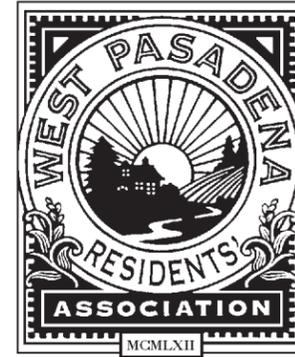




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NEWS

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Established 1962

Pasadena, California

Summer 2002

An Echo in the Arroyo

By Michael Vogler

"Oh, Mr. Mayor, don't let them spoil that! Keep it just as it is!", declared President Teddy Roosevelt nearly a century ago while visiting Pasadena and the Arroyo Seco. The man regarded as the father of America's National Parks recognized the value in preserving this extraordinary and uniquely beautiful wilderness area, once teeming with bullfrogs, steelhead trout, yellow warblers, and grizzly bears, so much so that he deemed it worthy of National Park status protection.

With the release of the Arroyo Seco Master Plan (MP) last February, and the Master Environmental Impact Report (Master EIR) in May by the City of Pasadena, President Roosevelt's vision of a permanent wilderness area, in what little remains of a natural environment in the Arroyo Seco, may be forever lost by the adoption of this master development plan by the City Council.



Endangered Lower Arroyo Wilderness Area

historically important stonework that supports the trails and walkways throughout the Arroyo.

Indeed, our hopes for the people of Pasadena, with the development of a Master Plan, is the creation of a policy for re-naturalization and environmental protection for the entire Arroyo Seco that will ensure the continued existence of one of the last remaining natural recreation areas in any city of Southern California for generations to come.

The West Pasadena Residents' Association has strong concerns about the Master EIR for all areas of the Arroyo. However, the Lower Arroyo Master Plan (LAMP) and Lower Arroyo Master EIR (LAMEIR) are of particular concern as this area lies in the heart of West Pasadena. In reviewing the LAMP and the LAMEIR, there are several significantly important omissions of which the residents of Pasadena should be made aware.

First, the LAMP and the LAMEIR fail to address the concepts of the streambed restoration and removal of the concrete flood control channel that currently bisects the Lower Arroyo. These elements are critical in the development of a comprehensive Master Plan and must be considered to accurately study the environmental impacts of the re-naturalization of this region. Without the inclusion of these important items, any master plan developed by the City is merely a cosmetic whitewash that doesn't offer any real preservation or restoration commitment, which has been clearly expressed by the community as an important element for the Arroyo.

Surprisingly, in developing the
Continued on page 6



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PUBLIC COMMENT

We need your help. The final public comment period of the Arroyo Seco Master EIR has been extended to August 30th. However, it is critical that you make your concerns known.

Included in this newsletter is a pre-addressed comment card to help ensure that all residents' concerns are heard. Please take a moment to complete the comment card, including your name and address, put a stamp on it and mail it out right away.

Additionally, the WPRA has put together an Ad Hoc Committee that is working diligently with other neighborhood groups throughout the city to protect the Arroyo. We invite you to become involved. Please e-mail Joan Hearst at: hearst@usc.edu.

The stated goal of the Arroyo Seco Master Plan is to provide facilities for passive and active recreation that support Policy 9.2 of the City's General Plan. However, the MP falls significantly short in that objective, as the plan tends to focus on infrastructure development, such as the cutting of new roads into the terrain, erecting multi-level parking structures, the paving of existing foot trails, and the leveling of the natural topography in many areas; rather than focusing on habitat and streambed restoration, removal of the concrete flood control channel, and the rebuilding of the

2002 WPRA ANNUAL MEETING: “PLANNING FOR GROWTH AND LIVING WITH THE RESULTS”

By Mary Dee Romney

*“We make our buildings –
and afterwards they make us.”*

The appearance and dynamics of Pasadena are changing noticeably – and rapidly. Development and building standards are pushing beyond the envelope permitted by the city’s General Plan, allowed by an assortment of special variances and exceptions granted through *specific plans, mixed-use developments* and *spot-zoning enactments*.

Pasadena residents are increasingly vocal over the shortcomings and impacts of recently approved projects going up across the city. Many WPRA members have concluded that much of what is currently on the planning docket for Pasadena falls far short of what is generally envisioned in the city’s General Plan.

Understanding that stable, well-designed neighborhoods are the goal of “enduring communities,” WPRA invited a panel of experts to guide conversation about what residents should expect of planning and development within Pasadena’s borders – two years from now, and fifty years further down the road.

Held at Westridge School on May 8th, panelists explored Pasadena’s identity and those protocols that will determine the kind of planning needed to successfully direct growth.

Cheerfully ignoring constraints of political correctness, Stephanie Landregan (landscape architect, urban planner, parks planner for the Santa Monica Mountains Conservatory and member of Glendale’s design review board) urged Pasadenans to look at what has “happened” in their city – and respond positively.

According to Ms. Landregan, Pasadena residents don’t need to accept the *ad hoc* application of variances. Coaxing the community to begin “engaging in the physical document of the General Plan . . . with its interdisciplinary elements all looked at simultaneously . . .” Ms. Landregan lavished praise on the merits of our “City of Gardens” Design Ordinance, the document capable of defining basic form and space throughout the city.

Liz Moule, principal with the architectural firm Moule & Polyzoïdes and co-founder of



WPRA vice-president Mary Dee Romney introduces the panel discussion participants. Seated to Erica Zeitlin’s left is John Miller, former chairman of the Pasadena Planning Commission.

The Congress for the New Urbanism, acknowledged that growth in Pasadena is inevitable – but “healthy when thoughtfully planned.” Ms. Moule recommended that the community participate in the process to “incentivize the right kind of development,” with a focus on alternative transit, pedestrian circulation and reduced dependence on parking.

John Miller, principal in the architectural firm, TDM Architects, and a former Chair of the Pasadena Planning Commission and Design Commission, attributed the increase in density now found in the city’s urban core to the economics of a housing market driven by population pressures.

Reminding the audience that “facts are key (and) the Planning Commission is swayed by them,” Mr. Miller urged residents to become “active in planning opportunities,” paying particular attention to strengthening the commission process, and to integrating land use with traffic planning.

If one conclusion can be drawn from WPRA’s recent forum, it is to confirm the basic reality that “all planning is political.” Yet, as WPRA’s delightful panel repeatedly affirmed, politics of the moment need not **define** the planning process.

Good planning – the understanding that as “we make our buildings” we have some compelling vision for “afterwards” – relies on basic principles guiding equitable implementation of policy, consistent standards, and an honest process for engaging the community. Adherence to these practices guides policy beyond the political – resulting

in better deal making – and better development.

NOTE

Nearly 100% of those residents attending the May 8th forum signed the following Expression of Intent in support of WPRA’s:

Request that the West Gateway Specific Plan, including the Ambassador College property, be revisited and updated immediately.

Request that Environmental Impact Reports (EIR’s) clearly define levels of service expected with new land use, to include studies that account for the cumulative effect of all surrounding developments (existing, new and planned), particularly those services related to traffic and mobility.

Request that the City establish a Notice Registry, whereby the City will give timely notice to all neighborhood associations, entities and individuals requesting such Notice, as well as property owners within a one-mile radius, of those development projects requesting variances and/or change in zoning designation prior to project approval.

Editor’s Note: For a complete recap of the 2002 WPRA Annual Meeting, please visit our website at <http://www.wpra.net/NewFiles/annualmeeting.html>. The WPRA board wishes to thank Mary Dee Romney for organizing our Annual Meeting.



Liz Moule (left) is a co-founder of the Congress for New Urbanism and a principal in the architecture firm Moule & Polyzoïdes. Stephanie Landregan (right) is a landscape architect and park planner for the Santa Monica Mountains Conservancy.

LEGACY PARTNERS WITHDRAWS FROM AMBASSADOR COLLEGE DEVELOPMENT; WORLDWIDE CHURCH OF GOD MOVES FORWARD WITH A BIGGER PROJECT

By Vince Farhat

On April 29, 2002, Legacy Partners abandoned its plans to buy the former Ambassador College campus and convert it into a 1,700-unit housing development. On June 12, the Worldwide Church of God submitted its own application to the City of Pasadena requesting permission from the City to develop up to 1,942 new residential units. According to published news accounts, the Church’s application is intended to be an interim “placeholder” until the Church announces the identity of its new master developer in the third week of July, after our newsletter copy deadline. If you want to receive e-mail updates regarding the Ambassador College property, please send your e-mail address to VFarhat@earthlink.net.

