

NEWS

West Pasadena Residents' Association

PASADENA, CALIFORNIA

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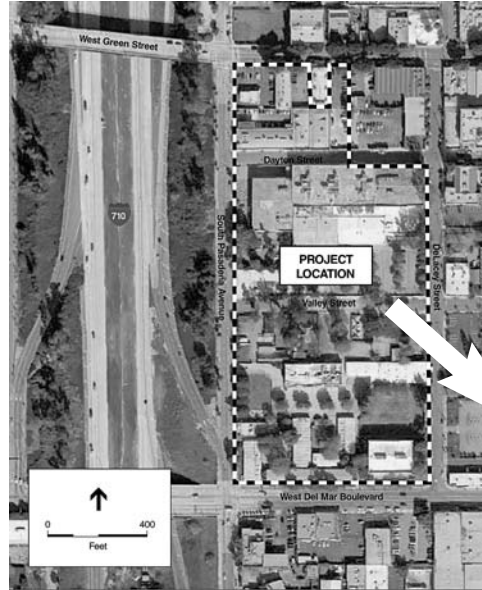
WINTER 2006

The Sares Regis/Westgate Project

By Fred Zepeda

The Draft Environmental Impact Report (DEIR) for the Sares Regis project has arrived. The project is being called Westgate Pasadena. It is big. Some development of this property is necessary but this project is too big. This project is the largest residential project Pasadena has ever had. In square feet of development, this project is larger than any commercial high rise building in the City. Yet according to the DEIR, the project's 5,851 daily trips will not cause any significant impact to intersections.

On 11.94 acres, bound by Green Street on the north, Delacey Avenue on the east, Del Mar Boulevard on the south and Pasadena Avenue on the west, they propose 820 residential units and 22,154 square feet of retail space. This project is more than



twice as big as the Del Mar Station project. They propose 26 buildings varying in height from three to five stories. The Average density is 65 dwelling units per acre over all three blocks. This is three times the size of the Treo development (between Colorado, El Molino, Union and Madison).

The majority of the Sares Regis residential units, 480 or 60%, would be rentals. The remaining 340 units would be for sale. The plan calls for 1,693 underground parking spaces. The Inclusionary Housing Ordinance requires that 15% of all newly constructed dwelling units be sold or rented to low or moderate income households, the Sares Regis project proposes to provide 85 inclusionary units and pay in-lieu fees for the other 35 units. Why can't they

provide all the inclusionary units on site? They say that construction would take 30 months. That estimate is probably their best guess barring any financial, construction or other complications. Think 3 years of construction traffic, lane closures, barricades and flagmen on Del Mar and Green.

The DEIR cites five impacts that even after all mitigations are applied still remain significant. The surprising thing is that traffic is not one

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The Sares Regis/ Westgate Project

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of them. The DEIR studied 42 intersections around the project and determines that all are currently operating at satisfactory Levels of Service (LOS) and that the additional 5,851 daily trips this project will add to our streets somehow will only significantly impact one intersection. That intersection is Pasadena Avenue and Del Mar.

Somehow Del Mar at Fair Oaks and Del Mar at Raymond would not be significantly impacted. Somehow these 5,851 daily trips would not significantly impact the intersections of Pasadena Avenue and Green or Green and Fair Oaks. West Pasadena Residents' Association (WPRA) will be asking questions about how it is

that this DEIR and City staff conclude that all these intersections are currently at a satisfactory LOS and how 5,851 new car trips will not negatively impact these intersections.

The General Plan and the Central District Specific Plan each call for a mixed use "Urban Village" on this site. This project is not an Urban Village. It is primarily residential with no commercial space so that people can live close to where they work. The existing street and alley grid is maintained so that vehicle usage is not inhibited. The proposed walkways within the project are aligned with the street grid, and while they effectively move tenants from their residence to their car they are not "meandering and inviting pedestrian walkways". The required Open Space and Park Space seem to be made up almost entirely of tenant walkways and a couple of small areas

situated within the building clusters. Where will the kids play?

Many other troubling questions persist and WPRA will pursue all of them in an attempt to highlight all the neighborhood concerns in the hope that our City Council will only approve a project that is properly sized and designed to complement and add to our neighborhood.

