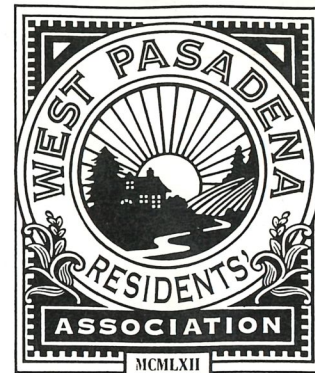


West Pasadena Residents' Association

NEWS



Established 1962

No.34

Fall 1992

Can You Read This??

With test scores dropping around the nation, and problems increasing in our educational system, the teachers and PTA of San Rafael Elementary School have committed themselves to the goal of assuring that EVERY child in Pasadena will be reading before leaving the 2nd grade, and to providing extra help to the students in the upper grades who are not yet reading at grade level.

Your help is needed in reaching this goal.

You don't need a teaching credential to help. You just need to care. All training will be provided.

If you are interested, please call the school at (818) 793-4189 or write to: Patricia Esperanza, SERVE Chairperson, San Rafael Elementary School, 1090 Nithsdale, Pasadena, CA 91105.

UPDATE:

Rehabilitation of the Colorado Street Bridge

The rehabilitation of the Colorado Street Bridge is over 55% complete, according to Alan Charmatz, Principal Engineer in the Pasadena Public Works Department.

"Work on the project began on March 6, 1991, and was originally scheduled to be completed on August 21, 1993," said Charmatz. "The time allowed for completion of work under the contract has been extended to November 8, 1993" due to delays caused by bad weather and the removal and replacement of pier shafts and additional concrete cover.

Two Votes In One

Since there has been confusion about the meaning of a Yes/No Vote on Proposition O, we called our city clerk, Jane Rodriguez for clarification.

Well. . . . Here is Proposition O:

"Shall the Growth Management Initiative be repealed in favor of the new draft of the General Plan?"

That's it. If you vote yes, you vote to repeal G.M.I. and replace it with General Plan, a no vote keeps the G.M.I. in place. It requires a simple majority (50% plus one).

Bridge Update continued:

The bridge has 10 "piers" or vertical supports which together with the east and west abutments of the bridge (that is, the points at which the bridge connects to the east and west faces of the Arroyo) create 11 spans. The total length of the bridge will be slightly over 1,400 feet, and its elevation at its highest point above the Arroyo is approximately 150 feet.

"The intention is for the rehabilitated bridge to be identical to the original bridge," said Charmatz.

The rehabilitated bridge will have recessed seating areas, five foot wide sidewalks on each side, and one traffic lane in each direction, just like the original bridge. The original lightpoles are even being restored for reinstallation. The lightpoles are being repainted their original gray color, which was determined by analyzing the color that remained after scraping off the layers of paint on the lightpoles.

Since the federal government is paying for over 80% of the approximately \$22,000,000 cost of rehabilitating the bridge, the rehabilitation must comply with federal requirements.

A few changes, however, will be made. A new vertical "suicide barrier" will be constructed (and also painted gray to match the lightpoles). A "traffic barrier" will be added to prevent vehicles from going off the bridge. The traffic barrier will be a tubular steel frame about two feet above the sidewalk in each direction. Also, the roadway will be widened two feet to 30 feet to comply with federal requirements.

When completed, the bridge is expected to be able to withstand the strongest likely earthquake over the 100 year life expectancy of the bridge. The bridge would also be able to support truck traffic, but Charmatz expects that the greatest strain on the bridge may be placed by the buses that will again be able to use the Colorado Street Bridge instead of detouring on the freeway.

Charmatz is pleased that the project is on schedule and within budget, and anticipates that the bridge may even be open to the public before the November 8, 1993, contract completion date.

Shahen Hairapetian
WPRA Board Member

Brown Outs in West Pasadena

A wave of power outages and brown outs are once again plaguing the hillides west of the Arroyo. The San Rafael area has suffered from low voltage on its electrical distribution system for many years primarily because the 4,000 and 17,000 volt distribution circuits serving the area come from a number of distribution substations all on the east side of the Arroyo. The longer the circuits the more the voltage drop and subsequently the more the likelihood of low voltage which is being experienced.

