



Connecting Pasadena Project (CPP) prepares to move forward

'Reclaim the stubland, re-establish lost social, economic, transportation benefits'

BY AUDREY O'KELLEY
DIRECTOR, WPRA

Fifty years ago, the State seized a swath of valuable land in the center of Pasadena and claimed thousands of people's properties in what has become known as "the stub." Beautiful neighborhoods, a bustling business district — all destroyed — to build an extension of the SR-710 freeway.

Through the decades the stub has divided the City of Pasadena, carrying traffic that rushes through it onto neighboring streets to and from the I-210 and destinations to the south — creating a de-facto mini freeway through west Pasadena.

For more than two years, Caltrans has operated a batch plant "work yard" in the stub. Adjacent to schools and Old Pasadena, it generates dirt, dust, noise and visual blight.

Tunnel plan emerges, elicits citizen response

In the early 2000s, Pasadenans learned about engineering studies being conducted along the original and long-disputed surface route. These studies yielded Metro's proposed 4.9 mile SR-710 tunnel ... a tunnel with no exits between El Sereno on the South and Old Pasadena on the north ... a tunnel with no venting within the 4.9 mile route ... a tunnel from which "scrubbed" fumes would be

released into the air through a north venting building at Colorado Boulevard.

Nearly all communities along the corridor intensified their opposition and said "Enough!," and the No 710 Action Committee went to work to educate people of the immense negative impacts of Metro's proposed tunnels. It was a daunting task; a complicated issue.

Some criticized the No 710 campaign for being too negative. People would say, "All we hear is 'no.' How about something positive?" Or, the oft repeated "This has been going on forever, it'll never happen."

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Revisiting "stubland." This drawing, which was funded by the West Pasadena Residents' Association, is a hypothetical rendition of a fully built-out scenario for the stub area in Pasadena. It illustrates the configuration and landscape of the proposed boulevard, other thoroughfares and parks, and varying sizes of developmental blocks, which are faithful representations of direction provided during the two community workshops held in 2014. NOTE: Any inference relating to development density in the rendering is for illustrative purposes only. Neither the WPRA nor the Connecting Pasadena Project representatives recommend a specific density or developmental mix. That will be determined by the community, in cooperation with the City. *Rendering by Pasadena-based architectural firm, Moule & Polyzoides.*

Raise your voice, share your vision for your city's sake

BY KENYON HARBISON
PRESIDENT, WPRA

I hope everyone had a wonderful summer. While we, in the Los Angeles area, suffered from the La Tuna brush fire, I am saddened by the news from the Pacific Northwest, where fires have raged for much of the late summer. It's particularly disheartening to see that, as of this writing, the spectacular Columbia River Gorge in Oregon is still on fire. That fire was started by teenagers lighting off fireworks in the wilderness, throwing them into a gorge for "fun." Such things make one appreciate Pasadena's efforts to limit the use of fireworks, beautiful as they are.

While they may pale by comparison with forest fires, Pasadena has its own hot spots — emotionally and fiscally charged issues and challenges. In fact, I believe we stand at an inflection point. Our elected representatives and citizen commissions and committees are currently wrestling with several complex issues including short-term rentals, additional dwelling units (so called "granny flats"),

mansionization, road "diets" and how to manage our City's greatest resource — the Arroyo Seco.

What results from these deliberations will surely help determine the shape and character of our neighborhoods and our City's fabric for decades to come. Fortunately, we have "The Pasadena Way." That is, while we are not shy about speaking our minds, we strive to listen to each other with civility and respect.

We volunteer our time to provide elected officials and City and school staff with sound counsel by serving as members of dozens of advisory commissions and committees. Additionally, we've recently witnessed the formation of a number of issue-focused task forces — the Arroyo Advisory Group, the Civic Center Community Task Force, and Participate Pasadena — solely to collect



Kenyon Harbison

opinions and vision, analyze and organize those responses, and, finally, identify and determine the path forward.

But none of this works without the continued involvement of citizens. That's you. We need to raise our voices and share our views. Please don't hesitate to reach out to us if you are unsure about how to participate. There is always more work to do and your efforts will matter.

At the same time (in case you are not aware), the City anticipates significant budget shortfalls over the next few of years. As Mayor Terry Tornek stated in his "State of the City" speech earlier this year, pension payment obligations rose 30% in 2016 and are projected to rise 100% over the next five years. This is the result of many factors, including local policy, but it is probably more the result of 1999 state legislation, SB 400, than it is of anything else. The world seemed very sunny to the California State Legislature in 1999. (It did to me as well.)

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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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BRIEFS

City sales, use tax revenue rising slightly

Pasadena's sales- and use-tax revenue from sales in the first quarter of 2017 sales was 2.5% higher than in the same quarter of 2016. A solid quarter for autos and plumbing/electrical supplies were the primary contributors to the overall increase. Recent additions to the restaurant group and higher fuel prices were also positive factors. The gains were partially offset by a decrease in receipts from grocers and most general consumer goods categories including apparel, electronics and department stores. One-time purchases have offset what otherwise would have been a decline in business-industrial sales.

Receipts from the countywide allocation pool, which is composed of use tax and private party vehicle transactions registered at the department of Motor Vehicles, out-of-state purchases, leases and on-site installation sales were relatively flat. Pasadena generated 2.2% of countywide taxable sales during the quarter and, therefore, received 2.2% of the pool revenue. Adjusted for reporting anomalies, sales and use tax revenues for all of LA County grew 2.1% over the comparable time period, while Southern California, as a whole, was up 2.0%.

Pasadena sales- and use-tax revenue Four quarters; fiscal year to date		
	2015-2016	2016-2017
Point of sale	\$30,152,902	\$30,966,294
County pool	4,042,686	4,410,678
State pool	21,541	24,437
Gross receipts	\$34,218,128	\$35,401,409

Raise your voice...

