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Caltrans will have the last word

Is it time to celebrate the end of the SR-710 freeway tunnel?

BY SARAH GAVIT
DIRECTOR, WPRA

It appears that the more than 60-year grass-roots community-based war against what many consider to be an ill-conceived State and regional transportation initiative to connect the two SR-710 stubs between Pasadena and Alhambra may finally be over and victory at hand.

On May 25 the LA Metro Board in a 12-0 vote selected the Transportation System Management/Transportation Demand Management (TSM/TDM) alternative, which seeks to maximize the efficiency of the existing transportation system by improving capacity on the local street system and reducing the effects of bottlenecks and chokepoints, as the locally preferred alternative. It was a curious, if welcome, conclusion considering its own SR-710 Project Study Team had just weeks

See page 13 for "The epic and ugly battle over what to do about the 710 Freeway"

Credit where credit's due

The WPRA would like to thank all of those who so generously volunteered to help analyze and respond to the SR-710 Draft EIR as well as to those who have supported the cause of better transportation options, both strategically and politically, for so many years. More specifically, we are grateful for the tireless efforts of Pasadena Mayor Terry Tornek, former Pasadena Mayor Bogaard, District 6 City Councilmember Steve Madison, City staff and our elected state and federal representatives. However, there is no single hero in this battle; it has been a group effort involving numerous volunteers, organizations and neighboring communities over a very long time. ~ Sarah Gavit

earlier declared the single-bore tunnel as the preferred alternative. Additionally, the Board redirected funds currently earmarked for the tunnel option to other projects. The reasons the Board cited for eliminating the tunnel option were lack of community support,

insufficient funds for the massive project from Measure R and no funding from Measure M — on which the No 710 Action Committee and WPRA had worked behind the scenes to secure an exclusion in the ordinance for any SR 710 North Project costs.

Still, some battle-weary residents found the phrasing of the Board's motion slightly disconcerting. Rather than permanently and unequivocally killing the tunnel option, the motion directed Metro to "defer a decision on any other alternative for future consideration ... until the community collectively agrees on the value of that investment and funds are identified to implement the project." While this language suggests that the decision to eliminate other options, including the tunnel alternative, could be revisited at a later date, most agree that by redirecting the Measure R funds, the tunnel alternative is effectively dead at the local level.

However, Caltrans, as the lead agency, has the last word on selection of the preferred alternative. As previously announced, Caltrans has stated that it will officially announce its



WPRA treasurer and master of ceremonies, Blaine Cavena, left, presents Diana Van de Kamp, daughter of the late John Van de Kamp, and George Brumder of the Pasadena Educational Foundation (PEF) with a \$1,000 check to help support the PEF's efforts at John Muir High School, from which John graduated. The presentation was made during the 2017 WPRA annual meeting. For more coverage of the meeting, see pages 8-9. (Photo by Chuck Hudson)

Continued on page 5

Great ways to start what promises to be a long, hot summer

BY KENYON HARBISON
PRESIDENT, WPRA

As I write, the end of June is upon us, and the weather is hot. The issues we face are hot as well, and I am pleased to report on two major victories for causes that have been near-and-dear to the heart of the WPRA and its membership, and a third development that warms our collective heart.

First, a coalition of citizen activists, of which we are a part and to which we contributed money, this spring succeeded in convincing the City of Pasadena to abandon the current plan to permit construction of a new hotel. WPRA Vice President, Avram Gold has written about the YWCA/Kimpton hotel project in this issue on page 4. Speaking for myself, I hope that we can find a way to preserve the Julia Morgan building in a manner that both respects its historical significance and serves the best interests of our city.

Second, as WPRA Director Sarah Gavit has written in the cover article of this issue, the

wicked witch (i.e., the 710 tunnel and extension) seems to have melted away at last ... after terrorizing the inhabitants of our little Oz for a very long time. In case you didn't know, Sarah played an enormous role in

organizing opposition to this project. The WPRA's response to the Draft Environmental Impact Report was one of the more comprehensive analysis submitted by any group or city. Thanks to Sarah's organizing skills and her dedicated and tireless team, we punched way above our weight, as we should on any issue that serves as an existential threat to our community.

Third and last, the La Loma bridge, now known as the John K. Van de Kamp bridge, has officially reopened! One of the more terrifying experiences of my early days in Pasadena came when walking under the old bridge — after having driven across it



Kenyon Harbison

about 50 times. The amount of exposed, rusting metal, and crumbling concrete I saw was shocking. Like many of you, the closure of this route for so long caused severe inconvenience. Ideally, it would have been nice if it had been completed on schedule, but at the end of the day we have a bridge we can all be proud of (and be confident of when using).

As a personal note, in addition to everything John accomplished, he was also a longtime member and de facto mentor of the Board. Although it wasn't our idea to rename the bridge in John's name, I'm sure anyone who knew John well would agree that it is a fine and deserving idea. I confess, however, that it will take some effort to break the habit of calling it the La Loma bridge!

As always, please feel free to reach out to us with questions or comments. Our door is always open, both figuratively and literally, at our monthly Board meetings.

About us

2017 – 2018 officers

- President: Kenyon Harbison (harbison@wpra.net)
- Vice President: Avram Gold (gold@wpra.net)
- Treasurer: Blaine Cavena (cavena@wpra.net)
- Secretary: Justin Chapman (chapman@wpra.net)

Mission: Founded in 1962, the West Pasadena Residents' Association is dedicated to maintaining the character of our community and enhancing the quality of life in west Pasadena.

Area: The WPRA service area is bounded on the north by Colorado Boulevard, on the east by Fair Oaks Avenue and on the south and west by the city limits.

Funding: All WPRA activities are funded through membership dues and contributions. The WPRA receives no public funding and has no paid employees. Since the WPRA is a 501(c)(3) non-profit public benefit corporation, contributions and donations are fully deductible to the extent permitted by law.

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The News is mailed each quarter to nearly 8,000 homes and businesses in the 91105 and 91103 ZIP codes and beyond.

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Dignitaries and members of the Van de Kamp family participate in the official ribbon-cutting to mark the reopening of a vital east-west connector. (Photo by Chuck Hudson)

La Loma bridge reopens, takes a new name

BY BLAINE CAVENA
TREASURER, WPRA

[Editor's Note: See page 12 for additional photo.]

The La Loma bridge is again open, and has been renamed in honor of distinguished long-time Pasadena resident John K. Van de Kamp, who died at age 81 in March of this year. After two years of reconstruction for seismic retrofitting and repair, the bridge is now much stronger and more attractive, with its railings and light fixtures restored to their original design. It now again mirrors the design of its "big sister," the Colorado Street bridge. All the trails around and under the bridge are also again open — including the trail from the west end of the bridge down to the bottom of the Arroyo.

To the delight and relief of those who have been detouring north or south around the closed bridge for two years, the long-awaited reopening was celebrated with a dedication ceremony on Saturday morning, June 24. Before a large crowd of pleased residents and local officials and dignitaries, District 6 Councilmember Steve Madison told the story of the bridge and thanked the contractors and City staff who did the work, and the residents who served on advisory groups who helped ensure that the character of the bridge was retained.