Legacy Does Not Renew Option Agreement With The Church

Legacy Partners decided not to renew their expired sale option contract following extensive negotiations with the Church. According to sources at City Hall, Legacy tried to renegotiate the sales contract for the Ambassador property for at least two reasons. First, it became apparent to the developer that West Pasadena residents simply would not accept their massive development project. And residents’ concerns were well justified. The Legacy Project threatened to overwhelm our streets with new traffic and bring unacceptable levels of density to our historic, low-density residential neighborhoods. It comes as no surprise that over 1,400 Pasadena residents signed Save South Orange Grove’s petition opposing the Legacy Project.

The second reason that Legacy tried to renegotiate the sales contract was because of the Ambassador Auditorium. As residents may recall, Legacy wanted the City of Pasadena to sponsor a special tax assessment district on future homeowners in the Legacy Project. Tax revenues from this special district (called a “Community Facilities District” or “Mello-Roos”) would have been used to finance the transfer of the Ambassador Auditorium from the Church to the City of Pasadena. The City in turn would have leased the Auditorium to a non-profit organization that would have operated it as a performing arts venue. Under their plan, Legacy Partners would have used future residents to pay for the Auditorium—an asset that had no economic value to the developer.

During the course of closed-door negotiations, however, a special committee of the City Council informed both Legacy and the Church that Councilmembers were concerned about the size of Legacy’s proposed Community Facilities District and the possibility of future financial liability for the City. Legacy originally pro-

posed a Mello-Roos district in the amount of approximately \$50 million, with \$22 million going to the Church for the Ambassador Auditorium. But the City insisted on a much lower total number (approximately \$30 million), with much of that money earmarked for traffic mitigation and other non-Auditorium uses. The bottom-line was clear—The Church wasn’t going to get nearly as much as it originally wanted for the Ambassador Auditorium.

When its option on the Ambassador campus expired in March, Legacy Partners tried to use the issues of density and the Auditorium to obtain a price reduction from the Church. In the end, however, their differences were too great and the two parties were unable to reach an agreement. As a result, Legacy withdrew from the project on April 29.

Church Proposes To Build An Even Bigger Project

Following Legacy’s withdrawal, the Worldwide Church of God announced that it intends to move forward on its own with a plan to develop the Ambassador campus. On June 12, 2002, the Church submitted an application to the City of Pasadena requesting permission from the City to develop up to 1,942 new residential units, over 200 more units than Legacy had proposed. It is unclear, however, what changes the Church will make to Legacy’s proposal, or whether the Church will start over from scratch. According to published news accounts, the Church’s application is intended to be an interim “placeholder” until the Church selects a new master developer sometime in July. Church representatives have been meeting with City officials and numerous builders to redesign the project. At the time this newsletter went to press, however, the Church had not announced its new development team.

On June 13, 2002, the WPRA sent a letter to the Mayor and City Council requesting that the City prepare a new environmental impact report for the Church’s proposed development. In light of Legacy’s withdrawal, the Church’s June 12 application must be treated as a new application for a development agreement with the City. The Church’s proposal is a new project and, therefore, the City must require a new initial study and environmental review. Because the Final Supplemental Environmental Impact Report that was prepared for the Legacy Project (“Legacy EIR”) was never certified by the City, the City cannot merely prepare an addendum or supplement to the Legacy EIR. Rather, the City must require the Church and its future master developer to prepare a new environmental impact report, including a new traffic study and a new tree inventory.

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VISTA BUNGALOW MEMORIES AND PHOTOS BEING SOUGHT

Reprinted with permission from Pasadena Heritage

Progress can already be seen on the project involving rehabilitation, reconstruction, and preservation of eight Vista del Arroyo bungalows which have suffered such neglect for over 25 years. The site has been cleaned up considerably, and with debris and overgrowth removed, it looks better than it has in years. It is also being patrolled regularly by security personnel.

Designed between 1920 and 1938, by noted architects Sylvanus Marston, Garrett van Pelt and Myron Hunt, for the Vista del Arroyo Hotel (currently the Ninth Circuit Court of Appeals), the bungalows represent an important legacy of culture in Pasadena as well as in Southern California.

The historic three-acre site, which is bordered by the Colorado Street Bridge, South Grand Avenue, the Arroyo Seco and the Western Justice Center, will also include the construction of new courtyard housing units. The restored bungalows together with the new units will be available for purchase in 2004.

Members and the public can contribute to the success of this very important project by sharing copies of any old photographs, unique stories, or family memorabilia from your stay at the hotel. Existing drawings and photos on file are limited, and any additional information will help the design team bring the rich history back to life. If you have items to share or would like more information regarding the project, please contact **Kevin Joyce** at (626) 744-2720 or email: kjoycearch@earthlink.net

Vista del Arroyo Bungalows is being designed and developed by Vista de la Puente Partners, an alliance between noted architects and urbanists Elizabeth Moule and Stefanos Polyzoides and builders Tim Lefevre and Tom Lefevre.

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

Del Mar Station Complex Receives Final Design Approval CPUC Orders Gold Line Speed Limit Reduced to 20 MPH

by Joan Hearst

During its June, 2002 meeting, the City of Pasadena Design Commission unanimously approved The Del Mar Station Project for final design review. This mixed-use development, which was designed by the local firm of Moule & Polyzoides, provides for an adaptive reuse of the historic Santa Fe Railroad Depot building and the construction of four new multi-story apartment buildings with a subterranean parking garage.

The Commission offered favorable comments to the development team and were pleased with the final finishes chosen for the project. The Commissioners were especially appreciative of the project's bold color palette and open plaza environment, noting that it will be an attractive and significant addition to the City's Central District.

Gold Line Construction Proceeds Across Del Mar

In a 3-2 split decision, the California Public Utilities Commission (CPUC) voted to allow the Del Mar Gold Line crossing to be constructed at-grade, provided it runs no faster than 20 mph. At the conclusion of the recent hearing process, Judge Rosenthal determined that the Del Mar complex, designed with a portal through which the Gold Line emerges, obstructs sight lines of both motorists and train operators and "will not be safe to the public." The CPUC's decision admits the safety concerns at Del Mar, noting the "limited sight lines for pedestrians," and the fact that four quadrant gates are not an "elimination" of risk but rather a "reduction of that risk."

On June 14, 2002, NOBLAG filed an Application for Rehearing with the CPUC in order to preserve their rights on appeal of the CPUC decision approving the application by the Construction Authority to construct at-grade crossings in Pasadena at Glenarm, California and Del Mar. The CPUC has 60 days in which to rule on the application for a rehearing. If they take no action, NOBLAG can file an appeal either with the Court Appeal or the California Supreme Court.

All other Pasadena - Los Angeles Gold Line crossings which were subject to CPUC review received approval for construction at-grade. The projected opening date of the Gold Line is targeted for Summer, 2003, with rentals of the Del Mar Station apartments anticipated to begin late the same year.

West Pasadena Will Have A New Historic District in the National Register of Historic Places

By Carolyn Naber

There are two residential areas in Pasadena that are in the process of Historic District nomination:

The Arroyo Terrace Historic District, and The Lower Arroyo Seco Historic District.

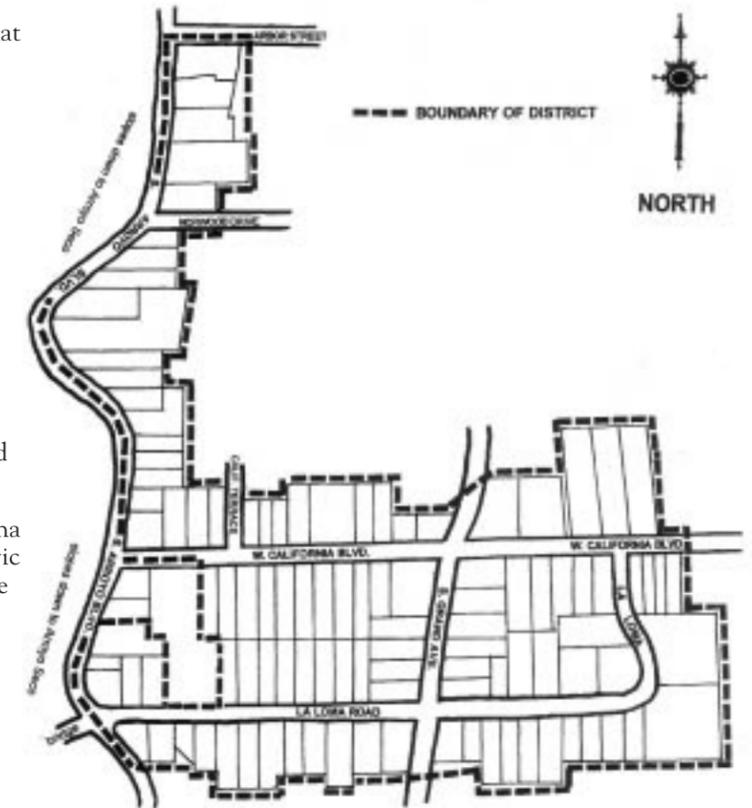
The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation. The National Register was established by the National Historic Preservation Act of 1966. The purposes of the Act are to ensure that properties significant in national, state and local history are considered in the planning of federal undertakings and to encourage historic preservation initiatives by state and local governments and the private sector.

