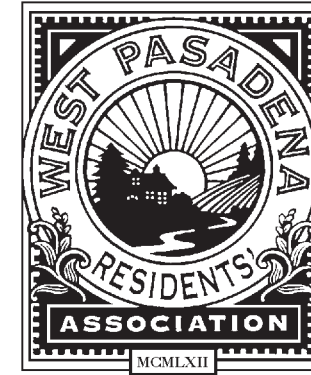


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AMBASSADOR COLLEGE UPDATE: CITY STAFF TO ISSUE RECOMMENDATION FOR LEGACY PROJECT

The WPRAs supports balanced and thoughtful development in West Pasadena. But the WPRAs is alarmed at the density and resulting environmental impacts of the proposed Ambassador Campus Development Plan ("Legacy Project"). For example, the Legacy Project is so big that it would increase the number of households in the WPRAs service area by more than 40%. Given the unprecedented density of the proposed development, it is no surprise that the City of Pasadena's planning staff admits in the Final Environmental Impact Report (EIR) that the Legacy Project would create "significant unmitigated impacts to traffic, historic resources, air quality and schools." This is "EIR speak" for an obvious conclusion: the Legacy Project in its current form is just too big for West Pasadena.



At the time this Newsletter went to press, City planning staff was in the process of developing a recommendation regarding the density and design of the Legacy Project. According to City Planner Brian League, City staff will issue its recommendation in late January. After staff discloses its recommendation, the City will then schedule a meeting of the Planning Commission far enough in advance to permit advisory commissions such as

Transportation Advisory Commission to review the Legacy Project and give their recommendations to the Planning Commission. According to Mr. League, the review process for the Legacy Project will likely extend well into the Spring. The WPRAs will continue to inform residents of upcoming City commission meetings.

west side of the 710 Freeway, and the East Campus, comprised of 14 acres located south of Old Pasadena. The developer, Legacy Partners, originally planned to develop 1,943 new dwelling units in the Legacy Project, of which 960 units would be located on the West Campus. The developer recently announced that it would "voluntarily" reduce the density of the Legacy Project from 1,943 units to 1,727 units. Of this total, approximately 888 units would be located on the West Campus. (To view pictures of the Legacy Project, please visit www.WPRAs.net and click on the "Neighborhood Alert" page.)

To appreciate the size of the Legacy Project and its resulting environmental impacts, consider the following: Condominiums on South Orange Grove Boulevard are currently zoned for approximately 14 units per acre. But Legacy Partners proposes to develop over 35 units per acre – two and a half times the current density. According to the EIR, the Legacy Project would generate up to 12,450 new daily vehicle trips and would result in significant traffic impacts at 16 West Pasadena intersections, including South Orange Grove and Del Mar, South Orange Grove and California, and Fair Oaks and California.

Project Description

The Legacy Project consists of two parts – the West Campus, comprised of 35 acres on the



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Inside This Issue

Arroyo Bungalows.....p.3
 Re-Striped Org.Grove. ...p.4
 Gamble House.....p.5
 Del Mar Station.....p.6
 Tree Protection.....p.7
 Caltrans Tenants.....p.8
 San Rafael Surveyp.9
 Gold "Blue" Line.....p.10

Continued on page 2

AMBASSADOR COLLEGE UPDATE:

Continued from page 1

The City Responds to Public Comments

In December 2000, the City circulated a draft EIR for the Legacy Project. The time for the public to comment in writing on the information contained in the EIR ended on February 15, 2001. Under State law, the City must respond to all written public comments prior to taking action on the Legacy Project. The City received more than 350 letters and e-mails regarding the EIR. The WPRA actively participated in the public comment process and submitted more than 20 pages of written comments in a series of letters to the Planning Commission. The issues raised by residents generally fell into three major categories: density, traffic and historic preservation.

The City released its responses to public comments on September 5, 2001. The City's response is in the form of an "Informational Summary" of the Final EIR, the Final EIR itself, and three volumes of exhibits and responses to public comments. (These documents are available at all Pasadena public libraries and the City Permit Center located at 175 North Garfield Avenue, Pasadena.) In its responses to public comments, City planning staff conceded that the Legacy Project would result in "significant unmitigated impacts to traffic, historic resources, air quality and schools." [Final EIR, Response No. 257.12, Vol. 2 (Part 2); see also Response No. 23.2, Vol. 2 (Part 1).]

The WPRA Responds to the Final EIR

Shortly before the City released its response to public comments, the WPRA retained the services of TND Engineering for the purpose of evaluating the adequacy of the Final EIR. TND Engineering is a full-service civil and traffic engineering firm. Chester E. "Rick" Chellman, TND Engineering's principal, has more than twenty-five years experience in zoning, civil engineering, land surveying, engineering consulting, traffic engineering and development planning.

TND Engineering issued a preliminary report to the WPRA in early October 2001. TND Engineering concluded that the transportation element of the Final EIR may be fatally flawed. For example, TND Engineering found that the traffic assumptions contained in the Final EIR could be off by as much as fifty percent

(50%) for condominiums and thirty-three percent (33%) for apartments. TND Engineering also concluded that the Legacy Project as currently proposed may violate Pasadena's General Plan for at least two reasons. First, the Final EIR fails to address the "environmental capacity" of neighborhood streets as is required under the Mobility Element of the General Plan. Second, the Legacy Project as currently proposed would likely violate the General Plan because it increases traffic on "de-emphasized" streets such as South Orange Grove.

On October 8, 2001, the WPRA issued its formal response to the Final EIR. The WPRA urged City staff and planning commissioners to reduce the size of the Legacy Project to a point where all environmental impacts (particularly traffic) can be fully mitigated. In light of the serious issues raised by TND Engineering, the WPRA also recommended that City staff recalculate the traffic assumptions contained in the Final EIR before taking any action on the Legacy Project. (To view the text of the WPRA's position paper, please visit www.WPRA.net and click on the "Neighborhood Alert" page.)

Planning Commission and Transportation Advisory Commission Meetings

On October 13, 2001, the Planning Commission and the Transportation Advisory Commission (TAC) conducted an informational workshop regarding the Legacy Project. The workshop was well attended, with over 200 West Pasadena residents participating. The developer made a formal presentation regarding the project and announced their "voluntary" reduction in density from 1,943 units to 1,727 units. The developer also presented models of the West Campus depicting the unpr Neither Commission took any formal action at this information-only workshop.

On November 15, 2001, the TAC conducted a hearing on the Legacy Project. The WPRA made a formal presentation to TAC at this hearing. (To view the text of the WPRA's presentation, please visit www.WPRA.net and click on the "Neighborhood Alert" page.) In addition, the newly-formed organization, "Save South Orange Grove," made an excellent presentation highlighting the density of the Legacy Project, and representatives from Mijares Restaurant presented Mijares' concerns about the pro-

posed 710 Freeway ramp that is contained in the Final EIR's so-called Traffic Mitigation Package "A."

Several TAC Commissioners remarked that the Legacy Project is a "moving target" that appears to be constantly changing. Some Commissioners expressed their dismay that, after almost two years of public meetings, the developer and the City still had not forged a consensus among residential and business neighbors. At the conclusion of the hearing, City Planner Brian League stated that staff would issue its recommendation regarding density and traffic sometime in January 2002.