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At this point, there are no easy solutions. However, the budget predicament makes it all the more important for us to let our City and school district leaders know what we treasure most, and what we believe we cannot afford to lose or cheapen. I hope that you will make your voices heard.



Caltrans tenants, our neighbors, deserve protection and consideration

Opinion

By CHRISTOPHER SUTTON
ATTORNEY REPRESENTING CALTRANS
TENANTS IN 710 CORRIDOR

Caltrans owns about 138 properties in Pasadena, including homes, multi-units and vacant lots. It owns roughly 80 in South Pasadena and 244 in El Sereno. This totals 462 properties with 520 separate units, many vacant. While mostly residential, the sites in Pasadena include Sequoyah School, Cottage Co-Op Nursery, Ronald McDonald House, community gardens and a few businesses.

Between 1995 and 2006 Caltrans sold 37 residential properties to tenants and 11 to a non-profit. In 2016 and this year, Caltrans sold nine vacant lots to developers and two to South Pasadena for parks. Sales of another 42 residential properties are in process: 33 in South Pasadena, six in El Sereno and three in Pasadena. That leaves about 421 properties. Caltrans has implied the sale of these will begin by early 2018, but Caltrans often changes its mind.

In 1979, a law required Caltrans to sell "surplus residential properties," with a priority to tenants, and allowing lower prices if a tenant's income was below 150% of the county average. Amendments have limited this "Roberti Law" to the 710 corridor and changed the sales process. Now, if sold at a reduced amount, a lien is placed on the property for the difference between the "affordable price" and "fair market value." When it is re-sold the lien is paid, but not to Caltrans. The funds go to the California Housing Finance Agency for housing programs near the 710 corridor.

In the 1980s, Caltrans' finances were squeezed. This led to a cutback in maintenance funds. Caltrans' LA office now saw 710 properties as burdens since tenants paid their rent (over \$500,000 each month) to

"Caltrans is kind of limping along here with the process.

They are not very well equipped to deal with [it] because they're really not a housing agency. I think that there is still continued confusion on their part about what they can do and when they can do it."

– Pasadena Mayor Terry Tornek,
Pasadena Now

"The whole point of it is to get Caltrans out of the housing business as quickly as possible. This isn't a new idea; everybody wants Caltrans to sell the houses."

– State Sen. Anthony Portantino,
Pasadena Now

Sacramento and little money was returned to LA for maintenance. A de facto arrangement evolved: Rents would not go up, but tenants would do the maintenance. Caltrans stopped paying for water and yard cleaning.

In 2002, Caltrans convinced a federal court to delete the words "all properties shall remain occupied" from the proposed injunction, language that had been in the prior 1979 injunction. This deletion left Caltrans' LA office free to raise rents sharply, do even less maintenance to encourage tenants into leaving. Caltrans-LA recently has filed many

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PH's 'Participate Pasadena' takes city's pulse

PARTICIPATE PASADENA

BY SUE MOSSMAN
EXECUTIVE DIRECTOR
PASADENA HERITAGE

Participate Pasadena

Beginning with a community meeting on September 19, Pasadena Heritage has begun reaching out to residents to determine what they care most about and how they would like to be more involved in decisions affecting the future of Pasadena. The initiative is called Participate Pasadena, and more than 100 people attended the kick-off event.

The meeting opened with a brief summary that touched on many of the built-environment issues happening now, including major new development, open space, mansionization, Specific Plans and more. Attendees then broke into smaller groups for discussion to record their questions, concerns and points of view.

A city-wide survey has been created to gather more input, and results will be summarized for Pasadena Heritage to consider when designing future programs and to present to City Council, the Planning Commission and other decision-makers.

- To contribute your views, complete an online survey: surveymonkey.com/r/SDJ7YSX.
- For more information, visit pasadenaheritage.org/participate.

40th anniversary celebration and Craftsman Weekend set for October

Pasadena Heritage's 40th anniversary year continues to unfold, with multiple monthly programs and a major celebration on October 7. The "40 Years" party included about 300 guests for cocktails and dinner at the original Exhibition Hall behind the historic Civic Auditorium.

Pasadena's collection of Craftsman-era architecture is extraordinary, and examples



are so abundant that Pasadena Heritage has been able to draw large crowds to explore and learn about the American Arts & Crafts Movement, Pasadena style, for 26 consecutive years! The 2017 Craftsman Weekend takes place October 26–29 with tours, talks, walks and an exhibition at the Pasadena Convention Center. This year the program focuses on Greene & Greene, in honor of the organization's 40th anniversary and all its connections to the architect brothers and their work through the years. *For more information or to purchase tickets, visit pasadenaheritage.org.*

Design Commission reviews Paseo improvements

Paseo Colorado's revitalization, under new ownership, is moving forward with new tenants slated for ground-floor retail spaces in the coming year. The challenges facing shopping centers and their survival in the expanding world of e-commerce makes this redo essential to the Paseo's future.

An informational presentation at the Design Commission in August highlighted concepts for enlivening the Garfield Promenade, while protecting the street-like passage between Green Street and Colorado Boulevard. This link from the Civic Auditorium to City Hall, Centennial Plaza and the Central Library is integral to the Beaux-Arts 1925 Bennett Plan

which set forth this north-south axis as a key element of the Civic Center plan.

The concepts presented to the Design Commission reflected the many discussions among Pasadena Heritage, the owners and their design team, which focused on protecting the north-south view corridor, while adding new activity and refreshing the look. Pasadena Heritage is encouraged with the progress on this important project.