Existing National Register historic districts in Pasadena include: Prospect, Orange Heights, Old Pasadena, Civic Center, Civic Center/Financial, South Marengo and the Playhouse District. The following is a description of the newest Historic Districts in Pasadena.

The **Arroyo Terrace Historic District** is bounded by Arroyo Terrace on the north and west, North Grand Avenue in the south, and North Orange Grove Boulevard in the east. The district includes 14 properties, ten of which are contributors to the district and contains a remarkable collection of residences by important Pasadena architects, most notably Greene & Greene, who designed eight of the eleven contributing buildings. Many of the sidewalks are lined with clinker brick and stone retaining walls. The district can be found directly south of Westmoreland Place, the location of Greene & Green's Gamble House, an Arts and Crafts residence which is a National Historic Landmark.

The **Lower Arroyo Seco Historic District** is located in the southwest section of the city and at the eastern edge of the Arroyo Seco. The district is bounded by Arroyo Boulevard on the west, the southern boundary of the properties on the south side of La Loma Road on the south, the northern boundary of the properties on the north side of West California Boulevard on the north, and by the east boundary of the properties facing the north-to-south portion of La Loma Road on the east. Along West California Boulevard, the district extends slightly east, where the boundary is the eastern edge of the properties at 470 (south side) and 487 (north side) West California Boulevard. (Please see the map.)

The district is a grouping of homes that meet the registration requirements under the National Register Multiple Property Documentation for "The Residential Architecture of Pasadena, CA 1895-1918: The Influence of the Arts and Crafts Movement". The district meets the National Register criteria due to its strong representation of the characteristics of the Arts and Crafts residential architecture. Of the 118 residences in the district, 79 are contributors to the significance of the district.



The Lower Arroyo Seco Historic District

The majority of houses on these streets have similar front setbacks and most all have their primary facades facing the street in a typical early twentieth century suburban pattern. The architectural styles and the sizes of residences are consistent throughout the district giving the district a consistent character throughout.

The district has changed little from its historic appearance. The newer, infill residences are unobtrusive since they are generally smaller and often less visible from the street than are the historic residences.

The district contains several examples of the Arts and Crafts style commonly used for residential building in Pasadena during the period which include "Shingle", "Anglo-Colonial Revival", and "Chalet". The district includes not only several styles of Arts and Crafts residences, but many examples of how the style was adapted to meet different cost levels, including large, formal residences for prosperous families and many that are more modest and informal.

On South Arroyo Boulevard, some of the residences are positioned to take advantage of the view of the Arroyo from second-story dormers and sleeping porches. In both bungalow and Arts and Crafts period types, naturally rounded, granite river rocks (known locally as arroyo stone) and small boulders from the

Continued on page 17

ECHOES IN ARROYO:

Continued from page 1

LAMP, the City has not regarded the County of Los Angeles Department of Public Works' (the agency that maintains and operates the flood control channel) interest in this very issue. In fact, the Co. of LA Dept. of Public Works has informed the WPRC that it is interested in investigating the feasibility of the concrete removal and is entertaining the possibility of streambed restoration. It is inconceivable that the city would develop and adopt a Master Plan without close cooperation of the Co. of LA Dept. of Public Works.

Equally troubling is the inclusion in the LAMP of a proposed "all weather" bike path, with a minimum width of 10 feet (MP 2.3.4.11.2) on the western side of the flood control channel. It is proposed that this path will also accommodate emergency and maintenance vehicles, which would access this area via the creation of a new bridge (located just north of the "Camels' hump"), despite a city ordinance prohibiting the use of bicycles in this area.

Remarkably, under this proposal, the city would then prohibit all equestrian activities on the west side of the channel.

The LAMEIR has indicated several significant environmental impacts as a result of this proposal, which include hillsides excavation and grading, the erection of retaining walls, and other infrastructure at several locations along the proposed route. Furthermore, a bikeway "surfaced with an all-weather material" (LAMP 2.3.4.11.3) will, in effect, be a paved path, whether or not it's constructed of "decomposed granite" (as suggested in LAMP 2.3.4.11.3) or some other material. The LAMEIR recognizes that, pursuant to provisions of Article XVI of the City Charter, "trails (in the Arroyo) shall not be paved" (LAMEIR 3.12.1)

Surprisingly, a "No Bike Path Alternative Plan" has also been omitted from the LAMP and the LAMEIR, despite the adoption by the Parks and Recreation Commission of an alternative plan back in 2001.



Removal of flood control channel must be a priority.

The majority of citizens polled believe that the creation of a bike path in the Lower Arroyo will not only pose a safety hazard to pedestrians and animals, but will result in significant erosion problems and the destruction of fragile habitat by off-path bikes, despite signage prohibiting it. The LAMEIR does not address this issue as it presumes all bikers will remain on the paved paths.

While it is impossible to address all of the impacts contained in the LAMEIR within the scope of this article, several areas of concern regarding proposed infrastructure development in the Lower Arroyo are

apparent, which are also inconsistent with preserving the natural state of the area. In addition to the items outlined above, the LAMP proposes: widening existing roadways to 24ft, which will require extensive grading and engineering work; expanding and paving current parking facilities and creating new ones; erecting new structures, such as bridges, bathrooms and kiosks; and posting extensive signage throughout the Lower Arroyo.

In preparing a Master Environmental Impact Report, the California Environmental Quality Act requires that the City provide an Environmentally Superior Alternative to the proposed Master Plan. Ironically, the Environmentally Superior Alternative, as identified by the City's own MEIR, concludes that a "No Project" alternative is Environmentally Superior (Master EIR 4.6.1) to the current development proposal contained in the MP.

The WPRC recognizes the need for a clearly defined Arroyo Seco Master Plan, and much of the proposed improvements contained in the current Master Plan are consistent with Policy 9.2 of the City's General Plan. Additionally, there are many architecturally appropriate design elements that the City has clearly recognized as an important part of the Arroyo.

However, it is extremely important to carefully consider the realities of a development of this magnitude. This Master Plan focuses too heavily on infrastructure development and active recreation facilities, which will further erode the unique wilderness experience shared by all who utilize Pasadena's last precious natural resource.

The Master Plan and Master EIR are available for your review at all Pasadena

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ADAM SCHIFF CO-SPONSORS

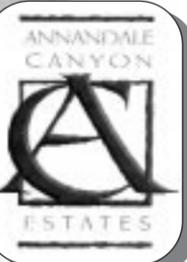
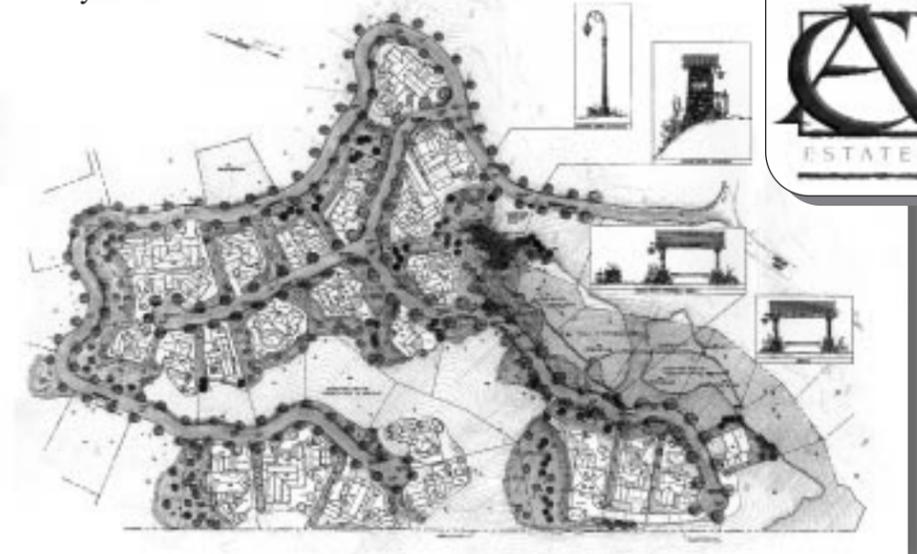
"HISTORIC HOMEOWNERSHIP ASSISTANCE ACT"

Congressman Adam Schiff is a co-sponsor of H.R. 1172, calling for income tax credits for residents who rehabilitate their historic homes. Called the "Historic Homeownership Assistance Act," H.R. 1172 would amend the Internal Revenue Code to allow a tax credit for twenty percent (20%) of the qualified rehabilitation expenditures made by a taxpayer with respect to the certified rehabilitation of a qualified historic home which has been substantially rehabilitated and which is owned by the taxpayer and used as his or her principal residence. The proposed legislation would also allow the credit for such expenditures to be taken by a purchaser of the rehabilitated home. H.R. 1172 has been referred to the House Committee on Ways and Means. For more information, please contact Congressman Schiff at (626) 304-2727 or visit his website at www.house.gov/schiff.

