks through Pasadena and onto the 210/134 freeways. The tunnel would therefore make the 210 the most congested freeway in the United States with approximately 438,000-458,000 vehicles per day.ⁱ That would mean the 210 would have 50,000 to 100,000 more vehicles than currently travel on the I-405.ⁱⁱ

In addition, the proposed tunnel would have no exits between Alhambra and Pasadena and would not connect to the 110 Arroyo Seco Parkway. Aside from the

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obvious safety concerns that this presents, the tunnel would therefore do nothing to relieve local traffic congestion due to access to the 110 through local streets. (See Section IV. NEGATIVE IMPACTS OF THE PROPOSED TUNNEL below for an explanation of additional negatives from the tunnel.)

Given the ominous negative impacts to Pasadena and the surrounding region of building a tunnel that would induce even more traffic, the citizens of Pasadena decided to find a better way to utilize the Stub and to propose better ways to manage transportation.

C. About the Connecting Pasadena Project (CPP)

The CPP is proposing that Pasadena reclaim the Stub by restoring the urban fabric of our city and rebuilding the economic and social activity of an area that was destroyed when the Stub was built.

1. The CPP's Mission

The mission of the CPP is to provide master planning alternatives for the land comprising the 210 Stub if the 710 freeway tunnel is not built.

2. The CPP's Goal

The CPP's goal is to encourage the citizens of Pasadena and surrounding communities to envision what could replace the barren concrete strip of road, to take steps to determine how best to revitalize this dead space, and to create an economically viable, sustainable, and beautiful new place to benefit Pasadena and the entire San Gabriel Valley region. To that end, the CPP held two workshops (described below), with approximately 180 citizens, to generate alternatives for the Stub.

D. Summary of Benefits of Revitalizing the Stub

The Stub reclamation options proposed at the CPP workshops yielded transportation alternatives that would maintain traffic patterns and speeds conducive to beneficial social and economic interchange.

First, existing traffic would be managed and—unlike the tunnel—revitalization options would not induce the additional 180,000 trucks and cars on the 210 and 134 freeways.

Second, the CPP land use scenarios and resulting transportation options align with **the City of Pasadena's transportation goals and are** compatible with rail and other transit services as well as bicycle and pedestrian pathways.

Third, the Stub reclamation presents a development and place making opportunity for the City of Pasadena that will not harm environmentally sensitive habitat or require the demolition of historically important structures.

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Finally, the results of the CPP workshop proposals indicate that redeveloping the Stub could potentially generate 3 million dollars or more in annual tax revenue for the City of Pasadena.

Additional benefits and goals are summarized below: (**Figure 1**)

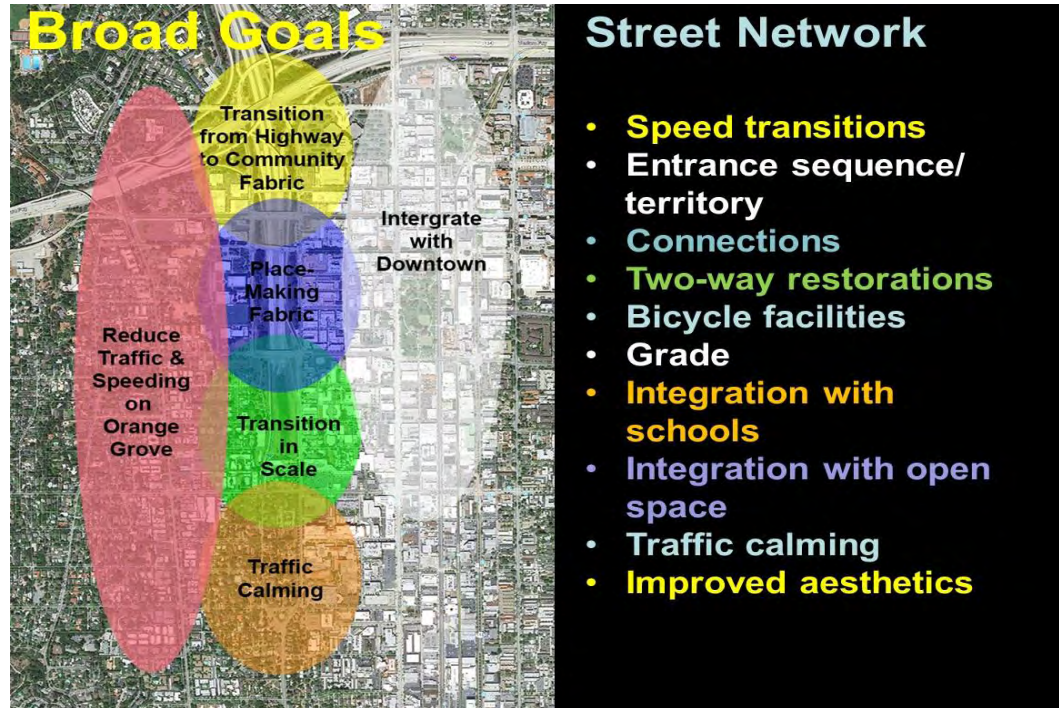


Figure 1. Broad Goals of the CPP

- **Better Access and Movement:**
 - Reestablish relationships between parts of the city that were severed by the Stub and eliminate the current barrier effect;
 - Provide multiple routing options for pedestrians, cyclists, transit services, and motorists;
 - Provide direct access to existing property and new development, increasing convenience and reducing vehicle miles traveled (VMT);
 - Increase **safety by lowering motorists' speeds;** and
 - Convert motor vehicle trips to walking, cycle, and transit trips.
- **Better Place:**
 - Create great addresses for new development;
 - Improve existing addresses, which would result in infill, intensification, and redevelopment;
 - Create a connected open space and park system;
 - Reconnect Colorado Boulevard for parades, etc.; and
 - Improve the image of the area.
- **Better Environmental Impact:**
 - Reduce automobile dependency;

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- Provide land uses and market opportunities to serve existing and future needs and reduce vehicle miles traveled (VMT);
- Reduce carbon footprints and energy consumption; and
- Reduce the sprawl effects of highways and the associated costs.
- **Better Financial Outcomes:**
 - Increase the local tax-base;
 - Increase the ratio of taxable land to infrastructure maintenance;
 - Increase property values in the vicinity; and
 - Reduce health costs due to stress, noise, pollution, injuries, etc.
- **Better Options for the State of California:**
 - Improve the image of Caltrans by showing that it is a forward-thinking agency;
 - Improve the image of the **State's leadership** by demonstrating that the leaders listen to the people;
 - Improve **the State's finances** (i.e., the capital, maintenance, and health costs); and
 - Decrease ugly, urban sprawl.

II. CREATING THE CONNECTING PASADENA PROJECT

A. The Concept

The CPP introduced the concept of re-envisioning the Stub to the public at the 2014 **Annual Meeting of the West Pasadena Residents' Association's (WPRA)**. The idea received widespread support from attendees. Over the next five months, the CPP met with neighborhood associations, business leaders, and civic groups to gather information and ideas from residents and community leaders. Subsequently, the CPP formed a steering committee.

The appeal of developing the Stub quickly gained momentum and resulted in two Visioning Workshops in October and November 2014. The workshop participants generated a multitude of diverse, creative methods to reclaim the Stub. These **proposals, which are described below, are compatible with Pasadena's transportation plans and respect the goals and policies of the land use element of the city's General Plan.**

B. Visioning Workshops

Approximately 180 participants from across Pasadena and nearby communities attended the two Visioning Workshops. Guided by experts in land use, transportation, economics, civil engineering, and landscape architecture, the workshop participants provided ideas to revitalize and develop the Stub so that the area can become a useable and vibrant area of Pasadena.



CPP Workshop (Photo: Chuck Hudson)

1. Visioning Workshop #1—Land Use and Density

The goal of Workshop #1, held on October 25, 2014, was for the participants to propose potential uses and desired densities for the freeway Stub area.

The workshop began with experts providing background on the project, the goals of the workshop, and examples of similar efforts in other cities. Experts also discussed the economic potential of redeveloping the Stub area.

a) Uses

After discussion and evaluation of the expert advice, Workshop #1 participants proposed various land use scenarios for the Stub. The results of these proposals are outlined in **Table 1** below. In the table, ideas are prioritized by the frequency that they were proposed. For example, all eight workshop tables identified the reconnection of East-West streets across the Stub area as a priority.

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SUMMARY of PROPOSED USES									
Use / Idea	Tables (8 total)								
East/West Street Connections	■	■	■	■	■	■	■	■	■
North/South Boulevard	■	■	■	■	■	■	■	■	■
Colorado Boulevard Connection	■	■	■	■	■	■	■	■	■
Park, Garden and/or Open Space	■	■	■	■	■	■	■	■	■
Bicycle and Pedestrian Pathways	■	■	■	■	■	■	■	■	■
Pasadena Avenue 2 Way	■	■	■	■	■	■	■	■	■
St. John 2 Way	■	■	■	■	■	■	■	■	■
MTA Station	■	■	■	■	■	■	■	■	■
Local Trolley	■	■	■	■	■	■	■	■	■
Water Feature	■	■	■	■	■	■	■	■	■
Subterranean Parking @ Colorado Blvd.	■	■	■	■	■	■	■	■	■
Private/Public Partnership w/ Parsons Site Dev.	■	■	■	■	■	■	■	■	■

Table 1. Workshop #1—Summary of Proposed Uses

b) Density

Workshop #1 participants overwhelmingly proposed densities that were greater in the north Stub around Colorado Boulevard with progressively decreasing densities going south towards California Boulevard.

c) Results

Workshop #1 participants ultimately proposed two alternative land use strategies: (See **Figure 2** on next page.)

- 1) **Alternative 1:** Fill the Stub up to current street level and transform Pasadena Avenue into a grand central boulevard and park.
- 2) **Alternative 2:** Do not fill the Stub; build structures to conform to the typography of the area in order to create a grand central boulevard characterized by commerce, housing, and recreation.

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Alternative 1. Fill Stub.
New Blvd. at Street Level

Walnut Street

Union Street
Colorado Blvd
Green Street

Del Mar Blvd

California Blvd



Alternative 2. No Fill.
New Blvd. at Lower Level

Figure 2. Blocks and Street Plan Alternatives

2. Visioning Workshop #2—Development Form and Intensity

The goal of Workshop #2, held on November 8, 2014, was for the participants to offer ideas on what form and intensity the development of the Stub should take in order to appropriately integrate the redeveloped area into the urban fabric of Pasadena.

Ian Lockwood, CPP adviser and transportation engineer, presented transportation concepts for Alternatives 1 and 2 that best addressed the proposed uses and ideas generated by the participants of Workshop 1. The two *Blocks and Streets Plan Alternatives* are shown in **Figure 2** above.

The concepts were developed with the following objectives:

- Establish a block structure and street network to restore the connections and relationships between the neighborhoods to the east, south, and west;
- Restore the multiple routing options and access for the public;
- Implement a Complete Streets Approach that facilitates multi-modal transportation options;
- Increase safety by eliminating the current dangerous on/off ramp configurations into and out of the Stub; and
- To the extent possible, minimize project costs by 1) utilizing the current 210 and 134 freeway interchange ramps as much as possible, and 2) recapturing as much valuable land and development potential as is feasible.

By the conclusion of Workshop #2, participants had voiced a strong preference for Alternative 1—to restore the Stub to grade level and create a “Grand Boulevard” at Pasadena Avenue. This central boulevard would serve both as a multi-modal corridor and a public green space. (See **Figure 3** below.)



Figure 3. Alternative 1—Grand Boulevard

Alternative 1 is consistent with Pasadena’s historic heritage and the principles of good city design. It would revitalize the area that was destroyed when the Stub was built and foster social and economic exchange within Pasadena by restoring the fabric of the city, re-establishing regular city blocks, and creating a connected street network. By extending pre-existing streets, whose lines were broken with the 1955 excavation, neighborhoods to the east and west would be reconnected. Neighborhoods in the south would be connected to new neighborhoods in the north using both St. John Avenue and Pasadena Avenue.