Space Bank property moves toward redevelopment

A large complex of buildings on East Foothill Boulevard (north of I-210, east of Madre Boulevard and west of Rosemead Boulevard), occupied for many years by Space Bank and used for self-storage, may soon be under construction. The property will require extensive toxic clean-up before a 500-unit housing project could be built, a project that has been under consideration for nearly a decade.

Recently called upon to help determine how best to memorialize the site's history as a Navy installation for top-secret weapons development and testing, Pasadena Heritage has been pleased to offer recommendations to preserve key artifacts still extant and showcase them within the new housing complex.

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PDA forms Specific Plan advisory committee

BY DAN BEAL
DIRECTOR, WPRA

The Pasadena Playhouse, one of the city's treasures and the official State Theater of California, has had its ups and downs over the last several decades, but its recent direction is decidedly up. The reason for the upturn includes dynamic management, a committed Board, and a growing and changing community.

Another reason is a new planning effort that has emerged from the City's 2015 General Plan update, which, in turn, generated new, more detailed planning efforts in several "Specific Plan" areas, including the Central District, the City's business and cultural heart, which includes the Playhouse District.

The Playhouse District Association (PDA) Board of Directors, which governs the Playhouse's operations, formed a Specific Plan Advisory Committee to "...explore issues and opportunities related to the City's update to the Central District Specific Plan."

Within that broad directive, the Committee will explore a wide variety of opportunities and issues. These may include historic structures, access and parking, development and regulation, business and cultural opportunities, and public and open-space areas. The Committee will also engage the local and broader Pasadena communities, identify and engage the District's assets, and integrate the District's historic fabric with new trends in art and culture. Early goals include assessing the District's accomplishments to date and developing an overall vision and strategy for the effort.

The Committee consists of about 25 members representing property owners and tenants in the District, residents and other Pasadena stakeholders, City staff, and the Playhouse District Board and staff. Meetings are open to the public, and public outreach sessions are being planned.

For more information on the Playhouse and the Association, visit playhousedistrict.org.

City DoT focuses on safety, but won't put SOG on a "road diet"

BY DAN BEAL
DIRECTOR, WPRA

Pasadena's Department of Transportation, as part of a study to identify ways to improve traffic and pedestrian safety, has formed a South Orange Grove (SOG) Boulevard Complete Street Working Group composed of area residents to review proposals.

One idea being explored is curb extensions along the north-south portions of intersections, on the side streets — essentially a "squaring off" or bumping out the rounded curbs at the intersections. This would shorten the curb-to-curb distance a pedestrian has to walk, making it safer to cross the street, and also calming traffic by slowing the speed of vehicles making turns onto and off of Orange Grove. Similar improvements are planned for Avenue 64 and North Hill Avenue.

Also being considered is reconfiguration of the awkward pedestrian crossing of California

on the east side of SOG, which is confusing to motorists and pedestrians alike. City staff are also exploring other improvements including signal modifications and radar speed advisory signs.

A SOG "road diet," which had been considered in the past, is no longer on the table. Rich Dilluvio of the Pasadena DOT advises that the City will not consider road diets for streets that carry more than about 15,000 vehicles per day. South Orange Grove averages between about 21,000 to 25,000 vehicles per day, too many to force into two lanes instead of the current four.

Road diets typically call for elimination of a traffic lane in each direction to make room for a center turn lane and bicycle lanes. This idea has been the source of resident objection in many places, such as Vista del Mar in west Los Angeles, where traffic delays, accidents and lawsuits forced the city to undo the road diet and recall petitions circulated against some elected officials.

City Council to review EdTech's STR regulations

BY DAN BEAL
DIRECTOR, WPRA

For over a year, the City of Pasadena has been wrestling with the issue of short-term rentals (STRs), a topic that has caused fierce debates and a variety of regulatory schemes in many parts of the nation and around the world. A number of commercial "platforms" such as Airbnb have sprung up to help advertise and facilitate STRs.

STRs are residential property rentals of fewer than 30 days and generally come in three flavors:

- Hosted stay: the property owner is present in the home during rental
- Un-hosted stay: the owner is not present during the rental, but lives in the home the rest of the time
- Vacation rental: the owner does not live in the property.

City Council's Economic Development and Technology (EdTech) Committee in June 2017 proposed STR regulations that would permit hosted and un-hosted rentals, but prohibit vacation rentals throughout the city (although these types of rentals could be evaluated under a pilot program). Additionally, the proposed regulations would limit occupancy and the number of rentals by an owner; prohibit commercial events; ban street parking and signage; and require permits, business licenses, local contacts, inspections, and payment of the City's Transient Occupancy Tax (also levied against hotels, motels and B&Bs), among other provisions.

A recent WPRA survey of our residents, which yielded almost 600 responses, was overwhelmingly in favor of regulation of STRs (detailed results of the survey are available on-line at wpra.net).

Arroyo Advisory Group outreach is underway

By MIC HANSEN
DIRECTOR, PLANNING AND
LAND USE CHAIR, WPRA

Since its inception in January of this year, the Arroyo Advisory Group (AAG) has been making steady progress to fulfill its charge of unifying and caring for the incomparable Pasadena treasure that is the Arroyo Seco.

Led by our former Mayor Bill Bogaard and longtime west Pasadena resident and Rose Bowl Operating Company (RBOC) Board member Doug Kranwinkle, the 20 community members, supported by consultants as well as City staff, have had numerous meetings and discussions to ensure that their work will coincide with and respond to the community's vision.

During the initial phase, AAG established an organizational structure and conducted initial community outreach. Four Committees were formed to move the effort forward.

- **The Visioning committee** — after multiple deliberations and consultation — put forth a draft vision, which, based on community input, will continue to be refined and reframed:

“Pasadena's great outdoor space, the great Arroyo Seco, will become OneArroyo. 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 all anchored by a central hub.”

