

## West Pasadena Residents' Association

# NEWS

Established 1962

Winter 1995

Pasadena, California

### ANN-MARIE VILICANA HOSTS MEETING FOR DISTRICT 6 RESIDENTS

On Tuesday evening November 21, District 6 City Councilmember Ann-Marie Villicana held a meeting to update district residents on current city issues. The well-attended meeting, held in the second floor press boxes of the Rose Bowl (one of the rare occasions when this venue has been opened to the public) was the second such meeting she has held. District 6 residents were invited to ask questions by calling in advance of the meeting to place their topics on the agenda.

The agenda and Ann-Marie's and/or her guest speaker's remarks on each topic follow:

#### ■ ROSE BOWL

Dave Jacobs, Rose Bowl General Manager: The 22.5 million dollar renovation project has received concept approval from the city and bond approval will be sought in December. The RBOC has begun an Environmental Impact Report and on December 7 there will be a committee meeting open to the public to receive input on this topic. (*Please see Rob Stebbins column on page 3.*) The renovation plan includes 10 new restrooms, 8 new concession stands, new seating, sound system and dressing rooms. The Rose Bowl very much wants to continue its relationship with UCLA and, in regards to an NFL team, Mr. Jacobs said he felt the Rose Bowl's best option was to present itself as a transitional venue. The major league soccer commitment should generate approximately \$320,000 in yearly revenue. Mr. Jacobs stated he is very committed to working with the neighborhood and the police, and that he is available for comment or complaint at the stadium phone number.

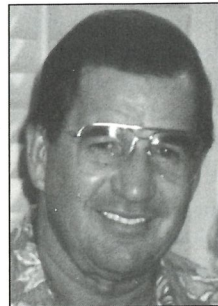
#### ■ CALTRANS CORRIDOR

**Property Management** - Since her election,

*continued on page 2*

## Both Sides Now . . . 710 Pro/Con

WPRA had asked Ann-Marie Villicana, District 6 City Councilmember to write on the 710 Freeway issue. Ms. Villicana asked Mr. Buchanan to write in her stead representing the Pro 710 stance. Mr. Buchanan, a resident of Bellefontaine St., is a property owner of historic buildings in Old Pasadena and can be reached about his views at (818) 796-2405. Lorna Moore, writing against the 710 Freeway completion, is a resident of Grace Hill, and chairperson of Eminent Reclaim. Questions or comments about her views can be directed to her at (818) 441-7785 or P.O. Box 50204, Pasadena, CA 91115. Both writers are members of WPRA.



Gene Buchanan

The controversy over completing the remaining 6.2 miles of the 710 Freeway has engaged Southern California for over 30 years. From the beginning Pasadena argued vigorously for completion of the freeway and still

strongly supports the freeway.

Today, we are closer to the reality of a completed freeway than we have been in 30 years, with the environment study process coming to a close. The route will course along the "Modified Meridian" path. The Mitigation Committee modified the plan which resulted in a down-scaling of the gap closure project as well as a significant reduction in its environmental impact. The actual freeway "footprint" was reduced and the interchange with the Pasadena Freeway was eliminated. Among the mitigation measures recommended and ultimately adopted by the California Transportation Commission was a measure that calls for the removal, rehabilitation and relocation on top of or near to the freeway route of ALL National Register properties in the freeway path.

The Environmental Impact Statement (EIS) documents show air quality will be improved with the freeway's completion and how seven deaths and 610 accidents

*continued on page 3*



Lorna Moore

So you think the proposed 710 Freeway Extension will reduce traffic in your neighborhood, get you to your boat in Long Beach quicker, and be an economic boon to Pasadena? While you're waiting for the bulldozers to

come in the year 2015, consider this:

. . . Caltrans March, 1994 modeling indicates that the 710 Extension will increase traffic volume on Orange Grove Boulevard just south of Del Mar by 6,000 cars daily, compared to the Low Build Alternative, impacting the already congested intersection at California Boulevard. Traffic volume on Del Mar just west of the freeway, which is lined by Greene & Greene homes and the Ambassador College gardens, will increase from 3,382 cars to 28,860 (not a typo) cars daily.

