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HELP STOP SR-710 TUNNEL THROUGH WEST PASADENA

WPRA launches effort to protect our neighborhoods from SR-710 North tunnel option

BY GEOFFREY BAUM, PRESIDENT, WPRA

The threat to destroy our neighborhoods is real. Metro and Caltrans are using our tax dollars to promote a freeway tunnel that will cost billions, degrade our air and environment, flood our neighborhood streets with traffic, and take decades to complete, forever altering our community.

At one time, I, too, thought the freeway threat had passed. After all, wasn't the spiraling cost and diminishing political support enough to kill the project? Sadly, like a zombie this idea has however, come back to life.

Metro is actively promoting the project through rhetoric designed to instill fear. On its website, it writes, "Population growth will make traffic congestion worse and result in more traffic accidents, air pollution and related illnesses, and hurt the Southern California economy if nothing is done."

Yet a September 2014 U.S. Public Interest Research Group study reveals: "The total number of miles Americans drive is lower than it was in 2005, while per-capita driving has fallen by 7% in the last nine years. While the economic recession contributed to the fall in driving, the shift predates the recession by several years, and many of the forces contributing to the decline in driving are likely to be lasting."

Despite this reality, the study explains, "state and federal governments continue to pour vast sums of money into the construction of new highways and expansion of old ones — at the expense of urgent needs such as road and bridge repairs, improvements in public transportation and other transportation priorities."



Geoffrey Baum

In February, Metro will release a draft environmental impact report (DEIR) on the freeway tunnel and other options. According to the timeline, we will have only 90 days to submit public comments before Metro and Caltrans develop their final proposal. All the information from Metro, Caltrans and others that I have reviewed to date indicates that the preferred final proposal will be the freeway tunnel.

One only has to look north to Seattle to see the devastating impact such a tunnel would

have on our community. There, the "Big Bertha" tunnel-boring machine has torn up neighborhoods and has been idle for a year due to mechanical breakdowns, pushing that project billions over budget and years behind schedule. We cannot let this happen in west Pasadena.

We must act now. The WPRA is marshalling resources, both financial and volunteer, to protect our neighborhoods. We are relaunching the **WPRA Neighborhood Protection Fund** and ask you to join the effort. The Neighborhood Protection Fund was critical a decade ago in the successful fight against proposed mega-development on the Ambassador College campus. With these funds, WPRA will hire experts and mobilize neighbors and others to ensure our voices are heard during this process.

More tunnel talk

To explore further both the destructive and regressive public policy a tunnel represents, as well as the possibility of a more enlightened forward-looking solution, look to these pages for information about:

- **Page 3:** Formation of a new five-city coalition to envision a better solution (than a tunnel) to regional transportation challenges
- **Page 4:** The many "benefits" Metro's tunnel would bring to west Pasadena
- **Page 5:** How local leaders and experts view the idea of a tunnel
- **Page 6:** A national trend that involves tearing down urban freeways and reintegrating the areas into the community
- **Page 7:** A home-grown idea to transform the 710 stub area into a benefit to Pasadena and the region
- **Envelope insert:** How you can help us fund the effort to convince Metro and Caltrans of their proposal's folly

Correcting the record, thanking “missing” donors/members

In the past issue of this newsletter, we listed the names of donors at the “Patron” and higher levels, as we typically do twice a year. Unfortunately, shortly after going to press we discovered that due to an inadvertent error, we’d omitted many of you who had joined or donated to the WPRA.

If you were among those “missing” donors, please accept our apology

and frank acknowledgement that we could not continue to serve our neighborhoods without your continued support.

To correct this error, we’ve published below only the names of those generous, but slighted, donors who contributed to the WPRA from August 2013 through August 2014. (The complete list of all donors will appear in the Spring issue.)

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- Vice President: Sarah Gavit (gavit@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 in the 91105 and 91103 ZIP codes and beyond.

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The West Pasadena Residents’ Association is a 501(c)(3) non-profit public benefit corporation.

The WPRA is grateful to Castle Press for design and printing services.

Visit our website at wpra.net

Five cities form new coalition to consider regional traffic plan

BY BILL BOGAARD
MAYOR, CITY OF PASADENA

This past fall a new effort emerged to develop an acceptable response to the mobility and traffic management needs of the Pasadena region, but at much less a cost than the proposed SR-710 North tunnel.

That effort, the New Community Transportation Coalition, was founded by the cities of La Cañada, Glendale, South Pasadena, Pasadena and Sierra Madre. Additional cities in the region may join later as awareness spreads. The Coalition is chaired by Ara Najarian, a Glendale Councilmember and member of the Metro Board. Vice Chair is Marina Khubesrian, Mayor of South Pasadena.

The Coalition's vision is regional. Contrast this with the 5-City Alliance — comprising the same cities as those founding this new Coalition — that is dedicated to evaluating the adequacy of the 710 draft environmental impact report.

The new planning effort is directed by Nelson/Nygaard Associates, a prominent transportation consulting firm, and the Maxima Group, LLC, an economic consultant. Maxima's role is to prepare a well-rounded analysis that addresses the economic benefit of a light-rail alternative compared to the tunnel project currently proposed.

As we all know by now, Caltrans and Metro, using Measure R funds, are studying traffic congestion relief in the area between east/northeast Los Angeles and the western San Gabriel Valley. That Metro study has narrowed the options to five:

1. Bus rapid transit
2. A freeway tunnel
3. Light-rail transit
4. The so-called "no build"
5. Local street and intersection improvements

According to Metro, the outcome of these studies — a draft environmental impact document — is scheduled for release in February.

Save the date

What
Pasadena Mayoral Candidates' Forum

Sponsor
West Pasadena Residents' Association

When
Tuesday, January 27, 2015

Time
6:30 – 9 p.m.

Where
Richard H. Chambers Courthouse
125 South Grand Ave.

WPRA invites Pasadenans to Mayoral Forum

BY VINCE FARHAT
MEMBER, CITY PLANNING COMMISSION
FORMER PRESIDENT, WPRA

With Mayor Bill Bogaard's decision not to seek re-election, Pasadena's March 10 municipal primary election promises to be a historic time for choosing and change. West Pasadena voters will have the opportunity to help elect a new Mayor for the first time in 16 years.

Although the WPRA does not endorse candidates, it encourages all Pasadena residents to become informed voters. Toward that end, on **Tuesday, January 27, 6:30-9 p.m.**, the WPRA will host a mayoral candidates' forum in the large courtroom of the Richard H. Chambers Courthouse (U.S. Courts for the 9th Circuit), 125 South Grand Ave.

The following are running for Pasadena Mayor (order and livelihood as reported by City Clerk) and will be invited to participate:

- Allen Shay, business owner
- Don Morgan, business owner/educator
- Terry Tornek, City Councilmember, businessperson
- Bill Thomson, College trustee, attorney
- Jacque Robinson, Vice Mayor/Councilmember
- Jason Hardin, magazine publisher

Mayoral candidates will be questioned at the forum about issues important to west Pasadena, including neighborhood crime, public education, the SR-710 North freeway extension and use of the Rose Bowl Stadium. The forum will include an opportunity for voters to directly question the candidates.