Remarks by Madison and former Mayor Bill Bogaard told of Van de Kamp's relationship to the bridge, having lived for many years just east of the Arroyo before moving just west of the Arroyo, his many years of service as U.S. Attorney, Los Angeles District Attorney, and California Attorney General, and his support of many Pasadena institutions and causes. A graduate of John Muir High School, Van de Kamp was a strong supporter of public

education in Pasadena, and a dedicated member of the WPRA board of directors for over 25 years.

The ceremony completed with remarks and a ribbon cutting by Van de Kamp's widow, Andrea, and daughter, Diana, both local residents, and a chance for all to admire and walk across the bridge.



The late John Van de Kamp's wife, Andrea, and daughter, Diana, pose near the plaque commemorating the rededication of the bridge in John's memory. (Photo by Blaine Cavena)

Council suspends controversial project; sends it back to task force, staff

City Council on May 22 voted unanimously to suspend the proposed YWCA/Kimpton hotel project that would have also resulted in a renovation of the dilapidated Julia Morgan-designed YWCA building by repurposing it into a 181-room hotel across from City Hall.

The hotel project, incorporating the renovated original building plus an added six-story structure, faced wide spread community resistance for its overall mass, height and the 30 foot setback from the Garfield sidewalk. Parking was also an issue. In the latest lease agreement, the City agreed to provide 136 off-site parking spaces at no cost to Kimpton for 99 years and waive land lease payments for 50 years. The developer, KHP Capital Partners, said it now needs these subsidies because construction and development costs have increased from nearly \$44 million in 2013 to nearly \$82 million since negotiations began in 2013.

Last year the WPRA adopted the position that the project's mass was indeed too large in relation to City Hall and that the project's footprint consumed too much green space. Consequently, the WPRA pressed its recommendations at Planning, Design and Historical Preservation commission meetings, as well as during Council meetings leading up to the May 22 public hearing for the final approval of the ground lease agreement, with its \$14 million of subsidies. The City determined it could still realize new revenue of more than \$50 million over 20 years from property, sales and transient occupancy taxes, assuming the construction costs didn't rise again and the hotel's occupancy maintained at least 85%.

After listening to nearly 70 speakers, City Council reversed its initial support for the project and moved to expand its purpose from focusing solely on renovating the YWCA to framing the development within the context of the entire Civic Center. The YWCA renovation concept will then move to a citizen-driven task force working with City staff to find a more acceptable solution.

—Avram Gold, Vice president, WPRA



In 1980, Plaza Pasadena opened for business. It was torn down in 2000 to make room for Paseo Colorado.

40th anniversary event schedule is packed

BY SUE MOSSMAN
EXECUTIVE DIRECTOR
PASADENA HERITAGE

Throughout 2017, our 40th anniversary year, Pasadena Heritage is hosting a wide variety of programs and events.

Coming up next, on July 20, is an overview of award-winning preservation projects, recognized by the City's Historic Preservation Commission, and then, on August 4 and 5, a talk followed by a bus tour of Pasadena In the Movies. Long a popular place for films and television shows, Pasadena has an extensive history as a location. It will be entertaining to get a look at local sites that have appeared on the big screen. Mark your calendars now for big doings on Saturday, October 7, when Pasadena Heritage celebrates its 40th anniversary. This is followed by Craftsman Weekend on October 27-29. For more details, visit the Pasadena Heritage website <pasadenaheritage.org>.

Civic Center task force to be convened

At the direction of the City Council, a new Civic Center task force is being created to address improvements in the Civic Center and the future of the former YWCA and its site. The exact makeup of the task force and its specific charge is under consideration now and will likely appear on a Council agenda this summer. The task force will likely include representatives of key City commissions, including Planning, Design, Transportation and Historic Preservation. Each councilmember may then have the opportunity to name a representative from their respective district. Some deeply involved organizations may be also invited to appoint a representative as well, up to a total of

approximately 15 members. The work of the task force is to be completed in six months.

Paseo improvements moving forward

New owners of the Paseo Colorado — renamed “The Paseo,” as part of its current facelift and revitalization — are eager to update and energize the shopping, restaurant and residential complex. Pasadena Heritage fully supports this goal, and, with the challenges facing shopping centers much in the news, considers the effort both timely and vital to the Paseo's future success. Bringing new tenants and new restaurants to the ground floor of the Paseo will create more activity and enliven the space. A hotel and new residential units at the east end of the Paseo should bring a regular flow of foot traffic and users.

Questions have arisen, however, about just how to do this. That is, what it will look like, and will the proposed improvements comply with the prescribed easements designed to keep it street-like and maintain its view corridors. The Paseo's center space is the former Garfield Avenue, the north-south axis of the 1925 Bennett Plan for the Civic Center.

This critical linkage between the Civic Auditorium, City Hall, Centennial Plaza and the Central Library was re-opened to much applause after being encapsulated in the ill-conceived former Plaza Pasadena. Known as the Garfield Promenade, the open space has become the focus of intense debate, but with many conversations and collaboration, Pasadena Heritage is hopeful that the final design will indeed respect the Bennett Plan, protect the views, be lively and inviting, and bring a wealth of new activity to the Paseo. The Design Commission is set to review plans in July.

WPRA survey finds support for City's approach to regulating short-term rentals

BY DAN BEAL
DIRECTOR, WPRA

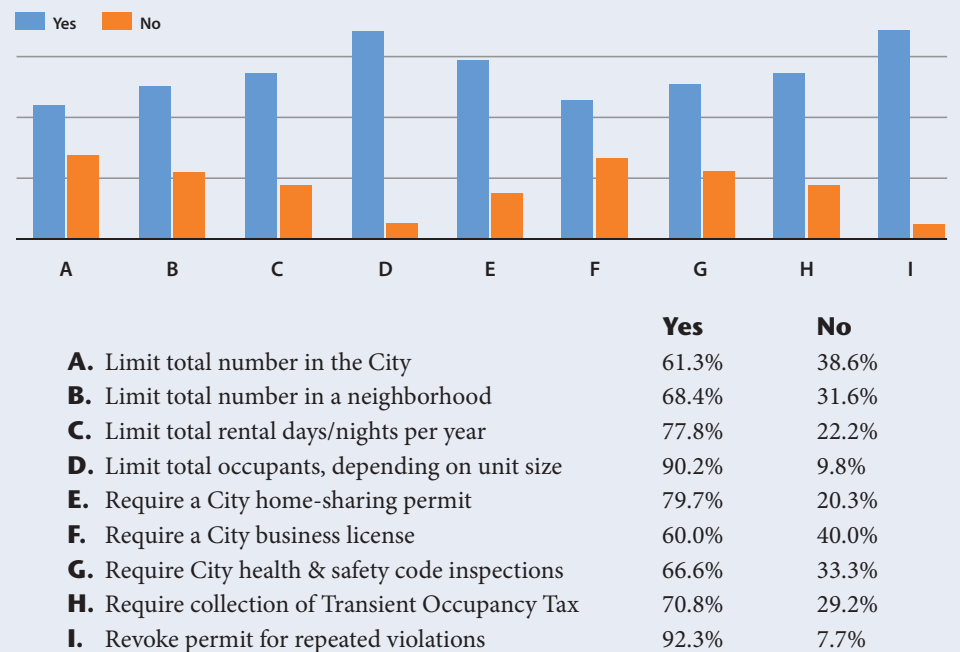
The issue of short-term rentals (STRs) — defined as by-owner (“host”) home rentals of fewer than 30 days — has become a hot topic in Pasadena and, for that matter, in many communities around the world. The WPRA considers it such an important issue that we surveyed our members and others to determine public sentiment, and tabulated and analyzed the nearly 600 responses. [The results are available online at wptra.net]