The various measures which have been taken to alleviate the problem over the past few years have all been of short duration because of the distance of the substation from the affected area. Since 1989 funds have been available in the Power funds to install a new substation in the San Rafael area. The problem is in finding a suitable property. Unused, level land in the San Rafael area is virtually non-existent.

But—there may be a way for residents of the area to help find the solution.

Do you or your neighbor have a piece of ground that could be set aside for a substation? Ideally a substation works best when located near the center of the area to be served, however; San Rafael is of such a size that a substation could be located off center and still be acceptable and solve the voltage problem. Realizing the nature of this residential neighborhood, there may be a possibility of placing part of the substation underground and having less of a visual impact.

Here is a problem where neighborhood residents probably know more about what could be available than city staff could possibly know. Neighborhood residents might suggest the answer to their power outages and brown outs by finding the piece of ground which is essential to solving their problem.

There will be a meeting on Thursday, October 29th at San Rafael School at 7:00 p.m. to discuss this issue.

Or if you have a suggestion for the Power Department, please call Betty Ho or myself to pass on a name for the Power Department to contact for investigation of suitability.

Betty Ho
(818) 799-1925
(818) 405-4739

or

Katie Nack
(818) 793-6838
(818) 405-4311

Noise Pollution dBs (Decibels to you and me)

It may seem difficult for us as individuals, to reduce the level of noise in our area. "Noise Pollution" includes the sound from air conditioners, freeway and street traffic, helicopters, public events, gardening equipment and commercial businesses.

Controlling excess noise pollution, requires cooperation between the public and private sectors. The Pasadena Health

Department monitors dB levels in our area, and tries to keep the city within the levels determined by the Pasadena City Council ordinance.

Currently, the Rose Bowl Operating Committee (RBOC) is seeking a variance so that events like rock concerts can be held at the stadium. This may trigger a complete review of the City's ordinance and the various "noise districts" in which we live. As a result, we should be preparing to raise our own "personal dB levels" in response to this opportunity.

More actionable items ahead regarding noise in upcoming newsletters. If you are concerned and would like to volunteer your time in this regard, feel free to write to me at our WPRA post office box.

Pete Ewing
WPRA Board Member



The Pasadena Neighborhood Coalition

An Association of Associations

Residents of Pasadena have historically been active in their neighborhoods, but modern society tends to emphasize isolation and individualism. The Pasadena Neighborhood Coalition plans to counteract that trend by encouraging the rebuilding of strong neighborhood involvement through the development of solid, well organized and meaningful associations. As the WPRA is an assembly of people concerned about the area we live in, the Pasadena Neighborhood Coalition is a collection of representatives from the many resident associations in our city.

Already, the PNC has been active in addressing certain citywide issues such as the Revision of the General Plan, the Neighborhood Revitalization Planning process, Anti-Graffiti programs, citywide paint collection and voter registration programs.

The PNC will soon be incorporated as a 501C3 Tax Exempt Organization, which should allow it to receive Federal Grant assistance as well as air time for both television and radio Public Service Announcements.

The WPRA representative to the PNC is Harold Sadring, and if you have any questions about this group or would like to become involved, he can be reached at (213) 681-0133.

For more information about membership or future activities, write the Pasadena Neighborhood Coalition at Post Office Box 70757, Pasadena, CA 91117.

710 Freeway Update



Memorandum from Katie Nack to the City Council . . .

DATE: September 11, 1992
TO: City Council Members, City Manager, Interested Persons
FROM: Vice-Mayor Katie Nack
RE: 710 MITIGATION COMMITTEE

The 710 Mitigation Committee held its first meeting on September 9, 1992. The primary purpose of the meeting was to begin discussions on mitigation measures to be added to those proposed in the EIS for decreasing the impact on the environment. This meeting reviewed the CHARGE to the committee and established the committee's operation process.

The committee decided to open the process to audience attendance by all wishing to attend and listen with an established time set aside after the dinner break, probably at 6:30 p.m., for public comment. The committee also agreed to a process allowing for calling upon observers with specific expertise or advisors to committee members to give input into the discussion as appropriate.