District 6 Councilmember Steve Madison is unopposed in his bid for re-election. (You may reach him at smadison@cityofpasadena.net.)

On November 3, 1998, Pasadena voters approved a Charter amendment to provide for a city-wide elected mayor to serve a four-year term. Bill Bogaard was elected as Pasadena's first city-wide elected mayor in March 1999, and was subsequently re-elected every four years thereafter.

Pursuant to City Charter Section 406, the mayor is a voting member of City Council, presides at City Council meetings, acts as the chief executive of the City in performing all acts required to be performed under State law and the City Charter, and is recognized as the official head of the City for all ceremonial purposes and for other purposes set forth in the Charter. There are no term-limit provisions for mayor.

Candidates who receive a majority (50% plus one) of the votes at the primary nominating election are elected to the respective office. If not, the names of the candidates receiving the two highest number of votes for the respective office will be placed on the ballot for the general (run-off) election, which is scheduled to be held on April 21.

■ *If you have ideas for the forum or would like to help, please send an email to Vince Farhat (vince.farhat@sbcglobal.net) and WPRA board member Blaine Cavena (cavena@wptra.net).*

■ *For more information about the City elections, visit cityofpasadena.net/cityclerk/election2015/*

BRIEFS

WPRA needs help responding to the SR-710 DEIR/DEIS

WPRA has formed a team to analyze and respond to the SR-710 Draft Environmental Impact Report (DEIR) and Statement (DEIS), which Metro has said it will release this February.

While we're fortunate to have found many of the special skills we need to accomplish this highly complex task, we still need help from those with knowledge of the following areas: environmental law and analysis, transportation, biological impact, construction, noise metrics, geology, hydrology, seismology, safety, economic impact, cost-benefit analysis, environmental justice and graphical design.

Be part of this vital effort to stop what many believe would be a catastrophe for our community and lifestyle.

To volunteer or recommend an expert, contact Sarah Gavit at gavit@wpra.net.

Working Group seeks preferred 710 alternative

This past August, City Manager Michael Beck established a working group to develop a SR-710 "locally preferred alternative" for Pasadena. The goal is to identify a responsible alternative transportation design that minimizes the impact to Pasadena while increasing regional connectivity.

Many multimodal options are being considered; these include light rail, bus rapid transit, bike trails and improvements to major street corridors. Also under consideration is the redesign of the current 710 stub so that it might better accommodate current traffic needs and improve safety.

The group hopes that its recommendations will be accepted by City staff and considered by the 5-City New Community Transportation Coalition (see article on page 3). The team, which includes WPRA President Geoff Baum and WPRA Vice President Sarah Gavit, has been meeting regularly to identify alternative objectives, selection criteria and candidate options.

The Working Group plans to provide its recommendation to the City Manager in January.



Could this happen here? In March 1999, a Belgian truck carrying flour and margarine caught fire in the 7-mile Mont Blanc Tunnel connecting France to Italy. Within minutes, two fire trucks responded but were unable to proceed due to the many abandoned and wrecked vehicles blocking the way. As the 15 firefighters huddled in emergency fire cubicles, they could hear burning fuel roll down the road surface, causing tires to pop and fuel tanks to explode. They were rescued five hours later. The fire burned for 53 hours and reached temperatures of 1,830 °F. It trapped 40 vehicles in dense and poisonous smoke containing carbon monoxide and cyanide. In all, 39 died either in a vehicle or while attempting to escape on foot. The tunnel was not cool enough to enter for five days. (Photo: fireVu.com; information: Wikipedia)

What will the 710 tunnels bring to west Pasadena?

BY SARAH GAVIT
CHAIR,
WPRA SR-710 ANALYSIS TEAM
VICE PRESIDENT, WPRA

1. An ugly 8-lane open-air freeway. The tunnels' portals will be located near Del Mar Boulevard; large overhead on/off ramps are being considered. The freeway will be fully exposed as it passes through Old Pasadena.

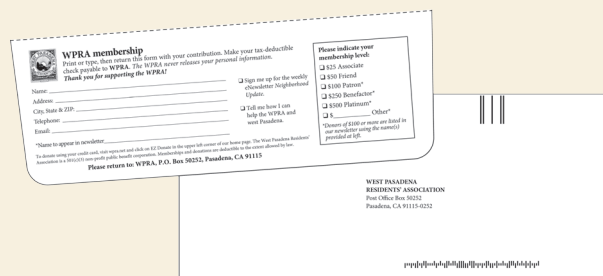
2. Increased traffic. The tunnels would bring 140,000 NEW vehicles (cars and freight trucks) through west Pasadena every day, adding traffic to the already-congested I-210 and SR-134 freeways. Vehicles seeking to avoid tunnel traffic and possible tolls would cut through on our local streets; thus increasing local traffic. During construction, street closures are planned and 294,000 truckloads of dirt would have to be removed from the construction site.

3. Decreased property values and impacts to businesses. You don't want to live, dine or shop on the edge of a freeway? Neither does anyone else. We can expect residential property values to decrease significantly in the area. Both residents and

Old Pasadena businesses will suffer from a decade of construction. There will be no compensation for financial losses, nor will the City be compensated for loss of tax revenue.

4. Long-term negative health impacts. Because the tunnels do not have intermediate vents, 4.9 miles of toxic fumes and particles will be expelled into Old Pasadena via exhaust towers near Huntington Hospital and schools. Noise will significantly increase in the region, including along the Arroyo Seco, where sound effects are amplified.

5. Physical damage to homes, neighborhoods and historic buildings. The proposed 60-foot diameter Tunnel Boring Machines (TBM) will be the largest in the world. Damage due to vibrations and settling is expected, not only for properties along the tunnel route, but for some distance on either side. Worse, if a TBM got "stuck," as did the "Big Bertha," Seattle's Alaskan Way Viaduct TBM, entire neighborhoods might be torn apart in the process to repair it. TBM breakdowns are not uncommon in the construction of large-diameter tunnels.



The WPRA is relaunching the WPRA Neighborhood Protection Fund. The Fund was critical a decade ago in the successful fight against proposed mega-development on the Ambassador College campus. And now, the fund will permit us to hire experts and mobilize neighbors and others to ensure our voices are heard during Metro's SR-710 North EIR/EIS analysis process.

Please find the self-addressed envelope inserted into this issue or visit wptra.net ... and give generously, for all our sakes'.

In their own words

Metro's most recent SR-710 North stakeholder messaging exhorts us to "Learn the facts; get involved; be part of the solution." We couldn't agree more.

To help speed the learning process, we've asked some local leaders and experts to share with us their views on the idea of a freeway tunnel through Pasadena.

"As a longtime resident of southwest Pasadena, I see the SR-710 tunnel as devastating to Pasadena, both in the corridor between the Ambassador Auditorium and Old Pasadena during the period of construction—more than 10 years—and in other parts of the City once trucks start pouring through the tunnel. Local traffic will be increased in the area of South Lake Avenue to the Washington Boulevard commercial district to the quiet neighborhood of San Rafael."