City Staff Retains Design Consultant

In December 2001, the City retained a professional consultant to assist Pasadena's planning staff in developing a recommendation regarding the density and design of the Legacy Project. The WPRA is informed that City staff retained its own design consultant, in part, because of the hugely negative response of West Pasadena residents to the developer's model of the West Campus. According to staff, the City's consultant will design a framework for the Legacy Project that will meet the goals, architectural standards and guidelines contained in Pasadena's General Plan, the West Gateway Specific Plan and Pasadena's "City of Gardens" zoning ordinance.

The WPRA is encouraged that City staff has retained a design consultant to ensure that the Legacy Project conforms to Pasadena's design standards and preserves the character and scale of West Pasadena's established residential neighborhoods. We hope that the consultant's analysis will lead City planning staff to recommend a significant reduction in the density of the Legacy Project, rather than merely justifying the developer's proposed density of 1,727 new housing units.

The Upcoming Process

As discussed above, City staff will issue its recommendation later this month. City staff will then schedule a meeting of the Planning Commission far enough in advance to permit advisory commissions such as TAC to review the Legacy Project and give their recommendations to the Planning Commission. After the

Continued on page 12

CITY COUNCIL APPROVES DEVELOPMENT PLAN FOR RENOVATION OF HISTORIC VISTA DEL ARROYO BUNGALOWS

By Vince Farhat

On November 2, 2001, the City Council approved a zone change to permit the renovation of the historic Vista del Arroyo Bungalows. The developer, Grand Vista Partners, will redevelop the Vista Del Arroyo site with a total of 45 residential units.

Background

The Vista del Arroyo site is a 2.9-acre property bounded by Defender's Park, Grand Avenue, The Western Justice Center, The Army-Reserve Training Center, Arroyo Boulevard, and Arroyo Drive. The upper and lower portions of the site are relatively flat, while slopes in the center of the site are steeper. The City has easements under the Colorado Street Bridge, as well as adjacent to Arroyo Drive.

The bungalows are listed on the *National Register of Historic Places* and occupy the upper portions of the property adjacent to Grand Avenue. During the 1920s and 1930s, families paid to build the bungalows adjacent to the Vista del Arroyo hotel and then lived in them for a period of time, after which ownership reverted to the hotel. During World War II, the hotel was used as a hospital. In the 1980s, the Federal Government declared the site excess property, and sold it to private owners. The hotel itself is now the United States Ninth Circuit Court of Appeals.

The bungalows have been abandoned since after World War II, and fallen into substantial disrepair. Most of the bungalows have been vandalized and continue to deteriorate due to exposure, lack of maintenance, and vagrancy. Twenty-one South Grand Avenue recently suffered a disastrous fire and resulting water damage from fire suppression.

Grand Vista Partners will restore the eight existing bungalows and convert them into 16 units, and construct about 45,000 square feet of housing in three new buildings. The project will result in the construction of 29 new dwelling units, for a total of 45 dwelling units. Three subterranean parking garages are included. Due to the site's unique characteristics and to ensure compatible development consistent with the *West Gateway Specific Plan* recommendations, Grand Vista Partners asked the City to change the site's zoning designation from *Public/Semi-Public* (PS) to *Planned Development* (PD).

Under the California Environmental Quality Act, City staff prepared a draft "Mitigated Negative Declaration (MND) and Initial Study" and circulated them for 30 days of public review, between August 24 and September 24, 2001. Comments were received from the public on these documents. Also, including comments from the Design, Cultural Heritage, and Planning Commissions regarding views and aesthetics were incorporated into the final MND and Initial Study. The final MND and Initial Study concluded that mitigation would ensure less-than-significant impacts on the physical environment.

Review of the Project

The City sponsored a community meeting on August 14, 2001. The purpose of the meeting was to present Grand Vista Partners' proposal to interested neighbors, solicit community input, and explain the City's development review process. Approximately 70 people attended the meeting, which was held at La Casita del Arroyo. Although community input was generally positive, residents raised the following issues: (1) protecting the neighborhood in light of the proposed Legacy Project; (2) potential traffic impacts on Grand and Arroyo; (3) parking; (4) perceptions that the City's affordable housing requirements are not appropriate for this site; (5) protection of views across the site; (6) existing dangerous on-site conditions and fire hazards; and (7) the impact of the project on historic resources.

The Design Commission reviewed the proposed project and zone change at its meetings of September 10 and September 24, 2001. The Commission recommended that the Planning Commission and City Council approve the zone change and adopt the MND (with further clarification about potential view impacts). The Commission's concerns related to views of the Colorado Street Bridge and adjacent historic resources, which were addressed in the final staff report to the City Council.

The Cultural Heritage Commission reviewed the proposed project and associated zone change at its meeting on September 17, 2001. The Commission also recommended that the Planning Commission and City Council approve the zone change and adopt the MND. The Commission's concerns related to views of the Colorado Street Bridge and adjacent historic resources, which were addressed in the final MND.

The Planning Commission reviewed the proposed project and associated zone change at its meetings on September 26 and October 10, 2001. The Commission continued the September 26 hearing, because a number of lengthy comments were received on the environmental document prior to the hearing. On October 10, 2001, the Commission voted unanimously to recommend approval of the code amendment and adoption of the MND. The Commission also recommended decreasing the size of trees subject to mitigation from eight inches to four inches in diameter.

The WPRA participated in the public review process for this project. The WPRA board believes that this project is consistent with the *West Gateway Specific Plan* and compatible with the surrounding neighborhoods. Moreover, the WPRA strongly supports the restoration of the historic bungalows.

Council Approval

On November 5, the City Council adopted the final MND and approved the proposed zone change. According to City staff, Grand Vista Partners will begin work on the site sometime this Spring. For more information on the status of this project, please call the City of Pasadena Planning Department at (626) 744-4206.

ORANGE GROVE COULD BE “RE-STRIPED” AS PART OF GENERAL PLAN UPDATE

Reprinted with permission from the Linda Vista-Annandale Association

A proposal to improve traffic flow along South Orange Grove Boulevard by “re-striping” lanes in both directions from Green Street south to the city border is under review by city staff as it considers revisions to the City’s General Plan adopted in 1994.

As outlined at a City-sponsored workshop on October 30, 2001, the four lanes of west Pasadena’s major traffic artery would be reconfigured to accommodate one left-turn lane serving both north and south traffic, one through-traffic lane in each direction, a parking lane on one side of the boulevard (the direction to be decided), and a bicycle lane in each direction.

The proposal, along with a host of other revisions suggested by the City’s traffic department and consultants, awaits review by several city commissions starting this month. City Council action is expected in the early Spring.

The October 30th workshop was the last of five workshops held throughout the City on the subject of revising the General Plan’s land use and mobility (transportation) elements, now seven years old. The section on transportation was presented by Patrick A. Gibson of Santa Monica-based Kaku Associates, the city’s transportation consultant.

