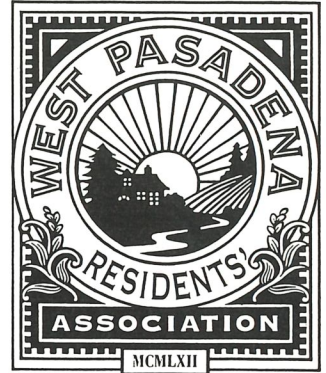


West Pasadena
Residents' Association

NEWS



Established 1962

No.35

Spring 1993

Traffic Calming

We have reached a crisis in mobility here in Southern California. Our freeways are jammed and our neighborhood streets are increasingly dominated by the car rather than playing children. Yet we still demand the absolute highest degree of mobility; we want to get there in a straight line, as fast as possible, in our low-occupancy vehicle. Clearly, we have some urgent, important, choices to make about transportation projects and traffic management decisions that will influence which direction we take. But in order to make informed decisions, we must all be exposed to more education in transportation planning so that we are aware of our choices and the pros and cons of each.

There is a whole new philosophy that is reaching ground swell proportions in Europe and Australia (Australia is even more wedded to the automobile than Los Angeles). Up to now, the goal for planners has always been to increase speeds and find ways to accommodate more volumes of traffic. The new philosophy is the opposite.

Its goals are to deliberately increase travel times, create a less dense network of main roads, and give other functions priority over motor traffic so as to diminish the car's dominance. Many new traffic management techniques have arisen out of this philosophy, and one term for these techniques is "Traffic Calming".

continued on next page

W.P.R.A. Annual Meeting

All residents of the area are invited to attend.

W.P.R.A. membership boundaries are Fair Oaks on the East, Colorado on the north and the city limits on the south and west.

Wednesday, April 21, 1993

Federal Building (Vista del Arroyo Court House)

125 South Grand Avenue

7:00 p.m. social hour

7:30 p.m. meeting

Agenda

1. William C. Reynolds, Director, Housing and Development Department, City of Pasadena will speak on development activity affecting our area. He has been a resident of southwest Pasadena since 1976.
2. Edward M. Szynaka, Director, Department of Information Services, Pasadena Public Library, will speak about the current financial crisis at the library.
3. Update on 710 Freeway.
4. Discussion, question & answer session.

This is a great opportunity to meet and exchange ideas with others who are interested in issues affecting our neighborhood. We look forward to seeing you.

Traffic Calming, continued

Traffic Calming is a concept which originated in the Netherlands as a way to fight the destructive effect of traffic on old urban communities. The techniques also offer the means to encourage more community life by turning streets into more pedestrian-friendly environments. For example, one simple technique is to continue the pavement, and even the elevation of the sidewalk, into the crosswalk which tells the motorist "people have rights over this space first". There are many more creative techniques that are designed to "traffic calm" both neighborhood and arterial streets.

The main thrust of this new "Third Motor Age of Thinking" is that it is not a god-given right to get from point A to point B in a straight line, as fast as possible, in your low-occupancy vehicle; that wide-open spaces for pedestrians and bicyclists, and quiet, safe, neighborhood streets are more important than that degree of mobility. Another thrust of this thinking is, as one traffic engineer put it, that trying to cure congestion by adding more capacity to roads and highways is like trying to cure obesity by loosening your belt.

This new philosophy is being offered as a way to "win back the cities" and I think that Pasadenans should be exposed to it so they can decide if it has any merit.

This article was written by Lorna Moore. For more information please call her at (818) 441-7785.

TRAFFIC CALMING UPDATE: Lorna Moore presented this concept to the City of Pasadena in early February and received approval for speakers on this topic to be included in the on-going General Plan speaker series.

In April or May there will be a half-day workshop, a Transportation Symposium. Walter Kulash, a expert on traffic calming, is the probable speaker. Traffic calming and other traffic mitigation techniques will be addressed. Watch the mail and the Pasadena Star News for time and place.

Pasadena Blue Line

by *Shahen Hairapetian*

Scheduled for completion in late 1997, the Pasadena Light Rail Transit (known also as the Blue Line) will link Pasadena with the proposed 300 mile Los Angeles County rail transit system. Other than sales tax revenues and approximately \$34 million from electric bonds, no other local Pasadena funds will be used in the construction of the line. (The proceeds of the electric bonds will be paid back by surcharging the county on the electricity it would purchase to run the trains.)