. . . A recent license plate match survey performed for the Southwest Pasadena Traffic Study shows that, of the traffic exiting the 710 "stump," 25% travels to the 710 at Valley Boulevard, 30% is destined for the 110 Freeway at Orange Grove, and the remaining 45% is headed for local neighborhoods in Pasadena, South Pasadena, and Alhambra. There will be **no entrances or exits** on the Extension between Del Mar

*continued on page 4*



## ANN-MARIE VILICANA from page 1

Ann-Marie has traveled to Sacramento and to Washington, D.C. on behalf of 710 Freeway issues. In Washington she met with Federico Peña, Barbara Boxer and the Director of the Federal Highway Administration about the condition of Caltrans-owned properties. There is now a plan in place to sell off excess property, with the funds generated going into a private trust which will be used to repair and maintain Caltrans-owned properties. A private firm will manage the trust. Sales are expected to be completed by September, 1996 and refurbishing completed by November, 1996.

**Southwest Traffic Study** - Victor Ell reported that, with the completion of the 710 Freeway years away, the study has focused on creative ways to make immediate improvement in neighborhood traffic conditions. Recommendations include: 1) Using signage to direct traffic away from residential streets onto business streets such as Fair Oaks, Raymond and Arroyo Parkway, 2) Stop signs on Orange Grove to slow traffic, 3) "NO RIGHT TURN" at the stub of the freeway at California Blvd. to direct traffic away from Orange Grove, 4) A traffic calming program on La Loma Road, which may include a recommendation to re-route the bus line.

There will be neighborhood meetings about the plan in January, 1996. It will come before the City Council in February and work can begin in March. Victor Ell will host a neighborhood meeting and Ann-Marie Villicana and Bill Thompson will host a joint District 6 and 7 meeting.

### ■ TRANSPORTATION

**Blue Line** - Ann-Marie reported she has been working hard to make sure the Blue Line happens. There is a special advisory group meeting with the MTA to find more cost-effective ways to construct the project and to reduce the budget from one billion to 700 million dollars. They will be using a process called peer review, consulting with experts in light rail construction. She said this reduction would not cause any decrease to safety or quality. The current goal is for construction to begin in September, 1997 with completion by the end of 1999. She also reported that the Blue Line horn tests had gone very well. Three tests were conducted, one at an even higher decibel level than will be used in Pasadena, and very few people reported even hearing the horn.

**210 Freeway** - The new Fair Oaks off-ramp from the westbound 210 freeway will be completed by September, 1996. The new

on-ramp from Fair Oaks to the eastbound 210 will be a "fast entrance ramp" to the car pool lane only.

**Parking Permits** - In response to complaints from residents about always having to have quarters available for parking meters, the city is looking into a system currently used in Laguna Beach where \$5, \$10 and \$20 card keys can be purchased for use in parking meters. The Parking Commission will discuss this proposal soon.

### ■ PARKS & RECREATION

**Neighborhood Schools** - Although the City Council has no jurisdiction over school district matters, Ann-Marie expressed her special interest in this topic and the mandate she felt from her constituents to help improve city schools. There is now a City Council advisory committee to the School Board of which Ann-Marie is a member. This joint group met on November 20 and committed themselves to a new program to deter truancy which they hope to have in place by March, 1996.

**San Rafael School** - Thanks to the efforts of an employee volunteer group from the Southern California Gas Company and District 6 residents Dennis and Shelley Lowe, the asphalt and cement have been removed from the San Rafael School playground to prepare for a new lawn this spring.

**Arroyo Seco Restoration** - Construction began November 13 with drilling of holes in the dam and channels to divert water to the natural stream bed. This phase should be finished by December 20 and in mid January grading of the stream bed will begin.

**Brookside Golf Course Fee Structure** - Ann-Marie said she received many calls after an erroneous new fee structure for Brookside was published in the newspaper. The correct fee increases are: resident/weekdays - from \$16 to \$21, resident/weekends - from \$20 to \$26, seniors-from \$10 to \$13. These fee increases will be implemented after July, 1996. Please note carts will be mandatory during peak hours.

**Shakespeare Festival** - Ann-Marie reported that the performances last August at Ambassador College were very well attended and the Shakespeare Festival would like to make this an annual event at Ambassador.

**Nature Conservancy Board** - Ann-Marie has been invited to serve on this board and feels this organization will be a good resource for the city.

### ■ FAIR OAKS / BIO-TECH CORRIDOR

The advisory board study continues as to whether blight, principally economic blight, is sufficient in this area to designate

it as a redevelopment zone. The study is expected to be completed by June, 1996. Ann-Marie feels the development of the bio/tech area would bring jobs and prestige to Pasadena.

