CITY OF SOUTH PASADENA
ADDITIONAL DOCUMENTS

WEDNESDAY, MAY 6, 2026, AT 7:00 PM

1. ADDITIONAL DOCUMENTS

Additional Documents to the May 6, 2026, City Council Meetings. The attached documents include submitted written public comments and amendments to the agenda. Submit by no later than 12:00 p.m., on the day of the City Council meeting. Correspondence received after this time will be distributed the following business day.

AMENDED ADDITIONAL DOCUMENTS TO THE MAY 6, 2026, CITY COUNCIL MEETING

General Public Comment_Ed Elsner
Public Comment_Item No. 20
Public Comment_Item No. 21
Presentation for Study Session Item No. 1
Presentation for Item No. 19
Presentation for Item No. 20
Memo for Item No. 21

Additional Documents Agenda Report

ITEM NO. 21

DATE: May 6, 2026

FROM: Todd Hileman, City Manager

PREPARED BY: Nikima S. Newsome, Chief City Clerk

SUBJECT: **AMENDED ADDITIONAL DOCUMENTS TO THE MAY 6, 2026, CITY COUNCIL MEETING**

Executive Summary
Attached are additional documents for the City Council meeting agenda.

Attachment:
General Public Comment_Ed Elsner
Public Comment_Item No. 20
Public Comment_Item No. 21
Presentation for Study Session Item No. 1
Presentation for Item No. 19
Presentation for Item No. 20
Memo for Item No. 21

From: Ed Elsner
To: City Council Public Comment
Subject: General Public Comment -- Regular Council Meeting, May 6, 2026
Date: Wednesday, May 6, 2026 9:30:27 AM

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 Mayor Rossi and Council Members Braun, Cacciotti, Ferguson, and Primuth:

Here are some thoughts on a potential SB 79 alternative plan and related issues:

- A rent stabilization ordinance would significantly blunt the impact of SB 79 by exempting apartment parcels from large-scale transit-oriented housing development. The most reasonable interpretation of SB 79 is that rent-controlled apartment parcels would also be excluded from the calculation of net zoning capacity in the 1/4 mile default zone. Net zoning capacity would be the primary driver for decision making about a potential SB 79 “alternative plan," and to mitigate development impacts and the risk of displacement of existing residential tenants, the city should give serious reconsideration to a rent stabilization ordinance.

- At the same time, the city should look at updating its just cause eviction ordinance. Since the ordinance was adopted, the state Tenant Protection Act was amended to provide new eviction protections for residential tenants. However, the new protections do not apply in the city because the city has its own ordinance. The city's ordinance should be amended to incorporate the new state law protections.

- An SB 79 alternative plan presents conflict issues for council members and other decision makers who may own real property in the 1/4 mile default zone or in the 1/2 mile alternative plan zone, in particular with respect to decisions about "export sites" and "import sites" and about the zoning changes that would be part of an alternative plan. (This

recent FPPC letter addresses the issues in a similar context.) The FPPC conflict rules restrict a variety of decision-related activities, including contacts with city staff, consultants, or other officials, and it would be a good idea to identify the issues and seek guidance from FPPC to help ensure compliance.

Thank you for your consideration,

Ed Elsner
1708 Milan Ave.

From: The Maya Salon
To: City Council Public Comment
Subject: Item 20 on 5/6/2026 City Council
Date: Monday, May 4, 2026 3:01:36 PM

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 City Council Members,

I'm writing as a local business owner in South Pasadena to express my strong support for continued funding of community events like the Eclectic and Arts Crawls.

As the owner of The Maya Salon, I've seen firsthand how impactful these events are—not just for business, but for the overall energy and spirit of our city. These events bring people together in a way that feels authentic to South Pasadena. They create a sense of connection, creativity, and pride that is hard to replicate in any other setting.

From a business perspective, the benefits are very real. We experience increased foot traffic, new client exposure, and a noticeable boost in sales during these events. More importantly, it allows businesses like ours to connect with the community beyond our services—building relationships that turn first-time visitors into long-term clients.

What makes these events special is the synergy they create. When multiple businesses participate under a shared theme, supported by coordinated marketing and programming, it transforms our streets into a vibrant, welcoming destination. It reminds people why they love South Pasadena.

Beyond economics, these events elevate morale. They bring positive energy to our streets, support local artists, and create meaningful experiences for families, residents, and visitors alike. In a time where small businesses face ongoing challenges, this kind of support is not just helpful—it's essential.

I respectfully urge the City to continue prioritizing funding for these events. Investing in them is an investment in the vitality, identity, and sustainability of our local business community.

Thank you for your time and consideration.

Warmly,
Azelle
Owner, The Maya Salon

From: David Plenn
To: City Council Public Comment
Cc: Laurie
Subject: Item 20 on 5/6/2026 City Council
Date: Monday, May 4, 2026 3:32:03 PM

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.

To all concerned:

My name is David Plenn and I'm the owner of the Dinosaur Farm (in our 32nd year of business). I'm writing to request that the BIT funds be diverted back to the Chamber to allow them to fund activities that stimulate the small businesses in town. Events like the Eclectic Music Festival served as a stimulus for local businesses and also exposed out-of-towners to our wonderful community, serving as an impetus for future visits and maybe a home purchase or rental. Holiday decorations, tree lights, also help to make the city look inviting to visitors.

During the recent Arts & Music Crawl, I had a woman in the store who came from Culver City because she'd heard about our store and the music gave her a little more reason to make the drive. She told me how she felt like she discovered a little gem in South Pasadena itself and would now be joining her two friends at work, who make the drive out here to visit our store. These aren't isolated incidents and I think Chamber-sponsored activities are a key to showcasing our city.

Thank you,

Dave Plenn

David Plenn

Owner: The Dinosaur Farm
Address: 1510 Mission Street, South Pasadena, CA 91030
Phone: (626) 441-2767 • **Fax:** (626) 441-8922
Web: www.dinofarm.com

From: Burden of Proof
To: City Council Public Comment
Subject: Item 20 on 5/6/2026 City Council
Date: Tuesday, May 5, 2026 3:05:34 PM

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,

Hope this finds you well! We're writing as South Pasadena business owners to share our support for continued funding of Chamber-led events like the Arts Crawls and Eclectic.

These events have a direct, measurable impact on our business. On Arts Crawl days, we consistently see a meaningful increase in foot traffic compared to a typical Saturday, with many first-time customers discovering our shop for the first time. This most recent Arts Crawl saw sales 2x compared to a regular Saturday. We regularly hear "we've walked by before but never came in" or "we didn't know this was here," which underscores how effective these events are at driving discovery.

That increased traffic translates to stronger sales. Customers tend to stay longer, sample more, and purchase multiple items, which lifts our average transaction value. We also see repeat visits in the days and weeks that follow, which makes these events valuable beyond a single night.

Just as important, they create energy in the district that's hard to replicate otherwise. When multiple businesses are open, activated, and tied together with a shared theme and marketing, the whole area feels like a destination. We've seen customers move from one business to the next, turning a quick stop into a full evening in South Pasadena.

From an operations standpoint, the Chamber plays a critical role in making these events effective. They understand the needs of local businesses, coordinate across storefronts, and handle the logistics, marketing, and programming that individual businesses simply don't have the capacity to take on. That coordination is what turns a regular day into a true district-wide event.

In a challenging retail environment, these kinds of activations are not a "nice to have." They are one of the most reliable ways to drive traffic, introduce new customers to our business, and support long-term sustainability. There's also a clear downstream benefit to the City through increased sales tax revenue.

For those reasons, we strongly support maintaining, and ideally restoring, funding for the Chamber and these programs.

Thank you for your time and consideration.

Best,
Obreanna McReynolds & Dean Peterson
Co-Owners, Burden of Proof

From: Burden of Proof
To: City Council Public Comment
Subject: Supporting the Chamber of Commerce
Date: Tuesday, May 5, 2026 4:53:11 PM

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.

Mayor and City Council,

My name is Dean Peterson, my wife Obreanna and I are the co-owners of Burden of Proof, a non-alcoholic bottle shop in South Pasadena.

I am writing to express my strong support for continued funding and partnership with the South Pasadena Chamber of Commerce through the Business Improvement Tax program.

As a small business, we see firsthand how much events like the Arts Crawls and Eclectic contribute to the vibrancy of the Mission Street business community. These events bring new people into town, encourage residents to explore local businesses they may not have visited otherwise, and create the kind of community energy that makes people want to spend time and money in South Pasadena.

For our business specifically, Chamber-supported events have directly translated into increased foot traffic, new customers, and long-term community awareness. We regularly meet people during these events who later become repeat customers. For newer independent businesses like ours, that kind of exposure is incredibly valuable and difficult to replicate through traditional advertising.

What also stands out to us is how much the Chamber accomplishes with limited resources. The report itself acknowledges that these events cost far more than the current BIT allocation and rely heavily on volunteer labor, sponsorships, and supplemental Chamber funding. From our perspective, that demonstrates commitment and efficiency, not excess.

South Pasadena benefits enormously from having an active, engaged Chamber that produces community programming. These events help make the city feel alive. They support restaurants, retailers, and service businesses at a time when small businesses everywhere are facing rising costs and increasing pressure.

I encourage the City Council to continue supporting the Chamber and to pursue a structure that preserves the existing community event calendar. Reducing the number of events may reduce short-term costs, but it would also reduce opportunities for economic activity, community engagement, and visibility for local businesses like ours.

Thank you for your consideration and for supporting the small business community in South Pasadena.

Dean Peterson
Co-Owner, Burden of Proof

--



Dean Peterson
Co-Founder, he/him

Website | Instagram | TikTok

From: Nick"s Ceramics
To: City Council Public Comment
Subject: Item 20 on 5/6/2026 City Council
Date: Tuesday, May 5, 2026 5:34:24 PM

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To Whom it May Concern,
We are local business owners, Vannesa De Anda and Dini Dixon, and we are writing you in support of the South Pasadena Chamber of Commerce. We would like to express how pivotal the chamber has been to our growth as a new business in the area. Each Arts Crawl has brought a significant number of new people into our doors, many of which who have come back to be regular customers. The exposure has been so helpful to us. The Chamber is one of the most wonderful parts of being part of this community.

When we were first considering opening Nick's Ceramics Studio here it was right around the time of the Eclectic Festival is 2025. Upon attending the festival we could see immediately the sense of comradery and community mindedness that is so special to South Pasadena. This really factored into our decision to open our studio here.

We have been so pleased to enjoy the benefits of our membership with the Chamber of Commerce since moving in. In addition, we feel truly supported by the commerce. As first time women business owners we truly appreciate all of the support and guidance they offer to the business owners in the area. They have connected us with other business owners and offered many helpful opportunities for us.

South Pasadena is so unique. It is so rare that so many small brick and mortar businesses could thrive in one area. We truly feel grateful to be a part of this community and to be a part of the Chamber of Commerce.

The direct impact of their work is felt by every business in the area. We hope you will take this into consideration when allocating their budget for events.

Thank you for your time!
--
Best,
Dini Dixon and
Vannesa DeAnda

Nicksceramicsstudio.com
213-771-4799
@nicksceramicsstudio
We respond to emails M-F 10am-6pm.

Dear Members of the South Pasadena City Council,

Our names are Samara Hodgson and Robert Zapata. We own and operate South Pas Vintage and Hodgson's Antiques at 1005 Mission Street, Units B and C.

We support the statement outlined in this week's staff report and the Chamber's proposal for preliminary discussion—specifically, "*continuing the existing four-event partnership model with the Chamber under a revised agreement that improves financial transparency, defines City participation, and establishes clear performance goals.*" However, we strongly oppose any reduction in the Business Improvement Tax (BIT) funds allocated to the South Pasadena Chamber of Commerce for hosting events and promoting business activity and believe the fund should be increased to host larger, more impactful events.

We are writing to address the BIT fund, its intended use, and the following three points:

1. Impact on our business

After reviewing the staff report stating that "*the current agreement allocates $82,000 in BIT funding toward four quarterly Arts Crawl events, a Business Resource Center, and related marketing and administrative costs*..". We are concerned that the funds are no longer producing events of sufficient scale or impact. The Arts Crawls have noticeably diminished in size and draw over recent years, and other major events—such as the South Pas Flea and the South Pasadena Car Show—have been cancelled altogether. As a result, we have experienced a **significant decline in sales during Arts Crawl events** despite paying the same BIT each year. Many customers and community members have shared similar concerns over the event's size and effectiveness. In our view, this decline directly correlates with reduced event funding resulting in less effective use of those funds.

2. Why we believe the BIT allocation should be thoughtfully increased, with clarity and transparency

We believe there is an opportunity to strengthen the impact of the BIT fund by aligning its allocation more closely with the actual cost of producing effective, well-attended events that benefit local businesses. We appreciate the proposal to eliminate the general administrative category and instead incorporate administrative costs directly into each event's budget. This approach promotes clarity and helps business owners better understand how funds are being used.