III. OPPORTUNITIES PRESENTED BY THE CPP STUB RE-DESIGN

A. Transportation Benefits

The CPP proposal creates an opportunity to better manage traffic in Pasadena's western corridor and to relieve the City's neighborhoods of excessive and speeding traffic.

The transportation proposals that emerged from the workshops align with the City of Pasadena's broad transportation goals that include measures to reduce car trips and encourage use of public transportation, biking, and walking, as well as improving driver, biking, and pedestrian safety.

In comparison, the proposed SR-710 tunnel will induce additional car and truck traffic at the astronomical rate of 180,000 vehicles per day. In addition to the impact this level of traffic will have on our health, environment, and quality of life, this volume of traffic will turn the already congested 210 and 134 freeways into parking lots. Moreover, many cars and trucks will avoid the tunnel for safety reasons or to avoid paying the toll (see **IV. NEGATIVE IMPACTS OF THE TUNNEL** below). Many drivers will also seek to avoid the congested freeways and end up driving on surface streets through Pasadena neighborhoods. All of this traffic will have economic implications for Pasadena as it deters visitors from coming to our city.

B. Economic Benefits

The CPP proposal creates economic opportunity through development, long-term local employment, increased property values, and tax revenue for the city. For example, the proposals made during Workshop #2 indicated the potential for a re-developed Stub to generate \$3,000,000 or more in annual tax revenue for the City of Pasadena.

The results of all of the workshop participants' work, including the economic report, will be presented in a complete CPP Report to be issued in May 2015.

IV. NEGATIVE IMPACTS OF THE TUNNEL

Metro's proposal to dig 4.2-mile-long, deep-bore freeway tunnel would forever negatively alter the City of Pasadena. It is not an overstatement to say that the tunnel would destroy much of the character and economic value of West Pasadena and undermine the health and standard of living of all residents in the San Gabriel Valley.

Traffic Impact

- If the tunnel is completed, Metro acknowledges that there will be up to 140,000-180,000 additional vehicles on the 210 W and E each day. This will lead to **gridlock conditions for everyone. Surface streets will also suffer: "Metro's own forecasts project an increase by over 40% of vehicles on local streets."**ⁱⁱⁱ

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- The proposed tunnel is not intended for commuters. Rather, it will be a truck conduit, serving as part of a goods movement system to bring goods up to the I-5 and the High Desert Corridor.
- The proposed 4.2-mile-long tunnel will not have exits or on-ramps—except at either end. This further demonstrates that the tunnel is not designed for local commuters, but for pass-through truck traffic from the Ports of Los Angeles.

Cost Impact

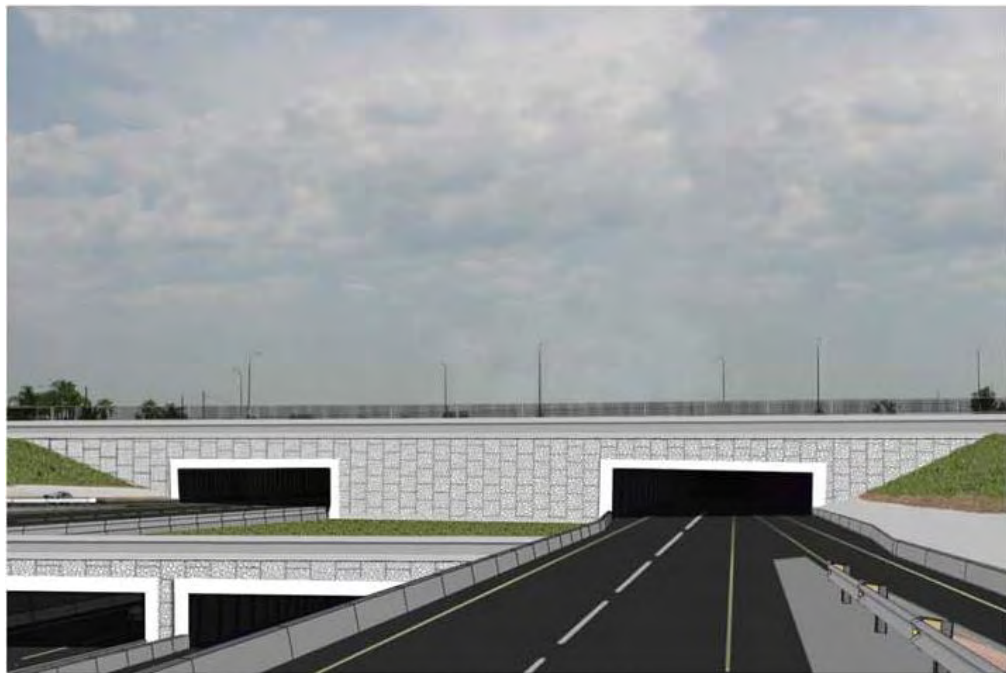
- Government sources have quoted project cost ranges between \$1-\$14 **billion** to build the tunnel. Currently, LACMTA estimates the cost will be \$5.425 billion and SCAG estimates the cost will be \$5.636 billion. These numbers are extremely optimistic. The smaller "Big Dig" tunnel in Boston (3.5-mile, cut-and-cover tunnel) was estimated to cost \$2.8 billion in 1982 dollars (\$6 billion in 2006 dollars). Government officials in Massachusetts now acknowledge that the Big Dig project will ultimately cost at least \$24.3 billion, including interest, fines, and lawsuit payouts.^{iv} The final bill will not be paid off until 2038.^v In addition, the *Boston Globe* found that the Big Dig Tunnel did not solve Boston's traffic woes—all it did was move the traffic around.^{vi} **Boston's experience proved once again that "we can't pave our way out of congestion."**^{vii}
- **Seattle's** SR99 Tunnel (1.75-mile, deep-bore toll tunnel) has also run into cost overruns. The SR99 Tunnel has been under construction since the summer of 2013. It was supposed to cost \$3.1 billion. However, construction has been halted since December 2013, when "Big Bertha," the boring machine, got stuck after excavating a mere 1,023 feet.^{viii} Engineers are still not sure how they're going to fix the boring machine, but they are optimistically hoping the project will be completed 2 years late. Change-order requests, which will most likely have to be absorbed by the public, have already reached \$250 million.^{ix} Millions, if not billions, of dollars are likely to be tacked onto the final price tag.
- To pay for the construction and upkeep costs of the tunnel (information that is lacking in current estimates), Metro has admitted that it will enter into a public-private partnership with investors. The investors intend to make a profit from this deal and plan to charge tolls—an average payment each way through the tunnel of \$5.64 for cars and \$15.23 for cargo trucks. InfraConsult, a financial consultant, estimated that the toll road could collect from 190,000 vehicles each day by 2030 (diversion rate of 35%). However, commuters who do not want to pay over \$10 in daily tolls (or simply do not want to risk the inherent dangers of traveling through a 4.9 mile tunnel in earthquake country) will take the "short cut" through local neighborhood streets. Further, if commuters opt to bypass the toll tunnel, the public-private partnership will most likely fail.

Impact on Aesthetics and Infrastructure

- To accommodate *increased local traffic*, Pasadena Avenue will be widened and a third lane added from the northbound tunnel exit to Colorado Boulevard. Similarly, St. John Avenue would be realigned, widened, and extended from Del Mar Boulevard to California Boulevard.
- The tunnel portals will be located just north of Del Mar Avenue (Maranatha High School and Ambassador Auditorium) in the Stub. (See **Figure 4** below.)

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- New freeway on- and off-ramps are proposed in Old Pasadena. The first ramp would exit north from the tunnel and feed onto Pasadena Avenue and end at Colorado Boulevard. The second ramp would start on St. John Avenue at Green Street and feed into the tunnel moving south.
- There will be a power substation (location to be determined).
- The Del Mar Bridge over the Stub will be demolished and replaced with an at-grade road after tunnel drilling and construction is completed.
- The Green Street Bridge will be demolished and rebuilt.
- A large Operations Maintenance and Control Facility will be located above the covered tunnel between Del Mar Avenue and the Sequoyah School on California Boulevard.



Visual Simulation: Proposed northern portal.

Figure 4. Metro’s visualization of the proposed tunnel portals is not to scale and has been designed without referencing Pasadena’s architectural and historical heritage.

Health Impact

- The particulate matter from the huge increase in daily traffic on the 210 and 134 freeways will compromise the health of everyone who lives in the San Gabriel Valley. “Because of their small size—some are just a few molecules across—tiny particulates are essentially minuscule bullets, delivering toxins deep into the body where larger particles can’t reach.”^x

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- Pollution from vehicle exhaust—both from road traffic and tunnel traffic—is also a significant concern. Metro has proposed two air ventilation facility options: 1) six 50-foot smokestacks that will rise up from the floor of the Stub between Pasadena Avenue and St. John Avenue and will expel the exhaust just above street level—right into West Pasadena and Old Town; 2) One 50-foot foot ventilation structure will be located at the southeast corner of the SR-710 and 134 interchange. (See **Figure 5**.)



Visual Simulation: Proposed View at W. Colorado Blvd.

Figure 5. Metro’s visualization of the proposed ventilation stacks at Colorado Boulevard in Old Pasadena. Aside from health concerns, the proposal is clearly out of character with Pasadena’s architectural heritage and sense of place.

- Children and those with compromised immune systems—such as the elderly and the sick—are particularly susceptible to freeway toxins.^{xi} The California Air Resources Board has stated that it is advisable to avoid building homes, schools, playgrounds, day care centers, and medical facilities within 500 feet of freeways.^{xii}
 - Huntington Hospital will be across the street from the northern terminus of the tunnel.
 - Metro has identified 17 existing Pasadena schools within .5 miles of the “Build Alternatives”.

Safety Impact

- Studies have shown that “severe accident rates and cost rates in tunnels are . . . often found to be higher than those on the corresponding motorways.”^{xiii} “In a tunnel the risk of being killed in a traffic accident is twice as high as on open stretches of motorways.”^{xiv}

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- The risk of death from fires caused by traffic collisions in tunnels is particularly concerning. The proposed tunnel will have no vehicle exits except on either end. If a fire occurs, there will be no easy way to escape, especially for those with limited mobility.

[Additional sources for preceding facts can be found at:
http://www.no710.com/_pdf/why710badfootnotes72713.pdf]

V. THE CPP GOING FORWARD

The CPP is an ongoing project by volunteer citizens with the assistance of expert advisors. Advancement of the CPP and its proposals will depend on a multitude factors.

First, the City of Pasadena, Caltrans, and Metro must take certain actions. The City of **Pasadena cannot develop the Stub land unless and/or until Caltrans “releases the land”** to the City of Pasadena. How would this proceed and how would private developers fit into this process?

Second, it is certain that many of the Pasadena’s transportation goals will be severely compromised if the tunnel is not defeated. The economic benefits from the land use development envisioned by the various CPP scenarios could not be realized because that type of development could not be built over cap-and-cover due to construction limitations.

Third, Pasadena’s Economic Development and Planning Departments cannot legally comment or address the land use and development in this area until the City takes ownership of the property. Therefore the proposals created by the participants in the CPP workshops are not actionable until the property is transferred from Caltrans to the City of Pasadena.

Nevertheless it is important to continue the CPP project as other stakeholders review **Metro’s SR North 710 Study. For example, the CPP can begin to explore** how the Caltrans land can be acquired, even if piecemeal. The CPP is eager to work with the City of Pasadena **to determine how the CPP’s vision might be incorporated into City’s General Plan once an** acquisition plan is developed and the land is acquired.

As the project moves forward and the preferred land use and forms are solidified, more detailed plans will be developed. Funding sources for developing these plans will be generated at that time.