The results, which we shared with City Council, the Planning Commission and City staff, include:

- While nearly 75% of responders have had no direct experience (good or bad) with STRs in their immediate neighborhood, 85% are aware of problems related to STRs and more than 87% thought the issue was either very important or important.
- Interest in the City regulating STRs was strong; 65% favored it. In the minority, about 22% think STRs should be banned altogether, and 13% believe STRs should not be regulated at all.
- Nearly 75% of survey responders favor allowing hosted STRs if the host is on-site and within their primary residence during the rental.
— *The WPRA concurs.*
- Just over half of the responders did not support unhosted STRs, and 60% opposed vacation STRs. Unhosted STRs refer to the rental of a host's primary residence, but without the host being present. Vacation STRs refer to a short-term rental of a residence that is not the host's primary residence.
— *The WPRA opposes vacation STRs, but does support unhosted STRs, provided they are subject to appropriate regulation.*
- The survey also tested and found strong support for (see accompany chart):
 - Limiting the number of rental units in the city or a neighborhood, the number of rental days/nights in a year, and the total number of occupants

Which of the following should apply to short-term rentals?

(Check Y or N for each)



- Requiring a City home-sharing permit, a business license, a City health and safety code inspection, and collection of a City transient occupancy tax, which is commonly collected from conventional hotels, motels and bed and breakfast units
- Revoking a permit for repeated violations

Based on this strong support of regulation, the WPRA is comfortable that the City's proposed STR regulations balance reasonable operation of STRs with neighborhood protection. Further, the WPRA commends City staff and the Planning Commission for their hard work on this difficult issue. The WPRA has, however, also asked for a comprehensive analysis of the financial costs and benefits of STR regulation in light of the City's resource issues.

It's apparent that STR regulation is both highly dependent on the needs and characteristics of individual cities, and is a work in progress. Experience will tell us how to refine STR regulation in Pasadena as it moves forward.

Time to celebrate...

Continued from page 1

choice when the Final EIR is released, most likely next spring.

However, there's little doubt that Caltrans will select the TSM/TDM alternative. Shortly after the Board's vote, California State Transportation Agency (CalSTA) Secretary Brian Kelley said, "After a 60-year battle, today the Metro Board acted to move forward with a plan for the 710 corridor that the region finds reasonable, supportable and buildable. This is a direction that [State] Senator [Anthony] Portantino and other community leaders have urged for years. I look forward to continued work with the Senator, Legislature and the community on this important issue."

The WPRA and others will continue to work to ensure that the tunnel alternative is not revived. For now, however, we can assume that the tunnel option has been defeated, and that's certainly a good reason to celebrate!

City struggles to accommodate State's housing mandates

BY MIC HANSEN
DIRECTOR, WPRA

The California State Legislature, in response to what it considers a significant housing shortage statewide, last September enacted legislation (Assembly Bill 2299 and Senate Bill 1069) to allow relaxed zoning regulations for accessory dwelling structures (ADUs), sometimes referred to as "granny flats," in areas zoned for single-family neighborhoods. New regulations significantly curtail a municipality's ability to regulate ADUs within its jurisdiction.

Local ordinances must adhere to the State mandate, although there is some small leeway to customize. If a municipality fails to comply with the mandate, the local ordinance is negated and the State law supersedes its enforcement. The new law states that ADUs must be allowed in all single-family zoned neighborhoods without discretionary review, restrictions or public hearing. In some instances, these new State-directed zoning code revisions conflict with provisions of Pasadena's General Plan.

An ADU is defined as an independent or self-contained dwelling that is on the same lot as the primary residence. The ADU can be detached; attached, but independent from the principal residence; or contained entirely within the main house. It is a fully functioning dwelling with its own bathroom, kitchen, and living and/or sleeping area. The legislation anticipates that a number of these additional units created in this manner will help house students, seniors and the disabled, as well as provide a viable source of affordable housing.

Prior to the California legislative mandate, Pasadena's regulations limited ADUs to lots of 15,000 square feet or larger, and disallowed them in hillside and historic overlay districts. Going forward, there are very few restrictions. Among the scant limitations are that the property owner reside on site, not sell the ADU separately from the primary dwelling, and for those ADUs constructed after January 1, 2017, the unit not be rented as a short-term rental. Setbacks, height limits, and lot coverage ratios are still observed; however, existing pool or carriage houses, garages, studios

Council bounces recommendations back to staff

City Council reviewed the topic of accessory dwelling units (ADU) during its June 20 meeting. Based on City staff and Planning Commission recommendations as well as citizen comments, Council referred the topic back to Staff for review and requested additional alternatives for review in a future City Council meeting.

Council is seeking a way to avoid excessive housing density in single-family neighborhoods, especially lower-income neighborhoods, which had previously been

protected by the General Plan. Council rejected the suggestion that 5,000 square feet should be the minimum lot size for new construction of ADUs, while not officially approving the alternative of 7,200 square feet.

Council also expressed its intention to address the likely increase of street parking where ADUs proliferate and to study safety issues related to setback requirements of newly constructed ADUs. Councilmembers also were concerned about the likely removal of trees on private property to make room for new structures.

and offices that were not intended for use as second units can now be converted to become ADUs. The new regulations no longer exempt hillsides or landmark districts, although newly erected detached ADUs cannot be visible from the public right-of-way in historic districts.

Parking restrictions have also been significantly relaxed. Although each new ADU is required to have a parking space (covered parking is not a requirement), if the ADU is located within a half mile of public transport the parking requirement is negated.

At a May 24 Planning Commission hearing, City staff presented its recommendations, trying to balance the preservation of single-family neighborhoods with the necessity

of complying with the state ADU mandate. Among staff recommendations was a maximum ADU size of 800 square feet, and reduction of the current required lot size from 15,000 to 7,200 square feet, which broadened the eligible single-family zoned properties from approximately 15% to 73% of all single family lots.

However, the Planning Commission chose to lower the lot size minimum further to 5,000 square feet. There was significant public comment both pro and con, including the effect new ADU construction will have on tree clearance and loss of canopy. After considerable discussion, the commission approved the staff recommendations as well as the reduction in lot size.

