

**MINUTES OF A SPECIAL MEETING OF THE DESIGN COMMISSION
OF THE CITY OF LA CANADA FLINTRIDGE
HELD ON APRIL 30, 2015**

- I. **CALL TO ORDER:** Chairman Moldafsky called the meeting to order at 7:35 a.m.
- II. **ROLL:** also present were Commissioners Balcazar, Hoopes, King and Roberts.
- III. **PLEDGE OF ALLEGIANCE:** the Flag Salute was recited.
- IV. **COMMENTS FROM THE PUBLIC:** there were none.
- V. **CONSENT CALENDAR:** there were no items.
- VI. **CONTINUED PUBLIC HEARINGS:**
 - A. Preliminary Design of the **Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project** from Leata Lane to Glendale Freeway (SR-2) at Hilliard Avenue.

Chairman Moldafsky inquired if the bikeway was the main topic of this study session.

City Manager Mark Alexander gave a brief overview of the history of the project and its relationship to the Foothill Blvd. Master Plan. He stated that there was commitment from the City Council to move the project forward since funding is in place. He noted the concern from the YMCA over parking issues and acknowledged that on-street parking will not completely resolve the issue. The YMCA is potentially looking at a new parking structure to alleviate parking issues. With regard to the Link's design, there are two primary considerations; the Class 1 bikeway and the median. He stressed that both elements have to be incorporated into the project to ensure funding.

Commissioner Hoopes noted that the Class 1 bikeway is a physically separate bikeway and not necessarily designed for the high-speed enthusiast.

Mr. Alexander confirmed that it is a separate bikeway for various classes of bike use.

Public Works Director Edward Hitti stated that the Class 1 bikeway is the safest type since it is completely separated from vehicle traffic lanes.

Commissioner Hoopes commented that the pedestrian path would be immediately adjacent to the bike path.

Commissioner Roberts questioned how safe the pedestrian path would be with intervening bike traffic.

Director Hitti stated a small median between the bike path and pedestrian path might be possible.

Chairman Moldafsky stated that these items would be looked into as the discussion continues since this is a comprehensive review of the overall plan. He confirmed that the Class I bikeway and the median are going to be required to move the project along. He asked if parking was also integral to the review.

Mr. Alexander confirmed this, stating that parking needed to be accommodated in part.

Commissioner Roberts noted that the Master Plan does not include it.

City Traffic Engineer Steve Libring stated that 65 spaces along the south side of the street are currently proposed.

Director Hitti responded that the current plan has been developed with the YMCA needs in mind even though the Master Plan does not provide for it.

Commissioner Roberts confirmed that 150 spaces along both sides of the street would be reduced to approximately 65.

Commissioner King stated that the Master Plan includes no parking spaces and questioned why these accommodations were being made.

Mr. Alexander reminded the Commission that the Master Plan is a guideline. Further, the City Council understands and is sensitive to the needs of the YMCA and can modify the document at any time.

Commissioner Hoopes acquiesced that reasonable accommodations for on-street parking are made for businesses. It is a fact of life in La Canada Flintridge.

Mr. Alexander explained that the Design Commission can make a recommendation to reduce the number of spaces to improve the design, but the City Council will be sensitive to the YMCA's needs and may or may not go along with the recommendation.

Commissioner Roberts stated that 65 spaces equal approximately 30 trees. That would be the trade-off.

Commissioner King asked if the City has considered the YMCA's membership and the possibility of the YMCA leaving the City in the future.

Mr. Alexander responded that the Link project can be modified in the future depending on what happens with the YMCA facilities. Membership is approximately 25,000 and the YMCA continues to explore alternate locations for its varying activities to reduce demands.

Commissioner Hoopes noted that the parking spaces are more for non-residents given the geographic composition of the YMCA membership.

Commissioner Roberts mentioned the concept of a greenbelt park space and if discussion should head in that direction. There is no way it works in the available space currently provided.

Mr. Alexander felt this was an interesting addition/topic, but that it has yet to be proposed to the City Council. It can certainly be suggested if the Design Commission thinks it would improve the project.

Mr. Alexander thanked the Commission for their time and effort on the project.

A roundtable discussion began. The Design Commission and staff gathered to review the proposed plan and make recommendations.

After preliminary project review was completed, there was Commission consensus to:

1. Combine the sidewalk and the Class I bike trail to be a shared facility and reduce the width down to a minimum of 9 feet subject to ADA standards.
2. The extra 3 feet of width gained will be incorporated into the landscaping areas.
3. Next to the large wall on the south side of Foothill Blvd, have the 9 ft. Class I trail be adjacent to the wall between Littleton and Leata.
4. In that same block, narrow the median and redraw the horizontal curve for the eastbound lanes so the median is about 3-4 feet wide and the extra space can be incorporated into the south side green belt area.
5. Locate the ends of the south side wall and try to symmetrically center the bulb out on the south side.
6. Make this bulb out longer (removing up to 2 spaces each way) - goal is to create a larger greenbelt area where trees can be planted to visually buffer

the height of the wall and possibly add some pocket work-out stations in this area. (not part of the project at this time but endorsed by the Design Commission).

7. Between Palm and Littleton, reduce the EB and WB number one lanes to 10 feet and use the extra 2 feet to widen the north side of the street to make a 5 ft. green belt area adjacent to the curb.
8. Reduce the bulb out in front of the YMCA to maximize parking there - allow minimum red curb for bus turn out.

Staff would revise the project plans in accord with the above recommendations.

M/S/C Hoopes/King to continue the project for further review at a future meeting, likely on May 14, 2015. Unanimous 5-0.

VII. PUBLIC HEARINGS: there were none.

VIII. OTHER BUSINESS: there was none.

IX. COMMENTS FROM THE COMMISSIONERS: none.

X. COMMENTS FROM STAFF: none.

XI. ADJOURNMENT: M/S/C King/Balcazar to adjourn the meeting at 10:00 a.m. Unanimous.