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- ⁱ See U.S. Dept. of Transportation, Federal Highway Administration (n.d.) Most Travelled Urban Highways Average Annual Daily Traffic (AADT) > 250,000. Retrieved at <http://www.fhwa.dot.gov/policyinformation/tables/02.cfm> (listing AADT on the I-210 at 298,000 vehicles).
- ⁱⁱ See U.S. Dept. of Transportation, Federal Highway Administration (n.d.) Most Travelled Urban Highways Average Annual Daily Traffic (AADT) > 250,000. Retrieved at <http://www.fhwa.dot.gov/policyinformation/tables/02.cfm> (listing AADT on the I-405 at 374,000 vehicles).
- ⁱⁱⁱ 710 Study Neighborhood Posts (n.d.). Retrieved from http://www.710studysanrafaelneighborhoodposts.com/2014_02_04_archive.html.
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- ^v Hofherr, J. (5 Jan. 2015). Can We Talk Rationally About the Big Dig Yet? Retrieved at <http://www.boston.com/cars/news-and-reviews/2015/01/05/can-talk-rationally-about-the-big-dig-yet/OBPodDnlbNtsTEPFFc4i1O/story.html>.
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- ^{vii} Murphy, S. (16 Nov. 2008). Big Dig pushes bottlenecks outward. *Boston Globe*. Retrieved at http://www.boston.com/news/local/articles/2008/11/16/big_dig_pushes_bottlenecks_outward/ (quoting Carrie Russell, Conservation Law Foundation).
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- ^x Levin, D. (16 Aug. 2012). Big Road Blues: Living near a highway can be bad for your health in a million small ways. *Tufts Now*. Retrieved at <http://now.tufts.edu/articles/big-road-blues-pollution-highways#sthash.NsbjKTmu.dpuf>.
- ^{xi} McConnell, Rob, et al. (5 May 2006). Traffic, Susceptibility, and Childhood Asthma. Retrieved from at <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1459934/pdf/ehp0114-000766.pdf?tool=pmcentrez>.
- ^{xii} California Environmental Protection Agency, California Air Resources Board (April 2005). Air Quality and Land Use Handbook: A Community Health Perspective. Retrieved at <http://www.arb.ca.gov/ch/handbook.pdf>; see Barboza, T. (14 May 2014). Air quality monitor near I-5 in Anaheim finds higher pollution level. *Los Angeles Times*. Retrieved from <http://www.latimes.com/science/la-me-freeway-air-20140515-story.html%5D>.
- ^{xiii} See Caliendo, C. and De Guglielmo, M.L. (3 Oct. 2012). Accident Rates in Road Tunnels and Social Cost Evaluation. Retrieved from <http://www.sciencedirect.com/science/article/pii/S1877042812043327>
- ^{xiv} Nussbaumer, C. (2007). Comparative Analysis of Safety in Tunnels. Retrieved from <http://www.ectri.org/YRS07/Papiers/Session-9/Nussbaumer.pdf>.



SECTION 2

Summary of Workshop 1

Land Use and Density

SUMMARY of PROPOSED USES

Use / Idea	Tables (8 total)								
East/West Street Connections									
North/South Boulevard									
Colorado Boulevard Connection									
Park, Garden and/or Open Space									
Bicycle and Pedestrian Pathways									
Pasadena Avenue 2 Way									
St. John 2 Way									
MTA Station									
Local Trolley									
Water Feature									
Subterranean Parking @ Colorado Blvd.									
Private/Public Partnership w/ Parsons Site Dev.									

Table 1

Participants

Shaun Dunnick, Jim Fahlgren, Ross Glazier, Wayna Kato,
Mary Ann Parada, Nikki Sweet

Uses by Area

Area A	Area B	Area C
Sports Arena for schools	Green Space	Lake
Place for Concerts		
Entertainment Facility		
Hotel		

Density by Area

High	Low	Low
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Mobility

Ideas for Transportation, streets, walkways, bike ways
Reconnect E/W collector streets to south – ie Palmetto Bellevue
Boulevard thru N/S
New MTA station for –connecting Gold and Red w/access to both
Pasadena - 2 way
St. John - 2 way
Develop walking path
PPP W/Parsons site owner
Speed transitions
Reduce lanes in the stub
Reconnect parts of the city, cut to Palmetto instead & by pass/protect Sequoyah School
Improve, continue connectivity of Arroyo Pkwy to 210

Table 2

Participants

Larry Wilson, Phoebe Wilson, Jody Hudson, Cathy Morrison,
Jonathan Gold, Leon Gold, Gloria Klaparda, Marsha Rood, Barbara Miller, David Wolf

Uses by Area

Area A	Area B	Area C
Commercial Infill	Major park	Community Gardens
Subterranean parking	Public art	Water feature
Streetcar – Green St.		Water storage
View to San Gabriels		Water use education
		Public art

Density by Area

High	Low	Low
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Mobility

Ideas for Transportation, streets, walkways, bike ways
Reconnect street grid across ditch—Collector streets to south, Palmetto/Bellevue
Boulevard North South - 2 lanes each way for boulevard
Tangerine Line: to Burbank (Gold/Red ... through Glendale)
Southerly reconnect ,
north south bike path
Pasadena – 2 way
St John - 2 way
Street car at Green/Union/Orange Grove connecting downtown
Take pressure off Orange Grove
PPP with Parsons site owner
Better transition to 210 via Arroyo Parkway North

Table 3

Participants

Maya Soucar, Jill Fosselman, Claire Bogaard, Bob Holmes

Uses by Area

Area A	Area B	Area C
Reconnect Col. Blvd	High density mixed use	Grade leveling sooner
Mixed use	TOD adjacency	Bellevue Ave cross
Extend Old Pas feel	CD adjacency	Amphitheatre
	Park with engaging feature	Community facility
	Conn. Dayton &/or Valley	Extend Old Pas. feel

Density by Area

High	High	Mid
------	------	-----

Mobility

Ideas for Transportation, streets, walkways, bike ways

Reconnect E/W streets across Area C	
Keep two way north south traffic intact	
Stub becomes major boulevard	
Pas Avenue two way	
St. John two way	
Concern for south exits—how transition to rest of city	
How solve terminus	

Table 4

Participants

Iris Yamashita, Suki Yamashita, Justin Chapman,
Sarah Gavit, Dan Beal, Margaret McAustin

Uses by Area

Area A	Area B	Area C
Connect to Old Pas	Mixed use	Lesser density
Highest value	Reg. Attraction-Museum	open space
Highest density	Open space with ped.	dog park
Transport Infrastructure	Not Westgate density	Connect east and west
Trolley		
Decked parking		

Density by Area

High	Mid	Low
------	-----	-----

Mobility

Ideas for Transportation, streets, walkways, bike ways	
Trolley,	
Bikeways, pedestrian paths	
Grand Blvd N/S	
Reconnecting E/W area c	

Table 5

Participants

Brice Buckley, Ellen Brasin, Ely Lester , Jonathan Edewards, Ali Barar,
John Shaffer, Alexandria Hoeval

Uses by Area

Area A	Area B	Area C
Retail across Colorado	dog park	Restore housing fabric
	public square	small scale
	civic space	high density

Density by Area

High	Low	Low
------	-----	-----

Mobility

Ideas for Transportation, streets,walkways, bike ways	
Rail yard – below grade	
Reconnect all E/W streets at grade	
Possible future Gold Line/Burbank line to Airport	
Possible N/S boulevard to avoid super blocks	
No need for central boulevard in the middle of ditch	
North South Alleys	
Possible boulevard cap expansion to increase pedestrian traffic	
Boulevard on grade south of Green or Dayton	
Widening of Pas Ave like Fair Oaks – north of California	
Widening of St. John like Fair Oaks – north of California	

Table 10

Participants

Greg Gunther, Sylvia Holmes, Sylvia Plummer,
Jan Soo Hoo, Kathy Higgans, Pat Roughan

Uses by Area

Area A	Area B	Area C
Rose Parade Park	Retail across Green St.	Reverts to old street grid
Gateway to Old Pasadena	Pedestrian bridges	Soccer fields and parks
Parking underground	Pocket parks and plazas	Knit fabric btwn E/W sides
	Retail and Mixed use	Family friendly low density
	Community Center	
	Bicycle path way	
	dog park	
	Music and Theater	

Density by Area

Low	Mid	Low
-----	-----	-----

Mobility

Ideas for Transportation, streets, walkways, bike ways	
Trolley people around City	
Unifying water feature like river walk in San Antonio	

Table 11

Participants

John Plummer, Jim Keatley, Joanne Nuckols, Tom Williams
Joe Dailey, Gazelle Raye Wichner

Uses by Area

Area A	Area B	Area C
Extend area to Walnut		Limit area to Palmetto

Density by Area

High	Mid	Low
------	-----	-----

Mobility

Ideas for Transportation, streets, walkways, bike ways	
Connect to a N/S arterial	
Reconnect E/W collector streets—Bellevue, Palmetto, etc.	
New MTA station-red line to gold line- Burbank Airport & Glendale	
Pas Ave - 2 way	
St John - 2 way	
PPP w/Parsons site (west side)	
Restore Pas Avenue south, traffic calming to Columbia	

Table 12

Participants

Tom Siefert,Bill Thomson,Andre de Salis,Neil Kleinman,Therese Brummel,
Dale Brown,Bob Huddy,Joan Aarestad

Uses by Area

Area A	Area B	Area C
Mixed use	Flexible Uses	Fill Palmetto-Belvue area
Higher Density	Multi Modal Transport	
	Bike/ Pedestrian	

Density by Area

High	Mid	Low
Mobility		

Ideas for Transportation, streets,walkways, bike ways

Park Bridges	
Underground Dwellings	
Underground Parking	
Underground Roads	
Taller Bldgs on East Side	
Bridges with Container Buildings	
Old Pasa West Termination	

Summary of Density by Area

Table No	Area A		Area B		Area C
1	High		Low		Low
2	High		Low		Low
3	High		High		Mid
4	High		Mid		Low
5	High		Low		Low
10	Low		Mid		Low
11	High		Mid		Low
12	High		Mid		Low

Additional Uses and Ideas

(Items listed only once)

Water storage	Retail and Mixed use – Area B
Water use education	Retail across Green St.
Amphitheatre – Area C	Connection to the Ambassador Theater
Community facility	Park Bridges
Regional Attraction-Museum	Underground Dwellings
North South Alleys	Underground Roadways
Taller Bldgs on East Side	Bridges with Container Bldgs.
Old Pasa West Termination	



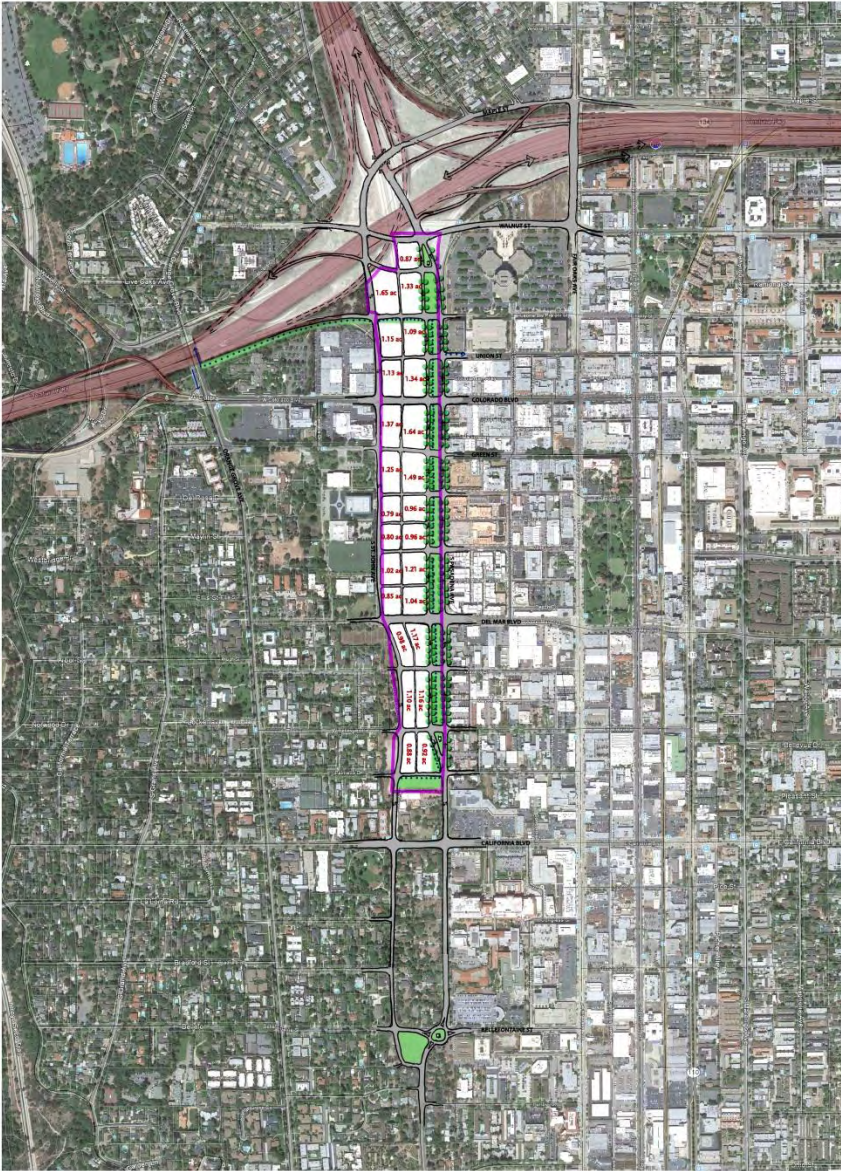
SECTION 3

Summary of Workshop 2

Development Form and Intensity

Connecting Pasadena Project

Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 1 - Reconnected Grid at Street Level