If you would like to follow this project or if you will like to ask your own questions, the Planning Commission will have a hearing on this project on February 22nd at 6:15 pm at the Pasadena Conference Center, 300 E. Green Street in the Gold Room (Room 211). The DEIR can be found on the City's website in the Commissions and Committee's section at <http://www.cityofpasadena.net/planning/environmental/Westgate/WestgateHome.asp>. ■

Changes in the PUSD *By Mary Dee Romney*

By default, the Pasadena Unified School District now is resorting to a "revenue enhancement" plan, one that will involve selling or leasing school sites.

The PUSD operates, through "trustee" oversight by the Board of Education, approximately 270 acres of publicly-owned school properties into which, over recent years, millions of dollars of school improvement bond funds have been invested.

The value these properties hold for future education needs of local families requires serious and competent short-term and long-term analysis before any action is taken. As reported recently in the Pasadena Star-News, such analysis has been in short supply.

What to watch for over the coming months as decisions are made for PUSD's 2006-07 school year:

Closing Schools

PUSD's Board of Education voted in December to close Noyes and Edison elementary schools in Altadena, Allendale elementary school in West Pasadena and Linda Vista elementary school – with site closures both at Linda Vista and at Audubon (in Altadena). More closures are anticipated for the 2007-08 school year.

Cutting Bus Transportation

"Remote" busing for general education students has been eliminated while retaining "safety" runs for outlying areas, with limited services to certain sites and MTA passes for older students. Special education students will continue to receive transportation services as required by law.

Eliminating PUSD's Police Force

PUSD's in-house policing operations will cease the end of January 2006. Tentative plans to partner with other agencies are being considered.

Planning for Designated Surplus Property

The PUSD is required by state statute to establish a "7-11 Committee" to publicly evaluate and identify unused district properties.

For those interested in discussing ongoing PUSD issues, contact Mary Dee Romney at mdromney@sbcglobal.net for more information. ■

President's Message *By Dorothy Lindsey*

More than anything else, Pasadena is defined by the quality of life of our neighborhoods. We are truly fortunate to live in one of the most beautiful, historic and diverse communities in Southern California.

The WPRA supports thoughtful development that is consistent with the density and scale of our historic neighborhoods. And we support the goal of expanding public transit so residents can get around town without cars.

But, our quality of life is threatened by the negative aspects of Pasadena's recent building boom. Pasadena's streets are seemingly choked with traffic. Commercial parcels and restaurants are being

replaced with high-rise, high-density apartment projects. Noise and air pollution are on the rise.

With all the talk around City Hall about building "urban villages," many of the new development projects in Pasadena seem to be all urban and no village!

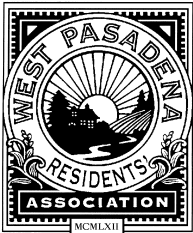
The most recent (and disturbing) example of this trend is the Westgate Project, a proposed 800-unit apartment project on the east side of the former Ambassador College campus. Adjacent to the shopping district in Old Pasadena, the Westgate Project contains only two percent commercial space and would be two times bigger than the Del Mar Gold Line project.

What can residents do to preserve and protect our quality of life?

As individuals acting alone, not much. Working together, however, we can send a loud message to City Hall that we want balanced and thoughtful development that will honor our past while building a better future.

The WPRA is your voice. With your active involvement, WPRA can and will make a positive difference for Pasadena.

Please join WPRA and lend your time and talents for the betterment of our community. Call (626) 441-1388 or visit www.wpra.net today! ■



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All membership dues are tax-deductible, and donations of \$75 or more are acknowledged in this newsletter. Please take a moment to complete this form and mail it with your check today!

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May 2005 - February 2006

The WPRArroyo Board of Directors thanks the following very generous donors for their quick action and generous support of the Arroyo Protection Fund. These monies have been used to fund our opposition to the NFL at the Rose Bowl and to advocate on behalf of the Arroyo Seco. Over 30% of the checks for the Arroyo Protection Fund came from Pasadena citizens outside of the 91105 area. We thank you from the bottom of our heart. The response to our requests for funds from Pasadena residents was beyond our expectations and shows the tremendous interest that our neighborhoods have in preserving the historic Rose Bowl and the surrounding parkland for future generations. We can all be proud of this achievement. Each person who donated and supported WPRArroyo in this effort deserves our heartfelt thanks. —Dorothy Lindsey, President

