



March 15, 2001

Metropolitan
Transportation
Authority
One Gateway Plaza
Los Angeles, CA
90012-2952

TO: BOARD OF DIRECTORS
FROM: ALLAN LIPSKY
CHIEF OPERATING OFFICER
SUBJECT: PASADENA BLUE LINE JOINT DEVELOPMENT UPDATE

The Pasadena Blue Line Construction Authority (PBLCA) is continuing to consider joint development proposals at the Sierra Madre Villa station site and the Del Mar station site. MTA staff is working with the PBLCA staff to review the proposals from an operations perspective. A brief summary of the current issues follows:

Sierra Madre Villa

This site includes a structure that has been added to the National Historic Register. This building was not considered historic when the Project was transferred from the MTA to PBLCA. As a result, PBLCA has had to modify the joint development concept and parking at this site. The original plan called for 1,000 parking spaces to be built over the entire site. Now, in order to meet the preservation requirements for the historical building, the parking will be required to be built into a multi-level structure. PBLCA estimates this will add approximately \$7.5 million to the cost of the project. Because this expenditure was not anticipated in the original project budget, PBLCA anticipates requesting this additional funding from a variety of sources.

Del Mar Station

The proposal for the Del Mar Station site includes a subterranean parking structure and a plaza with a pedestrian crosswalk across the light rail tracks. The joint development proposer has designed a multi-use development with a design that requires a surface crossing at the light rail platform. This design eliminates the use of crossing gates or warning lights at the pedestrian crosswalk. Both the PBLCA staff and the developer have researched this type of crossing at other cities (San Diego, Salt Lake City, Portland, San Jose and Denver) and believe the crossing to be safe. MTA staff has expressed some concerns about a surface crossing, so PBLCA will provide MTA with safety information from other transit properties. Ultimately, the pedestrian crossing will be reviewed by the PUC as part of their overall approval of the system. PBLCA will obtain MTA consent regarding the pedestrian crossing as part of the final design process and approvals.



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