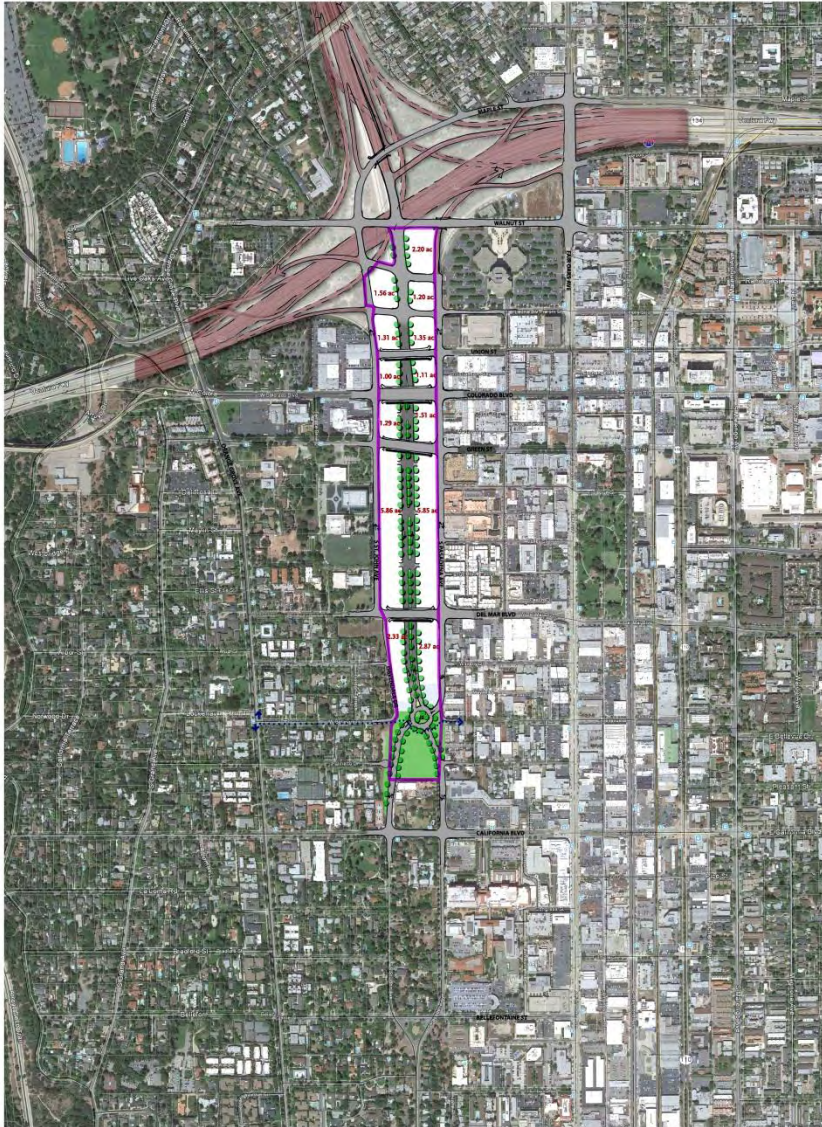
PROGRAM
Gross Site Area = 48.90 ac
Net Site Area (Dev) = 28.15 ac
Net Open Space Area = 8.89 ac



Fig 1.Blocks and Streets Diagram- Alternative 1-Redesigned Pasadena Avenue as Boulevard at City Street level.

Connecting Pasadena Project

Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 2 - Central Boulevard In the "Ditch"

PROGRAM
Gross Site Area = 48.90 ac
Net Site Area (Dev) = 29.44 ac
Net Urbanizable Area = 1.11 ac



Fig 2. Blocks and Streets Diagram- Alternative 2- New Boulevard at existing lower roadway elevation.

Connecting Pasadena Project

Appendix B – Workshop 2 Results



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INTENSITY - OPTION 1

ANKER & POLYDOROS

Intensity Option 1 – High



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INTENSITY - OPTION 2

ANKER & POLYDOROS

Intensity Option 2 - Mid



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INTENSITY - OPTION 3

ANKER & POLYDOROS

Intensity Option 3 - Low

Connecting Pasadena Project

Appendix B – Workshop 2 Results

Illustrative Revenue Capacity

	Land Value/Acre	Tax Rev./Year/Acre	30 Year NPV / Acre
Intensity Option 1	\$10Mil. - \$15+Mil.	\$220,000	\$ 4.3 Million
Intensity Option 2	\$6 Mil. - \$10+ Mil.	\$100,000	\$ 1.9 Million
Intensity Option 3	\$4 Mil. - \$6+ Mil.	\$20,000	\$ 0.4 Million

4

Preliminary 'Feasibility' Thresholds

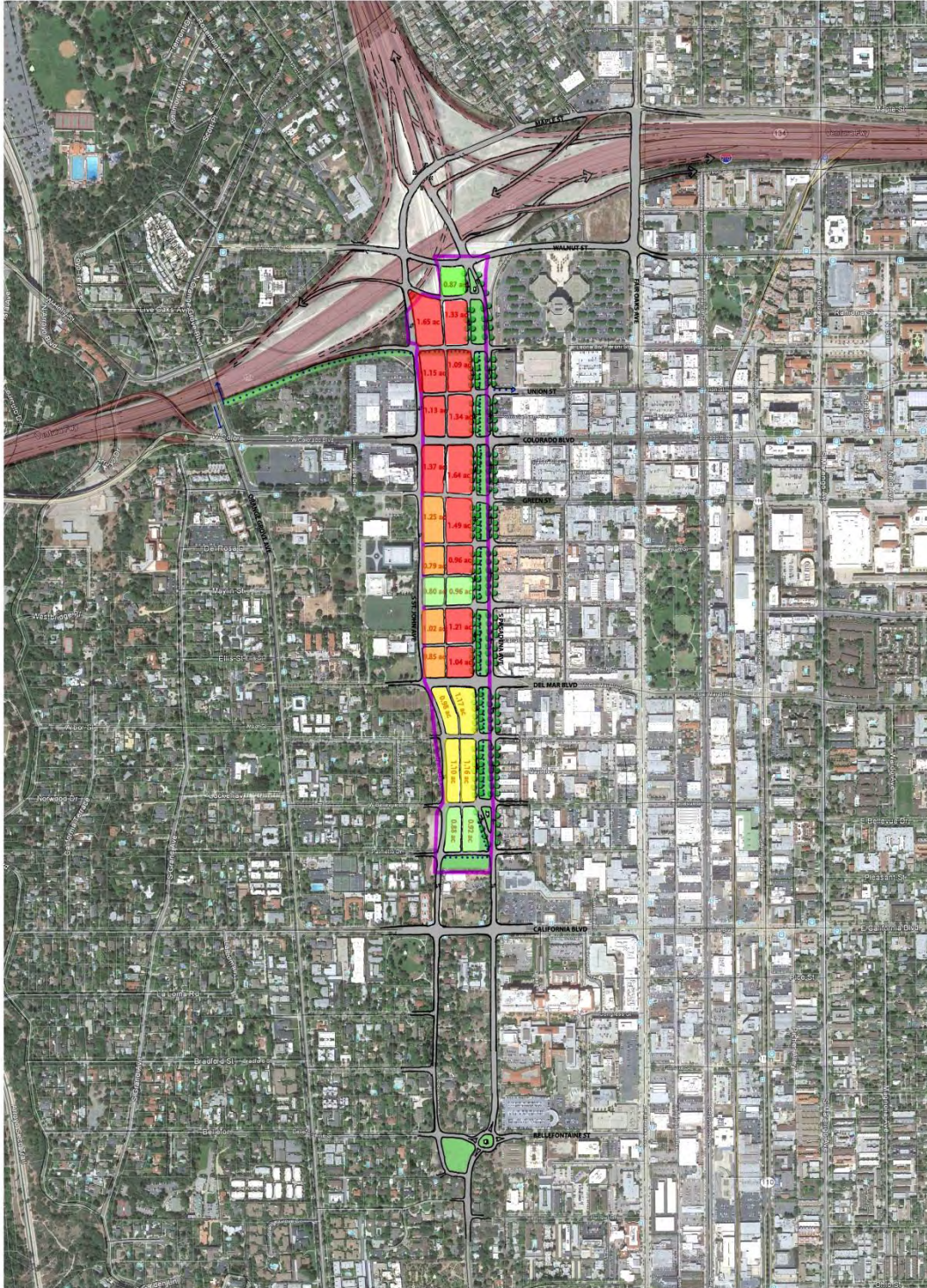
- Project Alternative 1 needs to generate **\$ 50 Million to \$ 80 Million** in land sales revenues in order to support up front costs.
- Project Alternative 2 needs to generate **\$ 15 Million to \$ 20 Million** in land sales revenues in order to support up front costs.
- The Project needs to make a positive fiscal contribution to the City. This should be in the range of **\$ 3 Million to \$ 5 Million** in annual tax revenues.
- Project needs to ensure positive impacts from **Induced Sales and Property Tax Revenues** from surrounding neighborhoods.

9

Fig 4. Economic Feasibility Assumptions

Connecting Pasadena Project

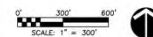
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 1 - Reconnected Grid at Street Level