If the true cost of hosting meaningful events, managing marketing efforts, and administering them responsibly exceeds the current allocation—even if that amount is greater than $125,000 annually—then adjusting the budget accordingly is essential to successful events. Business owners contribute to the BIT with the expectation that these funds will help attract foot traffic, introduce new

customers to South Pasadena, and support a vibrant local economy. When events are successful, businesses benefit—and in turn, so does the City through increased sales tax revenue.

Administrative expenses are a necessary part of delivering any event, but maintaining transparency around how BIT funds are spent is essential to building trust and ensuring the funds are used primarily for their intended purposes: **promoting public events, activating public spaces, and supporting retail activity**. Clear, accessible reporting would go a long way toward reinforcing confidence among the business community and supporting a strong partnership moving forward.

3. A potential revenue-generating model for events

If funding remains a concern, we offer a potential solution for consideration. Events could adopt a modest vendor participation structure—for example, a small flat fee (such as $25) combined with a percentage-based commission (e.g., 15% of sales). Transactions could be centralized through a secure event booth using existing payment platforms that automate commission distribution. This model could increase revenue for event administration and the City while reducing overhead risk for small vendors, artisans, and producers. We originally introduced this revenue-generating model in our proposal for the South Pas Flea in 2025.

We are deeply invested in generating foot traffic and fostering inclusive, vibrant third spaces in South Pasadena. At a time when small businesses are struggling under economic uncertainty, inflation, and declining consumer affordability, we do not believe reducing BIT funds is in the City's best interest. We respectfully urge the City to focus on enabling business growth rather than unintentionally hindering it.

This leads us to ask the following reasonable questions:

Has the Business Improvement Tax charged through business license fees been reduced in proportion to the decreased allocation of funds for its intended use? If not, where is the remaining revenue being directed?

Thank you for your time and consideration.

Respectfully,

Robert Zapata and Samara Hodgson

1005 Mission St, Unit B & C, South Pasadena, CA

From: Wylie Rosenthal
To: City Council Public Comment
Cc: Huntington-Fremont
Subject: I want protected bike lanes on Fremont and Huntington
Date: Sunday, May 3, 2026 2:52:32 PM

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.

To the members of the South Pasadena City Council,

I live in Pasadena but I shop and spend time in the South Pasadena community.
I am writing to express my strong support for your current plan to slow down speeding traffic on Fremont Avenue and build better sidewalks and a protected bike lane on Fremont and on Huntington Drive. I live in the old town area. If I want to go to and from the shopping district in South Pasadena I have two safe options: Grand and Marengo/ Los Robles. Having a safe place to bike between my home and south Pasadena would be greatly beneficial to me and make me more likely to make these trips.

There is overwhelming evidence that when cars go more slowly, everyone is safer. City after city has found that when they build PROTECTED bike lanes (not just paint), all types of people get on their bikes and fewer people drive.

Thank you!

Wylie Rosenthal

From: Sam Sh
To: City Council Public Comment
Cc: Huntington-Fremont
Subject: I want protected bike lanes on Fremont and Huntington
Date: Thursday, April 30, 2026 9:57:14 AM

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.

To the members of the South Pasadena City Council,

As a homeowner and resident of South Pasadena, I am writing to express my family's strong support for your current plan to slow down speeding traffic on Fremont Avenue and build better sidewalks and a protected bike lane on Fremont and on Huntington Drive. Traffic safety and alternatives to reliance on cars is high on my family's priority list. As a father of a young daughter, being able to safely travel around the City and to Schools via bicycle or pedestrian access is of paramount importance.

There is overwhelming evidence that when cars go more slowly, everyone is safer. City after city has found that when they build PROTECTED bike lanes (not just paint), all types of people get on their bikes and fewer people drive. Several studies have also confirmed bicycle lanes increase property values and result in increased business activity.

My family loves South Pasadena and we would really like to be able to visit the restaurants and other destinations in this beautiful city without having to drive and find parking.

Slowing down cars and encouraging people to walk and bike saves lives and creates a healthier city. Not to mention, with gas prices on the rise, who wouldn't want the option to leave their car at home?

Thank you!
Sam Shammas and family.

From: Ryan Jones
To: City Council Public Comment
Subject: Agenda Item 21 - Support for staff recommendation for safety and access
Date: Monday, May 4, 2026 10:04:36 AM

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.

Mayor Rossi and City Council Members,

I am writing in support of the staff recommendation for Agenda Item 21. Specifically, I support Fremont Option 2A and Huntington Option 3, as well as the reallocation of Metro funds to accomplish this.

I applaud the city and the council for their efforts thus far and encourage the approval of the selected options to help make South Pasadena a regional leader in safe, active transportation.

Thank you,
Ryan Jones
resident

From: Jefferson, John
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Monday, May 4, 2026 10:47:24 AM

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.

Good morning,

I am a South Pasadena resident and bicycle commuter. I live directly south of SPHS near the intersection of Fremont Avenue and Huntington Drive. I commute to and from downtown Los Angeles on bicycle via Huntington Drive and currently use city streets other than Fremont Avenue to ride through and around South Pasadena to schools, friends' houses, and central business districts on Mission and Fair Oaks. I am emailing in support of staff recommendation on Agenda Item 21: Fremont Option 2A and Huntington Option 3. I'll leave specific comment to others regarding Fremont; I want to write specifically about Huntington Drive.

With respect to Huntingtin Drive, South Pasadena's installation of bicycle infrastructure is long overdue here. As city staff well know by now, Huntington Drive in Los Angeles is served by bike lanes in both directions through El Sereno. But northbound bike travel in particular becomes extremely hazardous as soon as cyclists leave the limits of the City of Los Angeles. Cyclists are forced to weave through 40 mph traffic that proceeds east on Main Street through Alhambra (an as-of-right right hand turn for cars) in order to continue on northeast along Huntington into South Pasadena. Road quality is noticeably worse in Alhambra and South Pasadena. Parking on the right without a protected lane forces cyclists to avoid a door-swing zone by moving closer to high-speed traffic. And turning left from Huntington Drive to head northbound on Fremont Street (I know—I said I wouldn't talk about Fremont . . .) requires cyclists to either brave crossing half of Huntington to enter the left-hand turn lane, or waiting for both signals without a protected waiting area (exposing cyclists to cars trying to make hazardous right-on-red turns to head southbound on Fremont from Huntington or eastbound on Huntington from Fremont) (OK—Fremont interlude is over!). In short, the mile or so that I spend riding through Alhambra and South Pasadena is the most stressful portion of my daily commute. It's a serious contrast to the relatively low-stress environment of Huntington Drive within Los Angeles City limits. I acknowledge that much of this stress is in Alhambra. But South Pasadena can lead the San Gabriel Valley in making Huntington the bicycle commuting super street that it should be.

I therefore urge City Council to move forward with these critical projects and to pursue reallocation of other grant funds such that these projects can be completed to the exceptional standard South Pasadena residents deserve.

Thank you.

John Jefferson | Partner

Allen Matkins Leck Gamble Mallory & Natsis LLP
865 South Figueroa Street, Suite 2800, Los Angeles, CA 90017-2543
Direct (213) 955-5585
Main (213) 622-5555

Cell (312) 722-9496
jjefferson@allenmatkins.com | Bio
Allen Matkins

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From: Josh Albrektson
To: City Council Public Comment
Subject: Item 21 streets redesign
Date: Monday, May 4, 2026 10:21:35 AM

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.

My family lives on Fremont Avenue. We have two small kids. As the street is currently designed, it is super dangerous for anyone to cross. We support the redesign with the dedicated Bike lanes so that people who live in South Pasadenian to get around South Pasadenian safely.

Josh and Jackie Albrektson.

From: Sandy Shannon
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Monday, May 4, 2026 2:20:21 PM

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,

I am contacting you in support of redesigned streets for the Fremont & Huntington area. This is incredibly important for our resident's safety, and to maintain the character of our wonderful city.

Thank you for your time!
Sandy Shannon

From: Barbara Cocks
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Tuesday, May 5, 2026 11:27:14 AM

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 want to commend the City of South Pasadena leadership on its efforts to address the concerns of the residents by developing a well thought out plan to calm the traffic and reduce the danger for everyone who travels the streets in our community. Marengo Matters is supportive of the staff recommendation on Agenda item 21, Fremont Option 2A and Huntington Option 3 including the reallocation of METRO grant funds to reconfigure and reconstruct the streets.
We have had years of community discussions and debate, outside consultants' studies and staff reporting and commission recommendations to reach this point.
Thank you to everyone who came together to share their comments and concerns. And thank to our City leadership for listening and acting.
Barbara Cocks
Marengo Matters

From: John Aboud
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Tuesday, May 5, 2026 11:40:36 AM

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 neighbors and friends on the South Pasadena City Council,

We have an opportunity to build our infrastructure with safety and active transportation in mind. I am writing in support of staff recommendation on agenda item 21, Fremont Option 2A and Huntington Option 3, including the reallocation of Metro grants to build with those key values in mind. Under Fremont Option 2A and Huntington Option 3 our redesigned streets will:

- Calm traffic and reduce danger for all road users.
- Support students walking and biking to school safely.
- Improve crosswalks for neighbors walking to events in the heart of our city.

These options highlight what makes us love our city so much and will enhance the quality of life for both residents and visitors.

As always, thank you for the time, attention, and care you bring to these decisions.

Sincerely,
John Aboud
Avon Place

From: William Thompson
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Tuesday, May 5, 2026 11:52:15 AM

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.

Good evening Mayor and Councilmembers,

I'm a 16-year resident, and I'm here to ask you to prioritize protected bike lanes on Fremont Avenue so students can travel safely to South Pasadena High School, SPMS, and our elementary schools.

Right now, many families are forced to choose between safety and independence for their children. Without protected lanes, biking to school feels risky and out of reach—especially for younger or less experienced riders. This isn't just about convenience; it's about preventing injuries, saving lives, and giving students a safe, reliable way to get to school.

Protected bike lanes on Fremont would also ease traffic congestion around our schools, encourage healthier habits, and support the city's goals for sustainability and safer streets.

Our students deserve a safe path to learn and grow. I urge you to act with urgency and make protected bike lanes on Fremont a priority.

Thank you for your time and leadership.

Bill Thompson

From: Sadie Stockdale Jefferson
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Monday, May 4, 2026 3:26:32 PM

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 City Council Members,

I am writing to express my strong support for the staff recommendations regarding **Agenda Item 21**, specifically **Fremont Option 2A** and **Huntington Option 3**. I also urge the Council to approve the reallocation of Metro grants to ensure these projects are built to the highest safety standards.

As a resident, I believe these redesigned streets are essential for our community. Specifically, these options will:

- **Calm traffic:** Effectively reducing speeds and danger for all road users.
- **Protect our students:** Providing the infrastructure necessary for children to walk and bike to school safely.
- **Enhance walkability:** Improving crosswalks for neighbors heading to events in the heart of our city.

This project aligns perfectly with the ongoing safety initiatives around **Arroyo Vista**. We need to prioritize the well-being of our children and ensure our streets reflect our commitment to a safer, more accessible neighborhood.

Thank you for your time and for your dedication to our city's safety.

Thanks,

Sadie

From:	South Pas Active
To:	City Council Public Comment
Subject:	Comment on May 6th Council meeting, Item 21 -- Support for staff recommendation for a safer, healthier Fremont and Huntington
Date:	Tuesday, May 5, 2026 12:38:11 PM

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 Councilmembers,

We ask that you approve staff recommendations for redesigns for Fremont Avenue and Huntington Blvd. Specifically, we ask you to approve the selection of Fremont Option 2A, Huntington Option 3, and the reallocation of Metro grants to implement them.

The city has led this process well and the recommended designs will serve residents by

- Calming traffic and reduce danger for all road users,
- Supporting students walking and biking to school safely, and
- Improving crosswalks for neighbors walking to events in the heart of our city.

Fremont and Huntington are also the key that unlocks a broader transformation: the first multi-city protected bike lane network in the San Gabriel Valley. The city and consultant staff have worked with our neighbors to integrate these corridors into a seamless network. If the proposed designs are approved, South Pasadena's streets would be the nexus of a safe network that connects Los Angeles to Alhambra to Pasadena with an economical, environmental, and efficient mode of transportation.

We also want to thank you for the supportive comments at the April 15th meeting and engagement throughout the years-long design process. In the past, our city prioritized the automobile over all other modes. We are living with the legacy of those decisions through increased traffic violence, bad air, and climate change. By aligning these two key corridors with our city's vision as a vibrant, safe, and healthy community, we will build a better future for our city's children.

Respectfully,
South Pas Active

From: Scott Dukes
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Tuesday, May 5, 2026 1:23:38 PM

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.

Honorable Mayor and City Council Members,

As a resident of South Pasadena, we stand in support of the staff recommendation on agenda item 21, Fremont Option 2A and Huntington Option 3, including the reallocation of Metro grants to build them right.

The city has led this process well and the recommended designs are good. We support what years of community discussion, staff report, and commission recommendations say: build with safety and active transportation in mind!