– **Pasadena Mayor Bill Bogaard**

"Traffic-related air pollution has a broad spectrum of adverse effects on health. Increased traffic will result in greater chance of respiratory, cardiovascular and neurological diseases. The potential for adverse health outcomes needs to play a central role in any decisions that are made about the possible alternatives for the 710 corridor."

– **Dr. Frank Gilliland, Director, Southern California Environmental Health Sciences Center**

"The days of freeway building in the U.S. are over. Freeways are just too inefficient, expensive, disruptive, ugly and environmentally toxic. They were meant to be silver bullets for urban travel, but have become instead special interest public works toys."

– **Stefanos Polyzoides, Principal, Moule & Polyzoides, Architects and Urbanists**

"Digging the massive 710 tunnel would waste billions in public funds, take decades to complete and devastate beautiful neighborhoods, homes and institutions in west Pasadena; and that's just the construction phase. Once the tunnel actually opened, truck and auto traffic and its accompanying exhaust, noise and congestion would overwhelm whatever remained of Pasadena's great quality of life. Rather than continue to debate this toxic, out-moded transportation project, which was first proposed in 1950, we should adopt the light rail/public transit alternative, return Pasadena and St. John avenues to residential streets, and convert the 710 "stump" into parks, bikepaths and walkways. Together, we advocated against the 710 surface route alternative and won; it's off the table now. Let's continue to fight on until the tunnel is dead and buried, too."

– **Steve Madison, City of Pasadena Councilmember, District 6**

"We now know completion of the 710 will bring nothing but more traffic, more trucks, more noise, more pollution and more gridlock to our City. I cannot, in good conscience, support an underground freeway that would permanently change the character of Pasadena and is contrary to the way of life we work to protect and preserve. Also, a freeway tunnel shouldn't be the only option. Transportation thinking has evolved since the 1950s when this project was developed. I'm prepared to work with Metro on finding an alternative that applies 21st century transportation solutions to the problem."

– **Margaret McAustin, City of Pasadena Councilmember, District 2**

"Pasadena Heritage has opposed the 710 Freeway extension since our founding because of the devastation of historic homes and neighborhoods. The tunnel proposal, though it was worth exploring, is now proving to have dire consequences for historic buildings, threatening their stability and safety during years of major construction and vibration and then land subsidence for decades to come. Consequences for air quality and water resources, are even worse. This is not the solution for the future; it's a disaster in the making."

– **Sue Mossman, Executive Director, Pasadena Heritage**

Metro's EIR is heavily loaded to produce a result favoring the tunnel project. However, it is increasingly clear that a tunnel is not the appropriate project for Pasadena or for the region. That is why we have formed a special task force to help us determine what Pasadena can affirmatively recommend as a superior choice to the tunnel.

– **Terry Tornek, City of Pasadena Councilmember, District 7**

We can do better

Metro's 710 tunnel is 'our grandfather's solution'

By MIC HANSEN

MEMBER, CITY PLANNING COMMISSION

OPINION

A new trend is transforming American cities from coast to coast. In the last two decades, we have seen a number of cities tear down urban freeways that divided neighborhoods and contributed to blight. Grass roots as well as organized public efforts have succeeded in reclaiming vast swaths of precious city land, restore urban fabric, create new green spaces, and markedly improve quality of life.

The Congress for New Urbanism calls this trend "Highways to Boulevards." We have multiple examples of successful reclamations that have resulted in material positive contributions to the cities that have had the vision, courage and will to dismantle freeways and expressways.

- San Francisco has dismantled the Central Freeway, in favor of Octavia Boulevard, and taken out the elevated Embarcadero freeway, in favor of a beautiful and vibrant waterfront thoroughfare.
- Portland, Oregon, has converted Harbor Drive, a waterfront freeway, to a boulevard and parkland.
- Milwaukee removed the Park East Freeway and replaced it with the beautiful McKinley Boulevard.

"That was ... our grandfather's Caltrans, where we thought about pouring more concrete all the time. Well, pouring more concrete is not the answer.

We need a sustainable transportation system that's going to be good for our environment and good for our health, too."

*Mark Dinger, Caltrans spokesperson,
California Political Review, 12/9/2014*

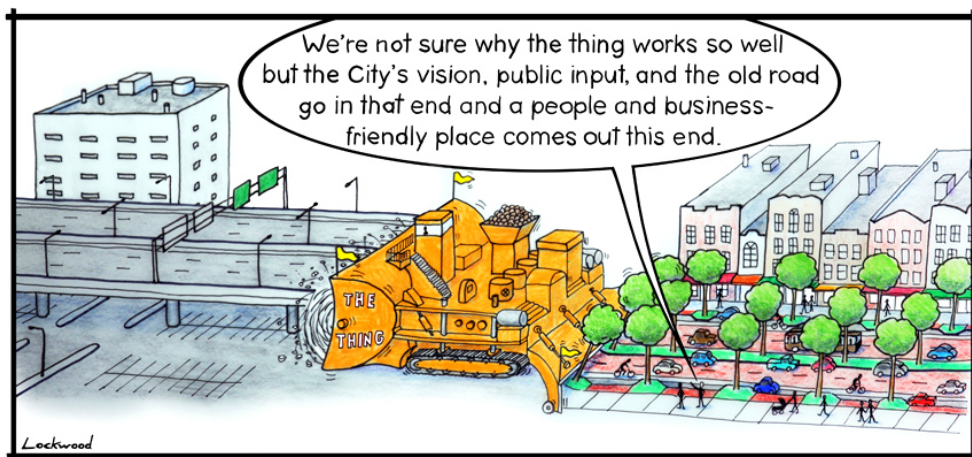
This is not just a national, but an international trend. We can also cite successful examples in Madrid, Vancouver, Paris, Seoul and other cities. In every instance, the economic benefit has been significant and the improvements to the citizens' quality of life substantial. And the most remarkable aspect has been that instead of gridlock and streets choked with fumes, traffic flow has improved.

Long-held premises about mobility and highways are being challenged by studies that show marked changes in how people are choosing to travel, yet regional planning bodies (and related organizations such as Councils of Governments) are not adapting quickly enough to 21st century patterns that demand more complex and elegant solutions, not more wide swaths of unending concrete.

In fact, recent studies show that Californians are using transportation modes other than cars — such as bicycles, public transport, and walking. In early December of this year, Caltrans' spokesperson, Mark Dinger, was quoted in the *California Political Review* as saying "That was our grandfather's Caltrans, where we thought about pouring more concrete all the time. Well, pouring more concrete is not the answer. We need a sustainable transportation system that's going to be good for our environment and good for our health, too."

We now have experiential evidence from a host of cities that the mid-20th century freeways that bifurcated cities and confiscated and destroyed entire communities to facilitate unbridled road building are not the current answer, but rather the solutions of the past. These freeways — that are now choked with traffic and have been polluting the once clean air of our cities for decades — need not be the preferred model. Although Pasadena did not escape this trend, we need not continue to live with models and systems whose day has come...and gone. As a forward-looking and sustainable city, we have the good judgment and resources to determine our own destiny.