- **The Outreach and Engagement committee** began its “listening” phase with a city-wide presentation and feedback session held at the Pasadena Conference Center on July 25. Prior to that rollout, several preliminary neighborhood meetings were held. Co-chairs Bogaard and Kranwinkle — along with AAG member Don Hahn, Arroyo resident, artist, and filmmaker extraordinaire — presented an initial version of the OneArroyo Concept, all the while making it clear that the work product will reflect the community's needs, preferences, and their vision for the future. A survey is being developed that we hope all

Pasadenans will want to complete. The results from this survey will help AAG to more thoroughly and accurately gauge community's perceptions and priorities for the Arroyo.

- **The Projects and Priorities committee** meanwhile was busy taking stock of all the natural and built attributes that comprise the Arroyo. Initial project evaluation criteria were established to identify projects and programming consistent with community needs, priorities, and wishes. With three separate Master Plans (Hahamongna or Upper Arroyo, Central Arroyo, and the Lower Arroyo) already in place, it was a challenge to determine the best route to take to unify and care for the Arroyo, always bearing in mind and respecting its historic importance, and its irreplaceable natural environment that needs maintenance, care, and careful stewardship.

Although the City of Pasadena staff has been diligent in identifying some \$80 million in capital improvements needed for the Arroyo, the available funds that have been approved in the City's Capital Improvement Program budget are but a small fraction of that total.

- **The Finance committee** is charged with the daunting responsibility of raising funds not only to close the gap, but also to assure long-term financial sustainability. Comprised of experts in the financial arena, this committee is looking into funding from a variety of sources, including grants, corporations, public-private partnerships, government, individuals, and rents and fees.

On July 16, the co-chairs made a presentation to City Council detailing progress of the AAG. The next presentation to the Council will most likely occur early next year. In the meantime, community outreach continues. Mayor Tornek has graciously agreed to conduct walks in the Arroyo with small groups of interested community members. Dates and locations of start points can be found on the dedicated new website: OneArroyo.org

Please also mark your calendars to participate in OneArroyo Day, November 18.

Community members are invited to walk in the Arroyo, speak with Arroyo experts, and visit the “homes” of stakeholders such as Kidspace, the Casting Club and Rosebowl Riders. Up-to-date information about this exciting day's schedule and logistics will be available on the website: OneArroyo.org

The AAG appreciates hearing from community members, and with community input will try to realize an achievable and sensitive outcome for this unique and precious natural resource. After three months of receiving both organized and ad hoc feedback from community members, some general themes have begun to emerge:

- The concept of OneArroyo is welcome and needs to be better understood.
- The variety of activities and users of the Arroyo are indeed vast, and many want to be informed and engaged with this initiative.
- Community members throughout the city and from all generations want to preserve and protect the natural environment: the beauty, flora, fauna and the natural integrity of the Arroyo for now and for the future.
- A single, end-to-end trail system is very desirable and will do much to enhance the usability and the unification of the Arroyo.
- Addition of new structures, facilities, and activities that may result in increases in users, traffic, and noise is not supported by Arroyo area neighbors .
- Perceptions about the Arroyo are not markedly different between young and not-so-young stakeholders, users, and the community in general.
- Community members are interested in being kept continually informed about the work of the AAG and its progress.

As the initiative moves forward, it's important that the community actively make their voices heard. Bearing in mind that the Arroyo Advisory Group is just that — advisory — and that the City Council is the decision-making body; it is invaluable that community members speak up.

Please click on the following link to send in your comments:
onearroyo.org/registration-1/

Looking south from Colorado Boulevard along Garfield Promenade (artist's rendering)



Looking north from Green Street along Garfield Promenade (artist's rendering)

Paseo undergoes transformation, gets new owner, name

BY MIC HANSEN
DIRECTOR, WPRA

Paseo Colorado has once again changed hands and is undergoing alterations and modification. The new owner, Arrow Retail, has shortened the name of the complex to The Paseo, is restoring the Garfield Promenade and intends to create a stronger pedestrian focus around the central fountain.

Among the incoming tenants on the Garfield Promenade are two new restaurants, Great Maple and Dos Coyotes Border Cafe, with outdoor dining areas and a 30,000 square foot H&M retail store, which is relocating from Old Pasadena.

When Plaza Pasadena was demolished and replaced by the new Paseo Colorado, the Garfield Promenade, which is part of the Civic Center National Register District, was reopened to restore the originally intended unobstructed views that the Bennett Plan

envisioned when the concept of the Civic Center was first conceived.

Initially, Arrow Retail had planned to place large trees and permanent fixtures into the area, but Pasadena Heritage and other community members objected because these would obstruct the protected view corridor. After multiple meetings and negotiations (between Pasadena Heritage and Gonzalez Goodale Architects and Korn Randolph Landscape Architects) the plan was revised to add palm trees and shaded seating, and to preserve the protected view corridor between the Central Library and the Civic Auditorium. Some of the additions to the area will not be permanent, to make removal easier in case of view obstruction.

Facades of the buildings will also be updated to create visual diversity that will have a look more in keeping with Old Pasadena. Additionally, more varied and individualized storefronts will help separate current tall

blocks and give the current large structures less of a big-block feel.

At the other end of the Paseo, where Macy's was, demolition is complete, the ceremonial groundbreaking was conducted, and construction has begun for a new six-story, 186-room Hyatt hotel, Hyatt Hotel Pasadena, (Cunningham Group) and a mixed-use residential building (Gonzales Goodale Architects). The hotel will face Green Street and the residential building will face Colorado, with retail/restaurant on the first level.