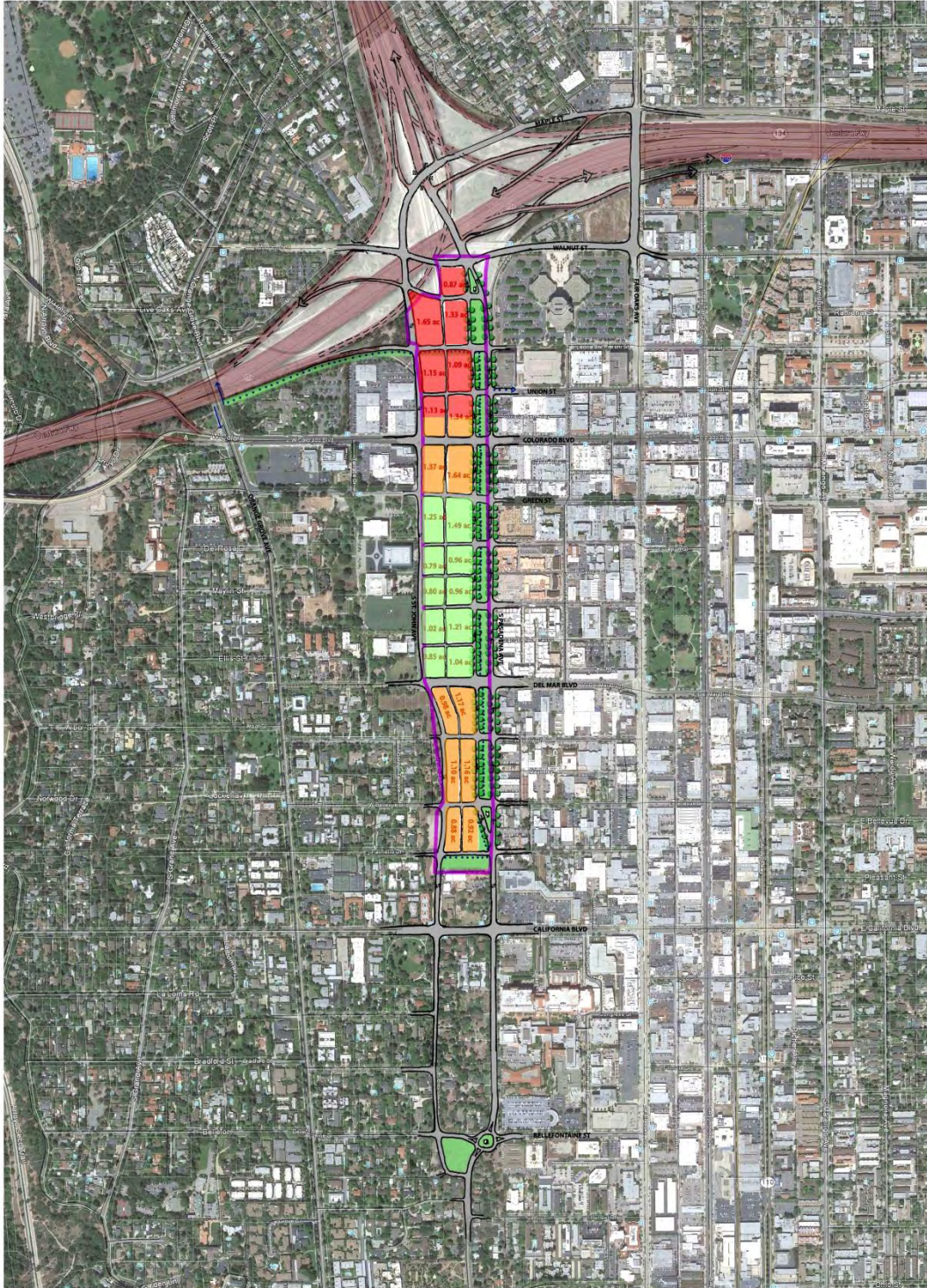
PROGRAM
 Gross Site Area = 48.90 ac
 Net Site Area (Dev) = 28.15 ac
 Net Open Space Area = 8.89 ac

Table 1 - Workshop 2



Connecting Pasadena Project

Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 1 - Reconnected Grid at Street Level

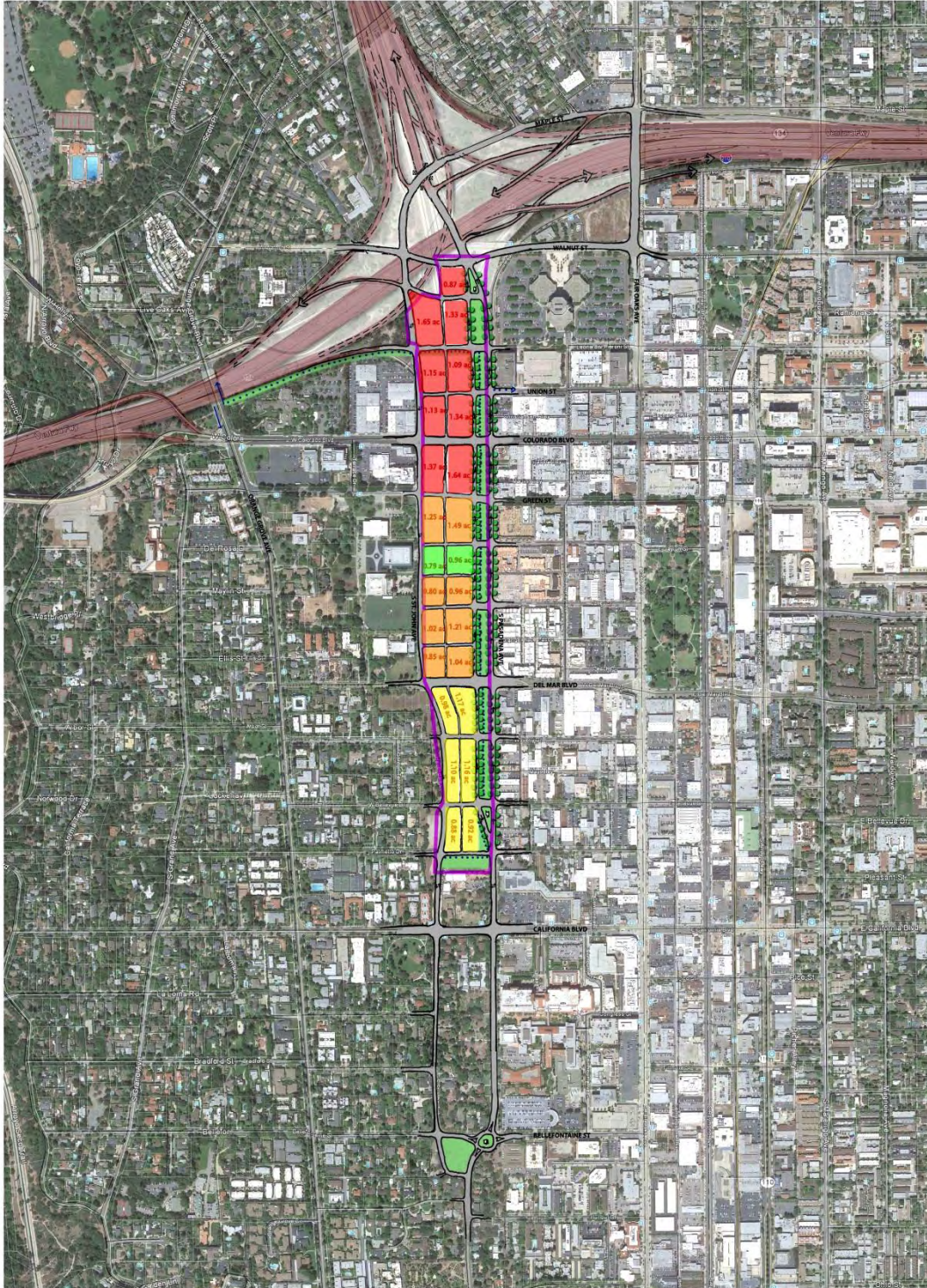
PROGRAM
 Gross Site Area = 48.90 ac
 Net Site Area (Dev) = 28.15 ac
 Net Open Space Area = 8.89 ac

Table 2 - Workshop 2



Connecting Pasadena Project

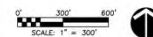
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 1 - Reconnected Grid at Street Level

PROGRAM
Gross Site Area = 48.90 ac
Net Site Area (Dev) = 28.15 ac
Net Open Space Area = 8.89 ac

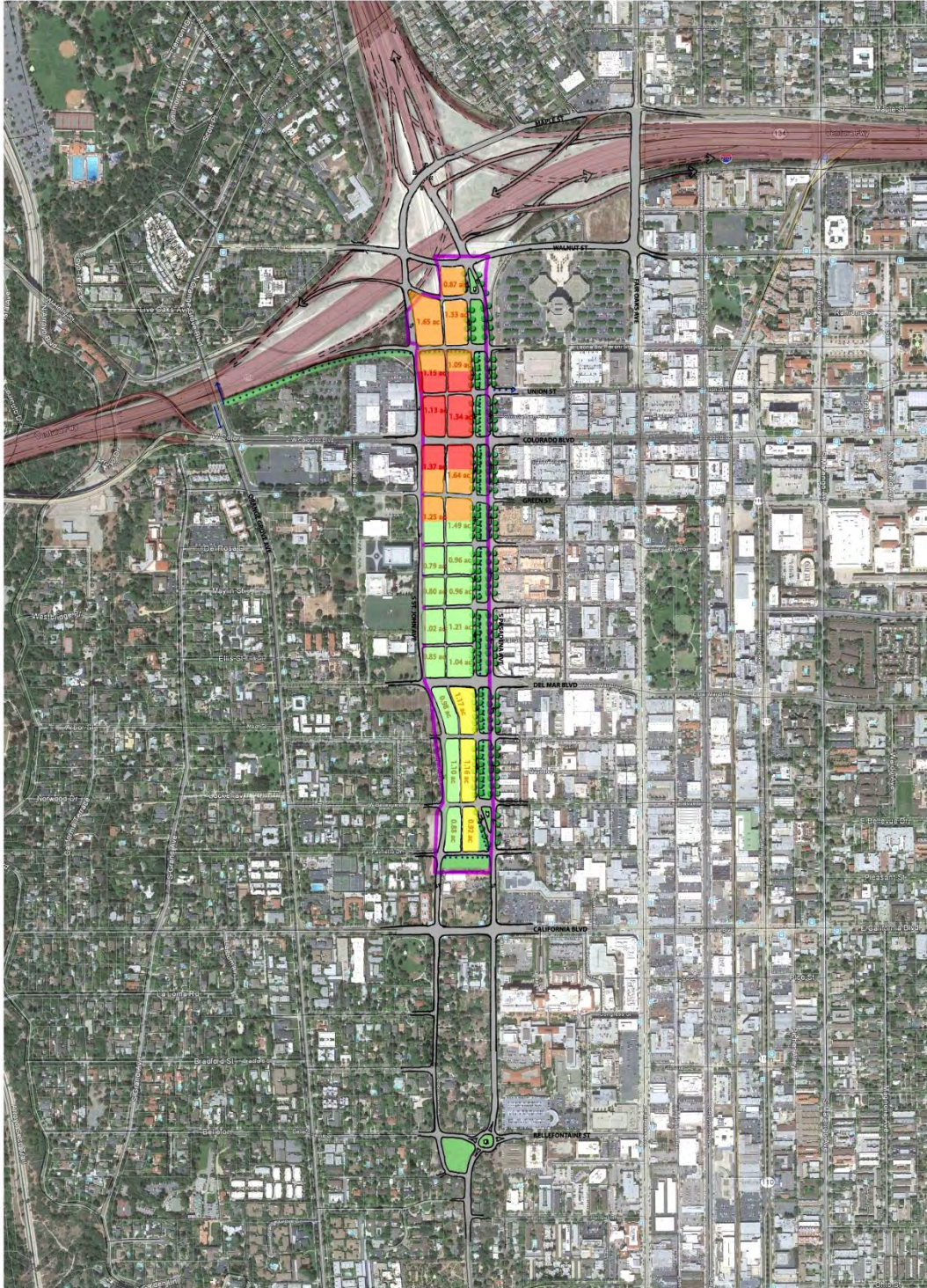
Table 4 - Workshop 2



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March 2015

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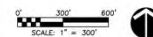
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 1 - Reconnected Grid at Street Level