ANNANDALE CANYON ESTATES PROJECT

By Vince Farhat

On May 20, 2002, the City Council conducted a "Predevelopment Plan Review" (PPR) for the proposed Annandale Canyon Estates project. The applicant, Annandale Estates LLP, wants to develop up to 30 homes on 37 legally-recorded lots. According to City planning staff, Annandale Estates LLP is applying for a "Planned Development" which will be subject to a full Environmental Impact Report (EIR). The City expects to release a Draft EIR for this project sometime in the Fall.



PROJECT DESCRIPTION

The project consists of approximately 22.5 acres (980,000 square feet) of undeveloped vacant land with varying degrees of slopes. The project is bound on the west by the Scholl Canyon Landfill and open space, on the east by single-family residences and the southeast by the Annandale Country Club and single-family residences, on the south by single-family residences and open space, and the north by single-family residences. The boundary between the cities of Pasadena and Glendale runs along the western boundary of the property. A Southern California Edison right-of-way runs parallel to this jurisdictional boundary just inside the City of Glendale. The boundary between the cities of Pasadena, Glendale, and Los Angeles lie about one-third mile to the south of the site.

The General Plan designation for the project is "Low Density Residential" and the Zoning designation is RS-2 (HD). The applicant wants to develop up to 30 single-family residences with an average lot size of 25,265 square feet and an average house size of 4,000 square feet. The applicant proposes to balance the cut and fill of the slopes on site. Five lots containing portions of the drainage and most on-site trees are proposed to remain as open space with a nature trail. A detention basin is proposed just north of the current termination of Weirfield Drive.

There are two "paper streets" (streets that are shown on the zoning map but have never been constructed) on the proposed site, the continuation of Weirfield Drive and new construction of Brunswick Drive. The applicant is proposing to construct a third street "A" on the map. These streets will be constructed based on current Public Works & Transportation construction standards.

In addition to the infrastructure requirements of the new streets, the applicant will be required to provide sewer, water, electrical hookups and any other infrastructure requirements as prescribed by the Public Works & Transportation Department.

REVIEW OF UPCOMING ENTITLEMENT PROCESS

The purpose of the PPR process is to identify site-specific requirements of various City departments in order to give developers direction regarding their projects, and to outline the develop-

ment schedule. According to a report prepared for the City Council on May 20, City planning staff met with the applicant, reviewed the project and determined the following:

General Plan Review: City staff has determined that the development proposal is consistent with the goals, policies and objectives of the General Plan's Land Use Element. The project site is located in the western portion of the San Rafael Hills. According to City staff, the project is consistent with the following General Plan objectives: Objective 7 - Preserve the character and scale of Pasadena's established residential neighborhoods; Objective 12 - Fiscal Health, aimed at financial viability; and Objective 15 - Housing Conditions, such as appropriate sizes and types.

Environmental Review: The City prepared an initial environmental study for the project. Based on this initial study, City staff determined that a full EIR would be needed to evaluate the project's environmental impacts. The City anticipates that the following environmental issues will be central to the EIR: Traffic, Geology and Hydrology, Biological Resources, Land Use and Planning, Hazards/Hazardous Materials (relationship to Scholl Canyon Landfill) and Recreation. The EIR will look at the impacts related to the development of all proposed houses, streets and infrastructure requirements to support the full development.

Additional Reviews: In addition to City review, the following public agencies have discretionary review: The U.S. Army Corps of Engineers and the California Department of Fish and Game as part of their review of applications or permit authorization for the Blue Line Stream located in those parcels designated as open space. If needed, approval of any mitigation measures within the jurisdiction of the Cities of Glendale and Los Angeles.

Affordable Housing: The project is proceeding as a Planned Development, and the applicant will be subject to the Inclusionary Housing Ordinance.

Timeline: City staff will conduct a community meeting sometime this Summer to scope the issues to be contained in the EIR. The Draft EIR is expected to

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Spotlight on the Shakspeare Club of Pasadena

By Diane Johnson

The Shakespeare Club of Pasadena has a rich heritage. It was organized in 1888, just two years after the City of Pasadena was incorporated, and claims to be the oldest women's club west of the Mississippi.

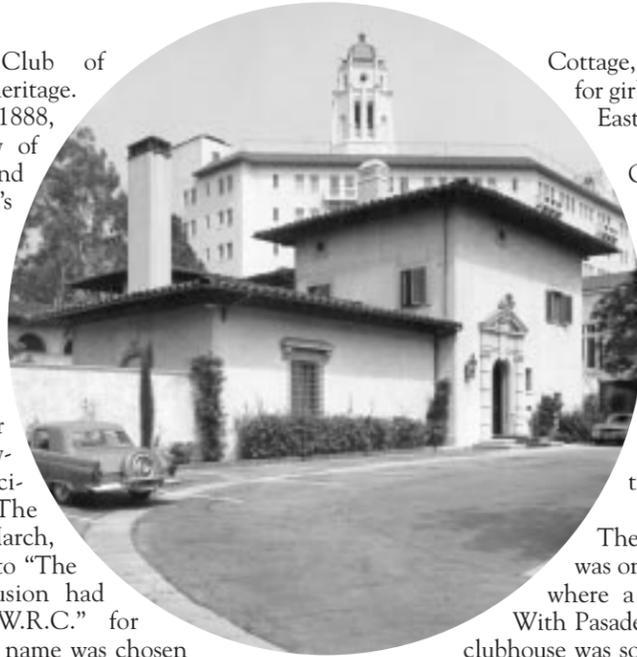
Miss Claribel Thompson and Mrs. Lydia Nash, meeting for the first time at a church social, discussed the need for a literary club. In August of 1888, with twelve charter members, a constitution and by-laws were adopted, and the society was officially named "The Women's Reading Club." In March, 1889, the name was changed to "The Shakespeare Club," as confusion had resulted from mistaking "W.R.C." for "Women's Relief Corps." The name was chosen because Shakespeare was the first author studied.

Our by-laws state the purpose of the Club as "cultural, educational, and philanthropic interests." These interests still prevail today. Over the years, members of the Club became very much involved in civic affairs, and had many interesting projects.

In 1897, the ladies organized the Kindergarten Association, and supported it until Pasadena opened its first kindergarten two years later. In 1906, work was done for the survivors of the San Francisco earthquake. In 1907, the Club provided and maintained a public restroom in the downtown district of Pasadena. Also during 1907, having been concerned for many years with the problem of juvenile delinquency and truancy in Pasadena, the ladies made a presentation to the City Council about the need for a juvenile court in Pasadena. The City Council enacted the required legislation, and a Juvenile Court became a reality. The need then arose for a probation officer, and the club ladies raised funds for this purpose. For years, the Club devoted much of its time to obtaining the appointment of a truancy officer, establishing children's playgrounds, and obtaining workable child labor and curfew laws. In 1913, the Club established a public market for small producers to sell their goods.

It was through the efforts of the Club that many sanitation and pure food regulations were established. The ladies personally inspected the dairies, the bakeries, and the various handlers of food products, making thorough reports and recommendations to the proper authorities. Soon, Pasadena became known for their health and sanitation laws, and especially for the high quality of milk furnished to its citizens.

The Club was much involved with the organizing of the Pasadena Humane Society, and we hold a life membership in that organization. The Club was instrumental in establishing Rosemary



Cottage, and raised the funds to build the home for girls which is still in use for that purpose on East Green Street.

One of the oldest Club traditions is the association with the Tournament of Roses, which began in 1897, with the Club contributing toward prizes each year and serving picnic lunches in Tournament Park to visitors. The Club entered its first float, a decorated carriage, in 1906, and four prize-winning floats in 1929-1932. The Queen's Luncheon, on the first Tuesday of February each year, has been a tradition since 1952.

The original clubhouse, Stratford House, was on the corner of Los Robles and Cordova, where a high-rise office building now stands. With Pasadena having grown around the area, the clubhouse was sold in 1971; and in the fall of 1972, the Club moved into its new location, the lovely old Italian villa at 171 South Grand, which is still our home.