Brown Act Open Meeting requirements will be followed with meeting notices posted in each City Hall and in each Agency office.

Of primary concern, particularly to the South Pasadena members and the National Trust member, was committee membership. They requested an addition of one to three members to the Committee from among the following: the South Pasadena School District due to its potential student loss affecting their income, the Sierra Club and one other preservation group such as the Los Angeles Conservancy or another concerned with the area.

Action on this important issue was deferred until the next meeting to allow time for reflection and give the opportunity for further input.

A related issue raised by South Pasadena was whether LACTC and Alhambra, who loses no property, should have voting privileges.

Technical support for the committee was discussed. Caltrans staff will be available as well as each city's appropriate staff as called upon by its committee member. There was discussion of whether or not there might be resources available for outside consultant assistance. The issue of resource availability was left open.

Neither the Facilitator nor individual members will speak individually for the committee, but rather the committee will hold press conferences or prepare press releases for special announcements at the committee's direction.

Additionally, the group requested an open mailing list for any interested party as well as printed minutes from the Recorder.

Based on the Facilitator's recommendation, decisions will be made by voting after sufficient discussion has taken place with the hope and expectation that consensus will be reached on issues.

710 Mitigation Committee - One Observer's View

As a member of the public who has attended the two committee meetings open to the public, I thought I would give a short review of what has happened. What I am writing will be out of date before you read this so be sure to keep up on late-breaking developments in the local papers.

Upcoming meeting dates (subject to change):

Thursday October 22, 1992
Monday November 9, 1992
Thursday November 19, 1992
Thursday December 3, 1992
Thursday December 10, 1992
Thursday December 17, 1992

Time: Public Session 4 :00 p.m. to 10:30 p.m., with a break from 6:00 to 6:30 p.m. Watch newspaper for any changes in this schedule.

Location: The Pasadena Hilton

continued

Observer's Views continued:

The first meeting open to the public (September 24) was consumed with discussion of committee membership. The Sierra Club, various school districts, State Senator Arthur Torres, among others wanted representation on the committee. There were many complaints from the public that the membership was very heavily skewed to the transportation side. During this meeting both the representative of National Trust for Historic Preservation and the counsel for the city of South Pasadena made the point that Caltrans seemed to be using the representation of these two anti-freeway groups on the committee to give credibility to a committee where the outcome of any vote was a foregone conclusion. The following week the National Trust withdrew from the committee stating that their participation seemed meaningless in the face of such an unbalanced membership.

The second meeting (September 30) was open to the public during the second half, the first half having been devoted to a tour of the proposed freeway route for the committee members. It began at approximately 7:30 p.m. instead of the scheduled 6:30 p.m. This meeting was much less contentious, with a smaller public attendance than the first meeting. Many of the same membership issues were brought up. Not much actual business transpired.

At both meetings the audience seemed comprised of anti-freeway citizens from Pasadena, South Pasadena, Eagle Rock and other adjacent communities and pro-freeway citizens from Pasadena and Alhambra. There undoubtedly have been others there, but these seemed the principal groups.

In the course of the first three meetings a list of issues was developed for discussion during the next six meetings. There were more than 15 issues on this list, any one of which could take up at least one full meeting. These topics include residential and business relocation, historic properties, business tax base, noise levels, visual environment, air quality, traffic impact, hazardous waste and spills, full-bore tunneling to name but a few.

What impact will the recommendations of this committee have on the final decisions about the freeway? Or, given the length of its agenda, will it ever reach the point of making a final report. If you are opposed to the freeway, you should probably follow the proceedings of this committee carefully. If you are pro-freeway no need to worry, you are very adequately represented.

Leslie Clarke Gray
WPRA Board Member

Memorandum from Assistant City Attorney to Katie Nack . . .

SUBJECT: 710 FREEWAY

FROM: Ann Higginbotham, Assistant City Attorney

TO: Katie Nack

Date: August 10, 1992

The purpose of this memo is to give you the legal reasons that the land use and mobility elements need to assume that the 710 freeway is going to proceed, in preparation for your district meeting tonight.