### ■ UTILITY DEREGULATION

With the pending deregulation of public services Pasadena Municipal Services may cease to exist. The current system of combined utilities creates an artificially low rate for some services and future rates may go up substantially. A recent proposal before the City Council to increase water rates was narrowly defeated. Ann-Marie suggested that, rather than a permanent rate increase to pay for one-time capital improvements, the city look for creative cost-saving strategies. She encouraged residents to call Water and Power Dept. Manager Rufus Hightower with any suggestions.

### ■ CITY EFFICIENCY

Ann-Marie announced that Victor Ell has been hired to study whether the city is being run as efficiently and as effectively as possible.

### ■ CORPORATE SIGNS

Parsons and Countrywide, two corporations with their headquarters in Pasadena have long wanted to have signs on top of their buildings. Pasadena has banned such signs in the past, but will now allow them. Ann-Marie feels it is essential to allow businesses to promote themselves to maintain a

*continued on page 7*

## WHAT IS WPRA?

The West Pasadena Residents' Association is a nonprofit public benefit corporation devoted to charitable and educational purposes. All residents in the area bounded by Fair Oaks Avenue and Colorado Boulevard and the southern and western city limits are eligible for membership. WPRA publishes a tri-annual newsletter and holds public forums and other events to keep its constituency informed on city issues. It is operated by a Board of Directors elected at an annual meeting. If you are interested in becoming a member of the Board of Directors, please contact the president, Rob Stebbins at (213) 236-5163



# From Rob Stebbins, WPRRA President

To bowl or not to bowl, that is the question. According to the City Council, we have an answer to that 22 million dollar question: Bowl. As in Rose Bowl improvements, such as: new scoreboard and video board, sound system, installation of theatre-style seats, remodeling existing restrooms, concession stands, team dressing rooms and media interview room, and various accessibility improvements required by the Americans with Disabilities Act.

The vote to designate \$22 million for these improvements to attract "big" events was done with relatively little input from the community. I bring the topic of the Rose Bowl to our membership's attention because traffic congestion, noise, the occasional incident of vandalism, loitering, and/or too much party-making from larger events may affect our neighborhood, as well as usage of the entire Arroyo Seco from Devil's Gate to the San Rafael Bridge, and as such impacts all surrounding neighborhoods.

The debate over the Rose Bowl and the Arroyo Seco is being framed, on one hand, by those who want to optimize the use of unique city assets with money-earning capabilities, and on the other hand by those who want to preserve an orderly lifestyle and housing values. Our sister neighborhood associations would like WPRRA to join them in forming a common position regarding the various uses of the Arroyo Seco, most specifically, the number and type of large events held at the Rose Bowl.

Based on the findings contained in an Initial Study, it has been determined that a Mitigated Negative Declaration (available for review at the RBOC Administration Office at 1001 Rose Bowl

Drive, Pasadena, CA 91103), will be considered for adoption for the project, and initiates a 21-day public review process for the proposed Mitigated Negative Declaration (MND) from November 20, 1995 through December 11, 1995.

The RBOC holds its regular meeting on December 7, 1995 at 5:30 p.m. on the second floor of the Rose Bowl Press Box, located at 1001 Rose Bowl Drive, Pasadena, CA 91103, to take oral or written comments on the proposed MND. A special meeting of the RBOC will be held December 12, 1995 at 5:30 p.m., so that the RBOC can consider approval of the MND and a recommendation to the City Council to adopt the MND. The City Council intends to consider adoption of the MND, and to consider final approval for the proposed Rose Bowl Improvements at its regular meeting on December 18. This meeting will begin at 6:30 p.m., and will be held in Council Chambers, City Hall, Room 247, 100 North Garfield Avenue, Pasadena. If you challenge the environmental determination or the project in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or on written correspondence delivered to one or more of the hearing bodies at, or prior to, the public hearings.

The WPRRA should be involved in this community-wide activity. As your association president, I would like to be guided by comments from WPRRA members. Please fill out our questionnaire on page 7. Call (or write) me or other WPRRA board members to express your views on the usage of the Arroyo Seco and most specifically the Rose Bowl. I look forward to your comments. ◇

## GENE BUCHANAN from page 1

will be prevented by opening the freeway and getting the traffic off our residential and surface streets. Many cars passing through our city were eliminated from neighborhood streets with the 210 Freeway. Opening the 710 Freeway will likewise take cars that currently pass through the city off of our streets, ending the use of our residential and arterial streets as freeway substitutes.

The EIS concludes that the cost to society of NOT completing the freeway will be five times as great as the billion-dollar cost of completing the final section.