The villa itself has quite a history. It was originally the home of Mrs. Henry Everett. Its large music room and art gallery were often the scene of musicals, with such outstanding artists as the London String Quartet, the Coleman Music Association, and many young proteges, who received their start there. More recently, the home belonged to Dr. and Mrs. Hal Crain, who continued to have musical programs.

The philanthropic interests of the club today are many and varied. Each year, in May, the Club awards scholarships to one outstanding senior from each of Pasadena's four high schools. In December, the Club makes donations of money and Christmas toys to organizations such as Haven House, Five Acres, Friends of Foster Children, Door of Hope, Roosevelt School, Rosemary Cottage, and many others. The League Department of the Club presents a musical the last weekend in March each year, and the proceeds go to selected charities. This year, Villa Esperanza and Children's Services Court/Shelter Care were the recipients.

Our members have continued the interest in literature, and we have a Poetry and Book Review Department as well as a Shakespeare Study Group which each meet once a month. We have speakers on current subjects of interest for our monthly Public Affairs luncheon, and our Program Day offers a variety of programs for the enjoyment of our members.

For information regarding membership, please call the Club Secretary, Joanne Woods, at (626) 793-5714 Mondays, Tuesdays, and Thursdays between the hours of 9:30 a.m. and 4:00 p.m. Or, you may leave a message and your call will be returned.

HISTORIC PRESERVATION ORDINANCE

Proposed Changes to the Historic Preservation Ordinance

By Cheryl Auger

A change is being proposed to the existing Cultural Heritage ordinance, which currently regulates designation and protection of historic resources. The Cultural Heritage ordinance primarily authorizes the City Council to designate historic resources as landmarks (regardless of age); and the Cultural Heritage Commission to review demolitions of buildings 50 years old or older, major alterations to landmarks and landmark-eligible buildings over 50 years old, and major alterations, demolitions, and new construction in landmark districts.

Policy 6.2 of the Land Use Element in the General Plan directs the City to "adopt new legislation to protect historic and cultural resources according to levels of significance and include provisions to deter the demolition of historically, architecturally and culturally significant structures."

Utilizing a \$25,000 grant from the California Office of Historic Preservation, city staff worked with Clarion Associates, a firm specializing in preservation and land use law. The consultant identified that the City of Pasadena has fallen behind other cities in California in protecting its valuable historic resources. Eight recommendations are proposed to strengthen the current ordinance.

Recommendation One: Update and simplify the classification system for historic resources and the regulatory procedures based on these categories. This would enable the City to more clearly identify what resources are significant and deserve extended review. The proposed classifications are:

1 – All locally **designated** historic resources and districts (landmarks) and all properties and districts **listed** in the California Register or National Register of Historic Places.

2 – All properties in an **intensive-level survey** that are determined **eligible** for local designation or listing in the California Register or National Register.

3 – All properties not yet evaluated in inventories, but identified in the 1993 City-wide reconnaissance survey.

For Category 1, the Commission reviews "major projects" and the staff reviews "minor projects." Projects may be approved, approved with conditions or denied. For Category 2 and 3, the staff reviews only major projects, except demolitions, which are reviewed by the Commission. Major projects include total demolition or relocation of a building, significant alterations to the street-facing elevation or side elevations of a historic resource, or changes to front yard fences or walls. Minor projects include demolition or removal of insignificant features, additions less than 200 square feet on side or rear, permitted changes not change affecting the exterior character-defining features, and

alteration and demolition of garages and other accessory structures.

Recommendation Two: Protect properties listed in the National Register of Historic Places from demolition and alterations that are irreversible and/or cause an adverse effect. Currently in a National Register district, the Commission may only delay a project. Under the revised ordinance, California Register and National Register designated properties would be classified as Category 1. Property owners in two pending National Register districts (Lower Arroyo Seco and Arroyo Terrace) were recently notified that the proposed ordinance revisions would likely change the existing design review procedure to a more restrictive one. Only one property owner objected to listing in the National Register.

Recommendation Three: Authorize the Commission to deny demolitions and alterations that adversely affect designated historic resources. Under the current system, a modest craftsman bungalow in Bungalow Heaven or Garfield Heights has more protection than an Arts and Crafts period house designed by Greene and Greene in the Arroyo Terrace National Register district. The impact of this recommendation includes: locally designated landmarks (37 properties), National Register-listed properties and districts (approximately 300 properties in 3 districts and 66 individually listed properties), works of Greene and Greene (49 properties) and designated historic signs (approximately 50 signs).

Recommendation Four: Authorize the City Council to designate a historic resource over the objection of the property owner. The existing ordinance allows a property owner to file a written objection to a landmark designation. The revision would give the City Council an option to designate if an owner objects.

Recommendation Five: Streamline procedures for designation of landmark districts. Currently, landmark district designation provides the most effective protection yet; the City has designated only two landmark districts (Bungalow Heaven and Garfield Heights). Procedures would be simplified to encourage neighborhoods to become landmark districts. The existing requirement of 51% approval of property owners within a district would be maintained.

Recommendation Six: Add penalties for demolition-by-neglect. The revised ordinance would extend the existing penalty provisions to property owners who willfully allow a historic resource to deteriorate to a point of being unusable.

Recommendation Seven: Update the ordinance to ensure compliance with California Environmental Quality Act and consistency with other state and federal historic preservation

Continued on page 13

Commentary: Don't Let Pasadena Become The "Doormat" For Regional Traffic

by Lorna Moore

I've read that toward the end of the age of the horse and buggy era, traffic and the stench of horse dung got so bad that many folks, like Pulitzer Prize winning author, Upton Sinclair, left Pasadena for places like Monrovia to escape the growing congestion.

Now, after many cheery decades of the automobile, it's finally happened. Pasadena streets are reaching full capacity and the stench of smog and the unrelenting traffic noise are the topics of every community meeting. The increasingly bad behavior of some drivers has reached the point that only the bravest of us will ride a bicycle around town and newscasters warn us to avoid bodily assaults by not looking at other highly frustrated driver's on the road.

But I think it was Lewis Mumford who once said that, "trying to cure congestion by adding capacity is like trying to cure obesity by loosening your belt." And at this point in the game, it's downright infeasible anyway. A study released June 20 by the Texas Transportation Institute of Texas A & M University reports the rush-hour has grown to seven hours each day, four times longer for the average U.S. driver than in 1982, and that, just to keep 2000's gridlock at 1999 levels, the 75 urban areas studied would have had to build 297 miles of new six-lane freeways, and 432 miles of six-lane streets. Alternatively, they would have had to shift 6.2 million extra trips per day onto carpools or transit just to maintain 1999 congestion levels.

Granted, Pasadena's traffic volume is still child's play compared to West Los Angeles and other mature cities in the world. But it has become much more frustrating getting around town, and livability on or near certain long-established residential streets like Orange Grove, Pasadena Avenue and St. John has been reduced to a nightmare of noise, irritability and insomnia (I especially love those packs of Harley Davidsons on their way to and from Old Pasadena late at night, don't you?). It's no wonder that 50 new developments now being built or in the planning process at City Hall has caused such an outcry from Pasadena citizens. The questions I hear floating around Pasadena these days are, "Is Pasadena doomed?" and "Should we get out now?"

The City recently invited representatives from the WPRA, Save South Orange Grove, Singer Park Resident's Association, and business interests, Gordon de Lang of Mijares Restaurant, and Rob Hunter, to produce a traffic circulation plan for the southwest area of the city that would be presented to the community for review and comments before going to city council. According to city staff and their traffic consultant, the ground rules for designing the plan are thus: Over the next 10 years, there will be substantial new growth in outlying areas of Southern California, and in particular, the north county of Los Angeles. Those new north county residents will travel the 210 and traverse through Pasadena to get to the 110 Freeway to reach downtown Los Angeles. Why would they take such a roundabout way? Because the more direct routes are congested, the consultant says. (So it's actually the relative lack of traffic on our city streets that attracts more regional traffic, according to the experts. Our neighborhood, over the years, has become the clever shortcut.) Instead of forcing the hand of other agen-

cies to improve the more direct corridors, the consultant says that we have accommodate for this traffic growth in our plan.

Combine this scenario with predicted growth from development within our own city, and the result is that whenever the consultant models the traffic mitigation treatment we need to protect our neighborhoods, the model shows that our Mobility Corridors are filled up and traffic spills over onto other residential streets. Hence, city staff and the consultant are pushing another watered down alternative that shows little benefit. In other words, an imaginary driver from a future development, here in Pasadena or many miles away, is more important than the real you, the one who lives here now and wants to preserve quality of life in our fair city.