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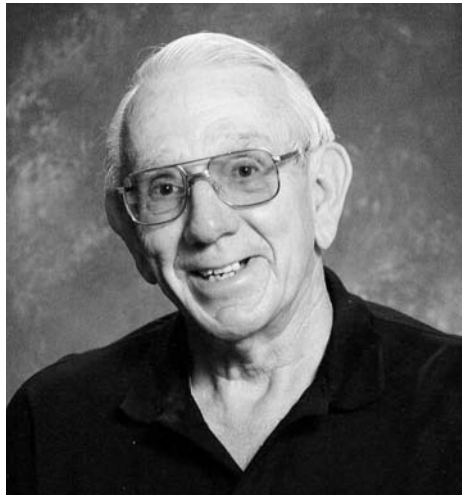
Remembering My Neighbor *By James Hawkes*

Little did I know eight years ago, when Harold Sadring, who I had only known for a few short weeks invited me to come along to a board meeting that I would be writing this and volunteering my time to help make Pasadena a better place. But that was the affect Harold had on people. When he died this past September, the City and our community lost a beloved citizen volunteer, but his legacy lives on because of the many individuals and groups that he engaged.

Born in 1922, in Bend, Oregon, Harold was a unique blend of Swedish, Irish and Cherokee Indian descent. At the young age of two, his family moved to the Los Angeles area, where his father became a LA County firefighter, eventually rising to the rank of captain. For Harold, public service was destined to be genetic.

It was at age nine that Harold became familiar with Pasadena, when his family relocated to Altadena. He attended Elliot Junior High School, and went onto John Muir High School where he is rumored to have shared a locker with the legendary athlete, Jackie Robinson while participating in sports programs on the Pasadena City College campus.

After graduating high school, Harold worked a short stint for CalShip before enlisting in the Army in 1941. Following his basic training in San Diego, he was assigned to one of two BT boats, a floating "dry dock" that originated in Aberdeen, Washington. From there, his crew was sent to Attu, the last island in the Aleutian chain (just 500 miles from the Russian mainland), and the site of the only World War II battle on the North American Continent. Out



HAROLD SADRING 1922-2005

of necessity, when the deep sea diver in his crew was killed detonating a Japanese mine, Harold volunteered for the job. He successfully carried out his duties as a diver before nearly losing his own life when he was accidentally crushed between the diving platform and another BT boat. This accident forever challenged his health but rarely his spirit.

In the early 1950s, Harold returned to the Los Angeles area, where through the persistence of an 11-year old boy, who was seeking a friend and father figure, Harold met his second wife, Virginia May Smith. They were married in 1954, and shared nearly 51 years together in Pasadena.

During the last twenty-five years of his life, Harold dedicated himself to volunteer work, and given that he seemed to know everyone, it wasn't hard to get him involved. After becoming a regular at City Hall meetings, Harold was asked to join the Code Enforcement Commission, where he served for seven years, two as its chairperson. He also served on the West Pasadena Residents' Association for nearly two decades during a critical time in the City's renaissance. But his true passion was

volunteering for the Pasadena Police Department, Air Operations Section.

He volunteered at the heliport for seven years, and during a three year stretch logged the most hours of any volunteer. I had always wondered why so many police helicopters flew over the house, but I quickly learned it was either Harold on a ride-a-long or his friends at Air Operations just saying "hi." Virginia shared with me that in the final years of his life, it was this camaraderie and sense of service that kept him going.

His unique relationship with the Police Department also extended to our neighborhood. Harold was instrumental in organizing several K-9 (police dog) demonstrations that drew handlers and dogs from Pasadena and surrounding departments. Harold always said the more they (the police officers) get to know us the better off we all will be.

Harold, you will be missed, but every time I hear a helicopter over head, I know your spirit is flying high and your message of volunteerism lives on. ■

What is WPRA?