Sincerely,

Scott Dukes
South Pasadena Resident

From: Jenna Cobb
To: City Council Public Comment
Cc: Huntington-Fremont
Subject: Agenda Item 21: Huntington/Fremont Corridor Improvement Project
Date: Tuesday, May 5, 2026 5:03:11 PM

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.

To the members of the South Pasadena City Council,

As a Pasadena resident who would love to shop in South Pasadena more if I could get there safely and comfortably by biking, I am writing to express my support for your current plan to slow down speeding traffic on Fremont Avenue and build better sidewalks and a protected bike lane on Fremont and on Huntington Drive.

There is overwhelming evidence that when cars go more slowly, everyone is safer. City after city has found that when they build PROTECTED bike lanes (not just paint), all types of people get on their bikes and fewer people drive.

I love South Pasadena and I'd really like to be able to visit the restaurants and other destinations in this beautiful city without having to drive and find parking.

Slowing down cars and encouraging people to walk and bike saves lives and creates a healthier city. Not to mention, with gas prices on the rise, who wouldn't want the option to leave their car at home?

Thank you!
Jenna Cobb

From: Kristoffer Miller
To: City Council Public Comment
Subject: Comment on agenda item 21
Date: Tuesday, May 5, 2026 8:16:29 PM

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,

I'm writing in regards to agenda item 21, the Fremont Avenue and Huntington Boulevard redesign. I would like to express my support for the staff recommendations, Option 2A for Fremont, and Option 3 for Huntington. I also strongly support reallocation of Metro grants to build these designs fully.

I'm a resident living just south of the High School, and I regularly use an electric cargo bicycle to drop off my children at Marengo Elementary and a daycare in Pasadena. I also often shop and run other errands on the bike. However, with the current state of infrastructure, I use side routes that take significantly longer, simply because streets like Fremont and Huntington aren't safe to travel outside of a car. I often ride twice as far to go to the Trader Joe's on Mission rather than Pavilions to avoid crossing or riding on Fremont in particular.

I do my fair share of driving as well, including on both streets in question. But I see no downside to road designs that make car traffic slower and more predictable, and I believe that giving our residents car-free travel options will alleviate parking concerns more than keeping a few spots would ever do.

I look forward to a future when LA, South Pasadena, and Pasadena have all implemented their plans to allow safe car-free travel between our great cities, and I'm proud to live in a community that has overwhelmingly supported that vision throughout this process. I encourage the city council to fully support Option 2a for Fremont Ave and Option 3 for Huntington Blvd.

Best regards,
Kris Miller

From: Noel McCarthy
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Wednesday, May 6, 2026 8:30:55 AM

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 'm writing to fully support staff recommendations on agenda item 21, Fremont Option 2A and Huntington Option 3, including the reallocation of Metro grants to build them right.

These redesigned streets will:

- Calm traffic and reduce danger for all road users.
- Support students walking and biking to school safely.
- Improve crosswalks for neighbors walking to events in the heart of our city.

Fremont and Huntington are also the key that unlocks a broader transformation, the first multi-city protected bike lane network in the San Gabriel Valley. Our city's two corridors, if built well, will connect South Pasadena, Los Angeles, Alhambra, and Pasadena into a safer, more connected region for cyclists and pedestrians — changes we expect to see realized in the coming 2–4 years.
Thank you!

Noel McCarthy
323-376-0702

From: Pilar Reynaldo
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Wednesday, May 6, 2026 8:52:00 AM

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.

Mayor Rossi, Members of the City Council,

I completely support the redesign of Fremont & Huntington Blvd. These streets once completed will Calm traffic and reduce danger for all road users,
Support students walking and biking to school, & improve crosswalks for neighbors walking in the community.

Fremont and Huntington are also the key that unlocks a broader transformation, the first multi-city protected bike lane network in the San Gabriel Valley. Our city's two corridors, if built well, will connect South Pasadena, Los Angeles, Alhambra, and Pasadena into a safer, more connected region for cyclists and pedestrians .

Thank you,

Pilar Reynaldo

From: Alana Adye
To: City Council Public Comment
Subject: Agenda Item 21 - Support for staff recommendation for safety and access
Date: Wednesday, May 6, 2026 8:55:47 AM

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'm writing in support of the staff recommendations on Agenda Item 21 (Freemont option 2A, and Huntington option 3), including the reallocation of Metro grants. As a South Pasadena resident I believe these measures are essential for the safety of our community, as well as a necessary part of promoting active transport in our neighborhood.

Alana Adye-Jones

From: Gail Blesi MacCarthy
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Wednesday, May 6, 2026 9:40:12 AM

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 Madam Mayor and Members of the City Council,

I am writing in support of the staff recommendation on agenda item 21, Fremont Option 2A and Huntington Option 3, including the reallocation of Metro grants.

My hope is that South Pasadena leadership will take this opportunity to "provide effective, efficient municipal services while preserving the community's quality of life, small-town character, and heritage in a 21st-century environment."

At this point in our City's history, your act to plan for a more pedestrian-and-cycling-friendly city is absolutely essential for safeguarding the quality of life in this unique and precious community.

Respectfully,
Gail Blesi MacCarthy
(resident since 1992)

From: Andy Au
To: City Council Public Comment
Cc: Huntington-Fremont
Subject: Agenda Item 21: Huntington/Fremont Corridor Improvement Project
Date: Wednesday, May 6, 2026 9:01:30 AM

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SAFER Streets for South Pasadena - Let's get it done ! ! !

--
Andy Au

323-344-8795 home / office

From: Andrea Knopf
To: City Council Public Comment
Subject: SCHOOL SAFETY MEASURES + Fremont Option 2A and Huntington Option 3
Date: Wednesday, May 6, 2026 9:51:37 AM

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 City Council,

This morning during our Bike Bus commute, we passed yet another collision at Indiana & El Centro (Image Attached), the very same intersection where a child was previously hit. It was a sobering reminder that while recent "safer stop sign" measures may help, they are clearly not working.

Our kids should not have to navigate dangerous streets just to get to school. We need stronger, safer infrastructure that prioritizes pedestrians and cyclists before a preventable tragedy happens.

South Pasadena has a unique opportunity because we are small enough to actually make meaningful change. We could be an idyllic model city where families feel safe walking and biking, where kids can independently get to school, parks and friends' houses and where our streets reflect the kind of community we want to be.

Why would we not try?

I urge the Council to move forward with the staff recommendations for Agenda Item 21, including Fremont Option 2A and Huntington Option 3 and to prioritize the reallocation of Metro grants so these projects can be implemented with the strongest possible safety standards.

I also encourage the City to continue investing in additional school safety measures such as raised crosswalks, crossing guards and other traffic-calming infrastructure especially with all the recent incidents around the middle school and elementary school. **Traditional infrastructure alone is not working, and this needs attention.**

Please support continued investments in safer streets for our community.

Thank you,
Andrea Knopf
1236 Indiana Ave


BIKE LANE

From: Thomas Neuberger
To: City Council Public Comment
Subject: REGULAR COUNCIL MEETING WEDNESDAY, MAY 6, 2026
Date: Wednesday, May 6, 2026 10:51:49 AM

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.

Comment on Agenda Item 21.CONSIDERATION OF SELECTION OF DESIGN ALTERNATIVES FOR HUNTINGTON DRIVE AND FREMONT AVENUE CORRIDOR IMPROVEMENT PROJECT

Mayor Rossi and Councilmembers,

My name is Thomas Neuberger, and I'm a South Pasadena resident. I'm speaking in strong support of Item 21, the Huntington Drive and Fremont Avenue Corridor Improvement Project, and I urge the Council to approve the staff recommendation: Fremont Alternative 2A, Huntington Option 3, and the roundabout concept at Fremont and Hope.

South Pasadena should not be the cut-through capital of the San Gabriel Valley. Our streets are not just routes for cars passing through town. They are how our kids get to school, how families walk to parks and businesses, and how people on bikes, on foot, and in wheelchairs move through the city.

This morning, on our bike bus to Arroyo Vista Elementary, we saw a collision between two automobiles. Thankfully, it was not a collision involving one of our children on bikes. But it easily could have been. That is exactly why these projects matter. We cannot wait until a child is seriously hurt before we build streets that match the safety needs of the people actually using them.

Protected bike lanes, traffic calming, and safer intersections separate vulnerable road users from high-speed motor vehicles. They make the street more predictable for drivers and safer for everyone. This is not about bikes versus cars. It is about designing streets so that one person's mistake does not become someone else's tragedy.

There is also a large body of evidence showing that safer street designs reduce crashes, calm speeds, and improve access for children, families, seniors, and people who do not or cannot drive. These are exactly the kinds of investments that make South Pasadena more livable.

I know change can be difficult, and I understand that street redesigns raise concerns. But the status quo is not neutral. The status quo already prioritizes fast through-traffic over residents' safety. We have a chance tonight to make a different choice.

Please support this project and move forward with the recommended design alternatives. Let's build streets that reflect South Pasadena's values: safe, connected, family-friendly, and people-centered.

Thank you.
thomas neuberger
407 El Centro St.


BIKE LANE

From: Casey Dukes
To: City Council Public Comment
Subject: Comment for Agenda Item 21
Date: Wednesday, May 6, 2026 11:06:55 AM

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'd like to express my support of staff recommendation on Agenda Item 21, **Fremont Option 2A and Huntington Option 3**, including the reallocation of Metro grants to build them properly.

Thank you for taking the safety of our community into consideration. One of the many reasons why I love living in South Pasadena is walkability so maintaining and improving our streets for pedestrians and cyclists is a top priority.

Casey Dukes

From: Ian Maxon
To: City Council Public Comment
Subject: Agenda Item 21 - Support for staff recommendation for safety and access
Date: Wednesday, May 6, 2026 11:10:10 AM

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 South Pasadena City Council,
Please adopt Staff's recommendation on item 21, which is Option 2A for Fremont and Option 3 for Huntington Dr. I am a resident of South Pasadena on Huntington Dr, and I ride a bike for every trip that is practicable. South Pasadena is a compact place, and driving a car 1 mile to go somewhere within the city is bad for the car(because it never reaches operating temperature), the environment(because the engine is not as clean when cold), and traffic. It doesn't generally save time, either. Therefore a bike can be a very practical option under these constraints, even if you do have a car.

Huntington Dr and Fremont St are two places I have to just straight up avoid riding on. The current design of these two streets make transiting them outside of a car really dangerous. I have to go around them, basically, and constantly figure out the safest ways to cross them.

The redesign of these streets that will add protected bike lanes will make them much friendlier to everyone who chooses not to drive. Especially on Huntington Dr, there are basically only two or three relatively safe and pleasant places to cross it currently. I think there are a lot of people in South Pasadena who will ride within the city instead of driving when it's safe to do so, and these lanes will go a long way toward making that possible for more people. That will reduce traffic and make the city an even nicer place to live.

Thank you for all your hard work.
- Ian

From: paula corsetti
To: City Council Public Comment
Subject: Agenda Item - Support for staff recommendation for safety and access
Date: Wednesday, May 6, 2026 11:58:52 AM
Importance: High

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 Councilmembers,

I'm a South Pasadena resident writing to support the staff recommendations on Agenda Item 21—Fremont Ave Option 2A and Huntington Blvd Option 3, including the reallocation of Metro grants to build them right.

I appreciate the years of community input and thoughtful work that went into these designs. They reflect what many of us have been asking for: safer, more people-centered streets.

These changes will calm traffic, improve crossings, and make it safer for students and neighbors to walk or bike to school, local businesses, and community events.

Please move forward with the recommended options.

Paula Corsetti
505 El Centro St.
South Pasadena, CA 91030

From: Christopher Wipf
To: City Council Public Comment
Subject: Agenda item 21: Huntington/Fremont
Date: Wednesday, May 6, 2026 12:01:11 PM

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 write concerning item #21, in support of the proposed Class IV bike facilities on Fremont and Huntington.

I live near Fremont, cross it nearly every day walking my son to school, and drive it regularly as well. I have avoided biking on it due to the heavy motor vehicle traffic and lack of bike lanes. I would like to be able to bike there safely, and I know others would as well.

This morning while walking back from my son's school, I saw a group of six or seven kids biking together toward the high school. They occupied about the same amount of space on the road as a single small car, and they were clearly enjoying the opportunity to get a little exercise and socialize with each other. The efficient use of our public roads by a healthy and connected community of cyclists is a vision I would like to see our city support.