All of the neighborhood representatives involved agree that our problems started when the City and Caltrans conspired to build the freeway "stump" back in the 1970's, despite the fact that the Los Angeles Times was reporting that it was highly unlikely that the 710 would ever be built, not because of South Pasadena's objections, but because of a lack of funds for many planned freeways throughout the State that were being taken off the planning boards. In the face of great neighborhood objection, and without producing an Environmental Impact Report (the reason South Pasadena was able to get it's famed court injunction), the so-called temporary stump was dumped right into our residential neighborhood. Caltrans proceeded to turn Pasadena Avenue and St. John streets into a one-way couplet, the south end of Pasadena Avenue was stripped of historic street lights, mature trees, and fourteen feet of front lawns were removed. It's referred to by some in Caltrans as the "bloody stump" because it "bleeds traffic into the most inappropriate areas". Life on Orange Grove, Pasadena and St. John Avenues has never been the same since.

Many of us would like to remove or redesign the bloody stump but city staff won't entertain that idea until the State takes the 710 Freeway proposal off the planning boards. Since we're forced to deal with it, the goal now is to shift freeway exiting traffic away from Orange Grove and to restore more neighborhood-friendly traffic conditions on St. John and Pasadena Avenue to prevent further blight (at the very least, restore parking on the street so that Pasadena Avenue residents and their guests don't continue to park on the sidewalks). But with tyrannical traffic model in hand, city staff and their consultant repeatedly show us that it's not feasible because we have to accommodate new trips produced by future regional and local development.

In fact, to accommodate more traffic, city staff wants to recommend that we remove street parking from South Fair Oaks Avenue, widen Del Mar Boulevard by taking land from Central Park, widen Glenarm Street next to the power plant, and widen the intersection of Arroyo Parkway and Del Mar, an already intimidating intersection for pedestrians and one that is key to creating our so-called "pedestrian friendly" transit village.

How long can we continue to widen roads and freeways, destroy parks, trees, sidewalks and take away street parking before Pasadena kills the goose that laid the golden egg, that is, kill the

very charm and livability that has made it such a desirable city?

Every time a new development, like the proposed 26,000-home Ahmanson Ranch in northern Los Angeles county, comes along, do we in Pasadena start tearing up another neighborhood? Doesn't the Texas Transportation Institute study show us how overwhelmingly futile this is? If not now, at what point do we stop being the "doormat" for unchecked urban sprawl in outlying areas of Los Angeles county and beyond? Moreover, what level of development within our own city is appropriate?

Besides, haven't we done our fair share for the region already? We sacrificed 14,000 homes and devastated numerous mom-and-pop businesses for the 210 Freeway, widened nearly all of our major arterial streets, and now we're inviting thousands to come and park in our city to ride the Gold Line in 2003.

The Mobility Element of our General Plan is constrained by decades old planning protocol that offers no protection for older cities in the metropolitan core that bear the brunt of new growth and vehicle trips. The City says we are required to have a plan that is consistent with the Southern California Association of Government's (SCAG) projections for regional growth and trips. According to our city manager, Cynthia Kurtz, if the City were to adopt a plan that ignored the regional impacts, it would not be certified by the State. If that's the case, than maybe we'd better ask our elected officials who represent us on SGAG to start fighting for a new model that offers some hope for Pasadena.

One traffic engineer I know said that there are two steps to traffic engineering, the first is a political decision and the second is designing a solution. Many other cities and towns across our state have made the political decision to stop sacrificing their downtowns and neighborhoods to accommodate for regional growth and somehow their General Plans were approved by the State. San Francisco has torn down three freeways and replaced them with truly multi-modal surface streets that have sparked spectacular neighborhood revivals. A friend of mine in St. Helena says his town has repeatedly refused to widen Highway 29 through its quaint downtown for the sake of regional growth, and somehow the State has let them get away with it. In fact, the city of Alhambra tried to sue South Pasadena for not putting the 710 Freeway Extension in their General Plan. South Pasadena won in court.

Nearly a century after Upton Sinclair moved to Monrovia, there's no city in the world we could flee to that doesn't face the same traffic problems. In fact, many cities in the world have far worse traffic than we do and yet they are the most sought after destinations, and enjoy the highest property values, in the world. They accept the fact that auto traffic is the price you pay to live in a great place. But the difference between them and us is that they've also provided other modes of transportation and they've chosen to protect their neighborhoods and downtowns from traffic.

We've made some steps in that direction with the construction of the Gold Line, and more recently, the council approved a vast expansion of the ARTS Bus. In my opinion, our next step should be to create exclusive lanes on our major arterials for the ARTS Bus to make it more reliable and faster than getting in your car.

Also, in my opinion, the city council should explore downsizing development within the Specic Plans that make up the Land Use Element of our General Plan. What else can we do? We can lobby for the extension of the Gold Line to Claremont and we can support the State's proposed High Speed Rail plan, among other things. New signal technology, advances in intersection designs, more bus and rail transit, and even futuristic urban scooters like the Segway may give us some relief. Other than that, we have to brace ourselves for a period of pain while traffic growth stabilizes at a congested level (gridlock) and oil prices escalate, which will hopefully force some folks to start driving smaller, zero or low emission, cars to free up road and parking lot capacity and make our streets quieter.

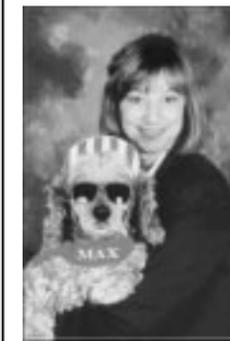
Many traffic engineers around the world have a pretty somber attitude about Los Angeles's future. One told me "L.A. lives by the car and it's going to die by the car." I hope Pasadena decides to follow in the steps of other great cities and say "No more!" It's do or die for Pasadena and it's our responsibility to save it....no one else is going to do it for us.

Lorna Moore is a long standing board member of the WPRA and is District 6 council member Steve Madison's appointment to the Transportation Advisory Commission. She founded a grassroots group called Eminent Reclaim and co-founded Neighbors for Better Transportation.

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Pasadena Tree Protection Ordinance



By Cheryl Auger

On April 8th, City Council Members voted in favor of Pasadena's Tree Protection Ordinance. This ordinance is stronger than previous draft versions and earlier tree protection ordinances. A recommendation to formalize the Urban Forestry Advisory Committee was also approved. This became effective, May 8th, 2002.

Summary

The tree protection ordinance recognizes both the environmental and economic importance of trees and the aesthetic value of trees to the community. Protection is provided to trees on public property and landmark, specimen trees, and native trees in specified areas on private property. All public trees are protected under the ordinance. Permits will be issued to remove, move or injure a protected tree only if there's a significant reason such as potential injury to the public or substantial hardship to the property owner.

Some unique provisions were adopted with this ordinance. Development standards were amended to protect trees on properties under development such as Eaton Canyon Industrial park, Villa Parke, Mountain Street Classics Townhomes, Allesandro Place, Eaton Wash, Seco Street, Marengo Avenue, El Mirador, Colorado/lake, Huntington Hotel, JPL, Vista del Arroyo Bungalows, etc... Also, modification of the zoning code, Title 17, will require building setbacks to protect trees covered by the ordinance. Prior to the ordinance, many buildings within city limits were required to build to the sidewalk to develop urban cityscapes as outlined in the general plan.

A landmark tree is a tree with historical or cultural significance. Trees can be designated as a landmark tree utilizing the procedure for designating landmarks and historic treasures. Landmark trees are protected and require a permit for pruning.

Thirteen native trees including species of oak, walnut and sycamore with a trunk diameter of 8 inches at 4' feet above natural grade, possessing distinctive form, size, and age are covered by this ordinance. These trees are protected (no specimen or native trees can be removed or injured without a permit, pruning is allowed) in established front and corner yards, and required side and rear yards in single family residential neighborhoods.

Council members present at the April 8th session applauded the adoption of the much-anticipated Tree Protection Ordinance. Council members requested minimum changes. These include increasing the speci-

ficity around some of the variances for receiving permits to remove or move protected trees, inclusion of the historic and bungalow districts, developing a control point in the plan check process, and the inclusion of trees seen throughout Pasadena such as the canary island pine, redwood, Douglas fir, elm and myrtle. These changes may be included in future revisions.

City Council Approves Improvements for Raymond Avenue Freeway Access

On June 17, 2002, the Pasadena City Council unanimously agreed to spend over \$27 million on eight projects designed to ease traffic in the 710 Freeway corridor. Most of the funding comes from a 2000 federal transportation bill which appropriated \$46 million to mitigate traffic in the three cities along the 710 route: Pasadena, South Pasadena and El Sereno.