The Design Commission has already approved the residential building and hotel as well as concept design for the Garfield Promenade portion. Final design review approval for the Promenade is expected at the end of this calendar year, with rehabilitation and remodeling expected to begin early in 2018.

A thank-you to our donor-members!

The WPRA appreciates the financial support of all those who join or contribute to our effort. The membership donations listed below include the names of all those who contributed \$100 or more between August 1, 2016 and July 31, 2017. If your name is not listed or is not listed correctly, please contact me. We thank you for your support. Note: We have changed our donation tracking process. If you are listed incorrectly, or not listed when you should be, please accept our apologies and let us know so we can correct our records. As always, thank you for your generous support.

Linda Zinn, Membership chair, zinn@wpra.net

To make it easier to help fund the WPRA services and initiatives, we have enclosed an envelope within this issue. Just insert (1) the completed form on the envelope flap and (2) a check (made out to WPRA) into the pre-addressed envelope, add a stamp and mail it. You may also donate using your credit card by visiting wpra.net and clicking on EZ Donate in the upper left corner of our home page. West Pasadena Residents' Association is a 501(c)(3) non-profit public benefit corporation. Memberships and donations are deductible to the extent allowed by law.

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Jim Gruettner	Tom Marble		

City Council appoints task force to envision Civic Center future

BY VINCE FARHAT
DIRECTOR, WPRA

After rejecting a plan to redevelop the historic YWCA building with a 181-room Kimpton hotel, City Council formed a community task force to focus on the future development of Pasadena's Civic Center, including rehabilitation and development of the YWCA site, and appointed the following to serve on the task force:

- Mayor's appointees:
Andrea Rawlings and Vince Farhat
- Council District 1 (Hampton):
Raphael Henderson
- Council District 2 (McAustin): Chris Peck
- Council District 3 (Kennedy): Joel Bryant
- Council District 4 (Masuda):
Lambert M. Giessinger
- Council District 5 (Gordo):
Cecilia Estolano
- Council District 6 (Madison):
Wendy Cobleigh
- Council District 7 (Wilson): Gail Price
- Planning Commission: Stephanie DeWolfe
- Design Commission: Alan Loomis
- Historic Preservation Commission:
Gary Floyd

This sequence of vistas of beautiful buildings and settings will be equal to any in the world. The order and pleasing effects thus obtained would be well worth the effort to bring about the execution of the complete plan.

Excerpt from "Report on a Plan for the City of Pasadena, California" by Bennett, Parsons & Frost, 1925.

- Transportation Advisory Commission:
Blair Miller
- Pasadena Heritage: Claire Bogaard
- Downtown Pasadena Neighborhood
Association: John Byrum

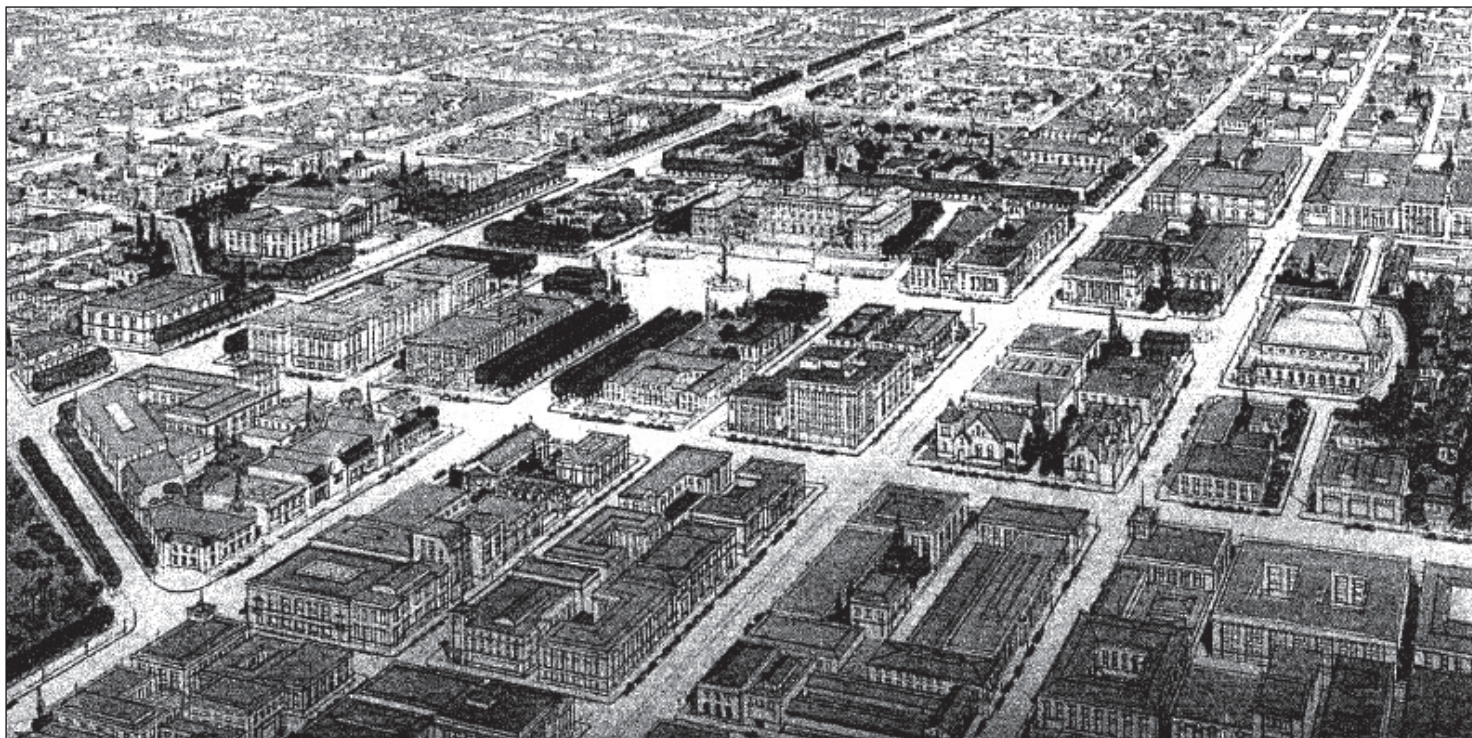
According to staff reports, the task force's scope of review will include the following land use and design issues:

- **Allowed uses:** Reviewing all desired land uses for the area, both public and private;
- **Building envelope:** Identification of key development standards, including maximum floor area ratio (density), maximum heights and appropriate setbacks;
- **Parking and loading:** Identifying an appropriate range of options for the

overall needs of the Civic Center as well as development of individual sites as they relate to parking and loading;

- **Public accessibility:** Identifying the appropriate locations and amount of public space and the accessibility of public spaces within the area; and
- **Public improvements:** Including landscape and hardscape improvements, revisions to streets, sidewalks, and other areas including Centennial Plaza.

The Civic Center has been the focus of community planning efforts dating back to the adoption of the Bennett Plan in 1925. This new task force will launch a new era in community planning for this vital part of our city. All task force meetings will be open to the public and community participation will be crucial to the success of this endeavor.



Original rendering from the Pasadena Civic Center concept, Bennett, Parsons & Frost.



Superior Court Judge James Chalfant ordered a stay of all activity related to the County Flood Control District's massive sediment mining and trucking operation in Hahamongna Watershed Park, shown in this photo.

FCD refuses to reduce scale or timing of “Big Dig”

BY BILL CHRISTIAN
DIRECTOR, WPRA

The Los Angeles County Flood Control District (FCD) has circulated revisions to the Environmental Impact Report (EIR) for the Devil's Gate Dam sediment removal project, often referred to as the “Big Dig.”

As previously reported, after a successful challenge filed by the Pasadena Audubon and the Arroyo Seco Foundation, the Superior Court found that the EIR was defective in failing to adequately mitigate for the impacts of truck emissions, destruction of riparian and

other habitat, and in addressing cumulative impacts from construction and operation of a future pipeline that would take water from Devil's Gate Dam to Eaton Canyon (styled the “Devil's Gate Water Conservation Project”).

Unfortunately, apart from finally committing to using heavy-duty diesel trucks that, at the very least, meet or exceed the 2010 emission standards, FCD's revision circumvented any significant changes to its former plan.

The FCD refused to provide greater mitigation area for proposed destruction of habitat and declined to analyze in any detail the Eaton Canyon pipeline route or impact. Most

importantly, FCD has steadfastly refused to reconsider any reduction in the scale or timing of an unnecessarily massive project that will require perhaps 400 tandem truck round trips per day for four of five years, deteriorating air quality and clogging traffic in surrounding neighborhoods and schools, precluding most recreational use and destroying regionally critical wildlife habitat.

A much less destructive plan approved by the City of Pasadena, but totally ignored by FCD, would regularly remove sediment, yet provide adequate protection against flood risks.

FCD will respond to public comments offered on the revisions, followed by a return filing with the court. If the revisions are judged satisfactory, the project will require another certifying vote by the LA County Board of Supervisors.

If the project survives unscathed, sediment removal would start as early as late spring 2018. Critical comments to the county supervisors, especially to District 5 County Judge Kathryn Barger, would be currently helpful in favoring alternatives to the FCD plan, especially on the Pasadena option. **Email her at Kathryn@bos.lacounty.gov or call at (213) 974-5555.**

Public Works recommends replacing purple leaf plum street trees

To maintain a healthy and sustainable urban forest, the Department of Public Works is recommending to the Urban Forestry Advisory Committee (UFAC) that the Master Street Tree Plan (MSTP) be amended to replace purple leaf plum trees on S. St. John Avenue between Colorado and Del Mar boulevards, and California and Bellefontaine Street; and on State Street between Hillside Road and S. Orange Grove Boulevard, and S. Pasadena Avenue and S. Fair Oaks Ave. The purple leaf plum has generally not performed well because it is drought-sensitive and requires excessive maintenance. The Department recommends that purple leaf plum tree be replaced with one of three alternatives: crape myrtle (*Lagerstroemia indica*), golden trumpet (*Handroanthus chrysotrichus*) or western redbud (*Cercis occidentalis*). **For more information about the potential replacement trees, visit selectree.calpoly.edu. Also, to express your opinion about which of the replacement trees visit surveymonkey.com/r/SVKJZSV.**

Stand up for San Rafael Elementary's renovation funding Rafael Elementary

BY KENYON HARBISON
PRESIDENT, WPRA

Over the summer, Pasadena Unified School District was presented by staff with a priority list for renovation projects within the District. San Rafael Elementary School was listed as very low on staff's recommendations list, but at the school board meeting the Board agreed to rethink the list, including San Rafael's designation. Among other reasons for this, San Rafael is an older school, so certain renovations are necessary to make the school more accessible for persons with disabilities. There are also plans to work on a better parking solution for the school.

I attended that Board meeting, as did our Vice President, Avram Gold. One takeaway, for me at least, was that there are a great many projects that require funds, but money is tight, and much of the money from past bond measures is already committed to specific projects. As you may know, when the prior PUSD administration elected to close San Rafael (which decision was eventually unwound), bond money that would have been committed at that time to San Rafael was committed elsewhere, unfortunately with the support of some within our community. It is important for the neighborhood to fight to make sure that San Rafael receives as much of its share of the pie as is reasonable and possible.