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

It is operated by a Board of Directors elected at an annual meeting. If you are interested in becoming a member of the Board or volunteering for specific committees, please contact the president, Dorothy Lindsey, (323) 256-4972 or dorothy.lindsey@wpra.net

West Pasadena Transportation Update *By Vince Farhat*

Annandale Estates Project Returns to Transportation Commission

Two years ago, the Transportation Advisory Commission (TAC) reviewed the draft environmental impact report (EIR) for the Annandale Canyon Estates Project (Project). The Project is bounded on the west by the Scholl Canyon Landfill, on the southeast by the Annandale Country Club, on the south by single-family residences and open space, and on the north by single-family residences. The developer, Annandale Estates LLP, originally wanted to build 29 single family residences averaging approximately 4,000 square feet. The Project also called for the City of Glendale to approve a special construction access road through the Glendale landfill.

After the draft EIR was circulated for public comment, the developer submitted a new 24-unit alternative without a secondary construction access road, as well as an amended grading plan. The City also received information concerning details of increased required expansion of utility infrastructure that was not known at the time of the original circulation period.

Last year, the City of Pasadena released a "recirculated" draft EIR for the Project. The recirculated portions of the EIR are intended to analyze the new Project alternative and the new information concerning utility infrastructure.

In December 2005, TAC reviewed the recirculated EIR for the Project. Following a City staff report, TAC heard public comment, including local residents, the developer, and representatives from the Linda Vista Annandale Association and Safety

and Open Space First. Residents expressed serious concern about safety and traffic impacts during construction.

Following commissioners' individual EIR comments, TAC passed three motions: (1) the Project should not be approved in its current form; (2) the Project needs a secondary access route; and (3) if a project is approved, TAC should review the construction management plan at a public meeting.

In passing these motions, the majority of TAC commissioners expressed concern that the recirculated EIR fails to study whether the Project complies with the City's new Hillside Ordinance. It also fails to adequately study existing dangerous conditions created by the narrow and winding residential streets leading to the Project site. The EIR also does not adequately study the impacts and costs to public and private property caused by construction vehicles damaging curbs, gutters, mailboxes, trees, utility lines, lamp posts, etc.

City staff and the developer are in the process of responding to comments to the recirculated draft EIR. When the responses are ready, the Pasadena Planning Commission will review the Project. Then it will go to the City Council for final review and approval. For more information on the Project, please contact City Planner Carol Hunt Hernandez at chunt@cityofpasadena.net.

New Pedestrian Master Plan

In October 2005, TAC participated in a special joint meeting with the Planning Commission. One of the agenda items was to review City staff's proposal for a new Pedestrian Master Plan.

Like many cities, Pasadena has a mobility (or transportation) element to its General Plan. In 2004, TAC played an important role in the adoption of Pasadena's updated mobility element. The General Plan states that Pasadena "will be a city where people can circulate without cars." This includes public transit such as the Gold Line and ARTS bus, bicycles, and walking.

During the General Plan update, some City Council members and citizen commissioners discussed developing a master plan to encourage pedestrian amenities and to make Pasadena a more "walkable" community. Following this lead, City staff presented a detailed outline of a Pedestrian Plan to commissioners at the special joint meeting.

The purposes of the Pedestrian Plan would be to improve public safety, preserve the walkability of pedestrian areas, better design and develop pedestrian-friendly projects, and better integrate pedestrian improvements into street maintenance and traffic management programs.

At the joint meeting, TAC commissioners provided comments to City staff and expressed interest in moving beyond the general framework to a discussion of a specific implementation plan. Early this year, City staff is expected to bring a draft plan to TAC for further review and comment.

Review of Major Development Projects

Another purpose of the joint TAC/ Planning Commission meeting was to discuss how TAC can better assist the Planning Commission in reviewing major development projects that require EIRs. With so many new

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Transportation Update

Continued from page 7

development projects in the pipeline, and mounting concerns about increased traffic congestion, commissioners discussed how to ensure that transportation and traffic planning is given equal weight in the project review process.

A consensus was reached at the joint meeting that TAC should review major project EIRs before they

go to the Planning Commission. By waiting for TAC to review a project first, the Planning Commission will have the benefit of TAC's input before making a recommendation to the City Council.

Following this approach, TAC reviewed the Fuller Seminary EIR on January 13, 2006, and the Westgate (Ambassador East) Project EIR on January 13 and February 9, 2006. TAC is expected to review EIRs

for the Ambassador West Project and Caltech Master Plan in Spring 2006. ■

Editor's Note: Vince Farhat is Chairman of the Transportation Advisory Commission. Vince has been on the WPRA Board of Directors since 1997, and served as President from 2001 to 2003. He can be contacted at vince.farhat@sbcglobal.net

Residents Work with City to Solve Neighborhood Nuisance

By Blaine Cavena

Residents of Cherry Drive, in the hills of San Rafael, are learning first-hand just how much the city can help them in their efforts to deal with a "problem house" on their street. After their quiet residential street had been disturbed too many times by the tenants of the house, neighbors banded together to form a Neighborhood Watch to see what they could do. They found out that, with help from the city, they could do a lot.