City updates Hillside zoning code to address mansionization

BY BLAINE CAVENA
TREASURER, WPRA

Following many months of public hearings and comment, staff studies and Planning Commission reviews, City Council has approved a number of updates and refinements to Pasadena's Hillside District zoning code.

While some of the changes are minor, others may significantly affect future projects. Some of the more significant changes affecting the several Hillside Districts in west Pasadena include:

- Limiting basements to the main dwelling, and not allowing them to extend beyond the dwelling footprint or exceed nine feet in interior height
- Changes to and clarification of view protection, with added guidance to determine protected views and reasonable alternatives
- Additional restrictions on the size and placement of accessory structures

Continued on page 7

Aquatic Center devises plan to address long-term growing demand

BY BILL URBAN

DIRECTOR AND FORMER PRESIDENT, WPRA

The Rose Bowl Aquatics Center is bursting at the seams, literally. Since 2003 usage has increased from about 175,000 to over 450,000 annual visits and its budget has grown from \$1.75 million to \$7 million (in 2017 dollars). However, the physical dimensions of the property have not changed, while demand for the Aquatics Center is expected to continue growing.

To help resolve this issue, the Aquatics Center is open more than 100 hours a week (5:30 a.m. until 9 p.m. on weekdays, and 6 a.m. to 6 p.m. on Saturdays, and 8 a.m. to 6 p.m. on Sunday), has invested more than \$3 million in improvements over the last 10 years, and rents pool space from Pasadena City College, Occidental College, the Boys & Girls Club on Fair Oaks, Yosemite Pool in Eagle Rock and Citrus College, mostly for competitive team training programs.

But according to Kurt Knop, Executive Director of the Rose Bowl Aquatics Center, this is not enough to meet even the current needs let alone future demand. The Aquatics Center needs to expand, yet there is not much room for expansion. The Central Arroyo is a precious resource that is already extensively utilized. Knop cites the grassy knoll, on the west side of

the pools, between the pools and the parking lot, as a place where the Aquatics Center could expand without affecting other park uses.

Stressing the preliminary nature of the concept, Knop says the Aquatics Center is considering adding three pools where the grassy knoll is: a special pool for swim lessons and programs, a therapy pool, and a water fitness and recreation pool. Two of the three would be built so they are suitable for lap swimming or general recreation when not used for organized programs.

The expansion plans must go through a public process and be approved by City Council, because the City owns the land — the Aquatics Center just leases it. The Aquatics Center is a separate non-profit 501 (c)(3) organization, and is not connected in any way to the Rose Bowl Stadium or Kidspace Children's Museum.

The Aquatics Center presented its expansion concept during an information-only segment of a City Council meeting in September 2016, and has spoken to the Design Commission and other City commissions seeking general feedback and guidance. No schedule has been established, since the concept is in early planning and coordination phases.

WPRA will follow the expansion plan as they are developed. If you would like to contact the Aquatics Center directly, email Kurt Knop at kknop@rosebowlaquatics.org.

City updates Hillside zoning code to address mansionization

Continued from page 4

- Additional requirements for story poles and visual renderings for projects adding or affecting second stories, with additional notice to neighbors when story poles are in place
- A very slight increase in allowed FAR (building size) for RS-6 lots under 10,000 square feet

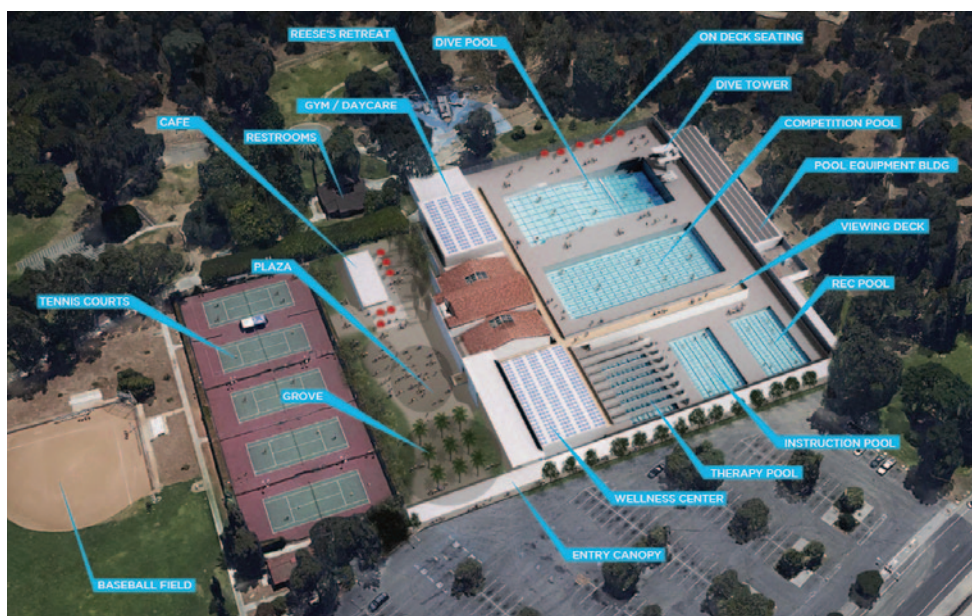
A Hillside Development Permit, or HDP, continues to be required for significant projects in Hillside Districts, but the definition of significant or the “trigger” for requiring an HDP has been changed and clarified and will apply to more projects. An HDP is required for a new dwelling, or for:

- any additions or changes (including new or changed accessory structures) the total of which is 500 square feet or more
- any new second story or addition to an existing second story
- any major renovation, defined as increasing roof height above the current highest point, or reducing more than 50% of the exterior walls down to framing (does not apply removing/replacing wall finish or material due to maintenance)

Hillside zoning code continues to impose size limits determined in part by the size of homes in the surrounding area, regardless of individual lot size. (Hillside code considers this part of “neighborhood compatibility.”)

Hillside code is quite complex, imposing a number of limitations and costs on projects in Hillside Districts. The WPRA strongly recommends that residents, along with their architects and builders, take the time to understand the code as they contemplate projects.

This latest round of Hillside code updates is part of Pasadena's continuing efforts to address mansionization, with non-Hillside areas in west Pasadena to be addressed later this year. Residents of those areas are encouraged to stay informed, attend public meetings, provide input and make your views known. Doing so is essential to ensuring that potential code changes are acceptable to you, the residents of west Pasadena.



Artist's rendering of expansion, additions to Aquatic Center

New Arroyo Advisory Group shares its vision for

BY JUSTIN CHAPMAN
SECRETARY, WPRA

PHOTOS BY
CHUCK HUDSON AND ROBERT REITER

The West Pasadena Residents' Association convened its 55th annual meeting on Wednesday, May 3, at Mayfield Senior School. About 200 members and others attended the event, which focused on "The Future of Our Arroyo Seco."

During the opening reception, attendees enjoyed food and refreshments from Los Tacos, and visited with 17 local organizations that exhibited their programs.