On p. 4 of the mobility element is a paragraph discussing the status of the 710 freeway. It is listed as a funded project in the Regional Mobility element prepared by SCAG and LACTC and it also listed as a funded project in the State transportation improvement plan. Given these facts, we have to assume in our drafts and the EIR which is prepared for the, that this freeway will be built. To do otherwise would probably be held an abuse of discretion, because we are ignoring the facts that exist now. If it turns out that the feds do not fund this, which may or may not happen by the end of the year, we will of course have to analyze the environmental impact of a transportation system without the freeway, which is a much worse case scenario.

It is also important to keep in mind that we do not have any impact on whether the 710 gets built by using this assumption in our draft land use and mobility elements. We do not have any jurisdiction over the freeway, and the adoption of the general plan has no impact one way or the other on whether it does get built. It is not as if we are providing some kind of impetus for the project by our actions. I am concerned that if we adopt a mobility element which assumes that the 710 will not be built, it will be found legally inadequate for ignoring the facts as they exist at the time the documents were prepared. If the 710 is not funded, we can amend the mobility element at that time. Right now, however, we have to go with the facts that exist.

Draft General Plan - Mobility Element

FROM: Bob Brina, President, W.P.R.A.

The mobility element of the proposed General Plan, upon which we citizens will vote in early November, appears seriously deficient in addressing many of the traffic concerns of West Pasadena. There is no plan of any kind to reroute traffic from our residential streets and redirect that same traffic onto commercial streets. The draft General Plan does nothing to relieve the flow of commuter traffic funneled each day through our residential streets. The so-called "Plan" is a document devoid of ideas.

The deficiencies of the mobility element of the General Plan are not the result of mere inadvertence. The drafters of this element have, for reasons unclear, shown a studied disinclination to deal with the traffic issues in our area. Let us examine, for illustrative purposes, how the draft General Plan deals with Orange Grove Boulevard (from Colorado to Columbia Streets).

Despite the fact that Caltrans recently identified, in its Final Environmental Impact Statement ("FEIS") on the 710 freeway, the above-noted stretch of South Orange Grove as a "heavily travelled north-south" street, the draft General Plan prefers to ignore this reality and, instead, engages in "make-believe." Section 4.5 of the draft General Plan fails to list South Orange Grove (in its north-south configuration) as a principal mobility corridor. (Parenthetically, neither are Pasadena/St. John Avenues listed as principal mobility corridors in Section 4.5 of the Plan). Caltrans, in *this* case, knows better. As stated in Caltrans' FEIS, these north-south residential street currently function as "highways" to and from Columbia Street and the 210 freeway.

★★★★★

Cynthia Kurtz, the City's Director of Public Works, in her public relations campaign to promote the mobility element, insisted, at a recent General Plan meeting on August 10, 1992 at the San Rafael School, that, according to an "independent" study commissioned by the City of Pasadena and prepared by DKS Associates, dated 4/14/92, practically all of the traffic on South Orange Grove, Pasadena, St. John was *local* in character (i.e., not commuter traffic). Ms. Kurtz labors under a misapprehension.

WPRA knows better. Representatives of the WPRA met not less than four times with DKS Associates before their draft study was produced. Cynthia Kurtz *never* attended any of these meetings. DKS Associates agreed to — and did in fact

— amend their report, at the behest of the WPRA, ;to reflect, the fact that their earlier draft opinion (that such North-South traffic on South Orange Grove, Pasadena and St. John was of local character) was patent nonsense. Apparently, Ms. Kurtz has never been informed by her colleagues of this revision to the DKS study.

★★★★★

In the Draft General Plan, in a section entitled, "Reduce Auto Traffic on Central Streets" (Mobility Element, § 4.6. at page 25), of all the streets listed therein as deserving of relief, *no* mention is made of South Orange Grove, Pasadena, and St. John. This is more than "passing strange" since according to Caltrans, these streets bear the brunt of north/south commuter traffic. (See, e.g., *FEIS*, Vol. I at III-23) ("In Pasadena, between Columbia and California Avenue, Pasadena Ave./St. John is operating at an "F" level of service during peak traffic periods.") Furthermore, according to Caltrans, South Orange Grove Boulevard, between Pasadena freeway and Del Mar Blvd., is operating at levels of service at "E" & "F" during peak traffic periods. (*FEIS*, Vol. I at III-23.)