Residents worked with the Pasadena Police Department to increase police presence and surveillance. Pasadena's finest reacted quickly with significantly increased police presence and excellent coordination with residents. Police representatives worked with neighbors to ensure that reports and 911 calls provided the information the police needed to respond effectively, and ensure calls were handled promptly. Other representatives of the city worked with residents to check on compliance with fire and zoning regulations at the problem house.

But that was just the start. Working with Pasadena's Neighborhood Connections office, residents are using Pasadena's Safe Streets Now

program, to pursue an even more effective long-term solution. Safe Streets Now allows residents to work in partnership with police and city staff (including the city prosecutor) to use California nuisance abatement laws. The process protects residents by using non-confrontational yet very effective legal methods supported by the city and the courts to provide significant financial penalties and legal incentives for the problems to be solved.

In the vast majority of cases, Safe Streets Now resolves problems without going to court, but it's also nice to know that every case that has gone to court has been decided in favor of

the neighborhood! Neighborhood leaders are very pleased with the response and support from Pasadena Police, Neighborhood Connections and city staff, and all look forward to a desirable resolution. (To learn more about Safe Streets Now check the web at <http://www.ci.pasadena.ca.us/humanservices/SSN2.asp> or contact Pasadena's Neighborhood Connections office at 626-744-7293.)

When neighbors come together they can make a difference. On Cherry Drive, the partnership of interested neighbors, police, city staff and city support are solving a problem and making the neighborhood a better place. ■

Calling All Neighborhood Groups!

Do you have a Neighborhood Watch? Does your street or block get together for a block party or community meeting, bringing neighbors together?

If so, the WPRA would like to know in order to explore ways to work with the many neighborhood organizations that work so well (and so hard!) within the

WPRA's larger territory. We think we might be able to help each other.

So give us a call or send us a note. Use the address or phone number on this newsletter, or just send an email to editor@wpra.net. We thank you for the good work you are doing, and we look forward to hearing from you! ■

Huntington Memorial Hospital Outpatient Services Pavilion Update

By Larry Abelson

Pacific Medical Buildings, LLP, the current lessee of the property located at the southwest corner of Fair Oaks Avenue and California Boulevard (the former longtime location of the Cal-Oaks Pharmacy) owned by the Huntington Memorial Hospital Trust, filed an Application for a Zoning Map Amendment, Master Development Plan Amendment, Minor Conditional Use Permit, and Variances for the construction of an Outpatient Services Pavilion to serve physicians associated with the hospital.

The proposed medical office building will have a floor area of 189,818 square feet and will include a pharmacy and coffee shop, as well as radiation oncology and surgery facilities and medical offices. The northern portion of the building will be three stories high, while the southern portion will be four stories in height. Also included in this project is a 693-space parking structure, accessed from Fair Oaks Avenue, Congress Street, and Fairmount Avenue.

The WPRA became extremely concerned that the City's Department of Transportation had approved a flawed traffic study for the project. According to the Initial Environmental Study, the project will generate an additional 5,059 car trips per day. Nonetheless, the study did not analyze the impacts of the project on or propose any traffic mitigation measures for any of the residential streets surrounding the project, specifically those between California Boulevard, Fair Oaks Boulevard, Glenarm Street, and Orange Grove Boulevard. At the same time, the City was requiring the



Rendering of Outpatient Services Pavilion, Southwest Corner of Fair Oaks and California

developer to contribute \$450,000 to the City's intelligent transportation system, extend the right-turn lane from eastbound California onto southbound Fair Oaks, and install a new signal on California at Fairmount, between the two existing signals at Fair Oaks and the entrance to the hospital.