Critics have floated the idea of a "Low Build Alternative" to the freeway and have successfully delayed the process while this option is thoroughly studied. Numerous studies have already found the Low Build proposal to have little benefit for Pasadena city streets. The Low Build proposal would not reduce traffic volumes on Pasadena streets, but instead would only shift traffic from one street to another. Additionally, some of these traffic shifts would go against the City's General Plan Mobility Element thereby creating a conflict with adopted City policies.

When compared to future conditions with the I-710 Freeway, the Low Build proposal would leave City streets in much worse condition. The completion of the I-710 gap closure as envisioned in Pasadena's General Plan would remove about 5,000 peak hour vehicles from Pasadena city streets. These vehicles would not be removed under the Low Build proposal, leading to significantly worse levels of service and much longer delays when traveling on City streets. We saw during the last earthquake what happens in Southern California when gaps occur in the freeway system.

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**LORNA MOORE** from page 1

Boulevard and Huntington Drive in Los Angeles, and there will be no interchange with the 110. Therefore, 75% of the traffic that currently exits the stump will still have to. In fact, Caltrans plans to maintain the current one-way configuration on St. John/Pasadena Avenues as freeway frontage roads to accommodate the expected volumes. They are also considering implementing an S-curve in place of the T-intersection at Pasadena Avenue and Columbia in order to make an uninterrupted connection to Fremont, not only to accommodate the aforementioned traffic, but to increase capacity for the expected spillover traffic from the 710 during peak periods.

... Caltrans' Environmental Impact Statement (EIS) states that the purpose for building the freeway is to relieve the #2, #605, and #5 freeways by diverting trips to this corridor. Out of the 218,000 vehicles expected to travel the new 710, 50% will be trips that currently do not use this corridor. City of Los Angeles Redevelopment Agency documents state that they hope to divert at least 15% of their through-trips from the 5 Freeway to the Pasadena corridor.

... During Pasadena's General Plan revision process, the city hired Korve Engineering to model the Mobility Element with and without the 710 Extension. In an October,

1992 memo to the Public Works Director, they stated that, "Virtually all of the peak direction freeway links are projected to operate at Level of Service F (gridlock) in the future, with or without the I-710 gap closure," and that freeway volumes would be substantially higher with the 710. They stated that the highest volumes would occur where traffic will merge at the 134/210/710 interchange but would remain high even at the eastern city border.

... Korve's modeling indicated many problem areas on surface streets with the freeway completion, including but not limited to, a 37.2% increase in traffic on Colorado Boulevard at Fair Oaks, a 170.8% increase on Glenarm Street, a 206.6% increase on Villa at Altadena, an 87.4% increase on California east of Pasadena Avenue, an 1,140% (not a typo) increase on Orange Grove and Allen, and a 66.3% increase on Washington at Fair Oaks. Though it indicated decreases on Orange Grove and St. John, those numbers reflected the old design of the freeway which included an interchange with the 110. This data was never discussed with the community or the City Council as the 710 issue was a low priority.

... The slogan "Build Business, Build the Freeway" is a leftover sentiment predating the redevelopment of Old Pasadena. The

EIS predicted that the freeway extension would enhance Pasadena's proposed re-development project by giving it "a new large market area with good access from the south," and similarly, would enhance the city of Alhambra's planned redevelopment area by giving it "improved access from the north." Since then, Old Pasadena has been completed and has become a success without the freeway, but Alhambra's Santa Fe Specific Plan (2.4 million square feet of office and retail space straddling both sides of Fremont Avenue) has not. In short, Alhambra will build business, Pasadena will just lose more

precious tax base (currently the city receives a portion of the rental income from the state-owned homes to offset the loss). Alhambra city officials believe the 710 is so important to this development (though publicly they will cite congestion on Fremont as their reason for supporting it) that they pay a Pasadena public relations consultant approximately \$5,000 per month to push the issue as well as a lobbyist in Washington, D.C. Caltrans has shelved the freeway proposal twice during its lifetime and both times Alhambra was instrumental in getting it taken off the shelf.

So what's in this for Pasadena? East Pasadenans will get more traffic on the 210; Northwest Pasadena streets will be heavily impacted with new traffic; Orange Grove and St. John/Pasadena Avenues will still be the repository of 75% of the traffic currently exiting the stump and will suffer spillover traffic during peak hours; east/west streets such as Del Mar, California, and Glenarm will see major increases in traffic; the city will endure the horrors of 6 to 10 years of freeway construction; and approximately 800 homes between Fair Oaks and the new freeway will suffer defacto condemnation after being left isolated from all residential uses by the new freeway. Shouldn't Pasadenans discuss whether we want to sacrifice quality of life in northwest Pasadena for a dubious promise of less traffic on Orange Grove and St. John/Pasadena Avenues? Do we sacrifice tax base, historic neighborhoods, and displace people, so that vehicles currently using the 2 and 605 (which aren't even at poor levels of service) can traverse through our neighborhoods instead? Over 14,000 people were displaced and thousands of properties were taken for the 210. Isn't that enough sacrifice for one little city for the supposed greater good of the region?