The imposition of this tunnel on our city would harken back to a bygone era, and foist a 20th Century transportation method to address 21st Century needs. It is regressive, illogical, and profligate. We can do better.



Cartoon by Ian Lockwood, P.E., national leader in sustainable transportation policy and urban design, Toole Design Group

Transforming stub into boulevard

Connecting Pasadena seeks to heal 710 scar

BY AUDREY O'KELLEY
DIRECTOR, WPRA

For 60 years, communities have resisted Caltrans' and LA Metro's efforts to extend the 710 freeway from Alhambra to the 134/210 interchange in Pasadena. Why? Because it would increase, not reduce, traffic and pollution.

In the latest battle, Metro is using taxpayer dollars to develop and promote construction of two 4.9 mile tunnels to bridge the gap. However, even Metro's own figures project that the tunnels would increase car and truck traffic by 300% to 180,000 every day. And considering recently added entrances and exits, the tunnel would surely bring some of that additional traffic to our local streets. In that case, we wonder if there could ever be a "road diet" big enough to save Orange Grove Boulevard?

Our lost land

In anticipation of the 710 project, Caltrans made use of eminent domain to purchase the properties along the proposed corridor. The result was to destroy historic homes, bankrupt businesses and, worse, tear Pasadena neighborhoods apart.

Not surprisingly, Caltrans has been unable to win the hearts and minds of the community. Caltrans, nonetheless, continues devising schemes, ever hopeful that one day the adjacent communities will tire of the fight.

Sadly, however, the decades-long battles with state transportation bureaucrats have in many cases led to "issue fatigue." Some dismiss urgent warnings of the coming tunnels believing "It'll never happen."

The CPP

If it never does happen, it begs the question: "How could the stub area be transformed to benefit Pasadena and the region?"

The Connecting Pasadena Project (CPP) attempts to answer that question by fueling a grassroots, citizen-initiated endeavor.

In only six months, CPP initiators formed a steering committee and guided about 180 participants and observers from across Pasadena and nearby communities through

The 710 stub could become a beautiful area that would provide long-term social and economic value to Pasadena, while replacing Metro's proposed SR 710 tunnels with a traffic plan that would manage existing traffic without attracting additional traffic seeking to reach the I-210 and SR-134 freeways.

two "visioning" workshops. The first workshop dealt with potential uses for the freeway stub area. The second workshop teased out participants' ideas on what type of development would be proper to reintegrate the stub area into the urban fabric of Pasadena.

From this groundwork, the CPP will develop master-planning alternatives for the 710 stub to create a beautiful area that would provide long-term social and economic value to the City of Pasadena, while replacing Metro's proposed 710 tunnels with a traffic plan that would manage existing traffic without attracting additional traffic seeking to reach the 210 and 134 freeways.

Join the CPP

Help us develop a better transportation plan. Metro's tunnels will only bring permanent negative economic and health impacts, and 10 years of disruptions to businesses and residents during their construction.

Help us develop a plan with development and transportation advantages that could be the vital step to, once and for all, remove all future 710 extension schemes from the Caltrans' list of freeway projects. Other cities around the US and the world have removed the freeways that divided their communities. We can too.

To join the CPP effort contact aokelley@msn.com. To see what your friends and neighbors have already accomplished, visit connectingpasadena.squarespace.com.



One of the many tables on which more than 180 area residents hunkered down during two three-hour "visioning" workshops to consider potential uses for the freeway stub area and the types of development that would be proper to reintegrate the stub area into the urban fabric of Pasadena. (Photo by Chuck Hudson)

BRIEFS



Fire Chief Bertral Washington

City has new fire chief

City Manager Michael J. Beck has announced the appointment of Bertral “Bert” Washington as the new Chief for the Pasadena Fire Department. Chief Washington assumed his new duties effective on December 15, 2014, replacing Chief Calvin E. Wells, who retired at the end of 2014.

The new Chief comes from the Clark County Fire Department in Nevada, where he was fire chief since November 2010. Clark County serves a diverse metropolitan community of about 900,000 residents, including the unincorporated areas around Las Vegas and one of the nation’s busiest airports. Prior to serving as Clark County’s fire chief, he worked for Las Vegas Fire and Rescue, moving through the ranks as a firefighter, paramedic, training officer, captain, battalion chief and assistant chief.

Returning to Southern California and working for Pasadena, said Chief Washington “is a dream come true for my family and me.”

Chief Washington has a master’s degree in public administration from the University of Nevada, Las Vegas, a bachelor’s degree in political science with a minor in English from Howard University, and an associate’s degree in fire science management from the College of Southern Nevada. He is married to Cheri Washington and has a son, Chandler, 13, and a daughter, Blaire, 11.

Original exhibition hall is back; ‘mansionization’ study is underway

BY SUE MOSSMAN
EXECUTIVE DIRECTOR,
PASADENA HERITAGE

Original exhibition hall is back

When Pasadena’s elegant Civic Auditorium was designed in 1931 as the third piece of the Civic Center trilogy of public buildings, the architects thought carefully about the uses the building should serve. In addition to the grand auditorium itself and its back-of-house needs, a reception room (the Gold Room), offices and meeting rooms were also included.

Behind the auditorium (on the south end of the building) an exhibition hall was designed to house trade shows, large meetings, and dances. In the 1960s, with the construction of the convention center buildings along Green Street, the exhibit hall (or ball room) was converted to an ice-skating rink.

Although the gorgeous maple floor was destroyed and some other unfortunate changes were made to the interior spaces, many original features survived, most remarkably, the chandeliers, windows, double wood doors and huge skylight. Now, the skating rink has moved to the temporary tent, and the original exhibit hall is being restored.

The first phase of work has been completed on a very tight budget and the space is functional again for its original use. Pasadena Heritage will hold its Annual Meeting there on Sunday, January 25, as the first event in the historic space. The official grand opening will follow in early February.

City studies “mansionization”

In December the Planning Commission received a report from city planning staff outlining studies the department is undertaking on single-family home design and construction and concerns about mansionization.

Several examples of new homes that are drastically bigger than previous structures on the same site have caused alarm and consternation among neighbors. Currently the Pasadena zoning code sets basic parameters for new single-family construction, including heights, set-backs, and lot coverage, however there are no code requirements for compatibility of new homes in established neighborhoods except in Landmark Districts, on property subject to the Hillside Ordinance, or in Upper Hastings Ranch.

Pasadena Heritage has urged, along with many others, that the city look at this issue, and we are very pleased that these studies are now underway.

Become a tour guide or docent

Volunteer opportunities abound at Pasadena Heritage, and WPRM members (and all others!) are cordially invited to get involved.

- The Advocacy, Education, and Fund Development Committees would welcome your participation. Leading tours is also a rewarding experience, and a series of docent training classes is about to begin that can prepare you to lead walks through Old Pasadena or a variety of Pasadena neighborhoods or guide bus tours of city landmarks.
- You can also learn to be a house docent at an historic home and be part of our annual Spring Home Tour scheduled on Sunday, March 22, or our tour of garden apartments contemplated for May.
- Volunteers provide critical services for our educational programs and preservation efforts and have a great time doing it!
- The kick-off docent training session will be held Saturday, January 24. To register, call the office at (626) 441-6333 and ask for Educational Director Patty Judy or Volunteer Coordinator Mia King.