In addition to the impacts on the surrounding neighborhood caused by this project, the WPRA was concerned that the City had not studied the cumulative impacts of all proposed projects in this area in light of the current development boom. There is already a major hospital development under construction at Pasadena Avenue and California. Further, just down the street from the project, the Fair Oaks Regency Park housing project has submitted plans to expand its facility by adding a 46,990 square foot building almost 54 feet high. The WPRA believes that

the City should undertake a comprehensive study of the impacts of all of these projects and others in the area, because the City's current project-by-project approach to planning is having an adverse impact on our neighborhoods, traffic conditions, and transportation infrastructure.

On October 12, 2005, the Planning Commission considered the project. In light of the WPRA's traffic concerns, the matter was referred to the Transportation Advisory Commission (TAC), which considered the matter on October 19, 2005. Some of the TAC members had strong concerns regarding the traffic impacts of the project. In light of the concerns of and productive discussions with the WPRA, the developer proposed a donation of \$25,000 to the community to address the neighborhood's concerns. The WPRA suggested that the

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Huntington Memorial Hospital Update

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developer dedicate the funds to the planning and implementation of a neighborhood traffic management

plan for the residential streets directly adjacent to the hospital to address the project's impacts. At a hearing on October 26, 2005, the Planning Commission voted 3-2 to recommend approval of the project with the added traffic plan condition. On

November 14, 2005, the City Council approved the project and adopted the Planning Commission's recommendation.

If you have any questions regarding this project, please contact City Planner Bill Trimble at (626) 744-6774. ■

Neighborhood Compatibility

By Mary Dee Romney

The Pasadena City council is grappling with standards for judging "neighborhood compatibility" under the Hillside Ordinance where development is challenged by neighbors as over-sized and intrusive to the character of existing homes.

At the direction of city council, planning staff is developing a proposal for "neighborhood compatibility guidelines" for use with the Hillside Ordinance. The initial draft is scheduled for release February 6th, with a report for discussion by the Planning Commission February 22nd.

Recent hearings regarding new construction and/or lot subdivisions for properties located in the San Rafael Hillside Overlay District (properties on La Loma, Laguna, San Rafael and Glen Summer) emphasized the need for such guidelines to determine "neighborhood compatibility."

Some thoughts expressed at hearings over the past few months about the issue of "neighborhood compatibility" have been:

1. The "mansion-ized" lot that slips through the cracks should not be the standard for future development.

2. Zoning inconsistent with an existing neighborhood should be made consistent with the existing neighborhood.

3. Hillside areas with high water tables and underground streams should be protected by city engineering/drainage requirements and site inspections when new development impacts homes (and sump pumps) at lower elevations.

4. High water tables and underground streams are the natural habitat for many California native trees, trees that should be conserved to maintain neighborhood character and "environmental equilibrium."

5. Many flat lots (less than 15% slope) are "hills" to lots impacted below and should not be exempted piecemeal from the Hillside Overlay District.

6. Builders who violate city zoning and/or building codes should be subject to local penalty in addition to minimal state-mandated fines.

7. When rules governing development in the City of Pasadena are not enforced, there are no rules – and no certainty for either homeowners or developers.

Your comments on the important issue of "neighborhood compatibility" in West Pasadena will be welcomed by city staff and should be submitted *as soon as possible* to Associate Planner David Sinclair at dsinclair@cityofpasadena.net ■

The La Loma Bridge Project

WPRA provided comments on the La Loma Bridge Project last quarter to ensure that the City recommends and pursues the restoration and rehabilitation plan. The La Loma Bridge project team, which includes members from the Pasadena public works department and a consulting engineering firm, reviewed four alternatives and is recommending the retrofit and rehabilitation design solution. The team was able to come up with an estimate for this solution that is closer in cost to the other alternatives than originally proposed. In addition to being within an accept-

able budget range, the retrofit and rehabilitation design solution is the best alternative since it meets all of the goals of the project and preserves the historic bridge.

As you may recall from an earlier article, the bridge was built in 1914, one year after the Colorado Street Bridge. The bridge consists of two main spans and smaller approach spans. The piers, arch ribs, columns, and the original deck level rails are detailed using classical design elements, such as bases, capitals, and cornices. These design details are nearly identical to the Colorado Street

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Mayfield Senior School Master Plan Update *By Larry Abelson*

At time of publication, the project will be going before the Pasadena Planning Commission on Wednesday, February 22nd at 6:15pm. The meeting will be held at the Pasadena Conference Center, Room 211, 300 West Green Street, Pasadena.