Reasons for Change

In a later interview, Gibson gave three reasons for re-striping South Orange Grove Boulevard. The first, and what Gibson called the primary reason, is to reduce traffic volumes along the boulevard by discouraging its use as a connec-

tor route between the Pasadena and 134/210 freeways. Instead, regional motorists will be encouraged to use north/south streets farther east.

The second reason is safety. Because parking is currently permitted on Orange Grove, motorists are often required to dart from the outside lanes into the center lanes to avoid parked cars – an unsafe situation. Having a through-traffic lane in each direction should eliminate this problem.

The third reason given by Gibson is that Orange Grove is the best west-Pasadena street on which to install new bicycle lanes.

Several workshop attendees expressed concern over the realignment plan. One resident questioned the wisdom of requiring motorists to cross both a parking lane (where the view of oncoming traffic might be blocked) and a bicycle lane as they leave their driveways. Gibson believes that engineers can design around the problem.

Other Issues

Other issues addressed by traffic consultant Gibson included the following:

“De-emphasized” Streets:

Gibson said that the General Plan would no longer use the term “de-emphasized” to describe streets such as Orange Grove, California, Pasadena, and St. John where efforts are underway to mitigate traffic growth. Gibson called the term “misleading” because it implied that traffic will be reduced below current levels. In truth, he said, traffic along these streets

will continue to grow, but hopefully at a reduced rate. In the future, said Gibson, the streets in question will be referred to as “minor arterial” or “collector” streets.

Vince Farhat, president of the West Pasadena Residents’ Association, objected to the change, saying that the term “de-emphasized” served a valuable purpose in describing public policy and guiding it toward neighborhood protection. In a later statement, Farhat said: “This street classification is an important tool in the WPRA’s effort to manage the unprecedented environmental impacts of the Legacy Project [on the former Ambassador College site] . . . WPRA strongly objects to ‘changing the rules in the middle of the game’ by modifying the mobility element to accommodate the Legacy Project. . . The mobility element protection principles should guide development in West Pasadena, not the other way around.”

Public Transit: The city will no longer use the estimate contained in the 1994 General Plan that 20-30% of all vehicular trips within the city will be on some form of public transit. Gibson said the number was “unrealistic” for the target year 2015.

Editor’s Note: The WPRA will continue to inform residents of upcoming meetings for the five-year update of the General Plan. For more information, please call Pasadena Transportation Planning & Development Manager Eric C. Shen at (626) 744-7208 or visit the City’s transportation website at www.ci.pasadena.ca.us/publicworks/trans/tpd/gpme.asp.

THE GAMBLE HOUSE KICKS OFF RESTORATION PROGRAM

Reprinted with permission from Pasadena Heritage



The Gamble House, one of Pasadena’s premier landmarks, will undergo restoration in the months ahead. The Gamble House has had no formal restoration or conservation program since its construction in 1908. The only notable “redecorating” happened in the 1930s when then owner Aunt Julia Huggins had the exterior redwood shakes painted green – which significantly altered the look of the house from its original intent. Since that time, weather and Southern California’s environment have left The Gamble House worn, discolored and in various stages of deterioration.

A Historic Structure Report – published in March of 2000 – outlined a long-term conservation plan to preserve and maintain The Gamble House. The report was funded in part by the Getty Grant Program. The goal of all conservation work will be to protect the house from further deterioration and restore The Gamble House to its intended look, which will be dramatically different from how the house appears today.

Throughout all phases of restoration, historic preservation experts – under the direction of the Historic Resources Group in Hollywood – will direct the processes, but the ultimate voice will be the architects Greene and Greene themselves.

Preservation work has already begun on the house with seismic retrofitting that was completed [in Fall 2001.] During planning for the retrofitting process, it was discovered that The Gamble House was bolted for support when constructed – a practice not common with structures built at the turn-of-the-century. The devastating San Francisco Earthquake of 1906 may have played a part in this unusual and forward-thinking procedure.

A “non-visible” restoration effort will involve the installation of moisture barriers around the accessible areas of the exterior foundation. But of all the proposed restoration

programs surrounding The Gamble House, the exterior phase will be the most elaborate, architecturally sensitive and costly undertaking. It will, no doubt, be the most visible sign of change to visitors and the public.

Beginning in spring of 2002, exterior work will first begin on the nearby garage that contains the Bookstore. This way, various procedures and tests can be performed to see how well the preservation materials handle the restoration process.

The Historic Structure Report calls for the removal of Aunt Julia’s green paint to the original stain, which contains specks of green pigment. Using special procedures, technicians will gently remove the paint and apply a thin coat of transparent finish to show off the houses’ original deep redwood colors. The exterior windows and trim will also be delicately stripped of the green paint and replaced with a finish that reproduces the original appearance.

Finally, the solid pine beams that are exposed in the exterior eaves of the house will also be restored to their original luster. Many beams have become rotten or infected with fungus. Experts will carefully cut back the diseased pieces to good wood, treat the area with a breathable packing material and then splice in old-growth timber if required. It’s anticipated that no beams will have to be completely removed and replaced.

Visitors will be able to watch the work in progress and learn about the restoration procedures through the website and updates posted in the area. Pasadena Heritage salutes the Board and Staff for their care and diligence in planning this work so meticulously and providing such excellent stewardship for the Gamble House.

Editor’s Note: For more information about Pasadena Heritage, please call (626) 441-6333 or visit www.pasadena-heritage.org.

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DEL MAR STATION MOVES FORWARD

By Joan Hearst

The City of Pasadena is nearing the end of the review and approval process for the proposed Del Mar Gold Line Station development (Del Mar Project) which will be located adjacent to Pasadena's Central Park near the historic Green Hotel. The Del Mar Project is a major intermodal transit-oriented, mixed-use residential/commercial development that will surround the Del Mar Station for the Gold Line, one of the light rail stops in Pasadena. Four new multi-story buildings planned for the site will contain up to 349 residential apartment units and approximately 11,000 square feet of retail commercial and restaurant space. Approximately 1,200 parking spaces will be provided in a subterranean parking garage, of which 600 spaces will be for exclusive use by transit riders.

The Del Mar Project is a joint-development undertaking with the Pasadena Blue Line Construction Authority (Authority) and Urban Partners (represented by Ira Yellin). The Pasadena firm, Moule and Polyzoides (represented by Stefanos Polyzoides) is the architectural firm responsible for design and construction of the development. Upon completion, Urban Partners will be responsible for management of the residential units, which will all be rental apartments.

The developers, who were selected by the Authority, have designed the Del Mar Project to be a gateway to Pasadena's Old Town and is foreseen as a new City landmark. The adaptive reuse of the historic Santa Fe Railroad Depot into an urban village project was supported by Pasadena Heritage. Appealing aspects of the project include the publicly accessible and landscaped open space which comprise approximately 30% of the developable area of the east and west parcels and the public art component which is required.

Project Review Process Moving Along Quickly

The California Department of Transportation (Caltrans) and the Metropolitan Transit Authority (MTA) set the review schedule for the Del Mar Project. Caltrans and the MTA put the Del Mar Project on a "fast track" timetable in order to meet the Authority's schedule for building the Gold Line. The WPRAs unsuccessfully requested that the public review process for the project not occur in the middle of the holiday season, because it might limit residents' ability to provide input.