WPRA Treasurer Blaine Cavena called the formal portion of the meeting to order and, after singling out dignitaries and guests, invited Mayor Terry Tornek to the dais. "It's always a treat to meet with the WPRA, which is a shining example of neighborhood participation," he said.

The Mayor asked the assemblage "to consider the Arroyo Seco, our most precious and distinctive natural resource. What is our long term vision for the Arroyo? We now have \$80 million in approved, but unfunded projects for the Arroyo Seco. Our projected funding for the entire Arroyo over the next few years is about \$100,000. This is not a formula for success."

Confronted with this challenge, City Council turned to the citizenry to form an advisory group. "It's objective," he said, "is not to produce another planning document." Rather, he said, the advisory group's charge is to come up with practical and useful ideas. "I hope," he said, "that the volunteer group can help us understand how to care for this great resource," said Tornek.

WPRA Director Gazelle Wichner led the business portion of the meeting, which included the election of the new WPRA officers and directors for the 2017-18 year.

Membership in attendance unanimously approved the proposed slate. (See page 2 for a list of elected officers and directors.)

Blaine Cavena then called to the stage Diana Van de Kamp, daughter of the late John Van de Kamp, and George Brumder of the Pasadena Educational Foundation (PEF). Cavena called on members to take a moment to remember John Van de Kamp, who served on the WPRA board for 26 years. In Van de Kamp's honor, the WPRA donated \$1,000 to the Pasadena Education Foundation toward its efforts at John Muir High School, from which John graduated.

Former WPRA president Geoffrey Baum then introduced the main presenters of the evening: Arroyo Advisory Group (AAG) co-chairs, former mayor Bill Bogaard, Don Hahn and Doug Kranwinkle. "We are grateful for the City's decision to take a step back and see how we're going to manage the Arroyo," said Baum. "It's important to see it as our Arroyo Seco. It's not someone else's responsibility; it's this community's responsibility."



'One Arroyo' at WPRA's 55th annual meeting

Hahn delivered a stunning presentation on the history of the Arroyo Seco and offered his own ideas for how it can be improved, including a long hiking trail, possibly named after John Muir, to connect the entire Arroyo.

Bogaard expressed the group's tentative vision statement: "Pasadena's great outdoor space, the historic Arroyo Seco, will become 'One Arroyo' from the headwaters in the north to the tributary waters in the south. Its natural habitats, resources and historic sites will be preserved, enhanced and connected by an extraordinary end-to-end trail system anchored by a central hub." The group was also charged with recommending a governing authority to manage the many stakeholder groups with various rights and jurisdictions throughout the Arroyo.

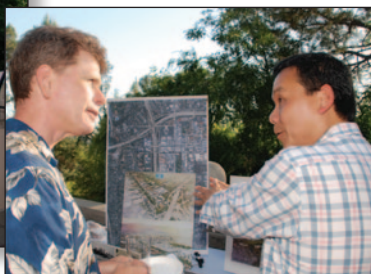
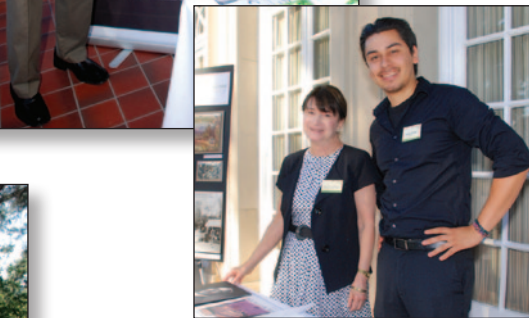
Kranwinkle said the Projects and Priorities Committee will identify capital projects and programming consistent with community desires, noting that the range of potential projects is vast. The Finance Committee will look for new streams of revenue.

The group's Outreach Committee will hold public meetings and request extensive community input by presenting at existing public meetings, district town halls, through organizations, and by taking surveys. The group will update the City Council in July and submit its recommendations to the council, which will ultimately make the final decisions.

"The Arroyo is used by a lot of people, young and old," said Kranwinkle. "It's a wonderful place given to us by the past, and we need to preserve it, and we can make it better."



"It's a wonderful place given to us by the past, and we need to preserve it..."



'Big Dig' opponents wait for County to revise sediment removal EIR

BY BILL CHRISTIAN
DIRECTOR, WPRA

As previously reported, in a successful lawsuit filed by the Arroyo Seco Foundation and Pasadena Audubon, a LA County Superior Court judge has stayed any further action on the sediment removal plan of the LA County Flood Control District (FCD). The court found serious defects in three aspects of FCD's proposal: environmental mitigation, control of truck air pollution, and consideration of cumulative impacts.

The decision requires the FCD to substantively revise and recirculate the Environmental Impact Report. When revisions are completed, expected later this summer, the public will be given 45 days to comment before the EIR is reconsidered by the County Board of Supervisors.

Unfortunately, the court did not require the FCD to modify the scale and timing of the FCD massive sediment removal plan (4-5 years, 400 tandem diesel trucks/day). FCD and the court ignored the City of Pasadena's



Pasadena resident Tom Yunck managed to capture this golden-hued backdrop with a rainbow behind Devil's Gate dam. (Photo by Tom Yunck)

recommendations for a smaller, slower, and less disruptive project (the "Pasadena Alternative") that would remove sediment regularly over a longer period of time and leave most of the verdant riparian habitat intact and the recreational trails accessible.

FCD has given no signs that it will revise its proposal, so it is critical that concerned members of the public contact Supervisors—especially Katherine Barger, who represents the area—within the next few weeks to express support for the Pasadena Alternative and to register opposition to the FCD plan.

The public process recently instituted at Mayor Tornek's urging (see "One Arroyo"

article, this edition) to reconsider how activities in the Arroyo Seco are currently structured, financed and governed will consider projects to restore the Arroyo Seco to a more natural state. FCD's alternative would also unfortunately preclude options to improve the Arroyo Seco watershed.

The FCD alternative would radically revise the configuration of the arroyo streambed and significantly alter flows out of the Devils Gate Dam. The FCD plan would reduce already dwindling water supplies to the stream, destroy critical wildlife habitat and disrupt animal migration between the lower and upper watershed.

What 'One Arroyo' means for us

BY THOMAS SEIFERT
FORMER PRESIDENT, WPRA

Pasadena's Arroyo Seco has long suffered from being "over-loved," to quote Mayor Terry Tornek, but under managed, characterized by overlapping responsibilities without complementary authority, inadequate funding and deferred maintenance. The formation of the newly formed Arroyo Advisory Group (AAG) is intended to address all of these issues and more.

Over the years there have been many chapters and verses of attempts to improve the Arroyo, some good, some not so good. Devil's Gate Dam was constructed in 1920, followed closely thereafter by the Rose Bowl in 1922. Exclusive user groups began appearing in the 1930s, but the most significant change occurred in the 1940s when the Arroyo stream was channelized. Some of the earlier uses, which have come and fortunately gone

include a city dump, pig farms, lumber mills, gold mining sieves and gravel pits.