By pretending that no commuter traffic problems of a nonlocal character exist on Pasadena, St. John and South Orange Grove, by failing to admit that such streets currently serve as mini-highways, by ignoring Caltrans' own statements about the alleged low levels of through-traffic efficiency on these streets, Ms. Kurtz and her mobility element seem to be addressing the problems of some other city. This was especially evident at the August 10th meeting on the General Plan. Ms. Kurtz could not comprehend the audience's desire to discuss *traffic* issues.

Ironically, in the City of Pasadena's own proposed Draft General Plan (in Figure 6 at p. 27), South Orange Grove Boulevard is one of the streets depicted as deserving of "Reduced Auto Traffic on Streets" (indicated in Figure 6 by drawn arrows). No mention of South Orange Grove, however, appears in the streets named in the *narrative* section to receive the proposed traffic mitigation (See, e.g., § 4.6 entitled "Reduce Adverse Impacts of through Traffic & Control Flows into Designated Corridors".) Figure 6, in addition, indicates that somehow, Pasadena and St. John Avenues will flow into a "smart corridor." West Pasadena needs to have residential streets that look and feel residential in terms of traffic volumes. Ms. Kurtz can keep her smart corridors.

Arroyo Update

Many of you that live near the Arroyo or spend recreational time there, will be pleased to know that soon the Lower Arroyo between the Colorado Street and La Loma Bridges will flourish once again. This is being done by the City of Pasadena and Browning Ferris Industries (BFI) as a joint program to reestablish the streams in this area. Water will be diverted from the flood channel. Commencing this month, thirty acres will be planted with native species. According to the Arroyo Seco Council, the goal of this restoration "is to reestablish a naturally sustainable ecosystem that can withstand the cycles of nature and the harsh conditions imposed by the presence of the flood control channel." The Arroyo Seco Council is always in need of volunteers for the ongoing enhancement of the Arroyo. If interested, please call 577-9033.



Guidelines for Street Tree Planting

As residents of Pasadena, we are most fortunate to live in a city where trees are so prevalent. The majority of us reside in neighborhoods where trees that border the street in front of our homes are city trees. The city does and will replace any dead or diseased street trees.

However, a property owner also has the option to do his or her own replacement. There is a required procedure to follow and please note there are very specific plans for each street as to what type of tree can be planted. The procedure is as follows:

- * To secure a permit, take your homeowner's insurance policy to the Fire Department, 175 North Marengo Avenue.
- * The cost is \$230.00
- * After one year \$200.00 is refunded if the city inspector approves of the owner's care and maintenance.
- * Also, *before* a tree can be planted, the Forestry Department must inspect and approve the area and soil.

It is advised that before you hastily do *anything* to those street trees in front of your home, be they dead or alive, that you first contact the City Street Maintenance offices and ask for Fred Brito. 405-4321.

Barbara Dahn
WPRA Board Member

Gift Wrapped Litter

According to the City Code Sections 5.20.060, 5.20.070 and 5.20.080, distributing and posting advertisements upon private property is illegal. Of particular annoyance the past six months are the plastic "packages?" dropped on sidewalks, lawns and driveways in the La Loma-Bellefontaine-Arroyo area of our district. These bags are filled with a handful of white rocks (to create weight) and contain fliers advertising professional oriental gardening services. They are sealed in clear plastic. Not only is such distribution illegal, it is highly wasteful environmentally, and it litters our neighborhoods.

What to do? With city budgets and law enforcement cutbacks what they are, this matter is a low priority for punitive follow-up. However, Section 5.20.100 says that if a person doing such actions has a license or not, he faces a misdemeanor: Conviction is a fine not to exceed \$300 or imprisonment not to exceed 3 months. You can do something, however. Call Code Enforcement. Joe Russ at 405-4149 will take your report. His call will carry more "punch" than yours since the littering is probably occurring on city property.

Another person you can contact is Valerie Moss at 405-4166. This is the Business License Department.