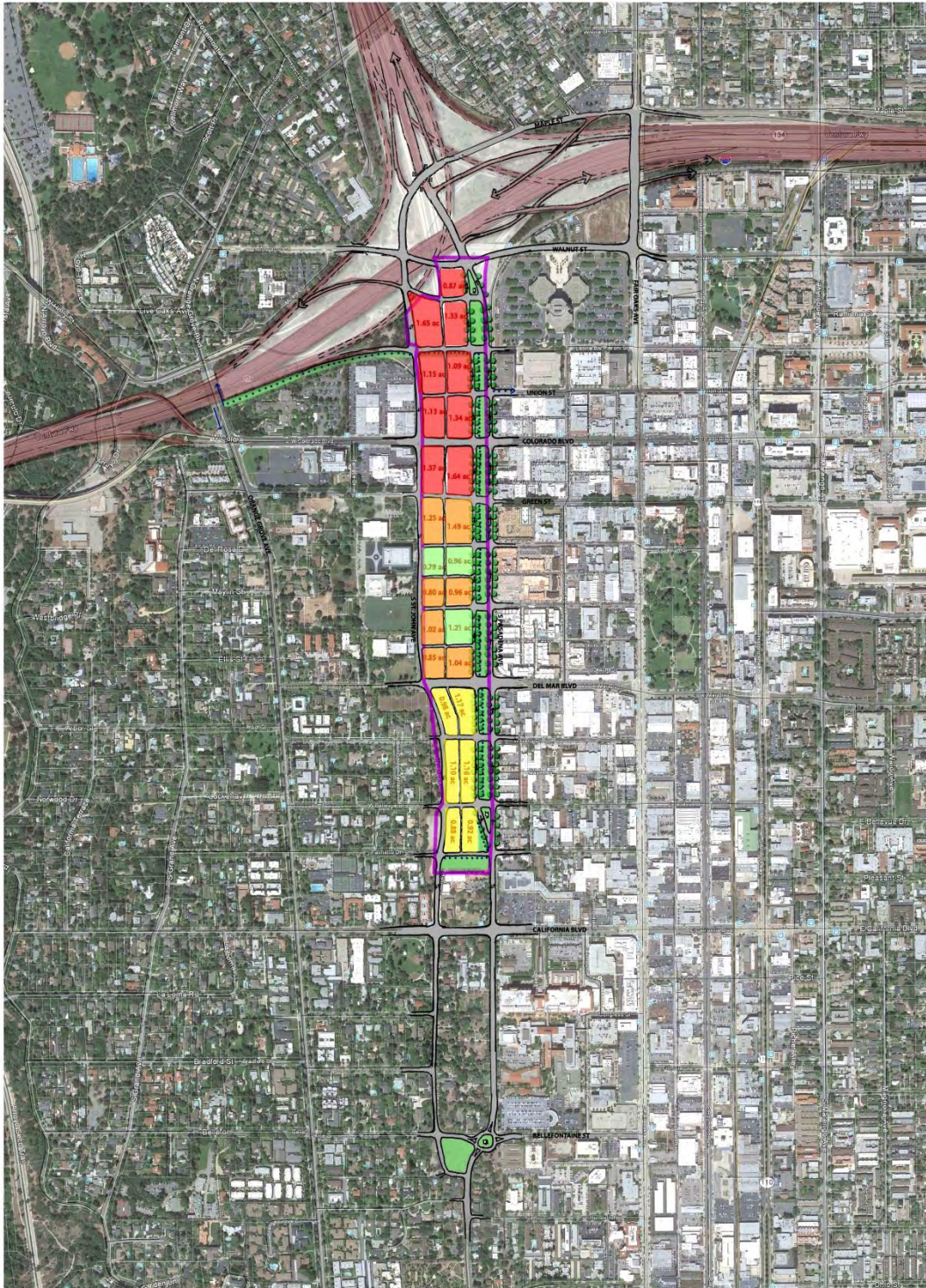
PROGRAM
Gross Site Area = 48.90 ac
Net Site Area (Dev) = 28.15 ac
Net Open Space Area = 8.89 ac

Table 5 - Workshop 2



Connecting Pasadena Project

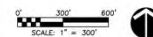
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 1 - Reconnected Grid at Street Level

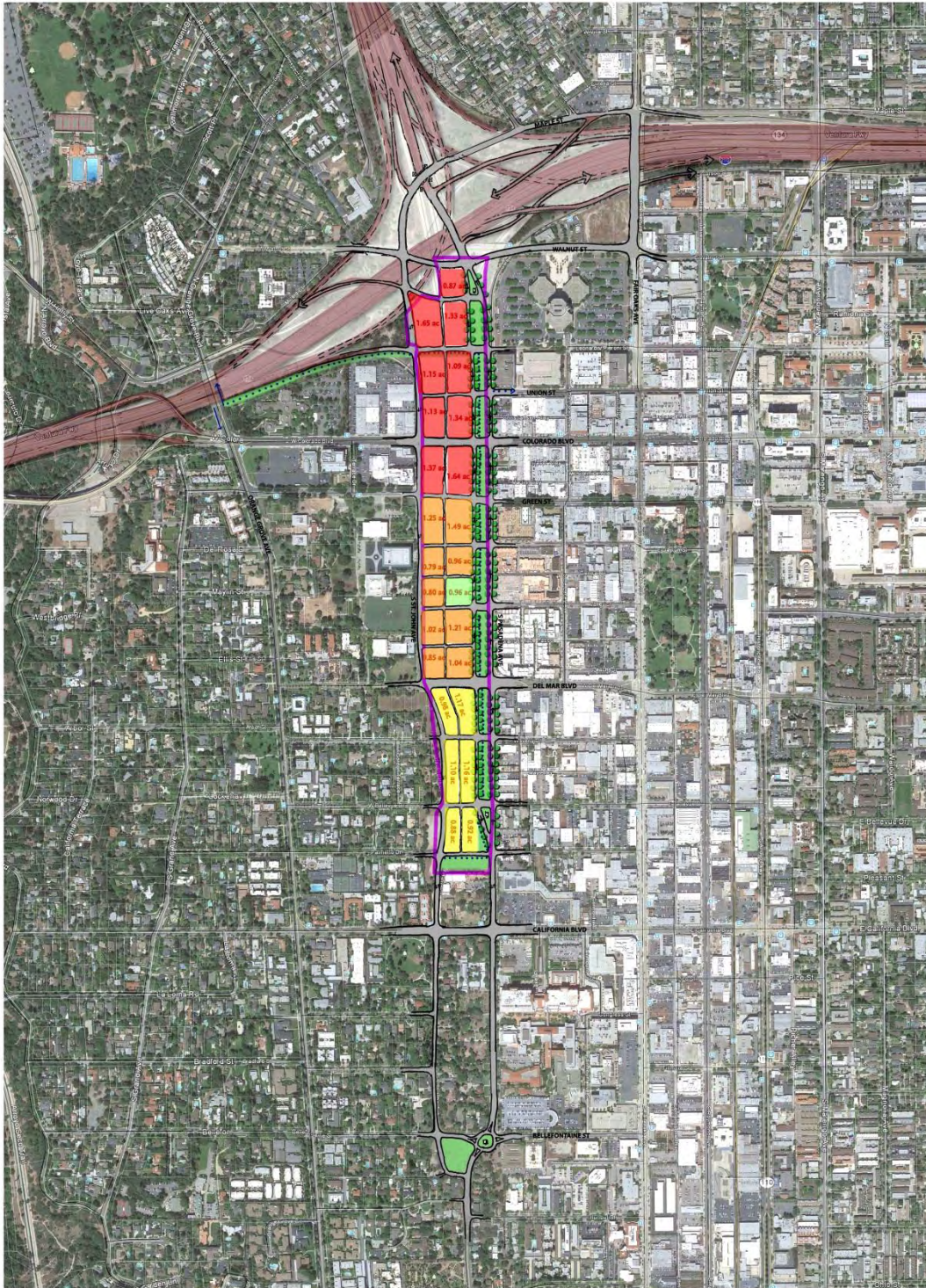
PROGRAM
 Gross Site Area = 48.90 ac
 Net Site Area (Dev) = 28.15 ac
 Net Open Space Area = 8.89 ac

Table 6 - Workshop 2



Connecting Pasadena Project

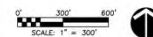
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 1 - Reconnected Grid at Street Level

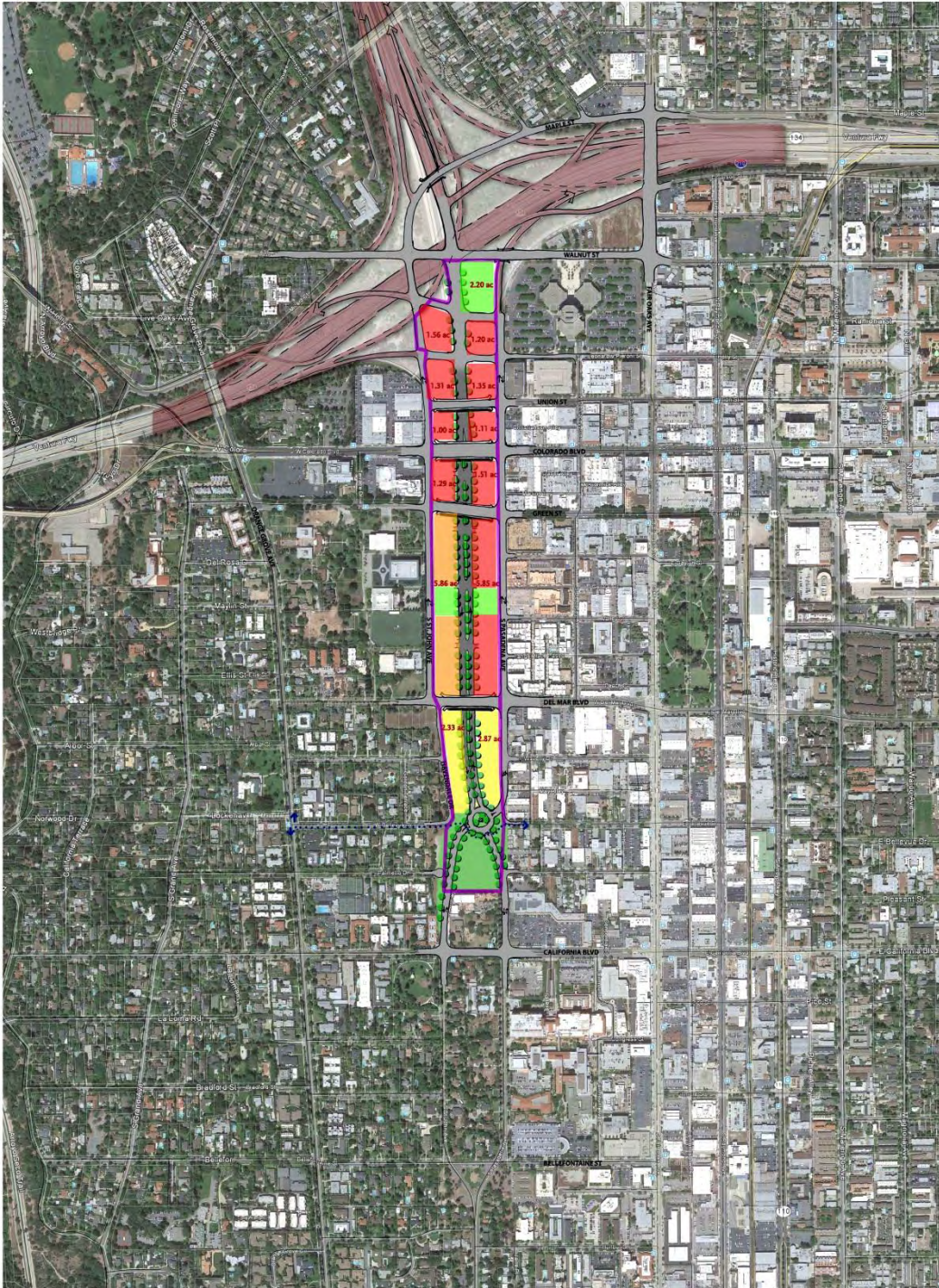
PROGRAM
 Gross Site Area = 48.90 ac
 Net Site Area (Dev) = 28.15 ac
 Net Open Space Area = 8.89 ac

Table 7 - Workshop 2



Connecting Pasadena Project

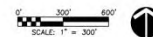
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 2 - Central Boulevard In the "Ditch"