While the Lower Arroyo and Hahamongna have desperately clung to the moniker of "natural park," in spite of many attempts to the contrary, the stream channelization severely degraded the natural beauty of the Arroyo and its flora and fauna by depriving the area of its primary source of water. An attempt was made in the 1990s in the Lower Arroyo to address this situation with the Browning-Ferris Industries (BFI) low-flow stream mitigation project. That project introduced free-flowing streams on both sides of the concrete channel by diverting water at the "slime slide" that rejoined the flood channel above Busch Gardens. It was a tremendous success for almost 20 years until recently, when the drought hit, the portals where allowed to clog, the streams dried up and much of the foliage died.

There have been many commitments over the years to fund the more than \$80 million of proposed Arroyo projects, both capital and maintenance, in the City's Capital Improvement Program. Tragically, those funds have not been made available or allocated. While millions have been spent upgrading the Rose Bowl, very little has been devoted to protect and preserve Pasadena's greatest natural treasure. Many hope that the work of the AAG will address all of these issues and turn our Arroyo Seco into the One Arroyo of which we can all be proud.

Step number one is the critical community outreach portion of the AAG's work. Meetings are being planned throughout the city for maximum citizen input. Please take advantage and make your voice heard: what you like, what you don't like, but most importantly, what can be done to make the Arroyo Seco the best that it can be...for now, for tomorrow and for the next 100 years and beyond.

The epic and ugly battle over what to do about the 710 Freeway

[Editor's note: We are most grateful to the Los Angeles Times for cataloging the long and winding SR-710 historical road to the present. We reprint this article published on May 24, 2017.]

1930s – 1940s

The first tentative 710 routes are born

- As state transportation officials began to map out California's vast future freeway network in the 1930s, they included a connection from Monterey Park to Long Beach, dubbed "Legislative Route 167."
- In 1949, then-Gov. Earl Warren signed legislation extending the route farther north into South Pasadena.

1950s AND 1960s

Work on the freeway begins

- In 1951, crews began working on the southern portion of the 710, which connects to the ports of Long Beach and Los Angeles.
- In 1964, the California Highway Commission adopted the so-called Meridian Route, named because it parallels South Pasadena's Meridian Avenue.
- Caltrans began purchasing homes along the expected route of the freeway in El Sereno, South Pasadena and Pasadena.

1965

The freeway is finished — kind of

- Caltrans opened the freeway in phases and cut the ribbon in 1965 on a 1.3-mile segment from the 10 Freeway to the 710's current terminus on Valley Boulevard in Alhambra. Protests from South Pasadena over the planned northern route delayed further construction.

1973

The lawsuits begin

- Three years after California and federal officials approved sweeping environmental legislation, the city of South Pasadena, the Sierra Club and other organizations sued in federal court, saying the 710 project should be subjected to a more rigorous environmental review.
- A judge issued an injunction halting construction until the studies could be completed, which effectively blocked the freeway for 25 years.
- South Pasadena later amended its general plan to show public buildings in the path of the proposed freeway, prompting a lawsuit from Caltrans.

1977

What if we made it smaller?

- The state's final environmental documents recommended a scaled-down version of the freeway, with four lanes. Federal officials balked, and work ground to a halt.

1980s

Cutting out cities' consent

- In 1982, Gov. Jerry Brown signed a bill that allowed Caltrans to build the freeway without the consent of municipal governments such as South Pasadena. But it required more environmental studies, and a decision on a route, by 1985.
- Two years later, state officials approved a route they had previously endorsed, along Meridian Avenue. They also rejected a series of suggestions — including a possible double-decking of the 110 Freeway — made by a federal advisory group on historic preservation.

1992

Governor to Caltrans: Build it already

- Gov. Pete Wilson's administration ordered the freeway built, and federal highway officials issued a long-awaited approval for the environmental study.

1995

Lawsuits start up again

- In 1995, El Sereno activists filed a federal race discrimination lawsuit against the state, alleging that the route through their largely Latino neighborhood lacked the noise mitigation promised to Pasadena and South Pasadena.

APRIL 1998

Federal government approves the 710 extension

- Late on a Monday night, officials with the Federal Highway Administration signed the so-called record of decision approving the 6-mile freeway extension.
- It was a blow for freeway foes, who had hoped the federal government would stop the project. Still, the groups won a last-minute concession that officials would review the project again after it was fully designed.
- Later that year, South Pasadena sued again in federal court, saying the document failed to protect the environment and historic homes and businesses.

1999

Judge blocks freeway construction

- In a major victory for South Pasadena, U.S. District Judge Dean Pregerson ruled that Caltrans and federal officials may have violated the Clean Air Act and failed to consider alternatives for the 6.2-mile freeway project.
- Pregerson said the agencies had not prepared adequate environmental impact reports and had not adequately considered so-called low-build alternatives to help traffic flow on surface streets.
- He blocked the agencies from spending money on construction or acquisition of properties along the proposed freeway's path.

2000

Pasadena changes course

- After decades of supporting the project, the Pasadena City Council rescinded its support of the 710 and joined South Pasadena in opposing the project.
- In an hours-long and sometimes-heated public hearing, the mayor of Monrovia told City Council members that reversing course would only prove that "you just care about your own parochial needs."

2001

- In March, 58% of Pasadena voters approved Measure A, which declared the City of Pasadena to be in favor of completing the 710 (then envisioned as a surface road) and further declared that this policy could not be changed or repealed without a vote of the people.

2003

Federal officials back away from freeway plan

- Federal Highway Administration officials rescinded their approval of the 710 project, telling Caltrans officials that so much time had passed since the environmental review in 1992 that it would have to be redone.
- Since the project was first studied, 11 additional historical sites were identified in the freeway project area, the Gold Line opened to Pasadena and the Alameda Corridor freight train route opened, which could relieve some pressure from the 710, officials wrote.
- One 710 Freeway option calls for side-by-side, double-decker tunnels to separate northbound and southbound traffic, at an estimated cost of \$5.6 billion. A Metro staff report endorsed a cheaper, single-bore option.

Continued on page 12

First Arroyo Seco Weekend said to be “mellow”

BY BILL URBAN
DIRECTOR, WPRA

Two years ago, when the public first learned of a proposal to develop an annual music festival, now titled Arroyo Seco Weekend, many grew somewhat concerned about its potential impact on area mobility and neighborhoods. As it turns out, this first scaled-down version turned out to be a relatively low-impact, mellow affair.

“The general view is that it had less of an impact than we thought it would have,” said Kenyon Harbison, president of the West Pasadena Residents’ Association.

Organizers expected between 25,000 and 30,000 attendees and that the majority of those attendees would come from the San Gabriel Valley and the Greater Los Angeles area. This turned out to be quite accurate. Starting next year, when the festival expands to three days, organizers expect attendance to rise to between 75,000 and 90,000.

According to an article in the *Pasadena Star-News*, noise was the most common complaint, with music playing from about 1 p.m. until after 10 p.m. on the first day.



This photo exposes the structural underpinnings of the newly repaired and seismically retrofitted John K. Van de Kamp bridge, which was previously known as the La Loma Bridge.