**PASADENA
HERITAGE**
PRESERVATION | ADVOCACY | EDUCATION

2014 Arroyo Verde awards honor Arroyo Seco stewards

On December 16, an Arroyo Verde awards ceremony, MC'd by Arroyo Seco Foundation Outreach Coordinator Tim Martinez, honored the 2014 accomplishments of 10 outstanding individuals and organizations for protecting and restoring the Arroyo Seco.

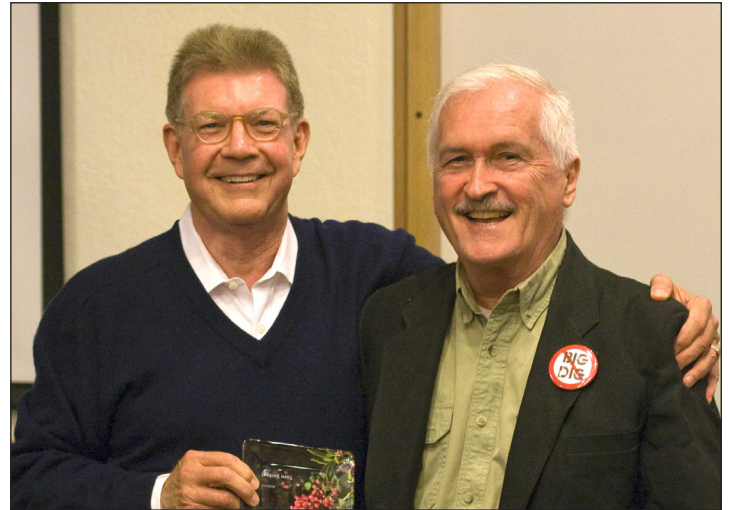
This year's event was held at LA County Fire Camp 2, included a screening of the Arroyo Seco Foundation's new video, "Arroyo River Parks," and the presentation of the awards, as follows:

- **Lifetime Achievement** — Charles "Kicker" McKenney: For his action 40 years ago as a Pasadena City Director to preserve the natural stretch of the Arroyo Seco from the Holly Street Bridge to the Colorado Street Bridge; for his involvement in the Mountains Recreation and Conservation Authority; for creating and maintaining, along with his wife, Betty, Arlington Gardens, an educational public garden featuring drought-tolerant and California native plants and peaceful haven for local urbanites.
- **Activist** — Tom Seifert: For his leadership in the renovation of La Casita del Arroyo while serving as president of the La Casita Foundation, for raising the alarm about the threat to native trees in Lower Arroyo Seco Nature Park, and for taking a stand to protect public access to the Arroyo through the formation of Stewards of Public Land.
- **Advocacy** — Pasadena Sediment Working Group
- **Special Recognition** — Jose Raya and Kendra Elliot
- **Greening the Arroyo** — North East Trees (organization), Pasadena Department of Public Works (agency), Southern Gas Company (business)
- **Volunteer** — Erika Wilder
- **Public Official** — LA Mayor Eric Garcetti

Awardees also received special recognition from State Senator Carol Liu (25th District). Also, McKenney and Seifert, both former WPRA presidents, were honored by U.S. Rep. Adam Schiff (CA 28th District).



Charles "Kicker" McKenney, left, former WPRA president, receives his Lifetime Achievement award from Arroyo Seco Foundation Managing Director Tim Brick. (Photo by Scott Cher)



Activist — Tom Seifert, left, former WPRA president, receives his Activist award from Tim Brick. (Photo by Scott Cher)

Looking back

Arlington Drive: "Opened and name by C.H. Richardson of Pasadena and Dr. W.G. Cochran of Los Angeles, in November, 1885. But just why this name was given I failed to learn."

— *History of Pasadena, by Hiram Reid in 1895*

Gordon Terrace: "Opened by James Smith, in 1885. He had a son named James Gordon Smith; and about this time the English army in India, under Gen. Gordon, was cooped up in Khartoum by the rebellious natives, and the General was killed before re-

inforcements could reach him. This was an event of world-wide celebrity at the time, and really decided the naming of this street."

— *History of Pasadena, by Hiram Reid in 1895*

1890: "California Street School became the James A. Garfield Elementary School when a new building was constructed at the corner of Pasadena Avenue and California Street."

— *Pasadena Community Book, 1943*

ASF, Audubon sue over County's 'Big Dig' sediment plan

By TIM BRICK
MANAGING DIRECTOR
ARROYO SECO FOUNDATION

On December 11, the Arroyo Seco Foundation (ASF) and Pasadena Audubon Society (PAS) filed a lawsuit challenging the LA County Flood Control District's program to scour the basin behind Devil's Gate Dam in Hahamongna Watershed Park in Pasadena.

Hahamongna is that rare spot in the Arroyo Seco at the foot of the San Gabriel Mountains where the mountain watershed meets the urban plain. Bounded on the north by the mountains and Jet Propulsion Laboratory and on the south by Devil's Gate Dam, Hahamongna contains five unique habitat zones that only exist in alluvial canyons near the mountains. Most sites like this in Southern California have been destroyed.

Twenty years ago Pasadena established Hahamongna Watershed Park. It was a commitment to protect the rich environmental and water resources there for future generations. Pasadena worked with the County to encourage them to rehabilitate Devil's Gate Dam, which had been condemned after the 1971 Sylmar earthquake, and to operate it in a way that would be compatible with the restoration of habitat, wildlife and recreational opportunity in the basin. Key to that was implementation of an ongoing sediment management program that would include regular removals of sediment from the basin to provide flood protection rather than massive disruptive events every few decades, but sadly the District has not removed any significant quantities of sediment since 1994.

The District's "Big Dig" program would excavate 2.4 million cubic yards (mcy) and truck it out in 425 diesel-belching trucks per day for eight months a year, hauling the material to distant landfills over a five-year period. When the initial excavation is completed, they will leave a permanent fifty-acre barren pit in the stream zone. The impacts on noise, dust, air pollution, and traffic congestion in the surrounding



Tim Brick, third from the left, Managing Director of the Arroyo Seco Foundation, outlines the basis of the lawsuit the Arroyo Seco Foundation and the Pasadena Audubon Society has filed against the LA County Flood Control District. Looking on, left to right, are Tom Siefert, Mitchell M. Tsai, Laura Garrett and Mark Hunter. (Photo by Scott Cher)

neighborhoods and along the I-210 and SR-134 freeways will be horrendous.

The District built Devil's Gate Dam, it's first dam, 94 years ago. Then in the 1930s, the Arroyo Seco River was turned into a concrete channel all the way to downtown Los Angeles where it meets the Los Angeles River. Devil's Gate Dam did what dams do, damping the flood peak and collecting sediment. The sediment level in the Devil's Gate basin reached a level somewhat above 2.5 mcy in the 1930s and has stayed in a range of about 2.7 mcy to 4.2 mcy since then. Following the 2009 Station Fire, the level rose to 3.9 mcy, near the top of its historic range, so the District began a program to lower the level. First they announced that they would excavate 1.67 mcy on an emergency basis, but after a storm of community and regulatory opposition, in April 2011 the County Board of Supervisors ordered the District to conduct a full environmental review of the excavation project.