The Initial Study was prepared by the City on April 5, 2001, based on an initial project description submitted by the applicants. Following a 30-day public comment period beginning on April 30th, the City determined that an Environmental Impact Report was required. The Draft EIR was prepared and distributed for a 45-day public comment and review period on October 4, 2001 (ending on November 19th). On November 7th a zoning hearing was held, and on November 13th the Design Review Commission held a meeting to receive written and oral comments. All submissions were included in the Final EIR, which was circulated on or about December 12, 2001.

At its meeting before the City of Pasadena Zoning Hearing Officer on December 19, 2001, the project's final EIR was certified with mitigation measures and the developer's requested zoning variances were approved with no community opposition.

At a public hearing on December 20th, the Design Commission conducted a Concept Design Review for the Del Mar Project, finding that it complies with all required review components. The Commission approved the application subject to several conditions which are expected to be met.



Given the prominence of the site and its location adjacent to a historic district, the Design Commission will conduct final design review. The Commission will also conduct a 50% advisory review to analyze the progression of the design on January 14, 2001.

WPRAs Actively Participates in Public Review of Project

The WPRAs participated in the public review process for the Del Mar Project. The WPRAs submitted written comments to the City, and WPRAs Board members testified at the public hearings and met privately with representatives of Urban Partners and Moule and Polyzoides. Comments submitted by the WPRAs expressed concerns pertaining to requested variances (related to height limits, building setbacks, and parking requirements), unmitigatable traffic impacts (in view of increased area development projects), the pedestrian crossing over light rail tracks, and noise elements.

For the most part, the WPRAs are generally encouraged by the proposed design of the Del Mar Project. The property is located in a busy commercial area adjacent to Old Town. The height-limit variances that were granted by the City will permit Urban Partners to incorporate architectural terracing (called "articulation") and additional public space into the Del Mar Project. By mixing and matching building styles, together with additional architectural articulation and public space, Urban Partners is attempting to design a true "urban village" that will avoid the unattractive uniformity and massing that has characterized recent developments, such as the new Peppermill project located at 801 East Walnut Street. The WPRAs believe these design elements will enhance the "pedestrian friendliness" of the Del Mar Project. In addition, the Del Mar Project will likely generate less traffic than traditional residential development projects because it is within easy walking distance of Old Town and will probably attract residents who want to live near public transportation such as the Gold Line.

One aspect of the Del Mar Project that concerns the WPRAs is the building located at the corner of Del Mar and Arroyo Parkway. City staff has demanded that Urban Partners widen Del Mar and Arroyo Parkway to accommodate more traffic. Street widenings violate the spirit of the City's General Plan, which requires pedestrian-friendly transportation planning. Street widenings sometimes do provide traffic relief in the short run but often draw more traffic into the area. As a result of these street

Continued on page 11

CITY DRAFTS TREE PROTECTION ORDINANCE

By Vince Farhat

As reported in the Summer 2001 issue of the WPRAs Newsletter, City leaders want to strengthen Pasadena's 14 year-old tree ordinance in response to growing evidence that many landmark, specimen and native trees on private property are being illegally removed or irreparably damaged. More than half of the estimated 200,000 trees in Pasadena are on private property.

Background

On December 11, 2000, City Manager Cynthia Kurtz submitted a preliminary set of tree ordinance amendments to the City Council. The City Council delayed action, however, to allow for greater community input in the drafting of the final set of amendments. In an effort to garner residents' input, City staff held community focus meetings in March, April and May 2001. A joint meeting of Council Districts 6 and 7 residents covering Linda Vista, West Pasadena and Madison Heights was held on April 5, 2001 at Blair High School.

On April 23, 2001, the City Manager reported the results of staff's community outreach to the City Council. She explained that residents attending the District 2 meeting expressed a great appreciation of trees, but also placed a high value on private property rights. These residents wanted private property rights taken into consideration when developing a limited private tree protection ordinance. In contrast, residents attending the Districts 6 and 7 joint meeting expressed less concern for private property rights. These residents were interested in seeing an amendment for the tree protection ordinance approved as soon as possible. Based on this input, the City Manager recommended that City staff conduct further community outreach before finalizing the private tree protection ordinance.

On June 28, 2001, City staff presented the concept for a private tree protection ordinance to the Urban Forestry Advisory Committee ("UFAC"). After discussing the concept, UFAC members requested that City staff come back before the UFAC with the actual proposed language of the ordinance. Staff also presented the concept to the Design Review Commission, the Planning Commission, Cultural Heritage Commission and the Recreation and Parks Commission.

Based on the input from these various commissions, City staff took a final concept to the City Council on September 17, 2001. At that meeting, the City Council directed the City Attorney to draft an ordinance amending Pasadena Municipal Code Chapter 8.52 to create specific protections for trees on private property in the City of Pasadena.

Overview of the Proposed Tree Protection Ordinance

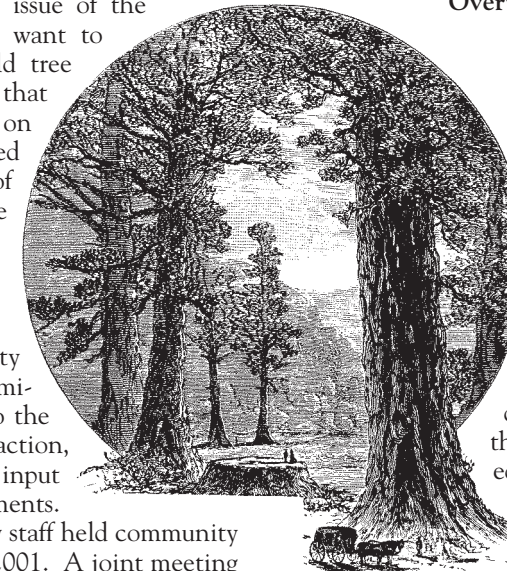
On December 10, 2001, City staff presented the draft language of the proposed tree protection ordinance to the UFAC. According to a memorandum prepared by the City Attorney, the purpose of the tree protection ordinance is to "[s]afeguard the City's urban forest by providing for the regulation of the preservation, planting, maintenance and removal of trees, shrubs and other plants in the city." Moreover, the proposed ordinance is also designed to "[c]reate favorable conditions for the preservation and propagation of designated landmark, native and specimen trees, for the benefit of current and future residents of Pasadena."

The draft ordinance itself states that the "goal of the proposed tree protection ordinance is to preserve and grow Pasadena's canopy cover by protecting landmark, native and specimen trees on specified areas of private property and expanding the protection of street trees and trees on public property." The ordinance adds sections to the Pasadena Municipal Code defining public trees and street trees, as well as landmark, native and specimen trees. The ordinance creates a designation process for landmark and specimen trees, requiring consent of the property owner, action of the City Council and the recordation of a "notice of designation" with the Los Angeles County Recorder.

Native trees are automatically afforded certain protections under the ordinance. Native trees are defined as trees of seven specific types of oak, walnut and sycamore with a trunk diameter of at least eight inches at four and a half feet above natural grade. The ordinance also creates new restrictions on tree work and removal. However, a permit will not be required for pruning trees on single family residential lots. The ordinance creates certain exceptions allowing the removal of hazardous trees and trees that must be removed for a number of public purposes. There will be an appeal process for certain permit-related decisions made under the ordinance.