Mary Prickett
Secretary, WPRA

ASSOCIATIONS REGARDING THE 710 FREEWAY

Our WPRA members have a wide range of concerns and opinions in regards to the completion of the 710 through our neighborhood. In our newsletter, we will strive to keep our membership as informed as possible. As we come across groups or associations that support or oppose this matter, we will list them for your information. One such group is:

NO 710
Neighbors Opposed to the 710 Freeway
Post Office Box 50204
Pasadena, CA 91115-0204

(818) 799-9819



Calendar of Events for Our Neighborhood

OCTOBER

- 24 UCLA vs Arizona State, Rose Bowl, 577-3100
- 25 Huntington Memorial Hospital, Fall Food and Wine Festival, 397-3241

NOVEMBER

- 1-15 "Confrontations and Dialogues: The Figure in Photography",
Norton Simon Museum of Art 449-5840
- 3 **VOTE TODAY - 7:00 a.m. to 8:00 p.m.**
- 7 UCLA vs Oregon State, Rose Bowl, 577-3100
- 8 Rose Bowl Swap Meet, Rose Bowl, 577-3106
- 11 "Route 66" 66th Anniversary Rendezvous Along Route 66 in Pasadena
(Fair Oaks), (714) 593-4064
- 21 UCLA vs USC, Rose Bowl, 577-3100
- 22 Anniversary Flea Market, Rose Bowl, 577-3100
- 29 Doo Dah Parade, Old Pasadena, 796-2591

DECEMBER

- 5, 6 ABC Regional Swim Meet, Rose Bowl Aquatic Center, 564-0330
- 13 Rose Bowl Swap Meet, Rose Bowl, 577-3106

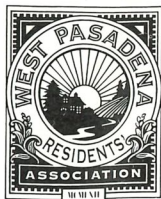
LOOKING AHEAD TO 1993

FEBRUARY

- 6 "Summer Opportunities Fair" Westridge School, 799-1153

APRIL

- 21 **WPRA Annual Meeting - Mark your calendars now!**
- 24 Arroyo Seco Earth Festival, Arroyo



**West Pasadena
Residents' Association**

Post Office Box 50252
Pasadena, CA 91115-0252

Bulk Rate
U.S. Postage
Paid
Permit No.740
Pasadena, Ca

Pasadena Historical Society
Library
160 North Orange Grove
Pasadena, CA 91103

Rose Parade and Game Tickets

Once again I will share the opportunity to take part in the Tournament of Roses with residents of District 6. To enter your names in a drawing for *either* 2 complimentary Rose Parade seats, *or* the opportunity to purchase 2 Rose Bowl tickets (seat location vary from the 40-yard line to the end zone), please send your request to: Council Member Kathryn Nack, 277 South Grand Avenue, Pasadena, CA 91105 by November 23, 1992.

Write "Parade Seats" or "Rose Bowl Game" on the envelope and include a self-addressed stamped business size envelope. Rose Bowl ticket requests **MUST INCLUDE A CHECK FOR \$92** (two tickets at \$46 each, to be returned if you are not selected) made out to City Council Member Kathryn Nack.

Tickets will be distributed after December 10th. This offer is made for residents of District 6, only, one request per household for your family's use and may not be resold. If you have any questions, please contact my Field Rep. Betty Ho, (818) 799-1925. For information about handicapped-accessible viewing for the parade, contact Robert Gorski, (818) 405-4216.

West Pasadena Residents' Association

1992-1993 Board Members

President:	Bob Brina	(310) 552-3400
Vice President:	Mary Leader	(818) 793-8039
Secretary:	Mary Prickett	(818) 441-4372
Treasurer:	Carolyn Naber	(818) 795-7675

Board Members:	Jim Bridges	Toby Harder
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	Rick Cline	Lyn Miller
	Barbara Dahn	Harold W. Sadring
	Pete Ewing	John Van de Kamp
	Leslie Clarke Gray	Virginia von Hasseln
	Shahen Hairapetian	Fred Zepeda
	David Hamlin	

Advisory Board:	Clair Bogaard	Donna Secundy
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	Thomas D. Seifert	Randy Wilson