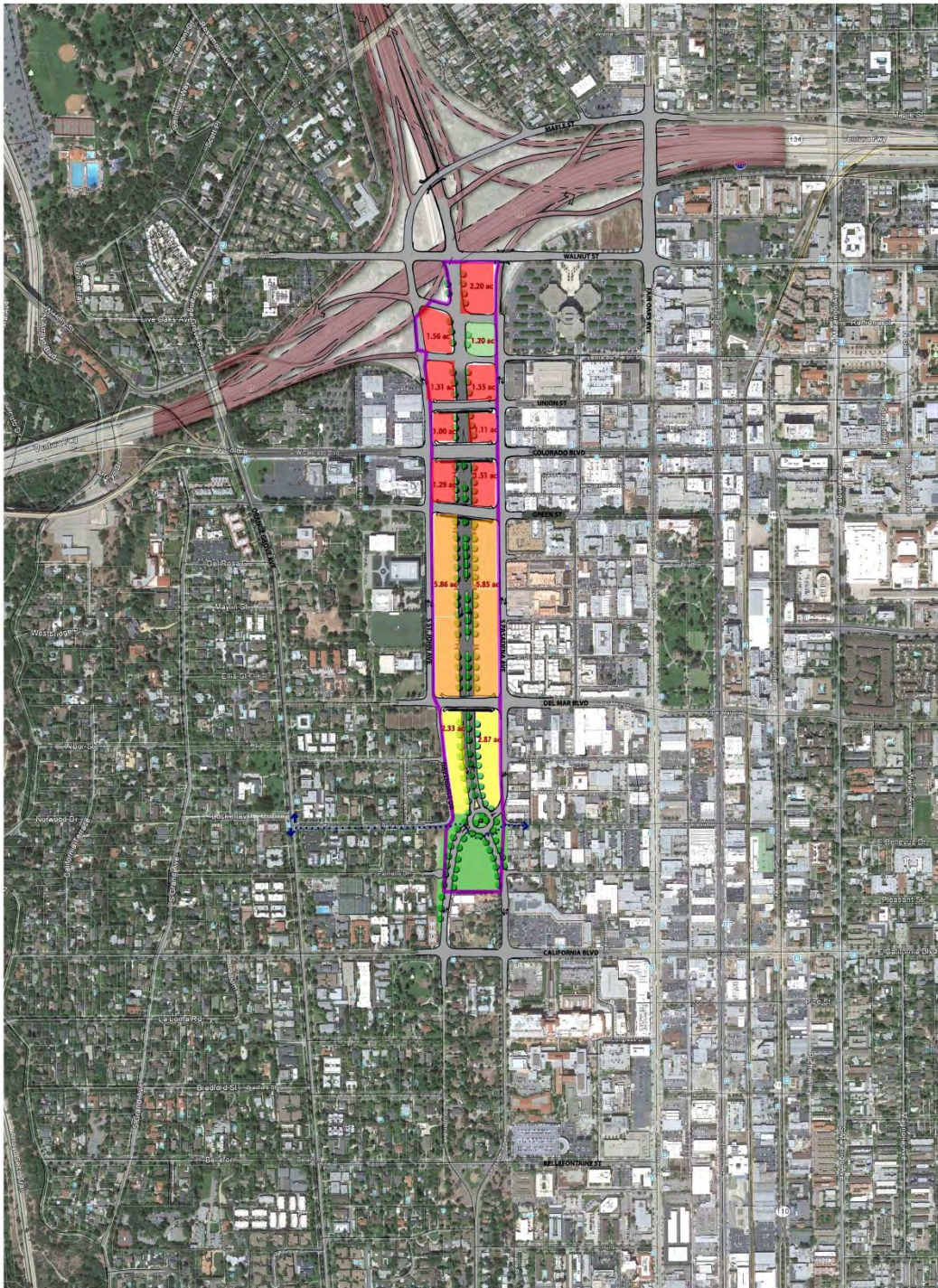
Table 1 - Workshop 2

PROGRAM
 Gross Site Area = 48.90 ac
 Net Site Area (Dev) = 29.44 ac
 Net Open Space Area = 9.18 ac



Connecting Pasadena Project

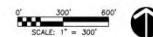
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 2 - Central Boulevard In the "Ditch"

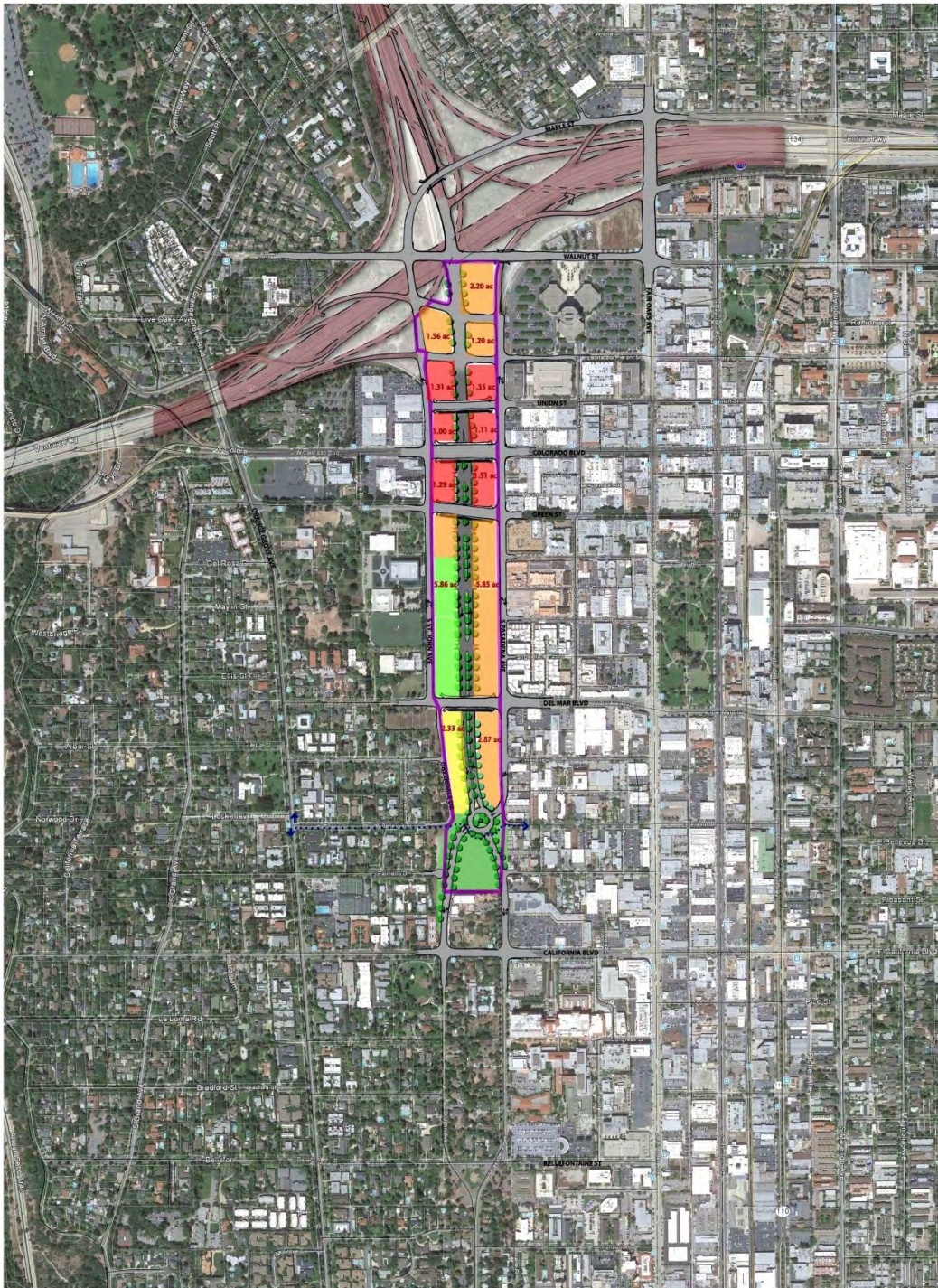
Table 2 - Workshop 2

PROGRAM
Gross Site Area = 48.90 ac
Net Site Area (Dev) = 29.44 ac
Net Open Space Area = 9.18 ac



Connecting Pasadena Project

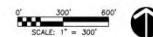
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 2 - Central Boulevard In the "Ditch"

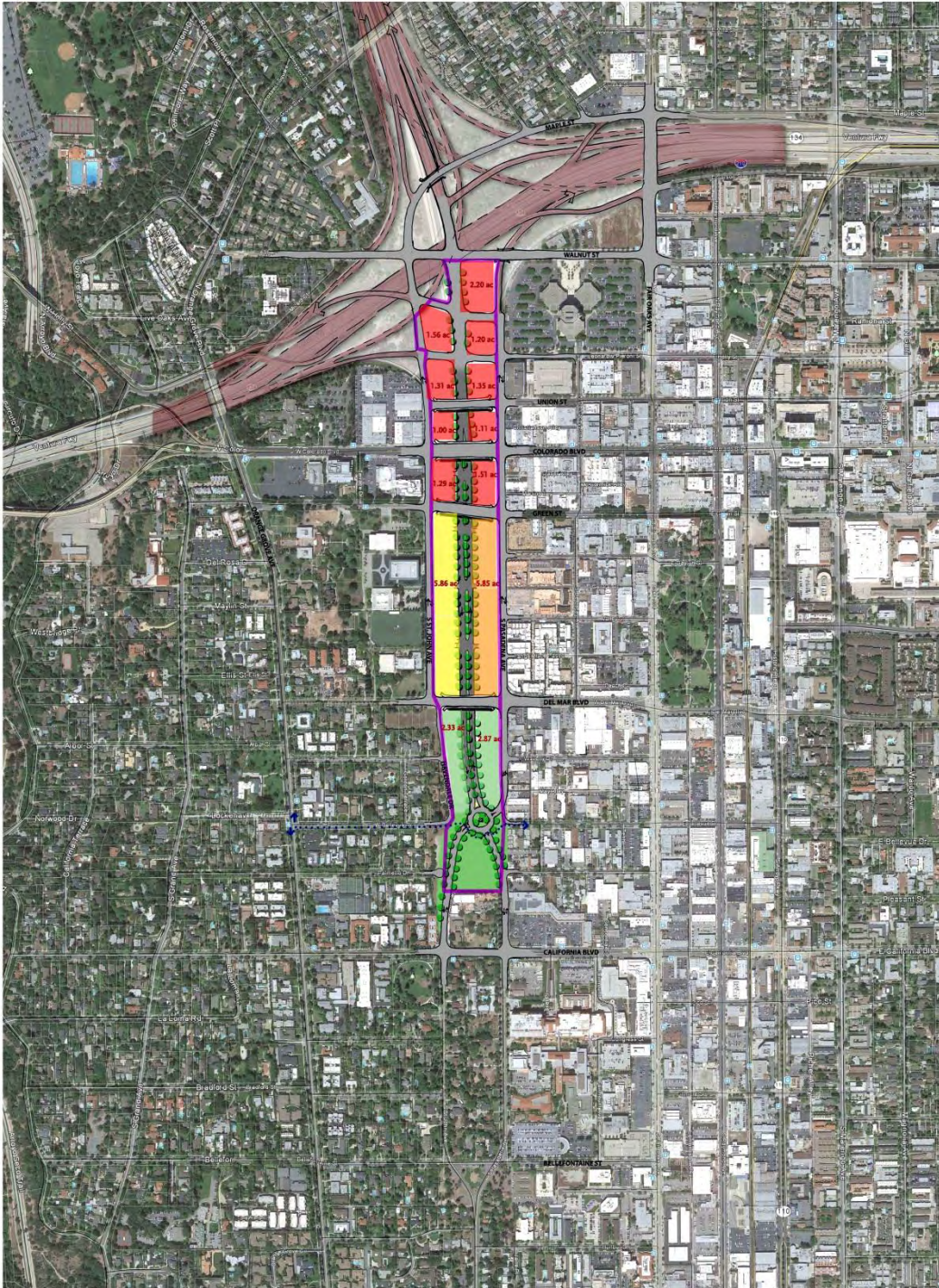
Table 5 - Workshop 2

PROGRAM
Gross Site Area = 48.90 ac
Net Site Area (Dev) = 29.44 ac
Net Open Space Area = 9.18 ac



Connecting Pasadena Project

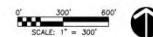
Appendix B – Workshop 2 Results



CONNECTING PASADENA PROJECT
Alternative 2 - Central Boulevard In the "Ditch"

Table 6 - Workshop 2

PROGRAM
Gross Site Area = 48.90 ac
Net Site Area (Dev) = 29.44 ac
Net Open Space Area = 9.18 ac