The Upcoming Process

The Urban Forestry Advisory Commission will meet again to review the proposed tree protection ordinance on **Wednesday, January 16, 2001** at the Pasadena City Yards located at 233 West Mountain Avenue. After the Committee reviews the ordinance, it will go to the City Council for final review and action. For more information, please contact the Department of Parks and Natural Resources at (626) 744-4321.



NEW ORGANIZATION FORMED TO REPRESENT CALTRANS TENANTS IN THE 710 FREEWAY CORRIDOR

By Vince Farhat

In December 2001, a new organization was formed to represent West Pasadena residents who rent homes from the California Department of Transportation (Caltrans) on St. John and Pasadena Avenues. This new residents' association is called "Caltrans Tenants of the 710 Corridor."

Background

The homes on St. John and Pasadena are among 585 properties purchased by the State of California in connection with Caltrans' long-delayed plan to extend the 710 Freeway. The 710 Freeway "stump" at Del Mar and California was constructed in 1976. The 710 Freeway will probably not be completed (if at all) for 15 to 20 years because there is no funding for the 710 programmed in the MTA's long-range plan and the project itself has been enjoined by the United States District Court.

Caltrans has done very little over the past 25 years to alleviate the traffic congestion and other negative environmental impacts on adjacent residential neighborhoods caused by the 710 Freeway stump. Caltrans tenants have been subjected to increased traffic and noise from the 710 Freeway stump, and rising blight and crime as historic homes sit empty. The WPRA has been very concerned at reports of code violations by Caltrans and is alarmed at recent efforts to "mothball" vacant houses in the 710 Freeway corridor.

Caltrans Tenants of the 710 Corridor

The newly-formed Caltrans tenants association is comprised of all residents living in Caltrans-owned homes along the 710 Freeway corridor. Ninety-two of the nearly 600 houses are architecturally significant historic homes. Most of the historic homes are located in the City of Pasadena, where the tenants represent a diverse group of families who have an average tenancy of twenty years.

"We came together as an association in response to Caltrans' shift in a variety of policies that directly affect our tenancies," said tenants' spokeswoman Lynn Bryan. "We believe that our neighborhood and our ability to remain in our

homes are continually threatened by Caltrans' insensitivity to our unique situation," she said. The tenants believe that Caltrans is seeking to "depopulate the corridor" by refusing to abide by applicable State and City health and safety codes.

Caltrans Tenants' Mission and Issues

According to Bryan, the mission of the Caltrans tenants association is "to educate and inform members and the community on issues affecting Caltrans tenants." In keeping with their mission, the Caltrans tenants are working on the following issues:

Code Compliance: To date, none of the Caltrans properties have occupancy permits. The tenants are working to ensure Caltrans' properties are in compliance with applicable State and City health and safety codes.

Crime: According to Caltrans' recent quarterly report, at least 142 homes are now vacant, many of them in Pasadena. Criminal elements are drawn to the vacant houses. The association is working with City and State officials to protect Caltrans tenants and their neighbors from crime.

Rehabilitation of Historic Homes: Caltrans spent millions of taxpayer dollars to rehabilitate 39 homes at an average cost of \$500,000 per home. Many of these rehabilitated homes are not in compliance with applicable codes and are in need of considerable additional repair. Moreover, a State audit revealed that Caltrans may have mismanaged taxpayer funds. Caltrans is now requesting additional money to complete the rehabilitations, and the Caltrans tenants will be tracking this issue to ensure that future funding is spent in an appropriate manner.

Rent Increases: Caltrans has begun raising rents for tenants in the 710 Freeway corridor. The Caltrans tenants association will work to protect tenants from unfair and discriminatory rent increases.

Purchase of Homes: The association wants to protect tenants' rights to exercise their present and future options

under State law to purchase their homes if and when Caltrans declares them to be surplus. "Many of us have put considerable time, effort and money into improving and maintaining our rented homes," said Bryan. "We want these homes to be put back on the tax roll to be able to enhance the fabric of our community."

Conclusion

The WPRA supports the efforts of the Caltrans tenants to restore this beautiful historic neighborhood. The only long-term solution is to return these historic homes to private ownership. For more information, please write the Caltrans Tenants at PMB 149, 115 West California Boulevard, Pasadena, California 91105 or send them an e-mail at caltranstenants@aol.com.

Treasurer's Report:

NEIGHBORS GIVE GENEROUSLY TO PROTECTION FUND By Geoffrey Baum

In an unprecedented response to the threat of major development in West Pasadena, residents from throughout the community have made financial contributions to the Neighborhood Protection Fund.

To date, the WPRA has collected more than \$27,000 in donations from nearly 400 individuals, homeowners' associations, and local businesses.

The WPRA Board of Directors voted to establish a Neighborhood Protection Fund last summer in response to proposals for major residential development of the Ambassador College property. The extra effort by the WPRA was necessary due to the aggressive public relations campaign by the developer, Legacy Partners, to win support for their proposal to build more than 1,700 new residential units in our neighborhood, flooding our streets with traffic and endangering our quality of life. Moreover, a lack of timely information being shared by city staff members required the neighborhood leadership to take action.

Revenues for the fund are being spent in two ways.

1. The WPRA needs the resources to respond quickly to developments and alert residents ... Continued on page 15

Initial Results of the San Rafael Survey Returned

By Blaine Cavena

San Rafael, that portion of Pasadena west of the Arroyo and south of the freeway, is home to a little less than half of those living in the area served by the WPRA. As part of an effort to ensure that the WPRA is representing the interests of all those living in our area, a survey was mailed to all San Rafael residents this past fall. Approximately 1,400 surveys were mailed out, with 217 completed and returned. This response, greater than 15%, is excellent, especially when compared to typical direct mail response rates of under 5%. (Mailing problems resulted in the surveys not reaching residents of upper Laguna, South San Rafael and the hillsides surrounding lower South San Rafael, but good responses were received from all other areas of San Rafael.)

The best aspects of San Rafael are, according to respondents, its natural environment (trees, landscaping, hills and views) and relative quiet (secluded, out of the way, with relatively light traffic). Many favorable comments were also made regarding the sense of community, the small town feeling and the abundance of well maintained single family owner-occupied homes.

At the top of the list of concerns among respondents were development in west Pasadena (including the Legacy/Ambassador project) and traffic in west Pasadena. Other high priority concerns included both the amount and speed of traffic in San Rafael (with speed being of slightly greater concern), public education, safety and police presence, utility undergrounding, and the use and development of the Arroyo.

But not everyone agreed. For example, opinions regarding traffic varied widely depending on location. Residents of Avenue 64, Laguna and La Loma expressed great concern over the speed of traffic and the safety of those on the streets. Various portions of the neighborhood had specific concerns ranging from street maintenance to trash collection, street sweeping and problems with pets (barking dogs) and wildlife.

Respondents have lived in San Rafael from more than 50 years to less than one, with an average of 21 years. 18% have school age children, but most (90%) do not send them to Pasadena public schools. Concerns about public education and the need to improve it were also reflected in a large number of written comments.