The long Environmental Impact Review (EIR) process has included a series of public meetings and opportunities for community input where there was an overwhelming call for a careful, moderate program that would reduce impacts. More than 250 individuals and many agencies provided more than 1500 comments on the Draft EIR when it was released for public review a year ago.

The Pasadena City Council, concerned about the enormous impacts to the environmental, public health and local neighborhoods,

established the Sediment Working Group (SDG), chaired by Dr. Seema Shah-Fairbank of Cal Poly Pomona, to review the County's plan and its effects. The group recommended a smaller, slower, more careful approach, based on setting a safe target level at 2.5 mcy and then maintaining it at that level in the future. Instead of removing 2.4 million cubic yards, the SDG recommended 1.4 mcy. Instead of 425 trucks per day, 120. The group also recommended reducing the size of the County's permanent footprint in the basin and including a seasonal lake. City Council unanimously endorsed the SDG's recommendations last May.

No one, of course, could know whether the District was listening to all this input or not until the Final EIR was released on October 20th. The document was over 7,800 pages, but it failed to consider the recommendations of Pasadena or of the public. The District rushed the program through to the County Supervisors in a short three weeks to win approval for the massive mining and trucking project before two new supervisors could take office.

We urge all who care about the Arroyo Seco and our environmental legacy to support the lawsuit against the LA County Flood Control District. Don't let Hahamongna go the way of other lost environmental treasures in Southern California. There is a better way.

For more information, please visit savehahamongna.org

Stand up, pitch in for Arroyo Seco restoration

BY TOM SEIFERT
FORMER PRESIDENT, WPRA

Does the following sound like a new and radical concept?

“PHASE ONE OBJECTIVE: Removal of the concrete flood control channel in Pasadena’s Lower Arroyo from the Colorado Street Bridge to Busch Gardens and restoration of the natural stream and aquatic habitat.”

Let’s go back a few years. The late Richard W. Jencks, the WPRA’s first president, was west Pasadena’s representative on the City’s Board of Directors (now City Council) in the early 1960s.

Perhaps his greatest contribution was his focus on Arroyo Seco planning and restoration. It was fewer than 17 years after the concrete channel was completed that Jencks on November 10, 1964 won unanimous Board approval of a resolution (to be known forever as the “Jencks Resolution”) declaring that it is “the policy of the City of Pasadena to

preserve and maintain the Arroyo Seco lands as a natural park.”

Further, that as confidence grows to the point that adequate “flood control measures in the Upper Arroyo have removed or reduced the necessity for the flood control channel in the Lower Arroyo,” ways of eliminating or modifying such channel shall be explored and, in the meantime, planting shall be commenced to reduce its unsightliness.”

Fifty years later, the Army Corps of Engineers initiated The Arroyo Seco Environmental Restoration Integrated Feasibility Study (EIS) to identify the environmental issues involved in the removal of the flood control channel from Devil’s Gate Dam to the confluence with the Los Angeles River. Most anticipate that the EIS will be released in early 2016. The public is invited to submit data, information and comments pertaining to any aspect of the environmental issues.

Much work over a long period of time has been expended on restoration of the Los Angeles River by individuals, organizations,

municipalities (such as the City of Los Angeles and LA County) and the Army Corps. LA mayor Eric Garcetti has been a key player in moving this restoration along and has been tremendously successful in obtaining massive amounts of federal funding for the LA portion of the channel.

These same opportunities are available for Arroyo restoration by the City of Pasadena, but we must be at the table and be active participants to be considered. Others are already there: South Pasadena, La Canada Flintridge, Highland Park and, of course, LA.

It is urgent for City of Pasadena officials and its citizens to get involved: Attend Army Corps outreach meetings, ask questions, talk it up among your friends, voice your opinions and advocate for Pasadena to become a significant player.

This is too big an opportunity to merely stand by and watch.



Once thought to be necessary for flood control along the Arroyo Seco, the concrete channel that runs from Devil’s Gate Dam (with some short interruptions) to the confluence of the LA River is the subject of an Army Corps of Engineers feasibility study that could result in removal of that concrete channel and restoration of the Arroyo to its natural state. To ensure this study yields results, it’s urgent for City of Pasadena officials and its citizens to get involved.

Surveying the damage

Questions remain as tree infestation inventory continues

BY JUSTIN CHAPMAN
SECRETARY, WPRA

In our last newsletter, we reported on the polyphagous shot hole borer — a nasty little pest that has many City officials, arborists and other experts very worried about the future of area trees. The tiny beetle burrows its way into a tree and plants a deadly fungus called *Fusarium* that slays the tree in two to four years. There is no known cure.

Since our last report Pasadena has been conducting an inventory of city-owned trees that have been infected by the bug — some 30 different species are susceptible, including California sycamores, avocado trees, live oaks and many more.

At the December 10, 2014, meeting of the Urban Forest Advisory Committee, city officials from the Public Works Department presented an update on their findings. They announced that their inventory of possible reproductive host trees — which is being carried out by a newly hired temporary employee and a crew of volunteers — is 25% complete.

“Anecdotally, we have information that there are a greater number of infected trees in the Arroyo Seco than there are in the streets,” said Darya Barar, program coordinator with Public Works. “That is confirmed by the very small number of trees that have been inventoried up to this point. Each volunteer was given a geographic area of the Arroyo to look at. We have 20 areas altogether, and five have been completed. The work continues.”

Public Works partnered with the Arroyo Seco Foundation to obtain information about the trees in the Arroyo and developed an app that tracks information collected by the volunteers. The temp worker is collecting information about street trees. The City also joined the Southern California Emerging Tree Pest Working Group, a consortium of many different organizations, including the City and County of Los Angeles and the natural resources advisor for Ventura and LA counties, which is working on the polyphagous shot hole borer and other related pests.

“It’s a brand new pest, and we learn as we go. We don’t want to make any mistakes. We don’t want to start planting trees that might ultimately be infected by the borer. We want to wait until we get more information to digest and then we can make intelligent policy decisions.”

Kenneth Graham, Public Works Forestry Superintendent



There are 15,000 possible reproductive host tree species in the street tree inventory. So far, 3,500 trees have been inspected for the polyphagous shot hole borer. Of those, seven have been positively identified, and 55 have been identified as having symptoms that may be from the beetle, meaning they will have to be evaluated further.

In the Arroyo, three volunteer training sessions have been held on how to identify infected trees and how to use the GIS Collector app. Of the 1,154 trees that have been inventoried so far, 242 were identified as having symptoms (132 of those are California sycamores and 62 are coast live oaks). All work conducted by volunteers will be verified by Public Works crews, which are also responsible for removing infected trees.

Some trees have already been cut down, such as those in the parking lot next to Kidspace Children’s Museum and the Rose Bowl Aquatics Center, which was the first area that was identified as having symptoms. The City will present information about the trees it has removed at the next Urban Forestry Advisory Committee meeting.