As discussed in more detail in the Summer, 2005 edition of the WPRA News, Mayfield Senior School has submitted an Application for the approval of a General Plan Amendment, Master Development Plan and Zone Change (the "Application") for the School located at 500 Bellefontaine Street and the neighboring property at 484 Bellefontaine Street acquired by the School in July, 2002. Among other things, the School is seeking approval of the following:

1. Construction of a new 11,000-square-foot fine arts and music building just a few feet from a single family home located on Orange Grove Circle.

2. Demolition of a century-old, historic carriage house constructed

at or about the same time as the original main house at 891 South Orange Grove, which was designed by noted Craftsman architect Frederick Roehrig.

3. Converting the existing Grand Avenue exit to an entrance.

4. Adding a new curb cut on Grand Avenue for a new exit drive.

5. Adding the 484 Bellefontaine Street property to the campus, requiring a zone change from RS-4HD to PS and a General Plan Amendment from low density residential to institutional. The existing single family residence would be converted and used for administrative office space.

6. Constructing a new circular drive around the front lawn at the Bellefontaine Street entrance by re-routing closer to the adjoining single family residences and joining the existing drives at 484 and 500 Bellefontaine Street. (In response to this proposal, the City has proposed the installation of a left-turn pocket and related striping measures on westbound Bellefontaine at the entrance to the School and removing on-street parking adjacent to the property.)

7. Re-routing all daily drop-off and pick-up traffic, as well as special event traffic, to Bellefontaine Street.

The WPRA has joined with the Concerned Neighbors of Mayfield Senior School (Concerned Neighbors) in opposing the Application as currently conceived, specifically objecting to the zone change of the 484 Bellefontaine Street property, the installation of the circular drive on Bellefontaine Street, the installation of the proposed striping on and removal of parking from Bellefontaine Street, the placement of the new buildings so close to the

backyards of their neighbors, and the absence of an enrollment cap.

On July 5, 2005, the Historic Preservation Commission considered the School's Application and recommended that the 484 Bellefontaine property not be re-zoned (preventing the construction of the circular drive on Bellefontaine), the historic carriage house should be preserved and considered for adaptive reuse, and the School should apply for landmark status for Strub Hall.

On July 7, 2005, TAC considered the School's Application and ultimately decided to take no action. On September 26, 2005, the Design Commission considered the Application and recommended against the re-zoning of the 484 Bellefontaine property (and therefore the circular drive) and in favor of the retention and adaptive reuse of the historic carriage house and re-positioning the new buildings further away from the adjoining neighbors' properties.

A hearing before the Planning Commission was to follow, however, in light of the Historic Preservation and Design Commissions' recommendations and the objections of the WPRA and the Concerned Neighbors, the School elected to put a hold on the approval process. The School and its counsel ultimately accepted the invitation of the WPRA and the Concerned Neighbors to meet and discuss the issues. The meeting took place on December 11, 2005. So far, however, the Application remains unchanged. We are currently awaiting a response from the School regarding their plans.

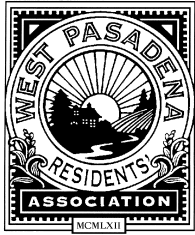
For more information, please contact City planner Annabella Atendido at (626) 799-6707. ■

La Loma Bridge

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Bridge as well as the San Rafael Bridge, and together, the three bridges help to define the character of the Lower Arroyo.

The project team will spend the next several months finalizing the design and may be finished in June. They will continue working with Cal Trans during this time to get highway bridge funding. They hope to obtain bids and sign contracts mid-summer if the funding is available at that time. Project updates will be posted on the city website at <http://www.ci.pasadena.ca.us/publicworks/engineering/lalomabridge/> ■



WEST PASADENA
RESIDENTS' ASSOCIATION
Post Office Box 50252
Pasadena, CA 91115-0252
WPRA Message Line: (626) 441-1388
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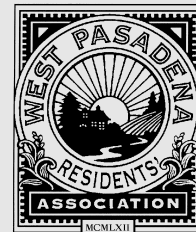
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WEST PASADENA RESIDENTS' ASSOCIATION

Post Office Box 50252
Pasadena, CA 91115-0252
WPRA Message Line: (626) 441-1388
Website: www.wpra.net