The greatest number of written comments concerned traffic (speed, congestion and management), followed by street maintenance (including street sweeping), and parkway and tree maintenance. Other topics receiving significant comments were development, noise, parking, safety and opposition to the current Legacy project. Just over half the respondents "graded" the City in its response to the concerns of San Rafael, with an average grade of "C".

Nearly 90% of respondents were familiar with the WPRA. About a quarter asked for more information on the WPRA and its activities. (We will be contacting you, and you may also learn more about us and about our efforts regarding current issues by visiting our web site at www.wpra.net.)

As we refine our analysis of the survey data we plan to identify individual neighborhood concerns, whether trash service on Poppy Peak, barking dogs in the hills or parkway tree maintenance and traffic around San Rafael Elementary School. Look for this information in future newsletters. As promised, we will also be reviewing the responses with our City representatives as well as considering how the WPRA can help address your concerns. Finally, to all of you who made the effort to respond, thank you for your time, your thoughtful comments, and your support.

AROUND THE TOWN with the de Fazios

The Story of Music "Euripides, Bach and Between"

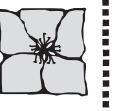
— March 30, 2002 7:30 PM —

Dominic & Hem-Young continue their series of events celebrating their love of what's remarkable in Greater Pasadena and why it's a magnificent place to own a home. They have created a multi-media concert series spanning the times between Ancient Greece and Woodstock.

The first concert promises splendid listening, entertaining explanation, plus good food and wine. It highlights the music of ancient Greece, the Middle, Renaissance and Baroque Ages.

Future springtime productions will complete the Story of Music. Classical to Modern concert music! American Jazz! The staggering finale will celebrate our astonishing Rock 'n Roll Age.

Don't miss a minute of these concerts. Attendance is free, but limited to readers of this newsletter and real estate friends of the de Fazios. Call 626-568-7272 to request an invitation.



GOLD LINE (FORMERLY BLUE LINE) UPDATE

By Joan Hearst and Dorothy Lindsey

Permit Process Delays Completion of Gold Line

The decision by the Pasadena Metro Blue Line Construction Authority (Authority) to delay filing applications with the California Public Utilities Commission (CPUC or Commission) for requisite rail crossing permits may significantly hamper completion of the Gold Line (the MTA recently renamed the rail line so it won't be confused with the Long Beach "Blue" Line).

Applications for CPUC permits to construct the Pasadena rail crossings were not filed by the Authority (Applicant) until November 13, 2000, despite repeated requests beginning in July 1999 by local public interest groups. Three days after the Authority filed its application, Pasadena's Citizens Against the Blue Line at Grade (NOBLAG) filed its protest, asserting that Pasadena at-grade crossings will result in serious safety risks, substantial noise pollution and significant traffic congestion, and that the environmental review (EIR) is deficient and inaccurate. California law requires the CPUC to review crossings (prior to the start of construction) for (1) practicability; (2) compliance with the California Environmental Quality Act (CEQA); (3) funding issues; (4) noise pollution; and (5) effect on local traffic and emergency vehicles.

Protestants contend that the Gold Line project's Environmental Impact Report uses inadequate analysis, does not assess substantial changes in the project since its inception in 1993 and fails to consider massive new development in southwest Pasadena. Furthermore, the CPUC has a strong policy in favor of grade separations at street/rail crossings, and line ridership depends upon the system's ability to operate swiftly, efficiently and safely.

Following a telephonic hearing in March, 2001 attended by all participants to the protest(s) by the assigned Administrative Law Judge (ALJ) Sheldon Rosenthal, the last applications related to rail crossings along the Los Angeles to Pasadena line were finally filed by the Authority in June, 2001. This led to a consolidation of protests by the ALJ. Protestants included NOBLAG, the Mt. Washington Homeowners Alliance (MWhA), the California Public Utilities Commission Rail Carrier and Safety Division staff (CPUC Staff) and others.

Legal Actions Follow Filing of Protests

On September 28, 2001, the CPUC issued its ruling following an August 30th preliminary hearing before Judge Rosenthal. This "Scoping Ruling" outlines the issues in the consolidated protest and sets forth the schedule for activities. Public participation and evidentiary hearings were scheduled for November 5, 2001.

Before the hearings began, the Authority requested interim authorization to proceed with construction of tracks across roadways, either grade separated or at-grade, as proposed in each of the applications. On November 1st, CPUC Commissioner Bilas issued a ruling granting conditional interim authority for the Applicant to begin construction of all crossings prior to a final CPUC decision. The CPUC stated that any construction on crossings was at the Authority's "own risk" and effective only until the Commission reaches its final decision. The CPUC also required the Authority "...to be fully warned that (it) will not be swayed by any claims of harm to itself, the state, or the public if the remainder of the applications are denied or conditioned in such manner as to cause major expenditures by Applicant."

The Authority decided to construct rail crossings, acknowledging that it would be required to undo any construction for any crossings which are not approved when the CPUC makes its final ruling (expected in mid-July, 2002). The Protestants contested this ruling, pointing out that California statutes require a review of all at-grade crossings prior to construction and that the CPUC must be allowed to do its job. The Protestants contend that the Authority hopes that their applications will be approved because the rail will essentially have been built.

On November 21, 2001, CPUC staff filed a motion to reconsider Bilas' ruling, implying that he had overstepped his authority, since state regulations require the entire panel to make such rulings about rail crossings. In the motion, the CPUC staff asserts that Bilas didn't have the authority to grant permission for tracks to be laid across disputed intersections, including those in Pasadena. Authority officials have admitted that work at disputed intersections was under way before Bilas issued his ruling. According to CPUC staff, this in effect tends to "reward the Authority for its violation" of assorted CPUC regulations and for "its contempt for the jurisdiction of the Commission."

Evidence Presented During Hearings Separates Facts from Myths

The public evidentiary hearings were held in Los Angeles and San Francisco during the months of November and December, 2001. Evidence was presented relating to safety, noise pollution and traffic congestion at proposed at-grade crossings in Pasadena, South Pasadena, and Los Angeles. While the Authority has consistently claimed that all aspects of the project will provide a safe environment for trains, vehicles and pedestrians, line-of-sight issues for train conductors have become paramount in the hearings. CPUC engineering staff testified that they have concerns about the safety related to line-of-sight.

The Construction Authority contends that the Gold Line project would be brought to a halt if the CPUC does not approve the permits for at-grade crossings. Cost estimates for grade-separation have varied wildly from \$20 million to \$120 million, when in fact, no actual engineering plans or estimates had ever officially been done. In September, 2001, following a preliminary ruling by the ALJ, the Authority determined that the cost of grade separation from Glenarm to Del Mar would be \$79.6 million, but these estimates have not yet been subjected to public scrutiny.

During the hearings, some City and County representatives claimed that Pasadena residents seeking grade-separated crossings actually want to stop the Gold Line. According to their testimony at the hearings, however, the Protestants want to insure the safety of pedestrians and motorists while reducing traffic congestion in populated areas.