Sincerely,
Christopher Wipf
District 3



Block Party Permit Program Study Session

Date: May 6, 2026

Prepared By: Alma Medina, Assistant to the City Manager

City of SOUTH PASADENA

Purpose and Background

Why We Are Here

- Residents want to host block parties but face a complex, costly informal process
- No formal program exists — requests handled case-by-case
- Council directed staff in Dec. 2025 to develop structured options
- Today: review updated analysis and provide direction

Council's Prior Direction

- Keep permit fees at $200 or below
- Reduce traffic control plan costs
- Allow multiple simultaneous events
- Consider City-owned barricade equipment

The Four Options

Option 1

Maintain Current Practice

CITY INVESTMENT

$0

No City capital cost

- Residents rent own barricades
- Permit fee: $314 + $128 insurance
- Events supported: Unlimited (self-managed)
- 5-yr City cost: $0
- **Est. Resident Cost: $700-$900**

Option 2

One City-Owned Equipment Set

CITY INVESTMENT

$4,000

One-time capital cost

- City buys 1 barricade set
- Permit fee: $175
- 1 Event supported at a time
- 5-yr City cost: ~$5,000
- + Optional: City delivery/pickup ($191 fee)
- **Est. Resident Cost:**
  - **Self Pick Up: $175**
  - **City Delivery/ Pick Up: $366**

Option 3

Three City-Owned Equipment Sets

CITY INVESTMENT

$12,000

One-time capital cost

- City buys 3 barricade sets
- Permit fee: $175
- 3 Events supported at a time
- 5-yr City cost: ~$15,000
- + Optional: City delivery/pickup ($191 fee)
- **Est. Resident Cost:**
  - **Self Pick Up: $175**
  - **City Delivery/ Pick Up: $366**

Option 4

Phased Implementation

CITY INVESTMENT

$4,000

Initial cost; scales to $12,000

- Start with 1 set; add as demand grows
- Permit fee: $175
- Events supported scales over time
- 5-yr City cost: ~$5K–$15K
- + Optional: City delivery/pickup ($191 fee)
- **Est. Resident Cost:**
  - **Self Pick Up: $175**
  - **City Delivery/ Pick Up: $366**

Permit Fee of $175 Includes:

- Insurance
- One standard Traffic Control Plan

The proposed options 2-4 costs include a standard Traffic Control Plan for a block party, (reducing staff time for review and approval) and insurance.

Delivery & Pickup Option

If the City offers optional delivery and pickup of barricade equipment, the goal is to fully recoup the staff time required.

CITY STAFF COST PER EVENT		
Load & deliver equipment	~1.0 hr	**~$85**
Return to yard	~0.25 hr	**~$21**
Pickup after event	~0.75 hr	**~$64**
Return to yard & unload	~0.25 hr	**~$21**
Total Staff Cost / Event	**~2.25 hrs → ~$191**	

Based on ~$85/hr burdened staff rate.

PROPOSED DELIVERY FEE & RECOVERY	
Proposed delivery/pickup fee	**$191**
Cost recovery rate	100%
Resident pays (permit + delivery)	$366
vs. Current total (Option 1)	$700–$900

A $191 delivery fee fully recoups City staff time. Residents with delivery still save with this option, in comparison to the current practice.

Proposed Fees w/ Delivery Included:

- Total: $366
  - $175 for Permit
  - $191 in Staff Costs/ Time

Permit Fee of $175 Includes:

- Insurance
- One standard Traffic Control Plan

City of SOUTH PASADENA

What does a Resident Pay per Event?

CURRENT PERMIT COST (Option 1)	
Permit fee	$314
Insurance cert.	$128
Private rental	$250–$450
Delivery / Pickup	Self-managed
TOTAL	$700–$900

All costs non-refundable.
Resident bears everything.

PROPOSED Self-Pickup	
Permit fee	$175
Equipment deposit ★ FULLY REFUNDED	$400
Equipment rental City provides equip.	$0
Delivery / Pickup Resident picks up	$0
TOTAL	$175

$400 deposit returned in full
after equipment is returned.

PROPOSED City Delivery & Pickup	
Permit fee	$175
Equipment deposit ★ FULLY REFUNDED	$400
Equipment rental City provides equip.	$0
Delivery / Pickup City staff fee	$191
TOTAL	$366

$400 deposit returned in full.
Delivery fee covers City staff cost.

What is the City's Investment?

	City Spends (Capital)	5-Year Total Cost	Resident Saves/Event	Break-Even (# of Events)	Cost Recovery
Option 2 1 Equipment Set	$4,000	~$5,000	**$334–$725**	6-12 events (~1-2 years)	**~83% ✓ Within target**
Option 3 3 Equipment Sets	$12,000	~$15,000	**$334–$725**	17–36 events (2–5 yrs)	**~56% Below target***
Option 4 Phased Start	$4,000 → $12,000	~$5K–$15K	**$334–$725**	6–12 events to start	**~83% initially Scales up**

City of SOUTH PASADENA

Summary & Requested Council Direction

Each option presents a different balance of upfront City investment, resident savings, and service capacity.

Staff has provided this analysis to support Council in selecting the approach that best reflects community priorities and fiscal policy goals.

Questions for Council Direction:

- Should the City establish a formal Block Party Program, and a respective Policy?
- Which service model does Council prefer?
- Should staff pursue standardized traffic control templates to reduce cost?
- Should staff return with a final policy and implementation plan?



THANK YOU!

Item 19

Potential Refunding of the 2016 Water Revenue Bonds

Direction to Staff

City Council Meeting | May 6, 2026

Presented by Nick Kimball, Assistant City Manager / CFO

Background

2009

$43.4M Issued

Water and Wastewater Revenue Bonds funded water system capital improvements and two storage reservoirs.

2016

$37.8M Refunded

Refunded the 2009 bonds. Average coupon ~4.23%. First call date July 2026. Final maturity 2039.

Mar 2026

Preliminary Analysis

Urban Futures prepared an updated savings analysis based on March 17 market conditions.

Mar 26, 2026

Finance Commission

Reviewed analysis as part of fund-structure presentation; recommended bringing matter to Council.

Refunding bonds is the municipal equivalent of refinancing a mortgage: issuing new debt at a lower rate to retire the higher-rate bonds and reduce annual debt service.

Preliminary Refunding Analysis

Based on market conditions as of March 17, 2026 (Urban Futures, Inc.)

~$191K
Avg. annual debt service savings

~$2.3M
Total savings over remaining life

~7%
Net Present Value savings

Metric	Preliminary Estimate
Existing average coupon (2016 Bonds)	4.23%
Projected True Interest Cost (refunding)	**2.94%**
Average remaining life of bonds	~7.8 years
Earliest call / refunding date	July 2026
Final debt payment	2039 (unchanged)

Estimates exceed the GFOA standard of 3% NPV savings. Final figures depend on market conditions at the time of issuance.

Process and Bond Team

If Council provides direction to proceed, staff would issue an RFP for a Municipal Advisor who would coordinate the full bond team:

Municipal Advisor

Serves as the City's fiduciary. Monitors market, advises on structure and timing, coordinates the bond team. Procured through competitive RFP.

Bond Counsel

Drafts the bond indenture, official statement, continuing disclosure agreement, and resolutions. Renders the tax-exempt legal opinion.

Underwriter

Markets and sells the bonds to investors. The Municipal Advisor solicits competitive bids from qualified underwriters.

Financial Consultant

Prepares independent financial projections for the official statement, demonstrating the water system's ability to service the debt.

All bond team members other than the rating agency are paid on contingency — only if the bonds are successfully sold. Council establishes a minimum savings threshold by resolution; if it is not met at sale, the transaction does not proceed.

Direction Requested

It is recommended that the City Council:

a) Receive a presentation regarding a potential refunding of the City's 2016 Water Revenue Refunding Bonds; and

b) Provide direction to staff on whether to proceed with a competitive procurement of fiscal advisory services to evaluate and, if market conditions support it, execute a refunding of the 2016 Water Revenue Refunding Bonds.

Questions and Direction

Item 20

Business Improvement Tax Program FY 2026-27 Program Direction

Chamber of Commerce Partnership and Revised Agreement Framework

City Council Meeting | May 6, 2026

Presented by Nick Kimball, Assistant City Manager / CFO

Program Background

The Business Improvement Tax was established in 1977 under Ordinance No. 1738 to fund economic development through community events and business promotion. The City has contracted with the Chamber of Commerce to administer BIT funds for many years.

Four statutorily authorized uses of BIT revenue:

1

Decoration

of public places in the area

2

Event Promotion

of public events held in public places

3

Music

furnished in public places

4

Retail Promotion

general promotion of retail trade activities

Current agreement (approved September 3, 2025): $82,000 toward four quarterly Arts Crawl events, a Business Resource Center, and related marketing and administrative costs.

The Structural Challenge

Two trends have widened the gap between available BIT revenue and the cost of the current event program.

BIT Revenue Has Declined

$125K

Pre-COVID annual collections

$68K

FY 2024-25 actual collections

Production Costs Have Risen

$82K

Current BIT funding allocation

$125K+

Actual annual cost of event program

The Chamber has supplemented BIT funding with its own revenues — primarily from the Farmers' Market — and with volunteer hours and donations to bridge the gap. Both the City and Chamber have identified long-term sustainability as a shared concern.

Key Terms in a Revised Agreement

Structural priorities staff has identified to address program sustainability and accountability.

1	**City-Branded Events**	Formal designation of all BIT-funded events as City of South Pasadena events, with the City seal prominently displayed.
2	**Measurable KPIs**	Defined performance goals for each event and program area, tied to agreed-upon Key Performance Indicators.
3	**Full Financial Reporting**	Reporting on both BIT-funded and Chamber-funded costs.
4	**Event-Level Budgeting**	Elimination of the general Administration category; administrative costs reflected in each event's budget.
5	**Defined Communication**	Coordination with City on event branding, marketing, run of show, and City participation.

Two Options for FY 2026-27 Program Structure

Estimated FY 2026-27 BIT revenue: ~$75,000. Staff is not recommending a specific option; both are viable.

Option 1

Focused BIT Program

Fully fund a smaller number of events at the available revenue level (~1 large or 2 smaller events).

Trade-offs

- Clear City ownership and control of funded events
- Agreement terms accurately reflect the financial relationship
- Reduces City exposure on events it does not meaningfully fund
- Reduces the number of City-funded events

Option 2

Continued Partnership

Continue partial funding of the existing four-event program with defined City participation, full reporting, and Chamber contributions.

Trade-offs

- Maintains the current four-event community calendar
- Leverages Chamber revenues to extend the reach of BIT dollars
- Full reporting gives Council visibility into true event costs
- Dependent on continued Chamber financial capacity

Direction Requested

It is recommended that the City Council provide direction on:

a) The scope of economic development events and services to be funded; and

b) The framework for a revised agreement with the South Pasadena Chamber of Commerce, for consideration at the June 2026 City Council meeting.

Next Steps

Staff will work with the Chamber to bring a proposed agreement reflecting Council's direction for approval at the June 2026 meeting.

Questions and Direction

City of South Pasadena
City Manager's Office

Memo

Date: May 6, 2026

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: Julian Lee, Director of Public Works
Michael Vartanians, Principal Engineer
Bassam AL-Beitawi, Transportation Manager

Subject: May 6, 2026 City Council Meeting Item No. 21 Revised Staff Report

Attached is the presentation to accompany staff report No. 21 – Consideration of Selection of Design Alternatives For Huntington Drive and Fremont Avenue Corridor Improvement Project.

No other changes were made to this report.



Kimley»Horn
Expect More. Experience Better.

City of SOUTH PASADENA

City Council Meeting
May 6th, 2026

Huntington Drive and Fremont Avenue
Corridor Improvements Project

Agenda

- Project Overview
- Community Outreach Recap
- Design Alternative Recommendations
- Study Session Q&A
- Funding & Next Steps
- Project Recommendations

Project Limits

Huntington Drive:

- Alhambra Road to Garfield Avenue

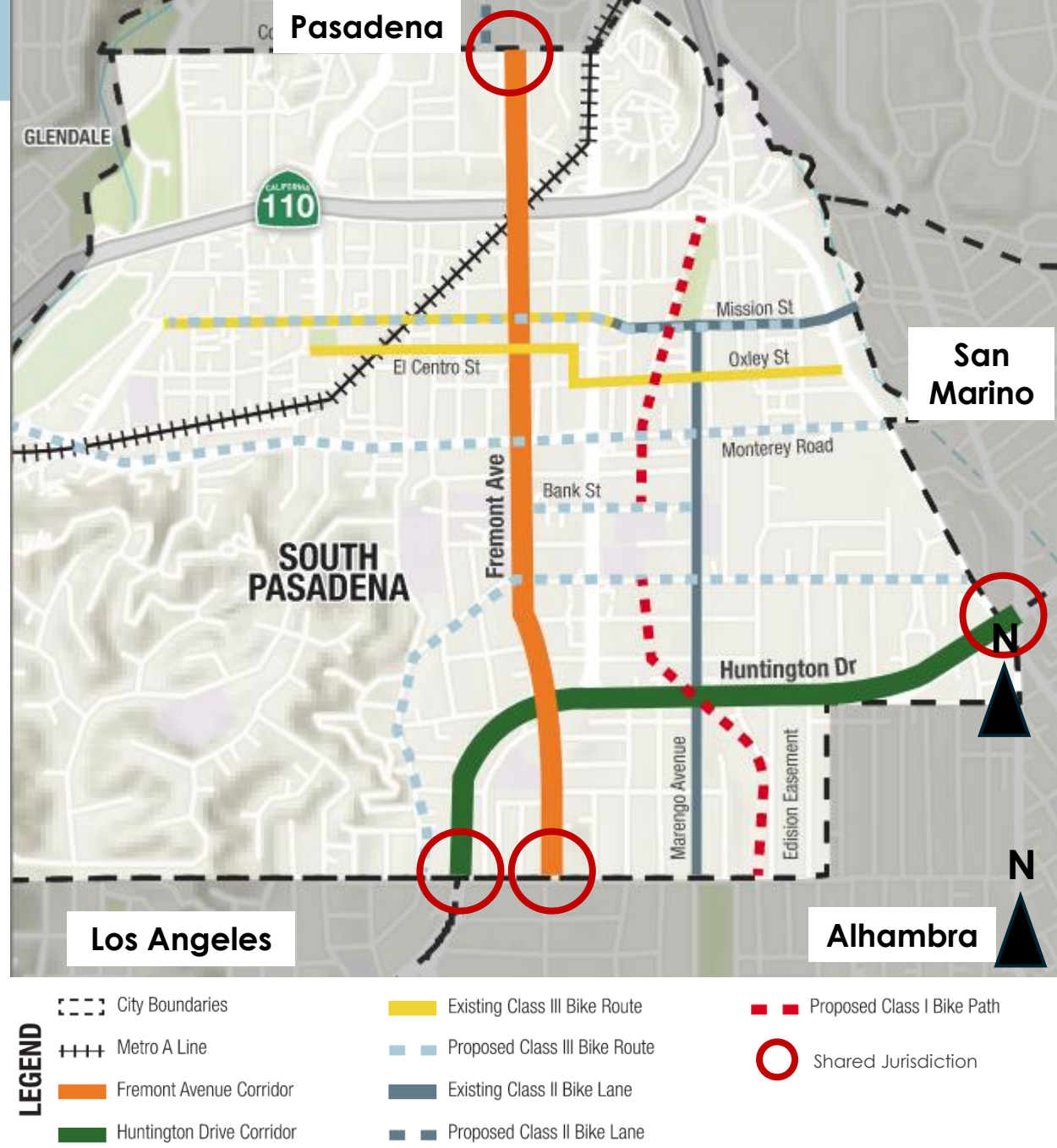
Fremont Avenue:

- Alhambra Road to Columbia Street

Neighboring Cities:

- Alhambra, San Marino, Los Angeles, and Pasadena

- Create safe, multimodal corridors that serve all users
- Coordinate with neighboring cities for connections and consistent design





Community Outreach Summary



Community Outreach Summary

1 Community Meeting #1

- February 23rd, 2026
- Introduced project scope and preliminary design options
- Open-house format to collect community feedback

48 Total Participants
45 Sign-ins

2 Community Meeting #2

- March 5th, 2026
- Integrated feedback from previous meeting
- Provided funding sources, cost estimates, and design options focused on protected bike facilities
- Dedicated public Q&A portion

62 Total Participants
56 Sign-ins

3 Community Meeting #3

- March 31st, 2026
- Provided update based on community questions and comments
- Provided more detailed project design
- Q&A and open house to review project designs

41 Total Participants
35 Sign-ins

4 PWIC Meeting

- April 8th, 2026
- Provided overview of community outreach to date
- Discussed project design elements and considerations
- Received feedback on project alternatives

5 City Council Study Session

- April 15th, 2026
- Summarized project history, alternatives, community outreach process, and funding sources
- Received questions and project feedback



Community Feedback

- Reduce speeding and create safer corridors for pedestrians and cyclists

Traffic Calming

- Consider impacts on trees and neighborhood character

Neighborhood Character

- Clarify how proposed changes will affect day-to-day corridor operations

Operations

- Show examples of intersection design and highlight safety features

Intersection Design

- Work with neighboring cities for design consistency

Agency Coordination

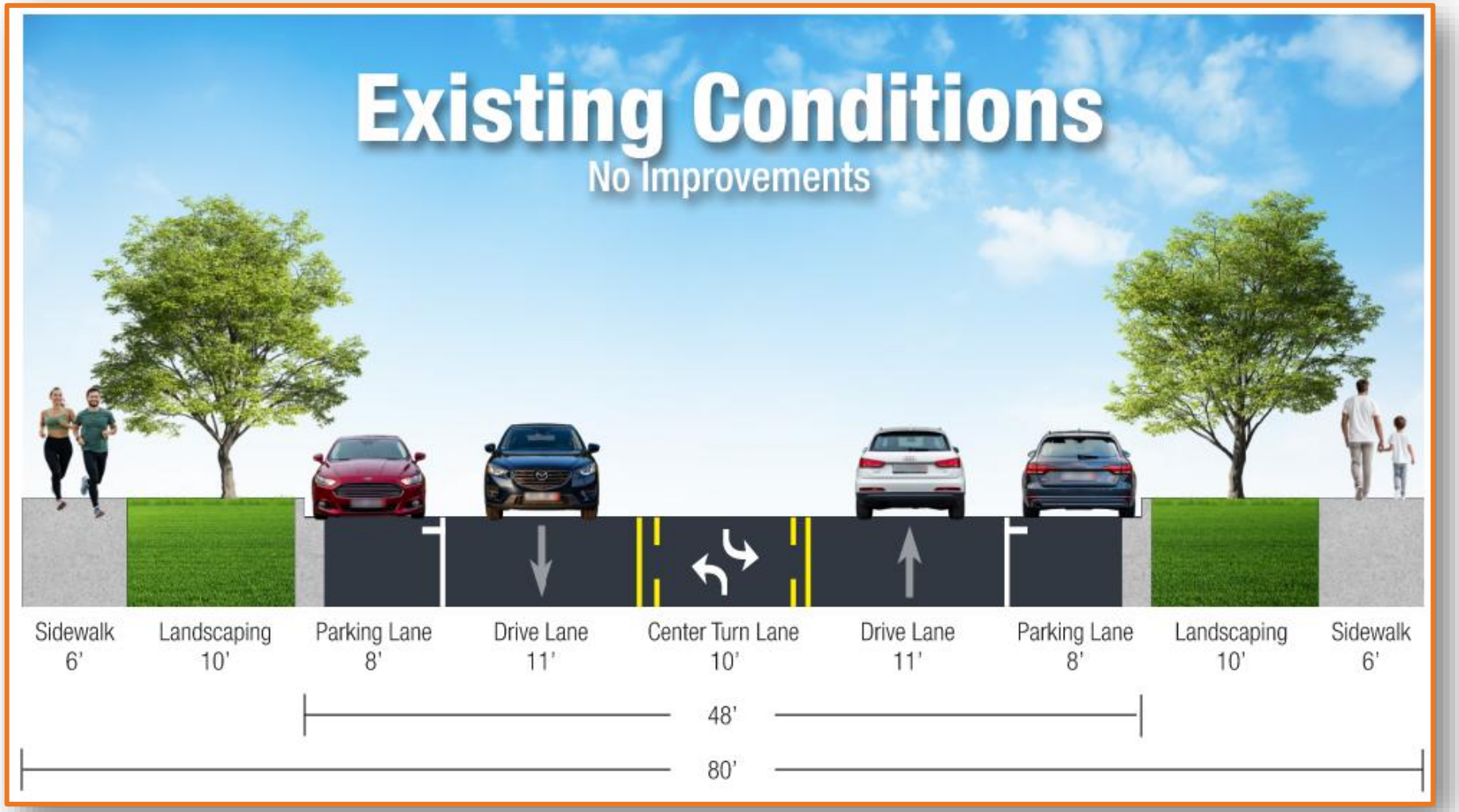
- Collaborate with nearby schools, religious institutions, and businesses