Rey Hernandez, a 13-year resident on Chula Vista Avenue, a side street directly overlooking Brookside Golf Course and the festival’s main stage, didn’t mind the festival one bit. “I was outside cleaning my garage and listening to Tom Petty,” Hernandez told the *Star-News*. “It’s been great.”

A few blocks away, Donna Gotch, a 15-year resident of Pine Oak Lane whose home overlooks the south part of the arroyo, said she could barely hear the music, and any anticipated traffic woes never occurred. “It didn’t affect us in any shape or form,” she said.

The festival and the Rose Bowl Operating Company have signed a 10-year contract with an escape clause, if either side deems it necessary, after three years.

Darryl Dunn, Rose Bowl general manager, hopes the festival will eventually become as identified with Pasadena as the Rose Parade. He also notes that the Rose Bowl Stadium needs a third long-term tenant, along with UCLA and the Rose Bowl Game. The City needs the additional revenue source for fiscal stability, as competition increases from other stadiums in the region, and to help retire \$180 million in debt that funded the recent major stadium renovations.

If you have comments or concerns about the Arroyo Seco Weekend, please contact Darren Carroll, Community Relations Liaison for Goldenvoice, at dc@coachella.com or Meredith Thomas, Director, External Relations for Rose Bowl Stadium, at mthomas@rosebowlstadium.com

The epic and ugly battle over what to do about the 710 Freeway *Continued from page 11*

2008

New sales tax funding renews the 710 debate

- Measure R, the half-cent sales tax increase that voters approved in 2008, included \$780 million to study possible improvements along the 710 corridor.
- South Pasadena and La Cañada Flintridge filed a lawsuit over the Measure R ordinance, saying Metro was improperly funding a project that had not undergone a full environmental review. The lawsuit was later thrown out.
- In 2009, Caltrans began exploratory drilling for an environmental study.

2015

A new freeway price tag: \$5.6 billion

- A 2,260-page draft environmental report prepared by Metro and Caltrans examined four options for closing the 6.2-mile gap between Alhambra and Pasadena.
- Building an underground freeway would be the most expensive option, at \$3.1 billion to \$5.6 billion for single- or twin-bore tunnels, and would take about five years to complete, the report found.
- Metro and Caltrans said they would consider a bus system, a light rail line and various upgrades to the existing route, as well as a “no build” option.

Caltrans starts preparing to sell some homes in the path of the 710

- With all surface freeway options off the table, Caltrans began preparing to sell more than 400 homes purchased in the 1950s and ‘60s in preparation for freeway construction.

Pasadena reverses course again

- Pasadena City Council in April voted to oppose the 710 Freeway’s completion as a tunnel project, although some Councilmembers and the City Attorney expressed the opinion that the Council was bound by 2001’s Measure A, and voted unanimously to support a multi-modal fix as recommended by a city working group involving more bus lines, light-rail and more bike lanes.

MAY 2017

Tunnel may be scrapped

- Metro board Chairman John Fasana, a Duarte city councilman who had long supported the tunnel option, turned about to propose that Metro dedicate the remaining Measure R funds to improvements for traffic signals, streets, intersections and bus service. Officials could also encourage residents to reduce solo car trips in the area surrounding the 710 gap, between Alhambra and Pasadena.
- The final decision rests with Caltrans, which is expected to vote on an option later this year or in 2018.

It takes a city to stage a Tournament of Roses parade and Rose Bowl Game

As the day-long annual pageant played out on the national stage, annual preparations for the Tournament of Roses Parade and the Rose Bowl Game begin months before the events and involve large numbers of City staff. Planning for 2017's events took on even greater importance in light of recent acts of terrorism abroad. In the end, and as consistently is the case, all the planning paid off: the 2017 Rose Parade and Rose Bowl Game were successfully staged and with no major incidents.

It all costs money, of course. The City's total annual cost is nearly \$1.5 million, with two-thirds going for law enforcement.

"The Tournament," says City Manager Steve Mermell, "provides the City an annual payment to cover a portion of the cost of City services and outside services, such as LA County Sheriff and California Highway Patrol that are necessary to stage the parade and post-parade. We also receive a rental payment from the Tournament for the Wrigley Mansion. These payments, along with incremental revenues the City receives from the Grandstand Seat Tax and other sources, essentially makes it break-even for the City."

The Rose Bowl game, however, works differently, says Mermell. "All City costs are charged to the Rose Bowl Operating Company, which reimburses the City from the event revenue."

Even more impressive, the Tournament of Roses Foundation has, since its inception in 1983, funded more than \$3 million in charitable contributions on behalf of the Tournament of Roses Association. The Foundation assists charities in the greater Pasadena area by funding sports and recreation, visual and performing arts, and volunteer motivation and leadership development.

More broadly, the economic impact to Pasadena measured in sales tax, transient occupancy tax and other revenues paid by visitors is significant. Regionally, New Year's events account for tens of millions of economic impact.

Beginning in August of each year, the Department of Public Works starts preparing for the parade, Rose Bowl Game, and post-parade activities. The majority of the



The tail of the 2017 Tournament of Roses parade starts down Colorado Boulevard. (Photo by Chuck Hudson)

work commences in October and continues through mid-January.

In this article we share parade- and game-related services performed by a few City departments.

Street Maintenance and Integrated Waste Management departments

- Removed 22 mast arms on six traffic signals and six light poles along parade route
- Installed 35 no-left-turn signs along the parade route
- Installed 15 temporary mast arms on three signal poles and street lights along the parade route
- Deployed changeable message signs for Traffic Control throughout city
- Installed 20 security cameras for police
- Painted 10 miles of blue lines to serve as parade-viewer honor lines
- Painted five miles of pink lines to serve as a float guideline along parade route
- Painted curbs red (no parking) along parade route
- Installed extra temporary helicopter landing pads at Police Department heliport
- Removed graffiti along parade route and in the Arroyo near the Rose Bowl Stadium
- Inspected and cleaned sewers on Colorado Boulevard, Green Street and in the Rose Bowl area
- Installed 100 catch-basin inlet covers to prevent storm drain contamination
- Repaired potholes and uplifted sidewalks along Colorado and Orange Grove boulevards

- Inspected and repaired street/pedestrian lighting along parade route
- Installed 14,000 no-parking signs
- Deployed 4,000 barricades
- Directed 112 workers operating eight dump trucks, eight skidloaders/backhoes, eight sweepers, three packers and 10 pickup trucks
- Installed temporary Americans with Disabilities Act (ADA) asphalt ramps at various locations throughout post-parade venue and Defenders Park
- Collected 30 tons of trash
- Recycled 10 tons of cardboard and 8,500 beverage containers
- Recycled 30 tons of cardboard from Rose Bowl Stadium area

Building Systems and Fleet Management Division

- Installed 5,000 feet of extension cords to 150 metal detectors and credential checkpoints
- Set up temporary electrical power access points
- Installed and repaired more than 700 feet of optical fiber
- Interfaced with ESPN and Midnight Rain in the stadium Pavilion and with the parade skycam and Muco
- Inspected and made necessary repairs to toilets, sinks, faucets, drains, water heaters, boilers, misters; replaced a concession stand hot water heater; and unclogged drains
- Inspected stadium locker rooms, replaced batteries in several automatic flush valves, and replaced batteries in flush valve controls

Continued on page 14



Pasadena home (1923) on Loma Vista Street

PMH seeks input to help compile tile registry

“No factory records are known to exist for Ernest Batchelder’s tile business, which was in operation from 1910 through the 1930s,” notes Pasadena Museum of History’s Director of Collections, Laura Verlaque. “We do know, however, that these highly prized ceramic works made their way throughout the country and up into Canada.”