“It’s a brand new pest, and we learn as we go,” said Kenneth Graham, forestry superintendent with Public Works. “We don’t want to make any mistakes. We don’t want to start planting trees that might ultimately be infected by the borer. We want to wait until we get more information to digest and then we can make intelligent policy decisions.”

The beetle’s origin has not been definitively established, but varying accounts say it was

first discovered at Whittier Narrows in 2003 and that it arrived from acacia wood furniture from Vietnam or from Israel. It has been found in trees from Ventura to San Diego counties. The city first became aware of its existence in Pasadena when researchers at the Huntington Library — whose gardens have infected trees — contacted city officials and informed them.

Charles Peretz, the City’s Parks and Natural Resources administrator, said that the city will provide another update to the Urban Forestry Advisory Committee and the public when 50% of the inventory is completed.

“We will present information on a periodic basis,” he said, “when we are able to start to identify patterns: are there certain species that are infected more than others, do we really just have a problem in the Arroyo and not the street trees; and then we can start to formulate thoughts on an approach to this.”

To date Peretz said they have not identified a state funding source to combat the polyphagous shot hole borer. Unfortunately, there is still no solution to stop the potentially devastating beetle.

For more information about the polyphagous shot hole borer and *Fusarium* dieback, including the proper way to identify the pest and the best management practices for proper disposal of infected wood:

- Visit the WPRA’s website at wp.ra.net
- Call Pasadena’s Urban Forestry Customer Service Center at (626) 744-4321

PUSD Board declares San Rafael Elementary “surplus”

BY KENYON HARBISON
DIRECTOR, WPRA

In December 2013, the Pasadena Unified School District (PUSD) appointed a Surplus Property Advisory Committee to consider the future of San Rafael Elementary.

Selected by the District from a pool of candidates comprising community leaders, property owners, business and legal professionals and school staff, Committee members were tasked with making a recommendation to the Board of Education regarding the future use or disposition of the San Rafael school site after evidence of potentially active seismic faults was discovered in the Spring of 2012.

The District had already approved a plan to move San Rafael's academic programs to Allendale Elementary on or after the start of the 2017-18 school year.

The “7-11 Committee”— so called because it is by required to have no fewer than seven and no more than 11 members— submitted its final report to the District in late May, and it was presented to the Board at its June 26 meeting. The Committee recommended that the PUSD Board not declare the property surplus.

For a variety of reasons, the Committee felt that the District must do further due diligence before making a surplus declaration. This included at least evaluating whether or not buildings on the campus could be moved to the location not impacted by faulting. Committee members, well aware that the Board could vote to declare the property surplus despite the recommendation not to, also considered the next best use of the site if it is not maintained as a public school, and chose either sale to renovate Linda Vista, or in the alternative a lease.

In June of 2014, the same month that the report was submitted, the Facilities & Capital Projects Committee voted — without any due diligence, as recommended in the report — to declare the property surplus. In mid-October, the public was notified that the full Board would consider the surplus question on October 23, 2014. Multiple members of the Committee attended this meeting, as well as three WPRA Board Members, who spoke against a surplus declaration.

The Board, including Scott Phelps of our District 7, voted unanimously to declare the property surplus and consider a long-term lease in the future. It was unclear at the October 23, 2014 Board meeting whether the Facilities Committee members had considered the full report or simply relied on analysis provided by District Chief Financial Officer John Pappalardo, Ed.D, who has long supported closing the facility.

A letter from San Rafael Elementary

Editor's note: The WPRA has “adopted” San Rafael Elementary School, 1090 Nithsdale Rd., which is the last public elementary school in west Pasadena, through the WPRA-sponsored Student Enrichment Program.

BY RUDY RAMIREZ
PRINCIPAL, SAN RAFAEL ELEMENTARY

In the last 12 months, the commitment and hard work of our students, staff, parents, and friends of the West Pasadena Residents' Association have paid off.

Beyond our school becoming a California Distinguished School, our success has also caught the attention of local school districts and educational leaders. In November, members of the Dahlia Heights academic community toured San Rafael's “Room 13” Art Studio. Room 13 is one of the signature programs of San Rafael, as it creates an open space for our students to explore the varied aspects of art, creativity and collaboration. A thank-you letter from Dahlia Heights



acknowledged the special nature of this program:

“Observing the students fly through the open Room 13 door following the recess bell and immediately initiate a project, we could see the impact of the program on the student experience. The various media present and the blend of open and structured opportunities create an ideal platform for student engagement and a new type of “play.” We were truly struck by the power of an independent classroom dedicated to creative exploration.”

Thank you again to parent volunteer and West Pasadena resident Allie Pultz, who coordinates the activities of Room 13 with generous support from fellow parents and volunteers.

In January, members of the Placentia-Yorba Linda and Basset Unified school districts will visit San Rafael as they look to start their own Dual Language Immersion Program in Spanish. Their visit will provide them with critical insight San Rafael has gained over the years our program has flourished. We will guide them through classroom tours with the goal of helping these two districts set the path for their next steps in bringing Dual Immersion to their respective communities.

Our parents and loved ones have been working tirelessly to secure a credentialed Physical Education teacher at San Rafael. “The best is yet to come” at San Rafael!

BRIEFS

Tips on how to deter home burglaries

There is growing concern over the numbers of burglaries occurring in areas of Pasadena. Fortunately, there are many preventative measures we can take to discourage burglars, including the following, which is an abbreviated version of one compiled by the Pasadena Police Department.

- Do not hesitate to call the Pasadena Police Department non-emergency number — (626) 744-4241 — to report suspicious activities.
- Program the PPD non-emergency number into your phones for use when 911 is inappropriate.
- Inform your gardeners, etc., that their tools are at risk, and share the non-emergency PPD number with them.
- Get to know your neighbors. Share contact numbers and email addresses, familiarize yourself with their habits, their gardeners, housekeepers and cars.
- Aim security cameras at faces, and beware of sun-glare/angles.
- Burglars don't always look like burglars. Some use upscale cars and, for example, pretend to be an arborist or utility worker.
- Burglars know people feel guilty about profiling and may use this to gain access to a home.
- Many burglars will first ring a door bell to make sure a home is unoccupied.
- Don't open doors to strangers.
- Burglars prefer empty homes, so always make it look like someone is home. Put away trash cans, use light-timers, TVs, etc.
- Jewelry should not be kept in the master bedroom area; typically, it's the first place burglars look. Hiding jewelry in the freezer may also be a known trick by now.
- When away from home on vacation be sure to have someone you trust come by to pick up newspapers, flyers and your mail. Or put a hold on them altogether.
- Get license plate numbers, if possible; cell phone cameras are useful.

Thanks also to Alix Reeves, who manages a Neighborhood Watch email list for residents of the Grand Avenue area. To sign up, send an email to her at alixreeves@earthlink.net.