City staff has assured Protestants that city, state or federal funding has never been sought for grade-separation. Furthermore, Pasadena City Manager Cynthia Kurtz testified that separation of crossings through Pasadena's Old Town was negotiated by promising the MTA lower electrical costs, since they were "going through our City and would be served by our City." She further stated that Pasadena didn't "put up any money. The MTA paid for it, understanding that they would pay less in operating costs in the future." City Staff have also reported that grade separations of crossings beyond Green Street in Pasadena

GOLD LINE...

were never reviewed during design of the project.

In order to reduce increased traffic congestion at nearby crossings due to at-grade Gold Line crossings, Pasadena City staff and council members have maintained that the Authority will pay for a traffic management system to mitigate traffic impacts. Although, in the "Findings of Fact and Statement of Overriding Considerations" prepared for the Del Mar Train Station Mixed Use Development Project, the City states that it "has no program to collect mitigation funds to finance the overall system and no timeline for implementation."

Impending Rulings Could Affect Gold Line Construction

Motion to Reopen Evidentiary Hearings

On December 19th, five days after the conclusion of the formal hearings, new evidence of safety hazards at the proposed Del Mar crossing came to light when the Pasadena Zoning Commission announced its approval of variance requests and certified the Final EIR for the Del Mar station. On December 27, 2001, NOBLAG filed a motion with the CPUC to either reopen the evidentiary hearings or be permitted to submit evidence in the form of a sworn Declaration, based on this new information.

Plans approved for the project reveal that the light rail pass-

Del Mar Station...

Continued from page 6

widenings, Urban Partners was forced to redesign the building located at the corner of Del Mar and Arroyo Parkway. The result will be less courtyard space for residents of the new building and much shorter sidewalks for pedestrians, which will contribute to a looming, massive impression as pedestrians approach the Project from Del Mar. The WPRA regrets that City staff insisted on widening these streets to the detriment of both Urban Partners and Pasadena residents.

Upcoming Process

A 50% advisory review will be held with the Design Commission on January 14, 2002, in the Hale Building Hearing Room at 5:30 p.m. Because this is an advisory review, the Commission will not make a determination. The meeting is structured to provide the Commission with additional information only. The meeting is tentatively scheduled before the Commission for Final Design approval on January 28, 2002.

Light Rail Construction is Visible on Corner of Del Mar and Arroyo Parkway

Travelers driving in the vicinity of the Del Mar Station development have noticed that construction has already begun on the project. This excavation is being done by the Construction Authority for the Gold Line itself and for the subterranean garages. The only part of the construction that is related to the Urban Partners portion is related to the underground bridge and tunnel connected to the garages.

For more information about the Del Mar Project, please contact City Planner Vincent Gonzalez at (626) 744-6750 or vgonzalez@ci.pasadena.ca.us.

es through a "portal" at Del Mar, between two closely spaced buildings which will entirely obstruct the sight lines of train operators as well as motorists travelling south on both Arroyo Parkway and Raymond Avenue and motorists travelling east and west on Del Mar Boulevard. NOBLAG contends that this evidence presented at the hearings by CPUC engineers confirms the safety dangers imposed by a lack of "line of sight."

Alternate Motion for Interim Authority to Construct

In the meantime, on December 26th, CPUC President Loretta M. Lynch filed an alternate motion declining to confirm Commissioner Bilas' Ruling of November 1st which granted conditioned interim authority to begin construction of all grade crossings included in the fourteen applications of grade crossings prior to a final commission decision. She represented that CPUC staff was seeking, at a minimum, the opportunity to address all relevant environmental and safety issues. She further pointed out in her motion that construction cannot be approved before a full, careful review is completed by the Commission, which is the responsible agency.

On January 9, 2002, the full Commission approved the Lynch alternative by a 5-0 vote, denying the Construction Authority the right to construct across 21 of the grade crossings between LA and Pasadena, including all four Pasadena at-grade crossings.

The Upcoming Process

Judge Rosenthal is expected to make his final ruling sometime in March or April 2002, with a final decision by the CPUC in June or July.

When complete, the current phase of the Gold Line will run 13.6 miles from Los Angeles to Pasadena. Upon completion of this project, the Authority will be dissolved and the Los Angeles County Metropolitan Transportation Authority (MTA) will assume responsibility for operating and maintaining the Gold Line. A second phase of the Gold Line is planned to run eastward to the City of Claremont if additional funding is identified.

According to the Authority, the Gold Line will operate from 6:00 a.m. until 1:00 a.m., with a train heading in each direction every eight minutes during peak periods, and every fifteen minutes at other times. There are 28 street/rail at-grade crossings planned between Los Angeles and Pasadena which will be impacted.

For more information related to the construction of the Gold Line, please visit the following websites:

West Pasadena Residents' Association:

www.wpra.net

Citizens Against the Blue Line at Grade:

www.noblag.org

LA to Pasadena Metro Blue Line Construction Authority:

<http://www.la-pasblueline.org>

Mount Washington Association:

www.mtwashington.org

Transcripts of CPUC hearings:

www.mtwashington.org/projects/blue-line/PUC/index.htm

California Public Utilities Commission (CPUC):

<http://www.cpuc.ca.gov/static/index.htm>

Published Blue Line proceedings:

<http://www.cpuc.ca.gov/published/proceedings/A0106011.htm>

AMBASSADOR COLLEGE UPDATE:


Continued from page 2

Planning Commission conducts a series of public hearings on the Legacy Project, it will issue a formal recommendation to the City Council. The Legacy Project will then proceed to the Council for final review sometime in the Spring.

Under Pasadena's zoning code and applicable State law, the City Council will have to make specific factual findings in order to approve the Legacy Project. The Council will have to find that the Legacy Project is consistent with the City's General Plan and the West Gateway Specific Plan, and that the Legacy Project will not be detrimental to the health, safety and welfare of the immediate neighborhood and Pasadena as a whole. Based on the projected negative environmental impacts described in the Final EIR, and the EIR's own deficiencies as described in the WPRA's position paper, the WPRA does not believe the Council can make these findings for the Legacy Project as currently proposed.

Get Involved and Make a Difference

The WPRA will continue to inform residents of upcoming meetings regarding the Legacy Project. In the meantime, there are steps West Pasadena residents can take in the next few weeks to influence City staff's upcoming recommendations. For more information about what you can do to make a difference, please contact WPRA board member Charles "Kicker" McKenney at (626) 449-4168 or cpmckenney@earthlink.net. If you want to receive e-mail updates regarding the Legacy Project, please send your e-mail address to WPRA President Vince Farhat at vfarhat@earthlink.net.



As long time West Pasadena residents, we support the West Pasadena Residents Association and their effort to preserve our neighborhood.

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CITY COUNCIL VOTES TO EXPAND DESIGN REVIEW POWERS

On December 17, 2001, the City Council voted to reduce the size threshold for commercial real estate projects that are subject to the City's design review process. The Council asked the City Attorney to prepare a draft City ordinance and bring it back to the Council for final approval. The purpose of this proposed change is to prevent the construction of additional unsightly buildings along Walnut Street and other commercial corridors.

The current threshold for design review for commercial and mixed-use projects is 25,000 square feet. The City also requires design review for multifamily residential projects of three units or more. The proposed amendment would reduce the square footage threshold to 5,000 feet for commercial and mixed-use projects along what the City defines as "major arterials and corridors." The existing threshold for multifamily residential development would remain the same.