The 13.6 mile line will begin in Union Station downtown and end at Sierra Madre Villa Avenue, running a total of 5.5 miles within Pasadena's city limits. 50,000 to 75,000 passengers per day are expected on the Los Angeles-Pasadena line by 2010. Each train is expected to have two to three cars, each holding up to 230 passengers (sitting and standing combined) and operate from 6 a.m. to 1 a.m., arriving at least every 15 minutes.

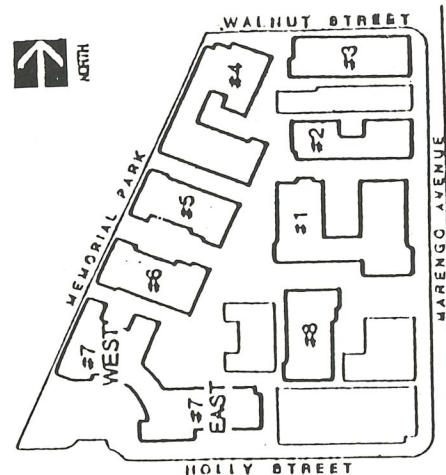
"Pasadena will not get a portion of the revenues from the operation of the line, or be responsible for its operating expenses," according to John Cafarella, the Pasadena's Principal Engineer on the project. Pasadena's main benefits will be less automobile congestion, increased exposure of Pasadena to those who do not reside in Pasadena, added commuting convenience to residents, and possibly increases in Pasadena's sales tax revenues.

Buses and shuttles will be used to take people to the stations planned for Pasadena. Out of the six stations planned for Pasadena, the three stations in western Pasadena will be the Fillmore Street Station (California at Fair Oaks), the Del Mar Boulevard Station (Del Mar at Fair Oaks), and the Memorial Park Station (Arroyo Parkway at Colorado).

The Memorial Park Station will be located in Old Pasadena and will be inside the JANSS project. The JANSS project is a proposed residential-commercial development by the JANSS corporation and is expected to include 374 apartment units and 11,000 of retail stores (possibly including upscale supermarkets) located in the area between Marengo & Memorial and Walnut & Holly.

The Blue Line is expected to come into Old Pasadena by way of a \$50 million tunnel recently approved by the City Council. The tunnel would be about 20 feet below Colorado Boulevard, from Green Street to Holly Street. Holly Street is expected to be closed to vehicle traffic permanently after the station is built, but will continue to be open to foot traffic.

Although the Fillmore Street and Del Mar Boulevard Stations are expected to be ground level stations, Mr. Cafarella stated that an important goal in the design of those stations is to preserve the view of City Hall from Fair Oaks. The City is still accepting suggestions for the design of those stations and those interested may contact City Hall.





MAIN ENTRY & HOLLY STREET



PASADENA LIGHT RAIL TRANSIT

Concept The Pasadena Light Rail Transit Line is a link in the overall 400-mile Los Angeles County rail transit system which was approved by the voters in 1980 as part of Proposition A. Proposition A provided a half-cent sales tax increase for public transit in Los Angeles County.

Funding The entire Los Angeles-Pasadena rail line will be constructed and operated with funds voted through Proposition A, C and 108. State and local funds will finance 50% each. No Federal funds will be used in construction of the project.

Pasadena Route and Stations

- *Northward* along the Santa Fe Railway right-of-way between Raymond Avenue and Arroyo Parkway with stops at Fillmore Street, Del Mar Boulevard and Holly Street.
- A Transportation Center and an 800 car park-and-ride facility will be located at Del Mar Boulevard
- *Eastward* in the median of the 210 Freeway with stops at Lake Avenue and Allen Avenue.
- *Terminus* at Sierra Madre Villa Avenue in East Pasadena. There will be a 1,000 car park-and-ride facility at this location.

CIVIC CENTER WEST
PASADENA
MARENGO BLOCK
JANSS CORPORATION
ARCHITECTS • VAN TILBURG & PARTNERS • LAYERS & ASSOCIATED • GARDINER & GARDINER



Technology Light Rail Transit. Electric current from overhead wire. Standard gauge tracks. Separate right-of-way. Boarded from platforms that are open sided and are 300 feet long, 3½ feet high and 10 to 14 feet wide, covered by canopies that are 9 feet above the platform.

Length of Light Rail • *Union Station to East Pasadena:* 13.6 miles
• *Within Pasadena City Limits:* 5½ miles.