— by Kenyon Harbison

News nuggets from Rose Bowl community meetings

BY BILL URBAN
DIRECTOR, WPRA

How much money did Rose Bowl Stadium events generate in 2014? Last November, Rose Bowl management published a “flash report” showing revenue from concerts, golf course rental and flea markets through September of this year. (A summary of the report is in the table below. The full report is on the Rose Bowl Stadium website and on WPRA.net; click on the link in left margin).

The report shows \$3.6 million of net income was earned through September, including three concert series, Brookside Golf Course receipts and the Flea Market. This total does not include UCLA or Rose Bowl football games.

Rose Bowl-funded Improvements for most affected neighborhoods

To mitigate the outsize impact of Rose Bowl events on west Pasadena, some promoters for this year's concerts and the Rose Bowl Operating Company (RBOC) have allocated \$300,000 for “capital improvements within the Central Arroyo or within the neighborhoods most affected by Rose Bowl events.”

After soliciting comment from residents, neighborhood organizations and others, the City Council approved three projects, which WPRA supports:

- Park equipment for Linda Vista Park: \$25,000
- East Arroyo Neighborhood Connector Trail Improvements: \$130,000 to complete funding.

- Trail and Rubble Wall Restoration - Central Arroyo: \$145,000. Complete repair of as many of the stone walls as possible. Some trail and wall repairs were completed in 2007 and 2009.

In addition, the City will continue to pursue a grant from LA County for Rose Bowl Pedestrian Loop Improvements, including color seal coat, striping, replacement of missing delineators and plugged bases as necessary.

Music festival EIR

In response to neighborhood concerns, the RBOC and City will select a promoter and sign a Letter of Intent before starting on the Environmental Impact Report related to the proposal for the Rose Bowl to host an annual three-day music festival.

With a promoter identified, the RBOC and City will be able to answer many questions they could not address before. They plan to restart the EIR process in early 2015. This probably will include repeating public comment (scoping sessions), but a final decision has not been made.

If you are interested or concerned about Rose Bowl activities, we encourage you to attend Rose Bowl Operating Company monthly meetings, usually the first Thursday of each month at 7 p.m. in the Rose Bowl Press Box, Level 2. For information call Mary Henderson (626) 577-3107. Meeting notices and agendas are published in the Rose Bowl website, rosebowlstadium.com.

Net income from Rose Bowl Stadium displacement events as of September 2014

Event	Attendance (turnstile)	Net Income (\$)
Golf course complex rent*	N/A	\$617,945
Flea Market*	34,947	\$242,624
Beyoncé & Jay Z (both shows)	101,716	\$763,908
Eminem & Rihanna (both shows)	98,095	\$854,074
One Direction (all three shows)	155,812	\$1,114,296
Total thru September	390,570	\$3,592,847

*Data through September 2014

Gone, but not forgotten

The Hurlbut home: The first Orange Grove mansion

[Editor's note: The Pasadena Museum of History graciously provides WPRA News readers with historical vignettes to relive our past and inform our future.]

BY KIRK MYERS
ASSISTANT ARCHIVIST
PASADENA MUSEUM OF HISTORY

In 1882, years before South Orange Grove became known as a street lined with mansions, Edwin F. Hurlbut built the first grand home on the avenue. Mr. Hurlbut was one of the most prominent pioneers of Pasadena, and in 1883 his home was “the most notable erected up to that time” and “quite the wonder of the village” according to one writer.

“The house and barns, which were built shortly after the property was acquired by Mr. Hurlbut, are fine examples of a type of architecture so much used in the South which

breathes of generosity and hospitality” the Pasadena Star-News later observed. The home soon became the center of social activity in early Pasadena.

Its frontage on South Orange Grove was the largest of any estate on the street — 600 feet. The property extended more than 1000 feet to Pasadena Avenue. The 15 acre site was planted with many different trees and shrubs, and included a formal garden.

Early resident Charles Gibbs Adams recalled that “Almost any sunny afternoon, Miss Madeline Hurlbut ... could be seen to emerge from the parental mansion and step into her glistening carriage for an airing on the Avenue. The great white house had a turret high above the front door that gave it a look of trying to peer over the trees of the park, “El Retiro.”

When Edwin Hurlbut died on March 24, 1898, the Pasadena Daily News noted that “He was very public spirited and always helped the town in its progress. Everybody is his friend and he was a friend to them.”

The former Hurlbut home was sold to J.A. Wigmore in 1919, who demolished it to build his own mansion. He later opened up Wigmore Drive through his property. That drive and Hurlbut Street nearby are reminders of a significant landmark in early Pasadena.

The Pasadena Museum of History is located at the corner of N. Orange Grove and W. Walnut. Parking is free in the museum's lot. The Research Library and Archives are open to the public free of charge Thursday-Sunday from 1-4 pm. For additional information, please visit the Museum's website, PasadenaHistory.org, or call 626/577-1660, ext. 10.



A postcard view of the entrance to the Hurlbut home at 956 South Orange Grove Blvd. The home was known by two Spanish names: “Casa Propia” (my own house) and “El Retiro” (the retreat).



**WEST PASADENA
RESIDENTS' ASSOCIATION**
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Pasadena, CA 91115-0252
Visit our website @ wpra.net

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Pasadena: city on call

Police Department

Emergency..... 9-1-1
Pasadena Crime Stoppers (800) 222-8477
Non-Emergency (626) 744-4241

Services

Bulky trash items (626) 744-4158
Missed trash pickup..... (626) 744-4087
Missed residential recycling pickup (626) 744-4087
New trash container..... (626) 744-4087
New street light (626) 744-4191
Pothole (626) 744-4158
Recycling..... (626) 744-4087
Sewer problem (626) 744-4158
Shopping cart pickup (626) 744-8227
Street light not working (626) 744-4158
Storm drain blockage..... (626) 744-4158
Traffic signal malfunction..... (626) 744-4158
Traffic signal timing problems (626) 744-4191

Frequently called numbers

City information operator (626) 744-4000
Abandoned vehicles (626) 744-7627
Alarm permits (626) 744-4166
Animal control (626) 792-7151
ARTS bus (626) 744-4055
Code enforcement (626) 744-4633
Dog licenses (626) 744-4501
Graffiti (626) 744-7622
Historic preservation (626) 744-4009
Neighborhood Watch (626) 744-4550
Park/picnic reservations (626) 744-7275
Parking permits/exemptions (626) 744-6440
Parking tickets (626) 744-4360
Street tree maintenance (626) 744-4321
Trash pick-up (626) 744-4087
Water/power billing inquiries (626) 744-4005
Yard sale permits (626) 744-4200

**The West Pasadena Residents' Association is a
501(c)(3) non-profit public benefit corporation.**

Make your own motion!

Our representatives need to hear from you. Take a few minutes to make your voice heard, and make your own motion.

Pasadena

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City Manager Michael J. Beck

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Steve Madison, District 6

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California

Senator Carol Liu (D-21), (818) 409-0400

Assemblymember Chris Holden (D-41), (626) 351-1917

United States

Representative Judy Chu (D-27), (626) 304-0110

Representative Adam Schiff (D-28), (818) 450-2900

Senator Barbara Boxer (D-CA), (202) 224-3553

Senator Dianne Feinstein (D-CA), (202) 224-3841