The centerpiece of the roadway improvements in Pasadena is a \$6.5 million project to encourage commuters to use Raymond Avenue as a way to reach the 110 Freeway, instead of using already over-crowded Fair Oaks or Arroyo Parkway. At present, Raymond is a largely underutilized commercial street which dead-ends at Glenarm Street. Cars only have to turn left on Glenarm and travel a few blocks before turning right onto the beginning of the 110 Freeway.

To make Raymond more attractive to commuters, the City will widen that portion of Glenarm and build an at-grade onramp that will allow eastbound cars on Glenarm to turn south onto the 110 Freeway. The goal is to attract commuters who are coming off the stump of the 710 Freeway in West Pasadena and trying to reach the 110 Freeway. City officials want to lure those commuters away from north-south streets like Orange Grove Boulevard and, to a lesser extent, Fair Oaks, and have them use Raymond instead.

The projects approved on June 17 were recommended by Pasadena's "Design Advisory Group" (DAG). The DAG was established by the City Council in 1998 under the federal "Record of Decision" (ROD) approving the 710 Freeway extension. The ROD required that DAGs be established in each of the four communities in the 710 Freeway corridor to identify traffic mitigation programs for residents in the corridor. In 2000, former United States Representative James E. Rogan successfully lobbied the Congress for \$46 million for Pasadena, South Pasadena and El Sereno to complete the DAGS' traffic mitigation proposals.

The WPRA strongly supported the DAG's recommendations. We commend the Mayor, City Council and City Manager for approving these important traffic management measures.

Historic Preservation Ordinance:

Continued from page 9

programs. The revisions would allow the commission to deny applications and to apply CEQA reviews in the decision-making process.

Recommendation Eight: Authorize review and protection of historic resources that are less than fifty years old. This would protect architecturally significant buildings less than fifty years old (e.g., works of Craig Ellwood and Buff & Hensman, Case Study house, Bubble House, etc.) vulnerable to severe alterations and demolition. A recent case of such a loss is the demolition of the Union Bank building at 171 South Lake Avenue (a Corporate International Style pavilion heavily influenced by Mies van der Rohe).

The City Council will hold a public hearing on the proposed revisions to the historic preservation ordinance. The hearing is scheduled on: Monday, August 5, 2002 at 4:30 p.m. in Pasadena City Council Chambers, Room 247 at 100 N. Garfield Avenue. **For more information, contact, Mary Jo Winder at (626) 744-6754.**



COFFEE AT SAN RAFAEL LIBRARY

The San Rafael Library Associates, a new group formed to support the San Rafael Library, will be brewing up free coffee every Saturday morning from 10:00 a.m. to noon. Neighbors are invited to stop by for a cup of java and a chat. The San Rafael Library is located at 1240 Nithsdale Road. For more information on how you can support our neighborhood library, please contact District 6 Library Commissioner Kathy Wimmer at kathwim@aol.com.

WEST PASADENA PROJECT UPDATES

By Vince Farhat

In addition to the Ambassador College and Annandale Estates projects, there are numerous other development projects underway in Pasadena. Two projects are of particular interest to West Pasadena residents.

600 South Orange Grove: This project is located at the southeast corner of South Orange Grove and California. The developer, Wakin Development, is building a six-unit, high-end condominium project with a maximum height of two stories. The units will be situated over a fully subterranean parking garage and accessed from a new driveway approach along the California Boulevard frontage and along the eastern property line. The WPRA is pleased to report that this project complies with all City ordinances, including the South Orange Grove set-back requirements. The project will have a forty-foot (40') set-back on South Orange Grove and a thirty-foot (30') set-back on California. For more information, please contact City Planner Michael Huntley at (626) 744-6709.

149 West Green Street: This project is located at the northeast corner of Green Street and Pasadena Avenue, just to the east of the 710 Freeway. The site is currently used as a parking lot. The developer, Essey Development Company, is proposing to develop a mixed-use project including approximately 8,000 square feet of ground floor retail/commercial space and 38 apartment units. The developer is attempting to design the project in a way that maintains the pedestrian orientation of the streetscape. For more information, please contact Essey Development Company at (310) 837-9908, ext. 122.

The City of Pasadena maintains a comprehensive list of "Projects of Community-wide Significance." This list of projects can be found on the City's website at: <http://www.ci.pasadena.ca.us/planning/ProjectStatus.PDF>.

LEGACY PARTNERS WITHDRAWS:

Continued from page 3

On June 29, 2002, the *Pasadena Star-News* reported that the Worldwide Church of God has decided to revise the Legacy EIR. The Church apparently made this decision in response to the WPRA's June 13 letter to the Mayor and City Manager. (To read the article, please visit <http://www.pasadenastarnews.com/news/articles/0602/29/new05.asp>.) Indeed, City Manager Cynthia Kurtz has confirmed in a letter to the WPRA that the Church has "communicated its intent to prepare a new EIR for the their project." The WPRA believes this is a positive development and looks forward to working with the Church in scoping the new environmental impact report.

Ambassador College Development Is Back To "Square One"

The development of the Ambassador College property is still in its early stages from an environmental review perspective. The City originally prepared the Legacy EIR for a major commercial and residential project. That project was revised by Legacy Partners to an all-residential project that no longer resembled the one described in the Legacy EIR. Then, just before Legacy Partners abandoned the project, Legacy made additional significant changes to the project's size and submitted revised project plans, traffic predictions and proposed traffic mitigation measures. These significant changes to the Legacy Project, its impacts and its proposed mitigations should have warranted the circulation of a supplement to the Legacy EIR prior to approval of a development agreement, even if there was no change in developer and Legacy had not withdrawn its application. Under the current circumstances, the change in applicant (as well as developers) warrants an entirely new EIR. For example, the feasibility of certain measures for the project's traffic impacts may change if the Church does not have the capability, whether financial or in experience, to undertake or maintain traffic improvements. Likewise, the Church's willingness to undertake certain mitigation measures may be different than

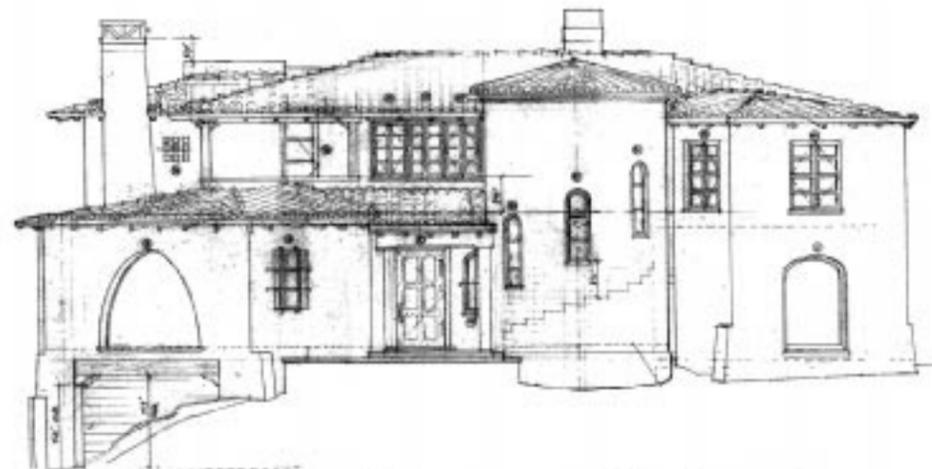
Legacy's, leading to a different proposed mitigation package. In short, the WPRA believes the City must prepare a new EIR for the Church's new (and still undefined) development proposal.

Although the timing and details of the Church's proposal are uncertain, the WPRA will continue to work with City staff and organizations such as Save South Orange Grove to monitor developments regarding the Ambassador campus. As we wait for the next step in this process, however, two things are clear:

With your generous financial and moral support, the WPRA has sent a strong and clear message to City Hall that West Pasadena residents will only accept a development on the West Campus that is consistent and compatible with the density and scale of our historic, low-density neighborhoods. Our advocacy has set the parameters for any future development of the Ambassador College campus.

The WPRA supports balanced and thoughtful development in Pasadena. We are committed to working with the Worldwide Church of God to achieving a project that will meet Pasadena's needs without unduly burdening our neighborhoods. The Church has been a good neighbor over these many years and we understand that the time has come for the Church to sell the property. The WPRA looks forward to building a constructive working relationship with the Church as we move forward in the coming months.

The WPRA will continue to inform residents of upcoming developments regarding the Ambassador College property. **The Worldwide Church of God is expected to announce its new development team in the third week of July, after our newsletter copy deadline.** If you want to receive e-mail updates regarding the Ambassador property and other developments, please send your e-mail address to VFarhat@earthlink.net.