Connecting Pasadena Project

Appendix B – Workshop 2 Results

Table 1-Alt 1	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Area (Acres)	1.65	1.25	0.98	0.87		
	1.33	0.79	1.17	0.8		
	1.15	1.02	1.1	0.96		
	1.09	0.85	1.16	0.88		
	1.13			0.92		
	1.34					
	1.37					
	1.64					
	1.49					
	0.96					
	1.21					
	1.04					
	15.4	3.91	4.41	4.43	28.15	
Land Value-High (Million)	231	39.1	26.46	0	296.56	Y
Land Value-Low (Million)	154	23.46	17.64	0	195.1	Y
Tax Rev/Year	3388000	391000	88200		3867200	Y
30 Year NPV (Million)	66.22	7.429	1.764		75.413	
Table 2-Alt 1	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Area (Acres)	1.65	0.565		1.25		
	1.33	0.67		1.49		
	1.15	1.37		0.79		
	1.09	1.64		0.96		
	0.87	0.98		0.8		
	0.565	1.17		0.96		
	0.67	1.1		1.02		
		1.16		1.21		
		0.88		0.85		
		0.92		1.04		
	7.325	10.455	0	10.37	28.15	
Land Value-High (Millions)	109.875	104.55	0	0	214.425	Y
Land Value-Low (Millions)	73.25	62.73	0	0	135.98	Y
Tax Rev/Year	1611500	1045500	0		2657000	N
30 Year NPV (Million)	31.4975	19.8645	0		51.362	

Connecting Pasadena Project

Appendix B – Workshop 2 Results

Table 4-Alt 1	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds	
Block Areas (Acres)	1.65	1.25	0.98	0.79			
	1.33	1.49	1.17	0.96			
	1.15	0.8	1.1				
	1.09	0.96	1.16				
	1.13	1.02	0.88				
	1.34	1.21	0.92				
	1.37	0.85					
	1.64	1.04					
	0.87						
		11.57	8.62	6.21	1.75	28.15	
Land Value-High (Millions)	173.55	86.2	37.26	0	297.01	Y	
Land Value-Low (Millions)	115.7	51.72	24.84	0	192.26	Y	
Tax Rev/Year	2545400	862000	124200		3531600	Y	
30 Year NPV (Million)	49.751	16.378	2.484		68.613		
Table 5-Alt 1	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds	
Block Areas (Acres)	0.575	0.87		0.625			
	0.545	1.65		0.745			
	1.13	1.33		0.79			
	1.34	0.575		0.96			
	0.685	0.545		0.8			
	0.82	0.685		0.96			
		0.82		1.02			
		0.625		1.21			
		0.745		0.85			
		1.17		1.04			
		1.16		0.98			
		0.92		1.1			
				0.88			
	5.095	11.095	0	11.96	28.15		
Land Value-High (Millions)	76.425	110.95	0	0	187.375	Y	
Land Value-Low (Millions)	50.95	66.57	0	0	117.52	Y	
Tax Rev/Year	1120900	1109500	0		2230400	N	
30 Year NPV (Million)	21.9085	21.0805	0		42.989		

Connecting Pasadena Project

Appendix B – Workshop 2 Results

Table 6-Alt 1	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Areas (Acres)	0.87	1.25	0.98	0.79		
	1.65	1.49	1.17	0.96		
	1.33	0.8	1.1	1.21		
	1.15	0.96	1.16			
	1.09	1.02	0.88			
	1.13	0.85	0.92			
	1.34	1.04				
	1.37					
	1.64					
	11.57	7.41	6.21	2.96	28.15	
Land Value-High (Millions)	173.55	74.1	37.26	0	284.91	Y
Land Value-Low (Millions)	115.7	44.46	24.84	0	185	Y
Tax Rev/Year	2545400	741000	124200		3410600	Y
30 Year NPV (Million)	49.751	14.079	2.484		66.314	
Table 7-Alt 1	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Areas (Acres)	0.87	1.25	0.98	0.96		
	1.65	1.49	1.17			
	1.33	0.79	1.1			
	1.15	0.8	1.16			
	1.09	0.96	0.88			
	1.13	1.02	0.92			
	1.34	1.21				
	1.37	0.85				
	1.64	1.04				
	11.57	9.41	6.21	0.96	28.15	
Land Value-High (Millions)	173.55	94.1	37.26	0	304.91	Y
Land Value-Low (Millions)	115.7	56.46	24.84	0	197	Y
Tax Rev/Year	2545400	941000	124200		3610600	Y
30 Year NPV (Million)	49.751	17.879	2.484		70.114	

Connecting Pasadena Project

Appendix B – Workshop 2 Results

Table 1-Alt 2	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Areas (Acres)	1.56	4.86	2.33	4.2		
	1.2		2.87			
	1.31					
	1.35					
	1					
	1.11					
	1.29					
	1.51					
	4.85					
		15.18	4.86	5.2	4.2	
Land Value-High (Millions)	227.7	48.6	31.2	0	307.5	Y
Land Value-Low (Millions)	151.8	29.16	20.8	0	201.76	Y
Tax Rev/Year	3339600	486000	104000		3929600	Y
30 Year NPV (Million)	65.274	9.234	2.08		76.588	
Table 4-Alt 2	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Areas (Acres)	2.2	5.86	2.33	1.2		
	1.56	5.85	2.87			
	1.31					
	1.35					
	1					
	1.11					
	1.29					
	1.51					
		11.33	11.71	5.2	1.2	
Land Value-High (Millions)	169.95	117.1	31.2	0	318.25	Y
Land Value-Low (Millions)	113.3	70.26	20.8	0	204.36	Y
Tax Rev/Year	2492600	1171000	104000		3767600	Y
30 Year NPV (Million)	48.719	22.249	2.08		73.048	

Connecting Pasadena Project

Appendix B – Workshop 2 Results

Table 5-Alt 2	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Areas (Acres)	1.31	2.2	2.33	4.86		
	1.35	1.56				
	1	1.2				
	1.11	5.85				
	1.29	1				
	1.51	2.87				
		7.57	14.68	2.33	4.86	29.44
Land Value-High (Millions)	113.55	146.8	13.98	0	274.33	Y
Land Value-Low (Millions)	75.7	88.08	9.32	0	173.1	Y
Tax Rev/Year	1665400	1468000	46600		3180000	Y
30 Year NPV (Million)	32.551	27.892	0.932		61.375	
Table 6-Alt 2	RED	ORANGE	YELLOW	GREEN	TOTAL	Exceeds Preliminary "Feasibility" Thresholds
Block Areas (Acres)	2.2	5.85	5.86	2.33		
	1.56			2.87		
	1.2					
	1.31					
	1.35					
	1					
	1.11					
	1.29					
	1.51					
		12.53	5.85	5.86	5.2	29.44
Land Value-High (Millions)	187.95	58.5	35.16	0	281.61	Y
Land Value-Low (Millions)	125.3	35.1	23.44	0	183.84	Y
Tax Rev/Year	2756600	585000	117200		3458800	Y
30 Year NPV (Million)	53.879	11.115	2.344		67.338	



SECTION 4

Workshop 2

Illustrative Economic Value Framework

Connecting Pasadena

**Illustrative Economic Value
Framework**

Up Front Infrastructure Replacement Costs

Benchmark Costs

	Alternative 1	Alternative 2
<u>Gross Area</u>	48.9 Acres	48.9 Acres
<u>Estimated Fill</u>	75%	20%
<u>Estimated Costs</u>		
Low	\$ 48 Mil.	\$ 13 Mil.
Mid	\$ 64 Mil.	\$ 17 Mil.
High	\$ 80 Mil.	\$ 21 Mil.

Sources of Revenue to Offset Costs

- **Revenue from sale of 'reclaimed' land – A one-time revenue to offset capital costs**
- **Recurring tax revenues to the City of Pasadena. The most substantial being property and sales taxes. This can be used to offset City public service costs**
- **Note that there is potentially a need for an up-front commitment of public funds which can be later offset by using the above sources.**

3

Illustrative Revenue Capacity

	Land Value/Acre	Tax Rev./Year/Acre	30 Year NPV / Acre
Intensity Option 1	\$10Mil. - \$15+Mil.	\$220,000	\$ 4.3 Million
Intensity Option 2	\$6 Mil. - \$10+ Mil.	\$100,000	\$ 1.9 Million
Intensity Option 3	\$4 Mil. - \$6+ Mil.	\$20,000	\$ 0.4 Million

4

Illustrative Revenue Capacity

Example-Intensity Option 1 ' Back of the Envelope' Calculations

Land Area	1 Acre = 43,560 SF
Intensity (Floor Area Ratio)	3.5
Gross Building Area (GBA)	3.5 X 43,560 = 152,460 SF
Estimated Value Assuming sales at \$490/SF of GBA	\$490 X 152,460 = \$ 74,705,400
Total Annual Property Taxes	\$74,705,400 X 1.0% = \$747,054
Pasadena's Share of Annual Property Taxes	\$747,054 X 22.8% = \$170,020

5

Illustrative Revenue Capacity

Example-Intensity Option 1 ' Back of the Envelope' Calculations

Assuming 10% of GBA as Retail Space	152,460 SF X 10% = 15,246 SF of Retail
Assuming Annual Sales of	\$ 350 / SF
Total Annual Retail Sales	\$ 350 X 15,246 = \$5,336,100
Potential Annual Sales Taxes To Pasadena	\$5,336,100 X 1% = \$53,361

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Connecting Pasadena Project

Appendix C

Illustrative Revenue Capacity

Example-Intensity Option 1 'Back of the Envelope' Calculations

Potential Annual Revenues to Pasadena

Potential Annual Property Taxes \$ 170,020/Acre

Potential Annual Sales Taxes \$ 53,361/Acre

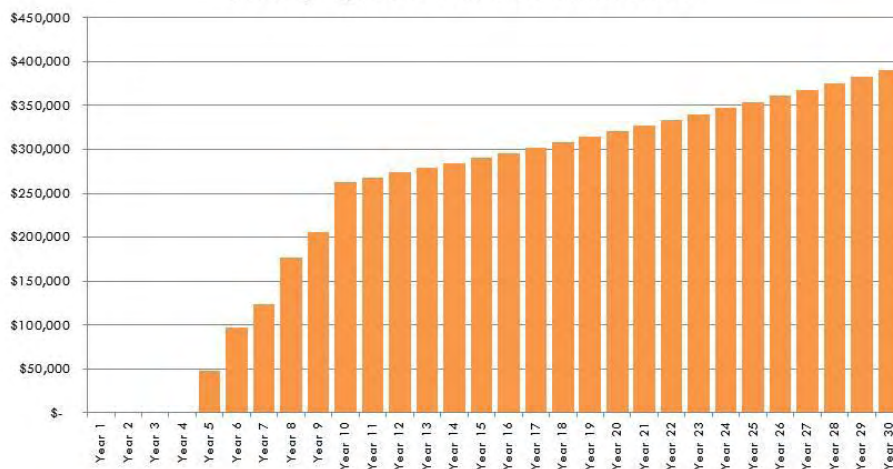
Total Annual Taxes \$ 223,381/Acre

OR \$ 220,000/Acre/Year

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Illustrative Revenue Capacity

Intensity Option 1 - Annual Tax Revenues



30 Year 'Net Present Value' = \$ 4.3 Million / Acre

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Preliminary 'Feasibility' Thresholds

- Project Alternative 1 needs to generate **\$ 50 Million to \$ 80 Million** in land sales revenues in order to support up front costs.
- Project Alternative 2 needs to generate **\$ 15 Million to \$ 20 Million** in land sales revenues in order to support up front costs.
- The Project needs to make a positive fiscal contribution to the City. This should be in the range of **\$ 3 Million to \$ 5 Million** in annual tax revenues.
- Project needs to ensure positive impacts from **Induced Sales and Property Tax Revenues** from surrounding neighborhoods.

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General Limiting Conditions

1. Property taxes are based on average City of Pasadena share in the Tax Rate Areas 07456, 07471 and 07500
2. Net Present Value of net City revenues discounted over 30 years at a discount rate of 3%. Assumes development start in Year 5 and ramp up of absorption
3. Land values and sales prices are based on a 'spot check' of prevailing asking prices and adjusted for higher density development.
4. All estimates are based on benchmarks as a planning tool for workshop participants. Actual fiscal impacts based on detailed analysis may vary
5. These estimates do not indicate development 'feasibility'

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