Now, through an ambitious ongoing project, PMH is seeking the public’s assistance to document for the first time the scope of the business and distribution of the tiles throughout North America.

The Batchelder Tile Registry was launched in conjunction with the Museum’s 2016/2017 exhibition *Batchelder: Tilemaker*, which explored the design aesthetic and range of production of Ernest A. Batchelder (1875-1957) the prolific author, designer, educator, artist, and tilemaker who lived and worked in Pasadena and Los Angeles. Architectural historian Robert Winter, Ph.D., exhibition curator and author of the definitive book on Batchelder tile, explains that while these tiles were not inexpensive, they were affordable to people of more modest means, and thus “hundreds of homes in Southern California and, indeed, the rest of the United States and even Canada are endowed with beautiful Batchelder fireplaces and fountains.”

Submissions for the Batchelder Tile Registry have been keeping staff and volunteers in the PMH archives busy – and they are not all coming from local addresses! Homeowners in New York and Michigan have been added to the Registry, along with Ball State University (Indiana), which has a magnificently tiled corridor connecting the David Owsley Museum of Art to the Frank C. and Elizabeth B. Ball Recital Hall. A pair of peacock fountains is a highlight of the corridor, which was installed in 1934-1935.

How to Submit Information

If you have a Batchelder tile fireplace, fountain, or other type installation in your home or office, PMH would like to hear from you. Please send a photograph with dimensions of your tile installation, the date and architect of your house/building to research@pasadenahistory.org. (Please note: this information will not be shared with the public. Although the Museum plans to eventually develop a database for public use, no property will be listed without the owner’s permission.)

Not sure if your tiles are Batchelder? Feel free to send in photos. Museum researchers will be glad to check in the Batchelder tile catalogs to see if any of your tiles match. Please note that the Museum cannot authenticate or appraise your tiles; however, PMH can provide a list of experts you can contact for those services.

It takes a city...

Continued from page 13

- Provided 72-hour fleet service coverage over three days

Parks and Natural Resources

- Pruned 3,173 trees along the parade route and side street
- Inspected and backfilled all open areas along the parade route, including parkways, tree wells
- Pruned trees on the Brookside Golf Course in parking areas and for NBC TV satellite line of sight
- Inspected trees and cleared brush along the bus transportation route from Parsons
- Checked clearances along parade float route
- Delivered 1,500 barricades to post-parade area
- Set up barricades for parade and game
- Backfilled holes with sand along South Orange Grove

Pasadena Water and Power

- Performed maintenance and tested the Rose Bowl electrical equipment.
- Provided overhead and underground temporary electrical service connections to various media outlets
- Fired up the newly commissioned GT-5 power generation unit to help ensure reliable electric supply during the New Year’s events

Public Health Department

- Permitted and inspected 120 food boo
- Enforced rules to shut down 21 illegal vendors (14 ran, six received warning notices and one was issued a citation)
- Worked with regional and national agencies to conduct enhanced disease surveillance at the events

Department of information Technology

- Supported parade and game ticket payment and distribution, public safety, and other City operations.
- Created GIS Maps for logistics, staging efforts and enhanced security and surveillance
- Assisted the fire department setup special event schedules in the Telestaff system
- Configured and tested fiber optics, wireless network connections and radio services
- Set-up and configured telephones, radio equipment, cable television, laptops and network equipment for the City’s Emergency Operation Center, the Department Operations Centers for Police and Fire, and for the Threat Assessment Response Team at Public Works City Yards.
- Worked with the Transportation and Police departments and visiting law enforcement agencies to integrate multiple video surveillance systems and equipment strategically positioned across the parade route and Rose Bowl

Crime in west Pasadena: Attempted burglaries

BY KIRK MYERS
ASSISTANT ARCHIVIST
PASADENA MUSEUM OF HISTORY

Pasadena was remarkably free of crime in the early years of its existence, but by the mid 1880s burglaries were frequently reported in the newspapers.

On September 19, 1887 the Pasadena Daily Union reported on an attempted burglary at the home of George F. Kernaghan at Olcott Place on a Saturday night.

“The family had retired for the night and all had fallen to sleep. They were suddenly awakened by the ringing of the electric burglar alarm, the indicator showing that some one was trying to force an entrance at the front of the house.

“Miss Shotwell, a sister-in-law of Mr. Kernaghan, fired a revolver out the window to frighten off any intruder, and all again went to bed. Not more than fifteen minutes had passed when the alarm had sounded again, the indicator showing this time that the attempt was being made at the rear door.”

The thieves were frightened away, however, presumably by the loud ringing of the bell,



Olcott Place was created by George F. Kernaghan and his neighbor to the north, Delos Arnold. The Kernaghan family, at their home with a carriage on Olcott Place. The property extended from Terrace Drive to South Orange Grove, and would later be sold to Hulett C. Merritt in 1903.

which could be heard all over the house.” The Union admonished that “the inmates are armed and will make it lively for anyone making another such attempt.”

Immediately north of the Kernaghans was the home of Delos Arnold, on the other side of Olcott Place. His son, Ralph Arnold, wrote about one of the attempted burglaries in 1955:

“One time the burglar came on the front porch in his stocking feet. He examined the window latches with matches and found one latch unlocked. He had raised the window about three inches when the burglar alarm went off. He ran to the north end of the porch and jumped about eight feet into a bed of violets. My father regretted the fact that he hadn’t planted cactus there. We did have a cactus patch along Olcott Place on the west side of the house.”

The Pasadena Museum of History is located at the corner of Orange Grove Boulevard and Walnut Street (470 W. Walnut St., Pasadena 91103); free parking in the Museum lot. The Research Library & Archives are open to the public free of charge Thursdays-Sundays from 1-4 pm. For additional information, please visit the Museum’s website, pasadenahistory.org, or call (626) 577-1660, ext. 10.

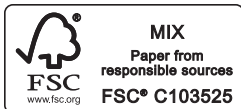


A view of the Delos Arnold home from Olcott Place. Ralph Arnold wrote: “We moved into the large house as soon as it was completed late in 1886. It had all the gadgets current at the time – push button electric lighters for the gas-jets; electric burglar alarm connecting all windows and doors with an annunciator in the master bedroom ... In the ten years we lived in the house the burglar alarm went off only twice, but it undoubtedly paid for itself both times.”



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