In part, the tightness of money within the District is the result of the fact that although the state recently provided more money to local districts with its right hand (increased direct budgeted funding), it took money away with its left (increased local district assessments for retirement costs). Based on recent reports about additional budgeted funding for local school districts, one may infer that schools will now be better funded. In reality, the budget situation in most districts is likely to deteriorate over the next few years. In nearby school districts, where voters have supported a parcel tax, the local schools are less susceptible to, and are cushioned against, the vagaries of Sacramento policymaking and revenues; but that is not the case in Pasadena.



Max and Sofia Garibaldo, second grade and second year of pre-kindergarten, respectively, are excited by the prospect of another year at San Rafael Elementary.



Nichelle and Danielle Walker, fifth and third graders, respectively, celebrate the first day of school with San Rafael Elementary School Principal Rudy Ramirez.



Alexia Rassman marks the first day of kindergarten at San Rafael Elementary.

Personal notes:

- This newsletter goes to press shortly after the beginning of another school year at San Rafael Elementary. My son has begun kindergarten there, with the same kindergarten teacher my daughter had, and my daughter is in fifth grade. The school has a new art teacher, who is certified and who lives in the neighborhood, as well as a new dedicated art studio.
- Mark your calendars for the San Rafael Elementary Fall Festival, which is on the afternoon of Saturday, October 28. A pumpkin patch will open starting the week before the Fall Festival. Proceeds of the pumpkin sales go to the school. Also, this year the school musical will be Disney's "The Lion King Junior," which will be staged next May 10 through 12.

‘Reclaim the stubland, re-establish lost...benefits’

Continued from page 1

A positive vision for the stub future

Meanwhile, in Pasadena, in a resident’s living room, the seed for a different approach was planted when someone asked, “Has anyone ever done any work to show what could replace the stub?”

A steering committee was formed in May 2014 to take a different approach to the divisive ditch. The group named their endeavor the Connecting Pasadena Project (CPP). Its mission: reclaim the land, reconnect Pasadena by restoring the pattern of city streets and replacing the stub highway with homes, businesses, parks, trees — everything that had been destroyed and taken away from the city decades ago.

Digging in to find that future

The steering committee approached the project in “the Pasadena way.” It recruited Pasadena architect Stefanos Polyzoides to guide it and invited fellow residents to participate in workshops to plan the transformation of the ditch. With the help of experts in the disciplines of transportation, architecture, economics, civil engineering, and landscape architecture, engaged citizens sat at tables to consider appropriate uses and densities for the “stubland.”

Two workshops were held in the fall of 2014. Following the second, participants had determined one possible concept: Replace the stub with an elegant Pasadena boulevard to disperse and balance the traffic, and revitalize this “dead space” with parks and structures that would provide economic and social value and create a beautiful new place in the city.

City charges working group to study issues

Concurrently, then-Mayor Bill Bogaard appointed a citizen panel, the Pasadena Alternative Working Group, to devise a Pasadena Preferred Alternative to Metro’s tunnel vision. The CPP created a report and submitted it to that group in December 2014. In April 2015, City Council voted to oppose the tunnel and unanimously approve the Pasadena Preferred Alternative. CPP was an important component of that preferred alternative.

Simultaneously, five area cities — South Pasadena, Pasadena, Glendale, La Cañada Flintridge and Sierra Madre — formed a coalition, Beyond the 710. This coalition searched for a practical vision for alternatives that would solve transportation problems in the 710 corridor.

CPP’s “complete street” vision — a roadway for pedestrians, bicyclists, motorists and transit riders as well as a park, shops and businesses, and residences — was looked upon as a good example to emulate for the south terminus.

Metro yields by turning away from tunnel option

It appears that CPP’s goal to reclaim the “stubland,” rebuild the urban fabric, and restore the economic and social activity that was destroyed is one step closer to realization. In May of this year the Metro board voted to shelve the proposed tunnel, adopt the Transportation Systems Management (TSM) alternative as the preferred local option and, finally, transfer money earmarked for the tunnel to other projects.

Now that the 710 tunnel project appears to be on life support, the City of Pasadena hopes to build on the good work of the CPP. Stay tuned for more on this vital effort to reclaim the land and re-establish the economic, social and transportation benefits lost when the land was seized.

For more information, visit the CPP website at connectingpasadena.com



For the past two years Caltrans has piled crushed stone and concrete high — while generating dirt, dust, noise and visual blight — within the Pasadena end of the 710 stub. The batch plant then trucks those materials for use elsewhere to serve as roadbed. *(Photo by Chuck Hudson)*



The two CPP workshops that were convened in 2014 charged attendees with re-imagining and transforming the ditch. What came from those meetings were practical ideas of how to reclaim the land and reconnect Pasadena by restoring the pattern of city streets and replacing the stub highway with homes, businesses, parks, trees — everything that had been destroyed and taken away from the city decades ago. *(Photo by Chuck Hudson)*

Opinion: whither OneArroyo?

BY BILL CHRISTIAN
DIRECTOR, WPRA

As Mic Hansen has explained in the article on page 6, the City of Pasadena, led by Mayor Terry Tornek, has commissioned a new look at the Arroyo Seco, focused, in part, on bringing together activities and governance of the three traditionally separated Pasadena segments of the Arroyo. The Arroyo Advisory Group (AAG), a select set of Pasadena's leading citizens, has begun work, laying out a vision, soliciting views of the public, and exploring potential projects and funding sources.

The AAG's website carries the initial vision statement (onearroyo.org): "Pasadena's great outdoor space, the historic Arroyo Seco, will

become OneArroyo. From the headwaters in the north to the tributaries in the south, its natural habitats, resources, and historic sites will be preserved, enhanced, and connected by an extraordinary end-to-end trail system, all anchored by a central hub."