According to the City Council's agenda report, City staff would conduct the review subject to appeal to the City's Design Commission and, if necessary, to the Council. The City's design review process includes the appearance of signs and types of building materials.

NEW GROUP FORMED TO PROTECT NEIGHBORHOODS FROM THE LEGACY PROJECT

A new organization has been formed to address the impacts of the proposed Legacy Project. "Save South Orange Grove" is a group of homeowners and renters who live on South Orange Grove and the surrounding streets who are concerned about the size, density and traffic impacts of the Legacy Project.

The Legacy Project "is too large, will produce too much traffic, and does not fit into this established, low density residential neighborhood," wrote Save South Orange Grove co-chair I. Gordon Odell in a December 6, 2001 letter to Pasadena planning commissioners. "[W]ill Pasadena respect and protect its residential neighborhoods, which have always set Pasadena apart," wrote Mr. Odell, "or will it permit a massive multiple housing project to be built in an established, low density residential neighborhood?"

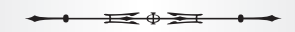
Save South Orange Grove is sponsoring a petition drive to demonstrate West Pasadena residents' opposition to the Legacy Project. The group also has retained an attorney to assist in challenging the Legacy Project in court, if necessary. For more information, please write Save South Orange Grove at Post Office Box 93515, Pasadena, California 91109-3515 or call (626) 793-6858. Mr. Odell also can be reached by e-mail at lodell@aol.com.

CRIME SCANNER

San Rafael Area- the flood channel on the eastside (the Arroyo) and the city limits on the westside, Colorado Blvd. to the North and city limits to the South as the boundries. Information provided by the Pasadenas Police Department. July 2001 to December 6, 2001.

Residential Burglaries:	July (3) August (8) October (3)	Malicious Mischief:	August (1) September (1)
Vehicle Burglaries:	October (1) November (1)	Lost or Stolen Property:	July (1) September (1) November (2)
Unspecified Burglaries:	October (1)	Found Property:	September (1)
Commercial Burglaries:	August (1)	Car Jacking:	July (1)
Robbery (Purse Snatch):	November (1)	Stolen Vehicles:	July (1) September (1) November (1)
Arson:	August (1)	Petty Theft:	July (1) August (1) October (1) November (2)
Health & Safety Violation:	September (1) October (1)	Grand Theft:	September (1)
Forgery:	September (1) November (1)	Recovered Stolen Veh.:	July (1) August (1) October (1)
Misc. Misdemeanor:	July (1)	Suspicious Circumstances:	August (1) September (1) October(1) November (1)
Misc. Felony:	November (1)		

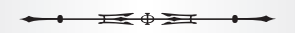
WHAT IS WPRA?



The West Pasadena Residents' Association is a non-profit public benefit corporation dedicated to informing residents about current issues of interest that may effect the architecture, history and quality of life of west Pasadena, including through presenting public discussion groups, forums, panels, lectures and newsletters.

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 quarterly 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, Vince Farhat, at (213) 243-2454 or vfarhat@earthlink.net



Thank You

We appreciate the above and beyond financial support of our Benefactors and Patrons for 2001. With these contributions, the WPRA can continue to print our newsletters and provide public forums to discuss the issues that affect our neighborhood. A great deal of thanks go to these generous donors:

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(as of 12/31/01)

PRESIDENT'S MESSAGE

WPRA IS HERE TO SERVE YOU

More than anything else, the City of Pasadena is defined by the quality of life in our neighborhoods. As residents of West Pasadena, we are truly fortunate to live in one of the most beautiful and unique areas of Southern California.



Vince Farhat

But West Pasadena is at a crossroads. We are experiencing an unprecedented citywide development boom, including the proposed Legacy Project and the Del Mar Station for the Gold Line. Pasadena faces the challenge of trying to balance the effects of growth and new development, with the need to preserve and protect the quality of life in our neighborhoods.

The West Pasadena Residents' Association is committed to preserving and strengthening our neighborhoods. We will continue to urge City Hall to engage in balanced transportation and development planning so that our neighborhoods will be protected and our quality of life will not be diminished through hasty or thoughtless decision making.

We hope you enjoy this issue of our Newsletter. And we encourage you to join the WPRA today if you are not already a member. The WPRA is comprised of volunteers and has no paid staff. Your tax-deductible donation will be used to track issues that impact West Pasadena and to publish the Newsletter. Please contact me at vfarhat@earthlink.net if you have any questions or concerns.

Thank you for supporting the WPRA!

Treasurer's Report

Continued from page 8

To this end, the WPRA has developed a Website (www.wpra.net) that is updated with current information. The Association has also printed and mailed *Neighborhood Alert* postcards and other mailers when key public meetings are scheduled. Residents may also sign up for an e-mail alert of breaking news and meetings. To receive the e-mail notices, write WPRA president Vince Farhat at vfarhat@earthlink.net and he will add you to the distribution.

2. The WPRA has retained the services of a traffic consultant, TND Engineering. We have commissioned independent and professional analyses of traffic impacts from city and developer proposals for the Ambassador College project. These analyses have served as key tools for the WPRA in meetings with city officials in assessing and evaluating the proposed developments, underscoring concerns from residents throughout the community who will be impacted.

In addition to the hundreds of gifts from \$10 to \$50, scores of neighbors responded with gifts of \$75 and \$100, earning their status as Patrons and Benefactors of the WPRA. Moreover, the urgency and concern was so great that several neighbors donated \$200, \$300, even \$500. As a result, the WPRA has established a new Platinum Donor category, recognizing gifts of \$250 or more. You will be able to read the names of these very generous neighborhood donors in this newsletter.

Special recognition also goes to **Robin Stever** of Coldwell Banker Real Estate, who made a \$1,500 gift to the Neighborhood Protection Fund. She certainly recognizes the value of preserving the quality of our community and we salute her generosity.

As we close the financial books on 2001, it has been a banner year for the WPRA. Membership is at an all-time high with nearly 700 dues-paying members. Membership contributions totaled \$32,440 in 2001. In addition to the Neighborhood Protection Fund, newsletter advertising, and interest income, 2001 revenues for the WPRA totaled **\$60,360.88!**

Help keep the WPRA a strong and steady voice for our community by renewing your membership for 2002. Membership envelopes will be mailed in the spring.



JOIN THE WPRA TODAY

Over the past year, the WPRA has followed many important issues such as the proposed development of the Ambassador College property, traffic migration measures to remove commuter traffic from residential streets, and the Central Arroyo Master Plan. But keeping you informed on these key issues took time and money. While our board members happily donate their time, we do need funds for our Newsletter, mailings and forums. All membership dues are tax-deductible, and donations of \$75 or more are acknowledged in the Newsletter. So, please take a moment to complete this form and mail it with your check today!

Name _____

Address _____

Phone (____) _____ E-Mail _____

Associate \$25-\$49

Patron \$75-\$99

Neighborhood Protection Fund

Friend \$50-\$74

Benefactor \$100-\$249

Platinum \$250 or more

Please mail to: West Pasadena Residents' Association, Post Office Box 50252, Pasadena California 91115