Passengers 124,000/day total Long Beach-Pasadena (Year 2010 estimate); 50,000 to 75,000/day downtown Los Angeles-Pasadena segment (Year 2010 estimate).

Each Train 2 to 3 90-foot long cars, each holding up to 230 passengers sitting and standing.

Frequency of Trains 6-9 minutes in each direction during rush hours; 15 minutes other times.

Hours of Operation 6:00 a.m to 1:00 a.m.

Fare System Open Boarding: tickets purchased prior to boarding from vending machines, random checks of tickets by transit personnel.

Fare Equivalent to RTD express fare for same route and time.

Catenary Height (overhead wire) 14' to 18' above track rail.

Completion Scheduled for completion in late 1997.

For further information, please call John Jontig at (818) 405-4074.

Bungalow Demolition?

The Vista del Arroyo grew from Mrs. Bang's Boarding House to one of Southern California's great resort hotels in the early part of this century. It consisted of the "tower" and twenty bungalows. The bungalows vary in size from one and two story single family houses to two, three, and four story units. The site was taken over by the U.S. Government during World War II and used as Mc Cornack Hospital. Following the War, the bungalows were closed and the tower was used for federal offices until the early 1970s when it too was closed and a federal guard posted.

In the mid 1970's, Judge Richard Chambers and Judge Walter Ely approached the West Pasadena Residents Association with the proposal to use the tower for the United States Court of Appeals, Ninth Circuit. They promised the neighborhood that "we would not know that the court was even here" and that only a few Judges and their small staffs would be in the tower. They proposed to use the Del Rosa lot for parking and maintain one of the two parking lots in front of the tower. The other lot was to be landscaped.

There were hearings and EIRs, and GSA argued that the rest of the tower should be rehabilitated for other local federal agencies, such as the Park Department. The Judges went directly to Congress and were appropriated 9 million to rehabilitate and restore the tower.

At this point - the late 1970s - a Memorandum of Agreement (MOA) was signed by the Office of Historic Preservation, the GSA, and the Advisory Council On Historic Preservation (a federal agency with its members appointed by the President of the US to review impacts to federal historic properties). This is VERY IMPORTANT because this MOA is suppose to be legally binding and Pasadena Heritage, the Office of Historic Preservation, the City of Pasadena, and the Advisory Council have respected it. Under the terms of the MOA, GSA had the right to demolish two of the bungalows in order to construct a loading dock behind the tower - but, in exchange, they agreed to protect the other bungalows. This MOA is still in effect - although its exact legal status is unclear.

Once in the tower, the Judges began talking about "the outbuildings" or "shacks" and lobbied GSA to have all of them, except the Maxwell House, demolished. The City of Pasadena's Urban Conservation Department, the WPRA and Pasadena Heritage all argued regularly for the preservation of the bungalows. Senator Cranston's office and Congressman Roybal supported - most of the time - the neighbors and the City.

Then Judge Dorothy Nelson decided upon the Western Justice Center concept - a legal "think tank" for lawyers and non-profits. She suggested that all 17 bungalows be transferred to the Court for her legal center. The neighbors, Director Bogaard, the City (Judith Weiss and Urban Conservation) were uncertain that the Western Justice Center would ever be a reality. The neighbors still argued that the 17 remaining bungalows should be sold for housing.

In the mid 1980s, there were many meetings at the City with Judith Weiss, Director Nack, WPRA (Randy Wilson and Tom Siefert) some of the immediate neighbors (Bob Takata) the Judges, Congressman Morehead's staff, and others to discuss the so-called parking problems. After many meetings, the general feeling seemed to be in favor of a compromise - a mixture of the Western Justice Center campus and restored bungalows for residential use. MANY schemes for parking were investigated and most agreed that the best parking was in the Del Rosa lot. GSA said that they could not/would not ask for an appropriate for a second underground level until the need arose.

Eventually, GSA decided to auction the eight bungalows to the north as "excess property". This parcel was purchased by Dr. Batra who has continued to hold the property.

The four bungalows in the center of the property were transferred to the City of Pasadena by GSA for a "public purpose" for the greatly downsized Western Justice Center.