Local Coordination

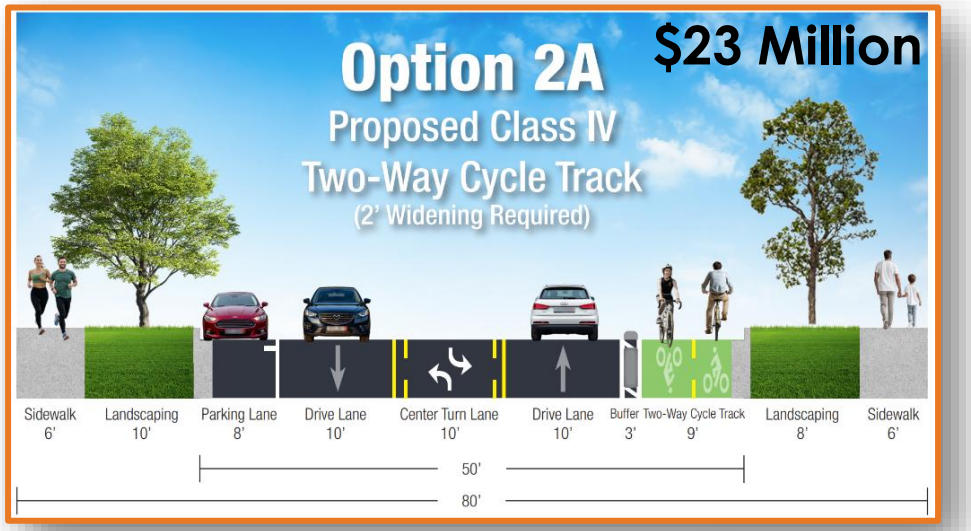


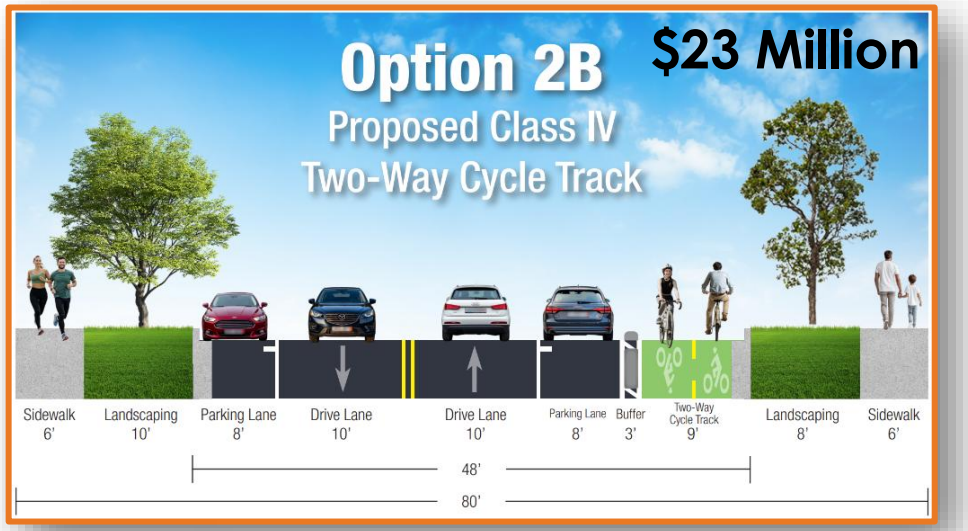
Design Alternatives

Fremont Avenue – Existing Conditions



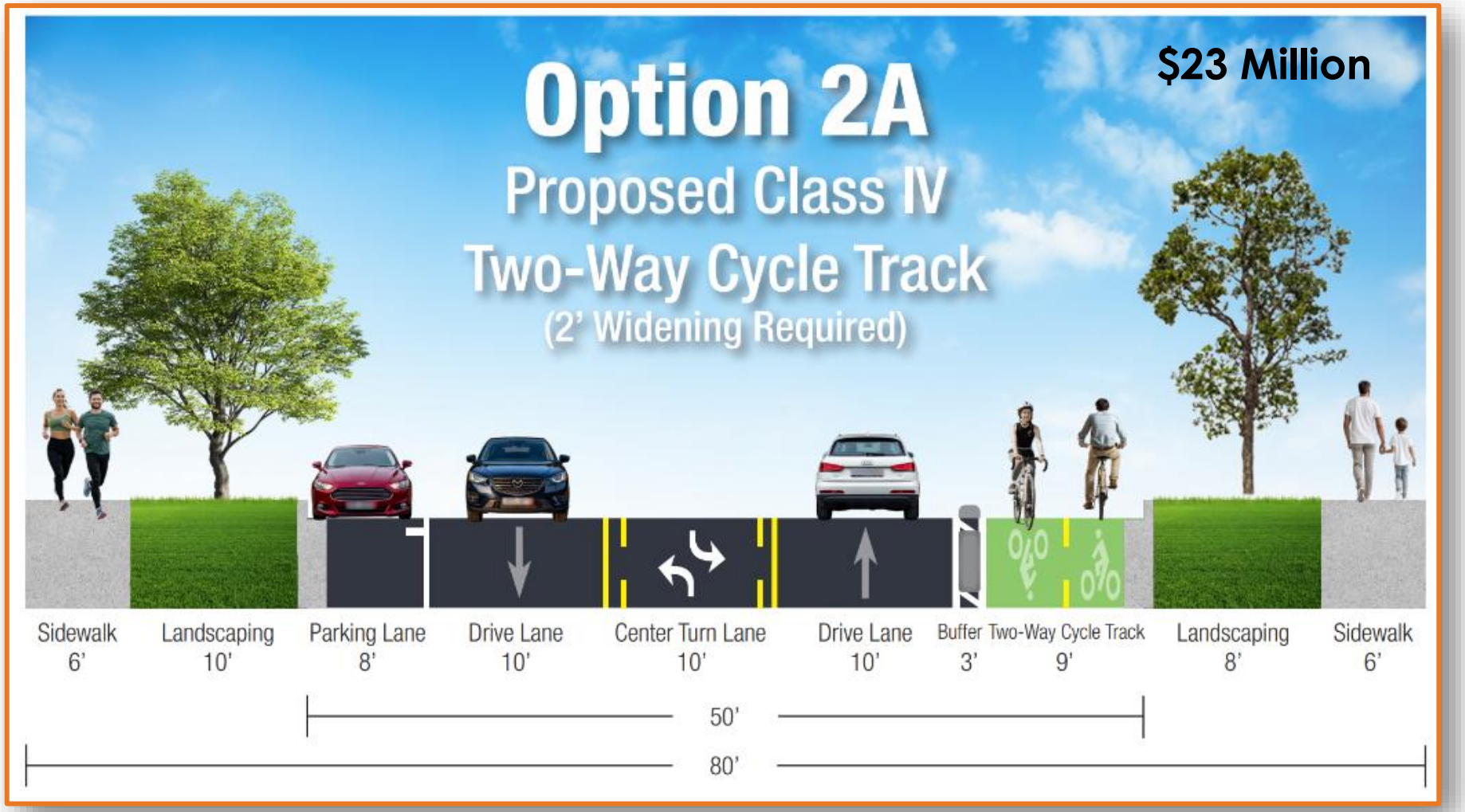
Fremont Avenue – Options







Fremont Avenue – Recommended Option



Huntington Drive – Existing



Huntington Drive - Options







Huntington Drive – Recommended Option

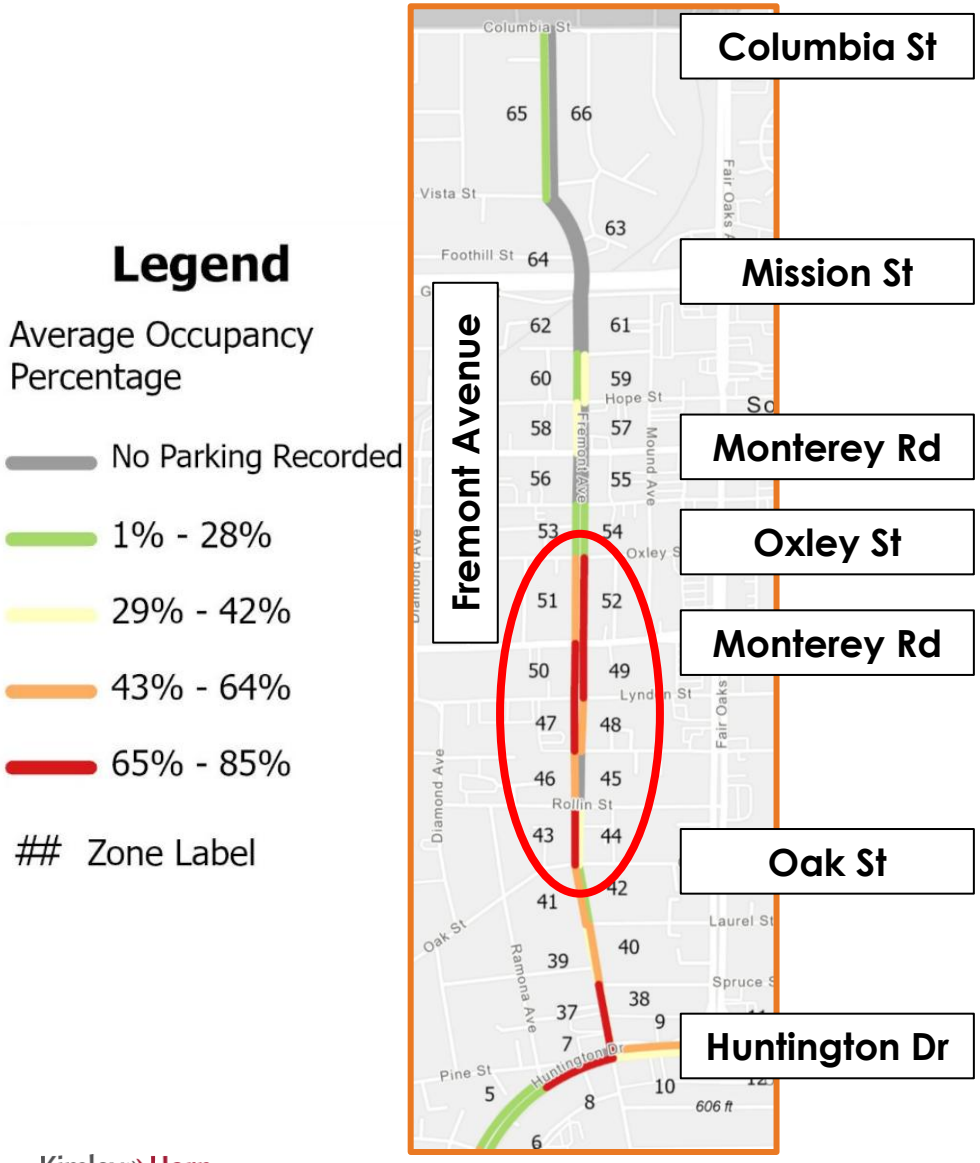




Study Session Q&A

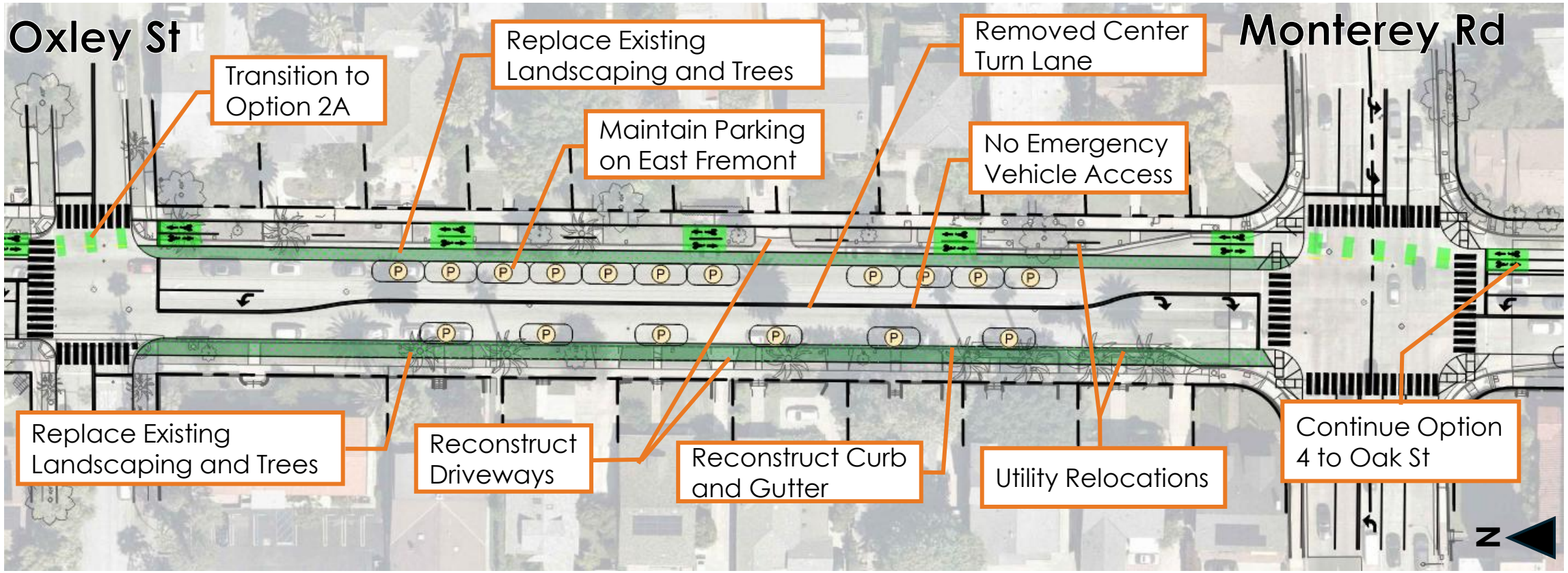


Fremont Ave – Parking Considerations



- Highest demand from **Oxley St to Oak St** with residential, educational, and religious institutions
- Existing parking on the **east side** of Fremont **could be accommodated** on adjacent side streets:
  - Lyndon Street
  - Rollin Street
  - Laurel Street
  - Spruce Street
- Data collected on weekday at 8:30AM, 12:30PM, 5:30PM, and 7:30PM