Beyond trails, a plethora of Arroyo restoration and improvement proposals exists. For example, an often-mentioned, highly favored project is the restoration of the arroyo stream, renaturalizing the streambed by removing additional segments of the concrete channel. Unfortunately, locating funding for that project – and for an array of other backlogged projects – has been difficult, and perhaps never more so than in the current era of anticipated budget deficits. The question of

where to find funds, whether from grants or by diverting money from other income sources of the City, is critical, and an issue on which the AAG needs ideas and public guidance.

The momentum to improve, restore and better manage the Arroyo has been mounting. Absent strong public support and involvement, a risk exists that the project will meet the fate of several previous efforts. The time to express our views about what should be the future of Pasadena's most beautiful and unique natural asset is now.

Please take time to express your views to the AAG, directly or on its website.

Caltrans tenants deserve protection Continued from page 3

eviction lawsuits on what many believe to be arbitrary grounds, usually targeting elderly women. Units thereafter will be left vacant, which interrupts rental payments to Caltrans-Sacramento.

With the demise of the 710 project in sight, Caltrans now has a perverse incentive to maximize vacancies: If a property is sold vacant, Caltrans receives 100% of a high sales price. But if sold as "affordable," Caltrans receives a much lower amount. On resale to tenants, funds above the lower price go to California Housing Finance Agency alone.

Caltrans's-LA office allows units to stay vacant with no rent being paid, putting entire neighborhoods in danger from blight, vermin, transients and fires at empty houses. Worse, local cities are taking little or no action to keep the houses up to code and protect neighborhoods, despite being empowered to do so by State housing law since 2002.

Tenants and have appeared repeatedly at Pasadena and South Pasadena city councils asking for action, but so far the city councils have made few efforts to protect the tenants or the surrounding neighborhoods from Caltrans' willful neglect or to ensure that tenants, having endured Caltrans abuse, are finally able to purchase their homes.

State Sen. Anthony Portantino and his aide, Kristi Lopez, have been very helpful, including trying to stop the evictions and organizing a forum by Caltrans staff at the South Pasadena Public Library on May 17, 2017. In 2010 former Senator Carol Liu and other legislators convened a special oversight committee and in a hearing questioned Caltrans about the 18,000+ Caltrans properties statewide that will never be highway projects.

Next steps

- Caltrans Director Malcolm Dougherty must formally declare in writing that all the properties indeed are "surplus." He must take firm measures to rein in the rogue actions of Caltrans' LA office and instruct the Caltrans accounting department in Sacramento to accept all rent payments from tenants, ending the heartless evictions.
- Local city councils need to pass resolutions directed at Dougherty on all these issues. The cities should instruct their code enforcers and attorneys to pursue Caltrans by administrative means, litigation and prosecution. Otherwise, Caltrans will continue to ignore state law and endanger public safety.

Pasadena Heritage

Continued from page 4

The simple, functional buildings are not architecturally significant, but the history of the site, closely connected to the Navy complex at China Lake, is certainly deserving of recognition. We believe that an acceptable solution can be found to tell this Cold-War story in an interesting and attractive way.

Task forces guiding key decisions

Pasadena Heritage is pleased to have representatives serving on the Civic Center Task Force to redefine parameters for the future development of the historic former YWCA building and adjacent property, and on a new working group for the Colorado Street Bridge to study potential changes to better address suicide prevention. Serving as the voice of historic preservation, Board member Claire Bogaard is serving on both groups and I am on the Colorado Street Bridge group and the Arroyo Advisory Council.



An early postcard from the Millionaires' Row era of South Orange Grove.

South Orange Grove Avenue: "Millionaires' Row"

BY KIRK MYERS
ASSISTANT ARCHIVIST
PASADENA MUSEUM OF HISTORY

Known as "Millionaires' Row" since the turn of the nineteenth century, South Orange Grove Avenue, between Colorado Boulevard and Columbia Street, made quite an impression on early visitors.

In January 1952, Irving Stone wrote in *Holiday* magazine that:

"In 1919, when my family moved to Los Angeles from San Francisco, it was considered an interesting all-day outing to ride over in our Model T Ford to gaze in awe at the fifty-two adjoining mansions on Orange Grove Avenue."

Russ Leadabrand of the *Pasadena Star-News* echoed the sentiment: "It was a pleasure to go for a ride on Sunday afternoon along the thoroughfare of mansions, anchored like ornate, towering battleships, decorated like fancy cakes, make-believe stuff, an avenue of dreams, dreams of millionaires."

In 1916 the *Los Angeles Times* praised it as "the most beautiful residence street in the world, lined with the homes of some of the country's wealthiest men and women." The *Los Angeles Daily News* in 1947 described South Orange Grove as "a major Pasadena institution – the most famous and historic 10 blocks of residences in the whole western part of the United States."

In 1955, *Fortnight* magazine noted that "there was a day when South Orange Grove Avenue was the showplace of Southern California ... and its mailboxes read like Dun & Bradstreet. Here lived the Wrigley of Wrigley's Gum; the Libby of Libby, McNeil & Libby; the Warner of Borg-Warner; the Cravens of Liggett-Myers Tobacco; the Harkness of Standard Oil. Without a doubt it represented – at least in the wintertime – the greatest concentration of wealth in Western America."

After a zoning change in 1948, "Millionaires' Row" became a street lined with apartments and condominiums. But the memory of its golden age lingered. The *Pasadena Star-News* reported in 1969:

"When people come to Pasadena, 40-50-60 years after the heyday of the Millionaires' Row influence, they still ask to see South Orange Grove. And it is there for them to enjoy. It is a part of town that has long meant much to Pasadena – visually, financially and historically."

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 postcard of the Busch, Fleming and Lowe homes on South Orange Grove, showing some of the spacious lawns that helped make the street so visually appealing.



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