Which brings us to the five bungalows around the tower. The Judges have continued to press GSA to demolish the five for security reasons or for parking or whatever. GSA finally capitulated and began a process of "disposition" (meaning: demolition) of the bungalows. In March 1991, GSA commissioned the study of the five bungalows. The study known as: The Alternative Reuse Feasibility Study for the Vista del Arroyo Hotel Bungalows, Pasadena, was prepared for GSA by Thirtieth Street Architects, Inc. of Newport Beach. The logical conclusion of the study is that the five bungalows should be rehabilitated and they lend themselves well to an office conversion. One is in need of substantial work but the other four appear to be in good condition. This is not the only study of the bungalows. Many architects and developers and engineers have toured the site and have come to the same conclusion.

Still, under pressure from the Judges, the General Services Administration presses on for a demolition alternative. The Advisory Council On Historic Preservation and the Office of Historic Preservation are not happy - nor is Pasadena Heritage or many of the neighbors.

Claire Bogaard, *Pasadena Heritage*

Library Crisis

Several underlying beliefs have been central to the Task Force as it has gone about the business of investigating possible ways of stabilizing the Library's funding base.

First, the quality of their library is important to the citizens of Pasadena. Although the per capita cost of operating Pasadena's Library System is higher than that of many other comparable cities, the high level of benefit received by its residents and their ongoing (and increasing) demand for Library services indicates their unwillingness to settle for less than they have enjoyed for so many years.

One of the reasons why Pasadena residents do feel so strongly about their Library is the Library's tangible presence in Pasadena's neighborhoods through the Branch Libraries. By design, no residence in Pasadena was supposed to be more than one mile away from a Library: people could walk to their neighborhood Library. This was, in essence, a pact the City of Pasadena made with its citizens more than 40 years ago.

There is no more positive, visible representation of City government in the neighborhoods than the Branch Libraries. Residents feel a pride and a proprietorship toward the Branch Libraries that is not felt toward other City services.

The Branches provide a unique perspective on the neighborhood in which they are located. The languages spoken in the neighborhood are reflected in the Library's collection, the needs of the neighborhood are recognized in the special materials and programming offered at the Library, and the quality of life in the neighborhood is enhanced because of the Library's presence.

The Library represents an oasis in neighborhoods where crime and poverty create a climate of negativity. Likewise, the Library works steadfastly with neighborhood schools to raise the level of literacy in the community.

For these reasons, the Task Force felt strongly that the continuing vitality and viability of the entire Library system, including all Branch Libraries, would be a necessary element in any recommendations on alternative financing.

Recommendation for Financing the Pasadena Public Library System

Executive Summary

Mission of the Task Force

The Pasadena Public Library Commission appointed a Citizens' Task Force on Alternative Financing to investigate the possibility of establishing an alternative source of financing for the Pasadena Public Library system. This was done in response to the recent reductions in City's General Fund revenues and in anticipation of further reductions in the future. At present, the City's General Fund is the primary source of financing for the Library.

Premises

The Task Force considers the need to investigate alternatives

to continued financing of the Library system from the City's General Fund to be based on the following premises:

1. Due in large part to State preemption of revenue sources, cities throughout California have lost the ability to influence large portions of their General Fund revenues
2. Further reductions and instability in those revenues could compel drastic reductions in various services in Pasadena which inevitably would include the Library
3. Recent years have seen serious and substantial reductions in Library services such as hours of operations and acquisitions
4. Additional reductions in Library services probably cannot be accomplished without having a serious adverse, fundamental and permanent impact on the extraordinary educational and cultural legacy which the Pasadena Public Library represents
5. By the very nature of its services and operations, the Library system is particularly suitable for financing through a dedicated independent funding source

Guidelines

During the initial stages of its investigation and deliberations, the Task Force developed a set of basic guidelines by which any financing program would be evaluated. Those guidelines are as follows:

1. The desired level of Library services to be financed would be that which was provided in 1989. It is estimated that approximately \$7.1 million dollars would be required in the initial year
2. Funds raised would be dedicated to, and be available **exclusively** for, the operation of the Library
3. Funds produced should be stable and predictable as well as being capable of meeting any future rise in the cost of providing that established level of service
4. In terms of the burden the recommended funding source would constitute, consideration would be given to both benefits received from the Library and ability to pay
5. The new funding program should be capable of being implemented for the 1994 budget cycle and not present undue difficulties at its inception
6. The Library will continue to be a department of the City of Pasadena

Other criteria and objectives evolved and were incorporated as the Task Force investigated a wide range of alternative financing options.