Traffic growth is occurring everywhere, but no one is proposing new freeways anywhere else but here. Los Angeles' auto-oriented transportation system has reached it's capacity and future generations will live with traffic, freeway or no freeway. But we can enhance capacity and quality of life with smaller, quieter, zero-emission, electric vehicles, smaller cars, telecommuting, rebuilding our rail system, and improving our bus system. We can also encourage traffic to go where we want it to go, just as Caltrans did when it invited everyone over to use St. John/Pasadena Avenues by prematurely building the freeway stump back in 1976. ◇



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## An Answer to the Traffic Mess in West Pasadena

The Board Members of the WPRA have long considered the excess traffic load that hits our neighborhood streets to be one of the greatest problems facing our community.

About two years ago, the city agreed to conduct a "Southwest Traffic" study to identify problem areas of traffic as well as possible solutions. A committee of 12 residents - six from District 6 and six from District 7 was formed to guide the study and to develop recommendations to alleviate or redirect the traffic.

In early November the committee finalized its recommendations. District 6 focused on rerouting the regional "through" traffic from the 710 stump that is destined for the 110 Freeway at Orange Grove or areas south. This basically amounts to redirecting the 710 stump traffic out of our neighborhood via California and Del Mar and then on to more appropriate north/south commercial corridors such as Raymond, Fair Oaks and Arroyo Parkway. Further, as has long been planned, Orange Grove would be "de-emphasized," thus reducing the volume and speed of traffic.

These ideas are only preliminary — the city is planning on community meetings in mid January to present its recommendations to the neighborhood for review and input. Once these recommendations are final, they will be presented to the City Council for approval.

You will receive a postcard in early January announcing the date, location and time of the meeting. We consider this to be a critical issue to all of us in West Pasadena, and ask that you attend the meeting to offer your ideas and to "push" for a solution to the traffic mess.

GENE BUCHANAN from page 3

Diverting freeway traffic through widened streets, one-way streets and signal-synchronized streets doesn't substitute for a real freeway.

Caltrans will ban through-traffic of heavy trucks on this part of the 710, but even without that ban, a 710/210 route doesn't make sense for through trucks. The I-5 is five miles shorter (distance is critical to truckers) and the 710/210 route contains a six percent grade, which is difficult for heavy trucks.

In conclusion, completion of the 710 Freeway will help reduce air pollution, improve environmental conditions in the 710 Freeway corridor, reduce traffic accidents, save lives, increase regional mobility and improve the southern California economy.

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## SPECIAL EVENT FOR SENIORS

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FRIDAY, MARCH 8, 12, 22, & 29

*Fit for Life is coming to the Aquatic Center*

Senior citizens celebrating community spirit and good health with the help of Kaiser Permanente Senior Advantage and Pasadena Senior Center

The Rose Bowl Aquatic Center, Kaiser Permanente Senior Advantage, and the Pasadena Senior Center are sponsoring four special programs on fitness and health, Friday mornings in March. Programs are free and include your choice of swimming and aerobic lessons, recreational walking, strength and tone classes, Tai Chi, and guest speakers on health, fitness and skin care as well as lunch and complimentary souvenirs. Senior citizens are encouraged to participate in some or all of the programs. For registration materials and further information, contact Cynthia Vaughan, Pasadena Senior Center, (818) 795-4331.

positive economic climate in the city. All signs of this type will be reviewed and will need city approval before installation.

## ■ PUBLIC SAFETY

**Fire Safety** - Captain Edward Cowan reported that the fire department is working to improve its public education program on hazardous vegetation management.

**Gang Injunction** - The city has created a gang injunction area bordered by Fair Oaks, Orange Grove, Marengo and Washington Blvd. The program was initiated on October 31, 1995 and since then there have been no arrests in the area. A "drive-through" drug sale area has been closed down. With the success of this program, the city hopes to expand it to other similar areas.

**Recycling** - Ann Marie said she receives many calls and letters complaining about theft of recyclables. She advised not putting out recycle bins until the morning of trash pick-up day, and never confronting

someone stealing recyclables, but rather calling the police immediately.