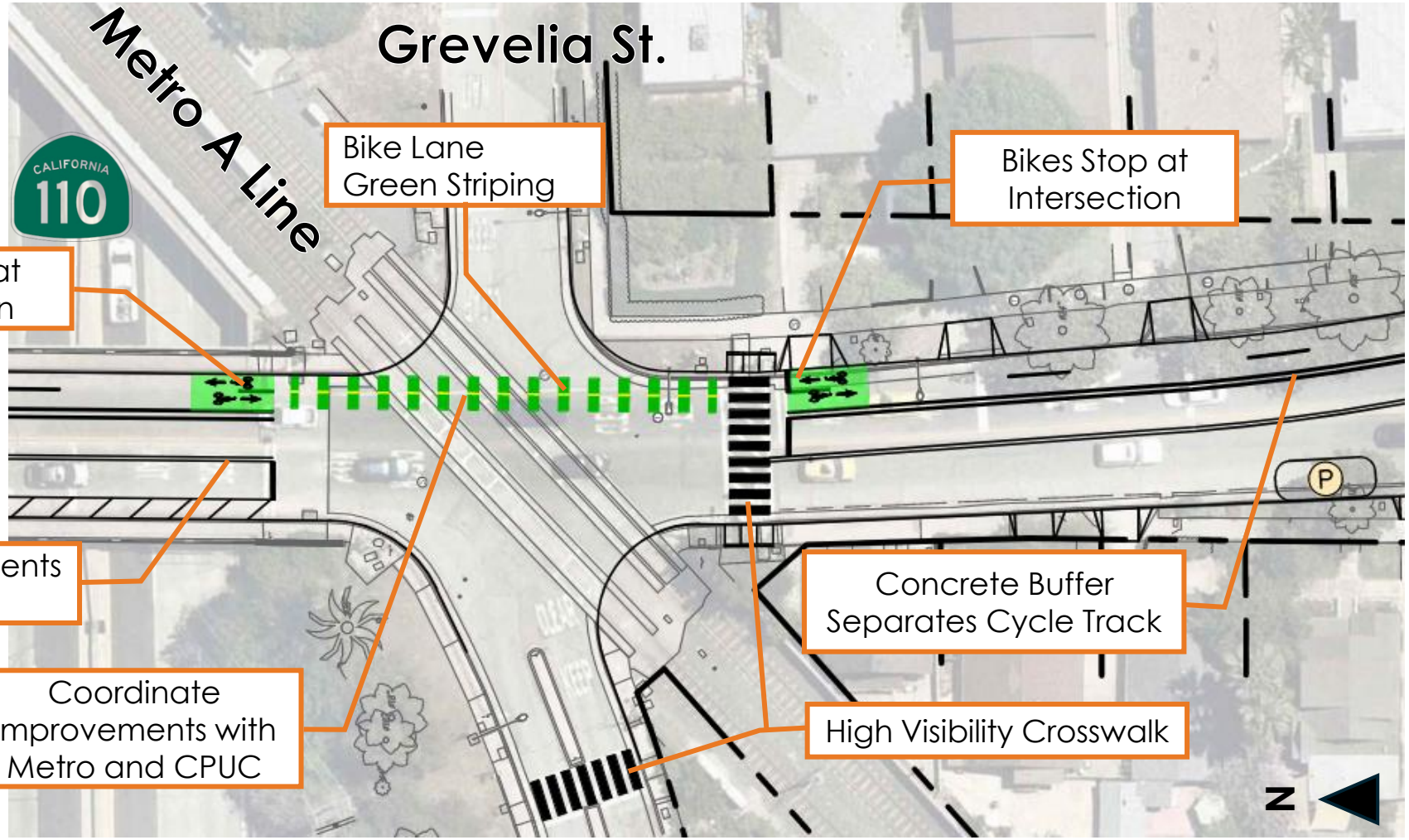
Fremont Ave – Option 4 Considerations



Option 4 Only
$37 Million

Option 2A and Option 4 Combination
$28 Million

Fremont Ave – Metro Rail Crossing Design



Traffic Signal Warrants

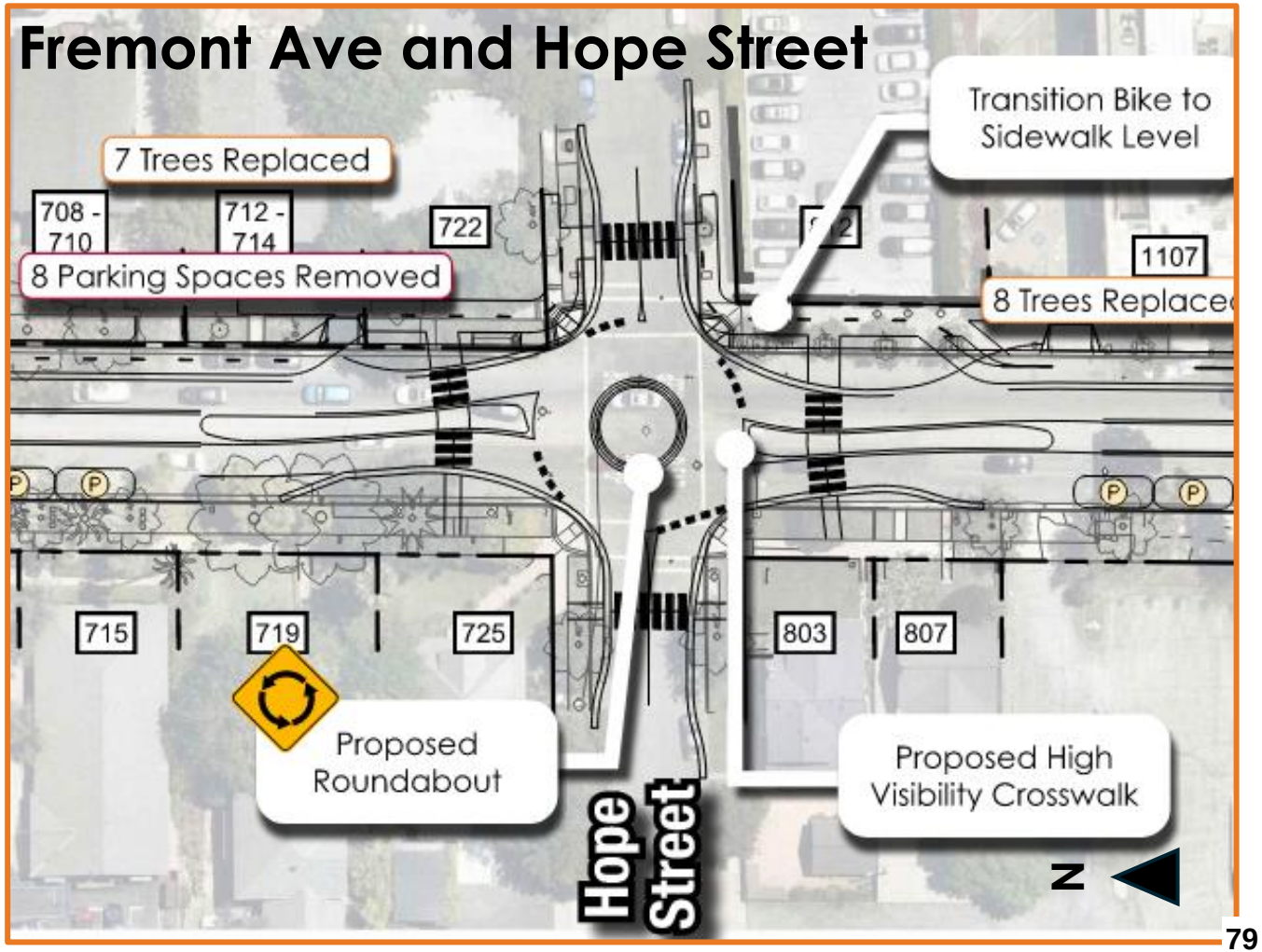
- Completed warrants using the **California Manual on Uniform Traffic Control Devices (CA MUTCD)** at
  - **Huntington and Court**
  - **Fremont and Buena Vista**
- For both intersections, **no warrant criteria were met**, which considers
  - Volumes
  - Pedestrians
  - Collisions





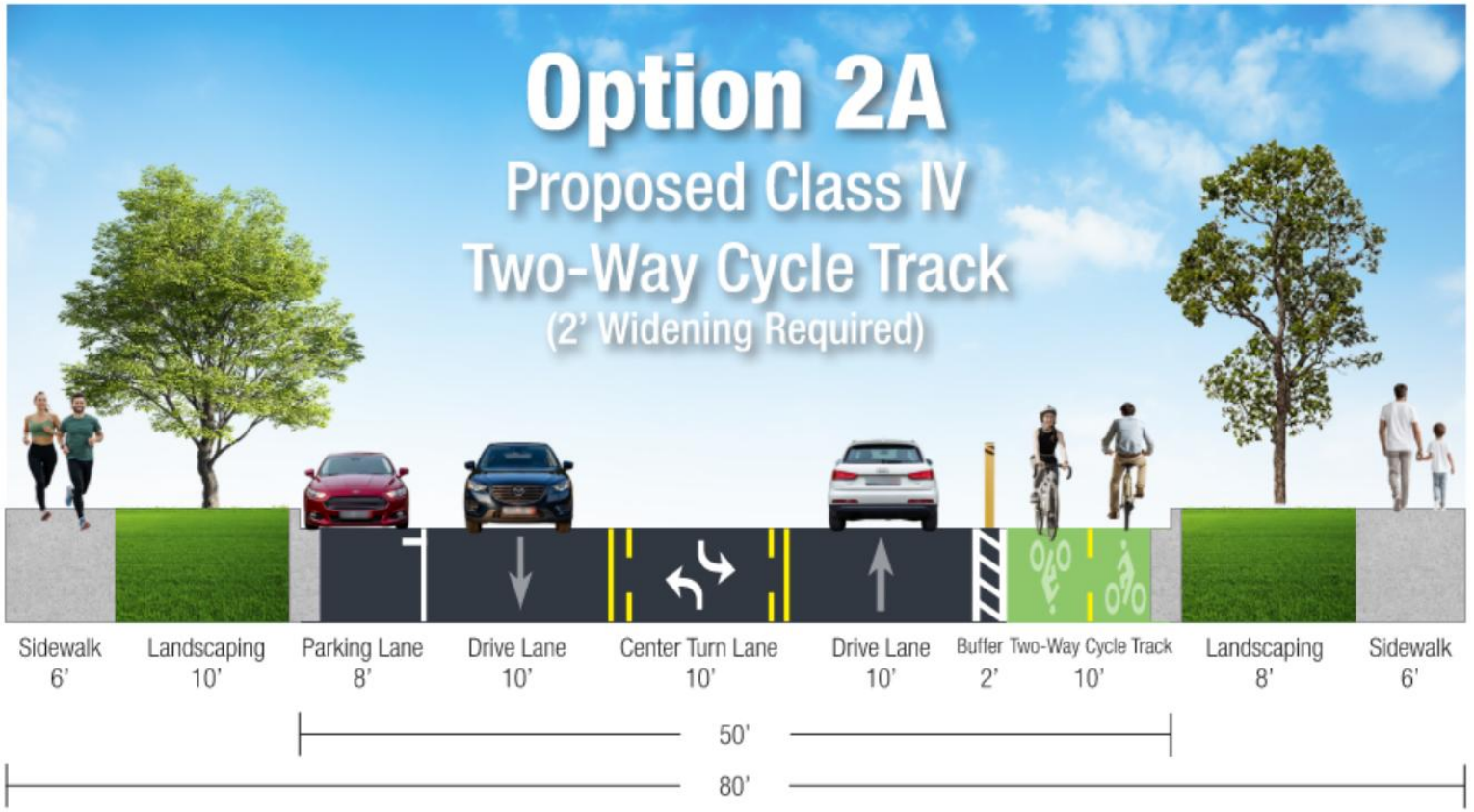
Roundabout & All-Way Stop Control

- **Roundabouts**
  - Federal Highway Administration
    - » **~2,500 Vehicles Per Hour**
  - Reduce delay and speeds
  - 8 conflict points
  - 2-3 months driver adjustment
  - Higher implementation cost
- **All-Way Stop Control**
  - Highway Capacity Manual
    - » **~1,500 Vehicles Per Hour**
  - Increased delay as vehicle volumes increase
  - 32 conflict points
  - Low implementation cost