Recommendation

At the conclusion of its investigation and deliberations, the Task Force reached unanimous agreement on an alternative financing program of which the following are the essential elements. Being a special tax, the measure would require approval by two-thirds of the voters in a special election.

continued on next page

Library Crisis, continued

1. An annual special tax in the following amounts to be levied on the indicated classifications of real property in the City
 - a. \$96 on each single family house or condominium unit
 - b. \$60 on each residential unit of a multi-unit building which is not a condominium
 - c. \$0.10 on each square foot of improvements on non-residential properties in the City which do not now qualify for an exemption from ad valorem taxation
 - d. For those properties in the City which now qualify for an exception from ad valorem taxation:
 - (1) A full exemption for houses of worship and community service organizations
 - (2) \$0.06 on each square foot of improvements on properties of hospitals and private schools offering instruction through high school
 - (3) \$0.10 on each square foot of improvements on properties of other types

The special tax revenues would be dedicated **exclusively** for the funding of Library operations and would be collected by the Los Angeles County Tax Collector on the property tax bills.
2. The special tax amounts would be indexed and adjusted annually based on the lower of the change each year in the consumer price index or the rate of change in per capita income in Los Angeles County.
3. Owners of properties could qualify for exemption from the levy based on their meeting the household income criteria established for the City's "Lifeline" utility tax relief program.
4. The support services currently provided by the City outside of the present Library budget (e.g. personnel, financial and legal) would continue to be provided on that basis and would not be funded by the special tax.
5. Library budgets would be forwarded to the City Manager after first obtaining a recommendation for approval from the Library Commission.
6. Prior to the special election, it is recommended that the City Council publicly announce the priorities which would govern the allocation of any General Fund revenues made available by the alternative Library financing program.

Based on discussions with City staff, the Task Force believes that a special election can be scheduled and, if successful, other requirements fulfilled in time to implement this special library tax for the 1994 budget year.

Actions Required

In order for this alternative funding program to be implemented as recommended, it will be necessary, not later than March 15, 1993, for the measure to be drafted in final form and for the City Council to call a special election. To enable the Los Angeles County Tax Collector to collect the special tax revenues, it will be necessary to begin compiling, prior to April, the necessary parcel-specific data by which individual levies would be computed.

Task Force Mission and Membership

Task Force Mission

The majority of the current Library financing is provided through the City's General Fund. In recent years, those General Fund revenues have become a less reliable and stable. In June of 1992, the City Council authorized the Library Commission to create a citizen's task force to investigate the feasibility of funding the operations of the Library system by a means other than is presently accomplished through the General Fund. The exact mission and objectives of the Task Force as established by the Library Commission are presented in Appendix 1.

The Task Force was charged with reviewing the widest possible range of options and submitting its recommendations to the Library Commission for review. Any recommendations requiring City Council action would be forwarded to the Council by the Commission. The Task Force established February 16, 1993 as the target date for the submission of its report and recommendations to the Commission.

Membership

The Task Force is composed of ten members, each with a particular field of expertise and a strong dedication to the principle of preserving the highest level of Library service for the City. The members are as follows:

Ross Selvidge, Co-Chairman
John Kennedy, Co-Chairman

Michael Beachman
John Crowley
Bill Galloway
Kathy Padilla

Ed Shutman
Tony Thompson
Marge Wyatt
Cathy Brooke, Ex-Officio





Calendar of Events for Our Neighborhood

APRIL

- 3 Pasadena Fun Fest, Reggae concert & car show, Rose Bowl, (818) 796-1172
- 11 Flea Market, Rose Bowl, (818) 577-3100
- 18 Greek Festival, Brookside Park, (818) 577-7603
- 21 **WPRO Annual Meeting (7:00pm) at the Federal Courthouse at 125 S. Grand Avenue**
- 24 Earth Day and Arroyo Seco Earth Festival, Arroyo, (818) 792-2442

MAY

- 9 Flea Market, Rose Bowl, (818) 577-3100
- 22 Canine Frisbee Contest, Brookside Park, (818) 780-4913
- 22-23 Water Polo, Women's Tournament, AAF Rose Bowl Aquatic Center, (818) 564-0330

JUNE

- 5-6 Kennel Club Dog Show, Brookside Park, (818) 792-0784
- 5-19 Senior Citizens' Olympics, AAF Rose Bowl Aquatics Center, (818) 564-0330
- 12-13 Water Polo Men's Summer Camp, AAF Rose Bowl Aquatics Center (818) 564-0330
- 13 Flea Market, Rose Bowl, (818) 577-3100
- 19-20 LA Raiders/LA Rams Charity Game, Diamond #1 Jackie Robinson Park, (310) 276-3028
- 25-27 SPA Outdoor Diving Championships, AAF Rose Bowl Aquatics Center (818) 564-0330
- 26 Pasadena Pops (under the stars) at the Rose Bowl, (818) 795-0853