## ■ NEW POLICE CHIEF SELECTION

City Manager Phil Hawkey addressed a number of issues around this topic.

-The City manager is responsible for hiring the Police Chief.

-Community input is very important because there is potential for the city to become divided over the choice. There will be a very deliberate process for gathering input from the community.

-The city is in the process of advertising the position. First advertised internally, three candidates came forward. The selection committee wants a larger number of candidates from which to choose.

-The 12 member selection committee will advance candidates to the City Manager who will make the final selection.

Former Police Chief Jerry Oliver has expressed interest in returning to Pasadena.

Phil Hawkey, as City Manager, could reappoint him immediately, but Hawkey stated he will not do that. He said that Mr. Oliver may apply through the regular selection process, and if his name is advanced to him by the selection committee, he would be happy to consider his application.

Mr. Hawkey then introduced Hal Frank, who is running the search process. He asked for audience input as to the qualities they felt were important in the new police chief. The overwhelming response from the District 6 audience was that the police chief must be an individual of complete integrity.

At the end of her agenda Ann-Marie stated that she meets with constituents of District 6 one evening a week and anyone wishing an appointment with her to discuss District 6 or Pasadena issues should call her Field Representative Kathy Wills at 818.405-4739 (FAX 818.795-8606)

## 1995 - 1996 WPRA BOARD MEMBERS

### Officers:

<b>President:</b>	Rob Stebbins	(213) 236-5163
<b>Vice President:</b>	Leslie Clarke Gray	(818) 799-1153 x244
<b>Secretary:</b>	Robin Walther	(818) 793-7445
<b>Treasurer:</b>	Priscilla Taylor	(213) 257-8588

### Board Members:

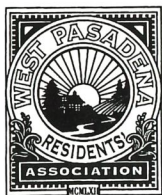
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John Martin	John Van de Kamp
Lorna Moore	Fred Zepeda

*For more information about our committees, please contact:*

<b>Blue Line:</b>	Pete Ewing	(213) 236-4271
<b>Membership:</b>	Steve Mansfield	(818) 793-6776
<b>Newsletter:</b>	Judith Reeder	(818) 799-2543
<b>Traffic:</b>	Lorna Moore	(818) 799-6453
<b>Zoning &amp; Hillside:</b>	Barbara Dahn	(818) 796-5577

The West Pasadena Residents' Association  
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## Calendar of Events for Our Neighborhood

### DECEMBER

- 11 Crafts for children using recycled Greeting cards, 4:00pm, San Rafael Public Library, 818-795-7974
- 14 Stress Free Holiday Workshop, 3:00pm, San Rafael Public Library, 818-795-7974
- 16 Los Encinos All-breed Dog Show, Brookside Park, 8:00am-4:00pm, contact Bill Gordon 818-765-5592
- 27-30 Family Festival & Equestrian Exhibit, Area H, 7:00am-5:00pm, contact Tricia Sjogren 818-449-4100
- 29 RV parking at the Rose Bowl, 1st come 1st served, \$40/night, RV's must be self contained and must vacate by January 2nd, contact: 818-577-3100

### JANUARY

- 1 Rose Parade and Rose Bowl Game
- 4-7 Fast Action Flag Football Tournament, Area H, 9:00am-3:00pm, contact Chuck Price 310-314-1777
- 10 WPRA Board Meetings, 7:30 pm, all are welcome, contact Rob Stebbins 213-257-6943.
- 14 Flea Market at the Rose Bowl, 818-577-3100

- 21 Walkers Club of L.A. Racewalk, Area H, 8:30am-12noon, Jill Patterson 818-852-4896

### FEBRUARY

- 10 Summer Opportunities Fair, Westridge School, 324 Madeline Dr., 10am - 3 pm
- 11 Flea Market at the Rose Bowl, 818-577-3100
- 14 WPRA Board Meetings, 7:30 pm, all are welcome, contact Rob Stebbins 213-257-6943.
- 18 Breast Cancer "Race for the Cure" and Health Fair, Rose Bowl Area H, 8:30am-1:00pm, contact Sue Eidson 619-434-1601

### MARCH

- 8,12,22 & 29  
Fit for Life, (Seniors), Rose Bowl Aquatics Center, contact: Cynthia Vaughan 818-795-4331
- 10 Flea Market at the Rose Bowl, 818-577-3100
- 13 WPRA Board Meetings, 7:30 pm, all are welcome, contact Rob Stebbins 213-257-6943.