Fremont Avenue – Option 2A



SAFETY AND SPEED
Enhanced

TOOLE REPORT
Consistent Intent

CENTER TURN LANE
Maintained

PARKING
Removed – One Side

BICYCLE FACILITIES
Protected Facility

TREES
Some Replacement

COST
$23 Million



Huntington Drive – Center Median Bike Path



SAFETY AND SPEED
40 MPH Posted

TRAVEL LANES
6 Lanes

PARKING
Both Sides

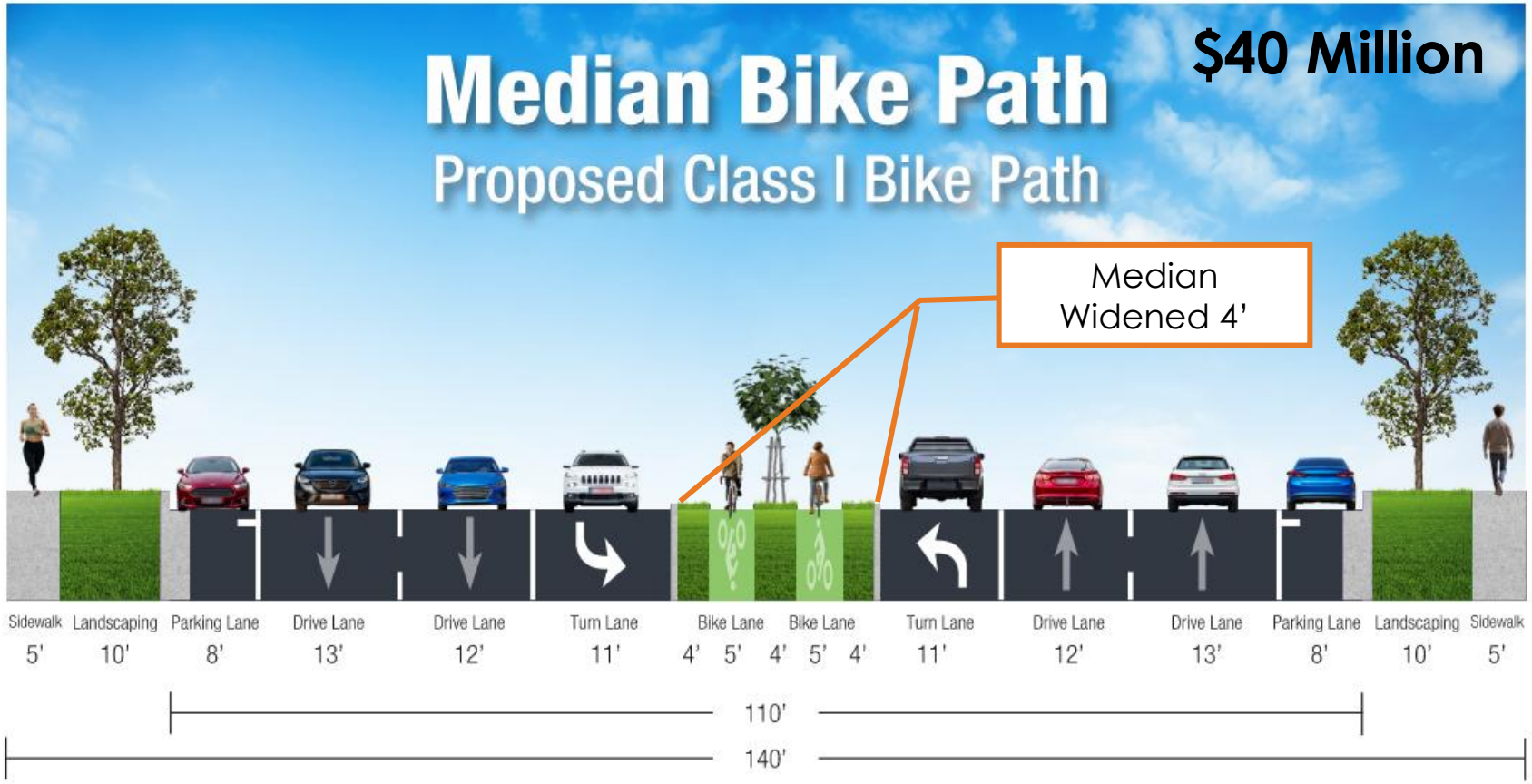
BICYCLE FACILITIES
None

TREES
Present

COST
Not Applicable



Huntington Drive – Center Median Bike Path



SAFETY AND SPEED
Improved

TRAVEL LANES
4 Lanes

PARKING
Preserved Both Sides

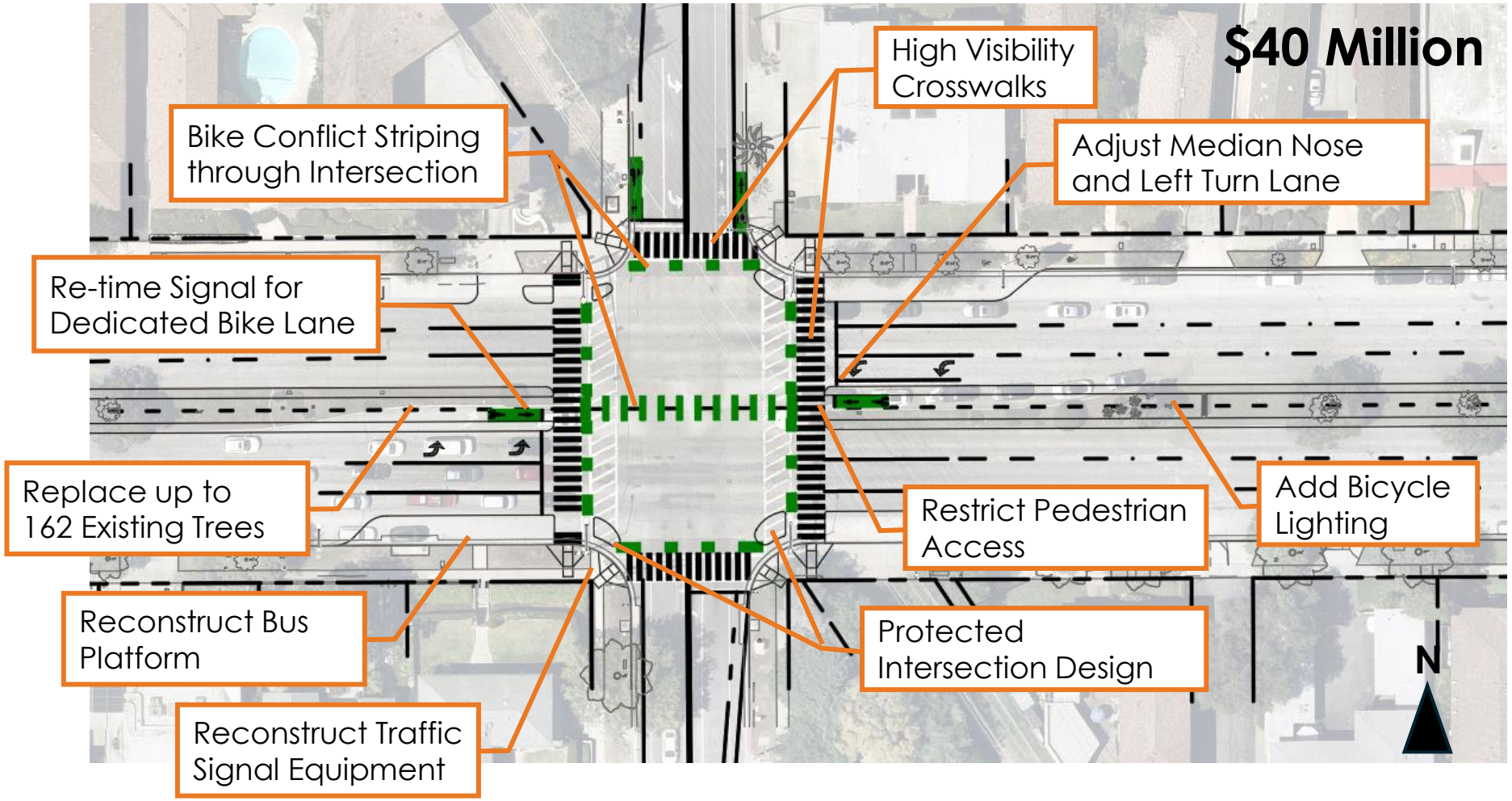
BICYCLE FACILITIES
Separate Facility

TREES
Major Removal/Replacement

COST
$40 Million



Huntington Dr – Center Median Bike Path

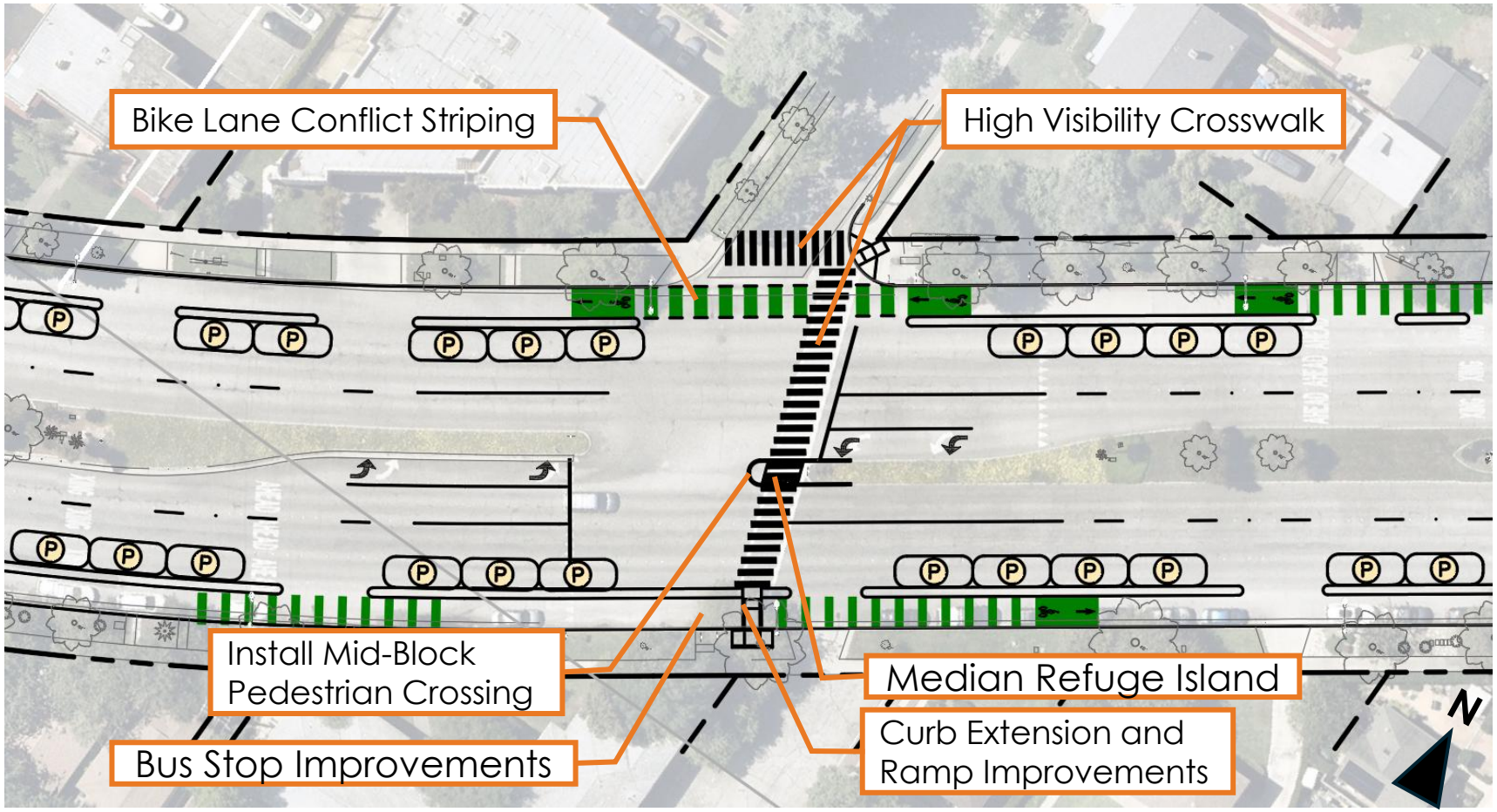


Considerations

- Traffic Operations and Maintenance
- Tree Removal
- Road reconstruction
- Increased Construction Costs



Huntington and Court - Pedestrian Crossing



Mode Shift

National Cooperative Highway Research Program (NCHRP)

- Protected, connected networks matter most for new riders
- **5% mode shift** is a conservative assumption

Community Outreach Feedback

- **More comfortable** riding bikes with the protected facilities
- **Desire to use bicycles for shorter trips** throughout South Pasadena



Conceptual Rendering: Fremont Ave

Regional Connectivity

- **City of Los Angeles**
  - Plans to reduce travel lanes on Huntington Drive
- **City of Pasadena**
  - Plans to install bike facilities on Columbia Street and Pasadena Avenue
- **City of Alhambra**
  - Active Transportation Plan proposes bike lane on Alhambra Road
- **City of San Marino**
  - Traffic calming measures could be implemented on Huntington Drive





Fiber and Utility Considerations





- Project will **install fiber optic conduits** for traffic signal synchronization
- **Overhead utilities** on Fremont Avenue north of **Foothill Street**
- Electrical undergrounding would **require separate SoCal Edison (SCE)** Project



Funding and Next Steps



Existing Project Funding

Funding Source	Amount
Measure M - Metro Active Transportation (MAT)	$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	$10,000,000
710 Local Alternative Transportation Improvement Program (LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Total	**$16,638,645**

Measure M / MAT Funding

Funds bike facilities, pedestrian improvements, and **active transportation** infrastructure which expires in June 2028

Measure R / MIP Funding

Funds street improvements, intersection upgrades, and **traffic signal** improvements and upgrades

710 Local Alternative Transportation Improvement Program (LATIP)

Mobility projects to **relieve congestion** on local streets between I-10 and I-210



Measure R (MIP Funds)

Projects	Original	Proposed
North-South Fair Oaks Ave ITS	$0	$10 Million [1]
Huntington Dr & Fremont Ave	$10 Million	$40 Million [2]
SR-110 & Fair Oaks Ave Ramp	$70 Million	$30 Million [2]
	$80 Million	**$80 Million**

[1] Metro Approval In Progress
[2] City Council and Metro Approval Required



Anticipated Project Funding and Cost

Funding Source	Amount
Measure M - Metro Active Transportation (MAT)	$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	**$40,000,000**
710 Local Alternative Transportation Improvement Program (LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Total Funding	**$46,638,645**

Project Cost	Amount
Huntington Drive Option 3	**$23 Million**
Fremont Avenue Option 2A	**$23 Million**
Anticipated Total Cost	**$46 Million**



Project Schedule

February/March
Collect community feedback on the proposed design concepts

April 8th
Present findings to the Public Works Infrastructure Commission (PWIC)

April 15th
City Council Study Session

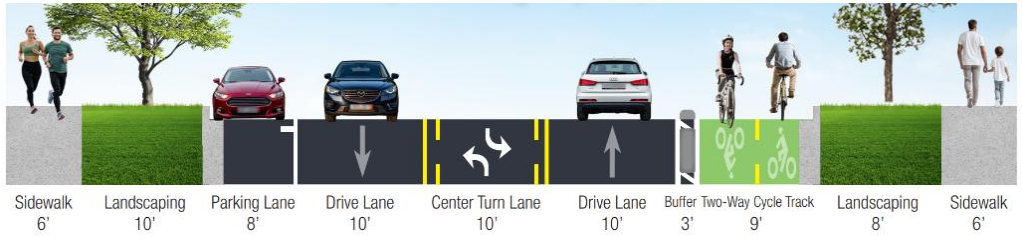
May 6th
City Council Approval for Design Concept

June
Next Community Meeting; review complete conceptual designs for both corridors

Action Requested from City Council

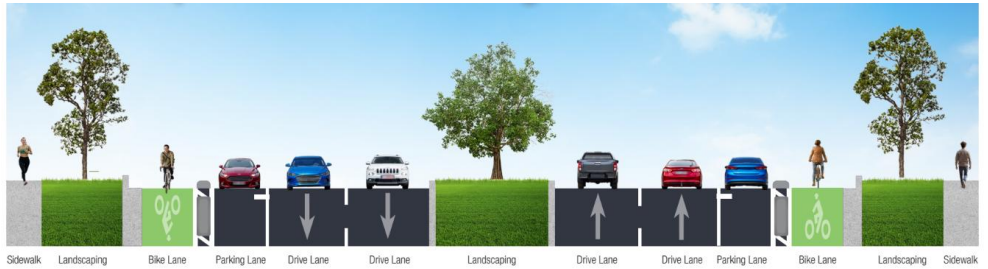
1 Fremont Avenue

Approve Option 2A Design Concept



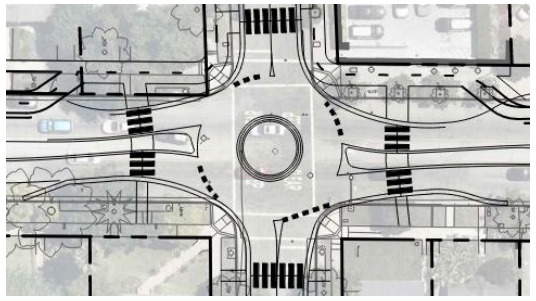
2 Huntington Drive

Approve Option 3 Design Concept



3 Fremont/Hope Roundabout

Approve Roundabout Concept



4 Measure R Funding

Approve funding reallocation proposal

Original	Proposed
$10 Million	$40 Million