JULY

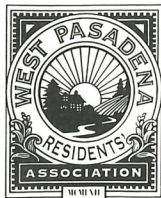
- 4 4th of July Celebration, Rose Bowl, (818) 577-3100
- 11 Flea Market, Rose Bowl, (818) 577-3100
- 17 Pasadena Pops (concert and picnic under the stars) at the Rose Bowl, (818) 795-0853
- 30-31 Junior Olympics Swim Meet, AAF Rose Bowl Aquatics Center, (818) 564-0330

AUGUST

- 4-9 Junior Olympics Diving Meet, AAF Rose Bowl Aquatics Center, (818) 564-0330
- 8 Flea Market, Rose Bowl, (818) 577-3100
- 21 Pasadena Pops (concert and picnic under the stars) at the Rose Bowl, (818) 795-0853

We Need Your Help!

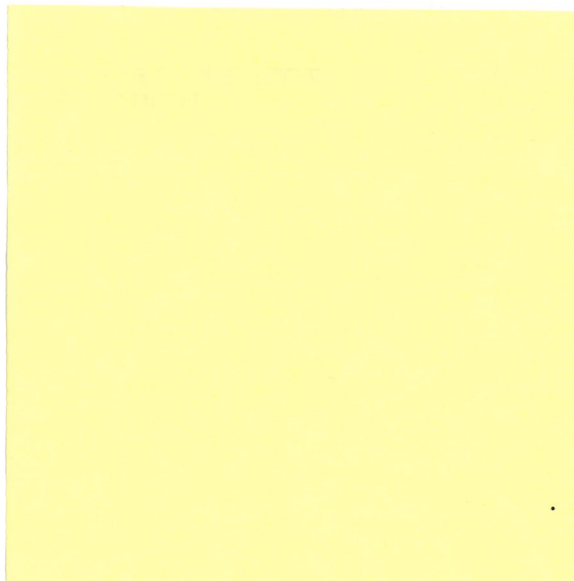
We love our neighborhood... the beautiful trees and the historic homes. It's the western gateway into our city. WPRO members are you and I... neighbors sharing this love of our neighborhood and sharing our desire to keep (and maybe improve) the high standards we have worked so hard to maintain. If you have an interest in working with the City of Pasadena regarding our westside of town, or if you are interested in preserving the Arroyo Seco, solving our traffic problems, or working on the newsletter, (to list only a few of our concerns) WPRO could really use your help. If you are willing to attend one board meeting a month and help with projects as they come up from time to time, please call Bob Brina at (310)552-3400 or Mary Prickett at (818)441-4372. Your interest in our neighborhood is your only qualification. We'll fill you in on the details. It's a great opportunity to serve and along the way, to get to know your neighbors and our neighborhood.



**WEST PASADENA
RESIDENTS' ASSOCIATION**

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Membership Renewal Time!

This is the time of year to renew your membership in the West Pasadena Residents' Association. The cost is \$15.00 per year (or a much appreciated donation of \$30.00 per year). For this you receive our newsletters, notices of our annual residents' meeting, and notices of any other City of Pasadena matters that affect us in our area. Most importantly, your dues are vital to keeping this association a strong and effective force for helping our neighborhood.

If you have never joined WPRA, we encourage you to do so and become involved. If you are one of our many longtime members, we appreciate your membership renewal. You can mail your membership dues in the enclosed envelope.

If you have a question about your membership status or any other question about our group, please feel free to call Carolyn Naber at (818) 795-7675. Thank you for your support!

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 | Shahen Hairapetian |
| | Margaret Campbell | David Hamlin |
| | Sandra Chillingworth | Frank Jameson |
| | Rick Cline | Harold W. Sadring |
| | Barbara Dahn | John Van de Kamp |
| | Pete Ewing | Virginia von Hasseln |
| | Leslie Clarke Gray | Fred Zepeda |

| | | |
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| Advisory Board: | Clair Bogaard | Donna Secundy |
| | Jane Ellison | Annette Serrurier |
| | Lyn Miller | Randy Wilson |
| | Thomas D. Seifert | |