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Email: peckdesign@aol.com

letter to the editor

June 28, 2002

Vince Farhat
President
West Pasadena Residents' Association
P.O. Box 50252
Pasadena, CA 91115

RE: A New Harmony called Ambassador Garden

Dear West Pasadena Neighbor,

I want to thank WPRA President Vince Farhat for providing this opportunity to write to you about the goals and vision the Worldwide Church of God has for our beloved Ambassador Campus site. We consider this letter the beginning of an open and constructive dialogue about developing a master plan we can all be proud.

The Church envisions a beautiful project, one worthy of the unique campus site and community surrounding it. We yearn to preserve the heritage, culture and beauty that have defined the Ambassador Campus for over 50 years, and to blend the existing features with the character of the surrounding community in a way that can only be described as harmonious.

Let me explain why the Church recently filed a new project description with the City of Pasadena, and then go on to elaborate a bit about our goals for the property.

Pasadena officials directed us to file a new project description and application in accordance with their procedures if we desired to move forward with them in discussions at this time. Consequently, we filed the master application form with the understanding and approval of the City that it was incomplete because the project has not been finalized pending community input. Although for study purposes the unit count of the prior Supplemental Environmental Impact Report was picked up, the final unit count will be proposed only after our community listening phase and in collaboration with our developer and architects. It will reflect a density consistent with the twin ideals of a transit oriented urban village style of living on the East Campus and a garden community of cultural distinction on the West.

The Church has chosen an essentially residential, rather than commercial, development option to reassure the community that we are keeping our promise to build a project that fits the tenor of the existing neighborhood.

Our working title for the project is "Ambassador Garden." To our mind, this name references the natural beauty and grace exuded by the stately gardens, the dignified architecture and the elegant Ambassador Auditorium with its grand fountain and reflecting pool that, taken together, will make this development a source of pride and beauty for its residents and neighbors alike.

Once we make our selection of a development consultant and architect, which we hope to announce soon, we will begin a dialogue with the community, probably including a public scoping of the SEIR. With input from a broad variety of interested parties and groups, and only after this input, we will specify the overall design, establish a level of density respectful of the property's uniqueness and community tastes as reflected from the input received, address traffic mitigation issues and seek to retain the Ambassador Auditorium through a retooled Community Facilities District. While these goals are ambitious, we believe Pasadena can and should expect nothing less.

In the last three years, our former buyer spoke both for the project and the Church, sometimes with positions we ourselves may not have taken. But the future of our Campus is too important for us to abdicate the important role of communication to another party. Even the master developer will not stand between us and the community, although they will stand with and along side us.

A harmony of various themes – such as those of community, character, and culture – is our goal for the Ambassador Campus. It is also our goal for the process that we are now undertaking with the city and community of Pasadena. If a harmony of themes and process is likewise important to our neighbors, it is clear that we will not fail. And, together, we can ensure the Ambassador Campus can enhance the lives of all Pasadenans for the next 50 years.

If you wish to express your thoughts about the project or ask a question, you may contact me via email at: Ambassador@wcg.org

Sincerely,

Bernard W. Schnippert, Ph.D.
Director of Finance & Planning
Chief Financial Officer



ECHOES IN ARROYO:

Continued from page 6

Public Library locations or the city planning department at 175 N. Garfield Avenue. Residents can also purchase a copy (for about \$100) at Copy Central, 908 E. Colorado Boulevard. Anyone with internet access can download the MP and MEIR through the Pasadena Web site at: <http://www.ci.pasadena.ca.us>.

You, your neighbors, and friends across the City are encouraged to contact City Staff, Mayor Bogaard, and the City Council to express your desires to keep the Arroyo a natural, open space area. This is critical.

The WPRA has included a pre-addressed comment card in this newsletter to help ensure that all residents' concerns are heard. Please take a moment to complete the comment card, including your name and address, put a stamp on it, and mail it in right away.

The final public comments that the City Council will hear prior to adoption of the final MP and MEIR has been extended to August 30th. Please express your concerns to assure that the necessary elements of preservation and restoration become part of the Master Plan for the Arroyo Seco.

And the next time you are in the Arroyo, whether perfecting the delicate art of casting a fly onto the surface of the still morning pond, or sharing the endless natural trails with family and friends on a warm summer's day, or mounted atop a beautiful, glistening steed as the sun gently sets behind the shadowy canyon rim, pause for a moment, and listen to the wind. If it's blowing just right, you may even hear an echo in the Arroyo, of President Roosevelt, from long ago, as he makes his plea to preserve the magical, natural wonder of this extraordinary place.



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Daniel Farley, C.S.C.S., A.C.E.-CPT, is a certified strength and conditioning specialist with emphasis on corrective and performance exercise. Farley owns Focal Point Fitness, Inc. a private fitness studio located in Pasadena. He retains degrees in both Education and Exercise Science from the University of Southern California, Los Angeles.

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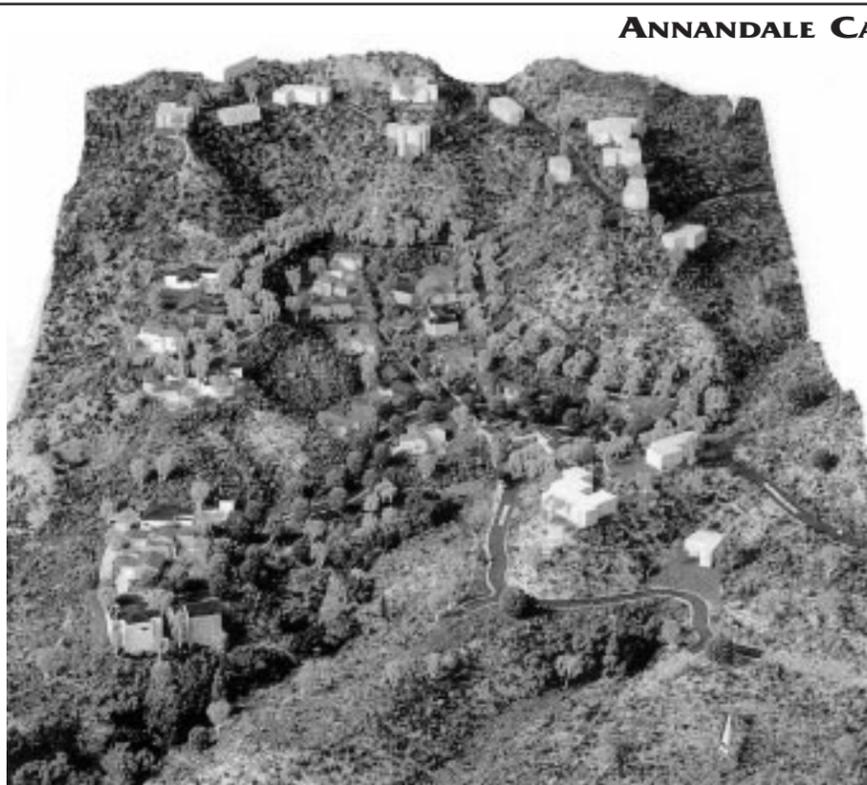
ANNANDALE CANYON ESTATES PROJECT:

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be released in the early Fall. Residents will have the opportunity to comment on the EIR. After the project is reviewed by Pasadena's Cultural Heritage and Design Commissions, it will then proceed to the City's Zoning Hearing Officer for final review in the late Fall.

STAY INFORMED

The WPRA will be working closely with the Linda Vista Annandale Association (LVAA) to monitor the progress of the Annandale Canyon Estates project. For more information regarding this proposed development, please contact City Planner Carol Hunt Hernandez at (626) 744-6768 or chunt@ci.pasadena.ca.us. If you want to receive regular e-mail updates on this and other development projects, please send your e-mail address to VFarhat@earthlink.net.



NEW HISTORIC DISTRICT:

Continued from page 5

Arroyo are incorporated into the foundations, porches, chimneys, and landscaping of many of the properties.

The district contains one of the largest concentrations of residences of the styles and types identified as Arts and Crafts Period Single Family Residences in Pasadena. Because of the district's highly cohesive architecture, building types, and setting, it constitutes a strongly identifiable entity. The name of the district refers to the traditional distinction of the "lower arroyo" being that area located to the south of the Colorado Street Bridge (1913).

The district is composed of ten small tracts established between 1904 and 1913: Arroyo Park Tract (1907), E. W. Knowlton Tract (1913), Tract No. 347 (1909), California Terrace Tract (1907), Tract No. 205 (1908), Miramonte Tract (1905), Tract No. 468 (1909), Leigh Tract (1910), Tract No. 724 (1910), Culver Tract (1904), and Tract No. 1642 (1913). Many of these tracts are only partially included in the district because portions of them do not maintain a high enough level of historic integrity to be included. Several are very small and contain only five or six lots. In most cases, the tracts are a part of the original "California Colony of Indiana," the settlement that became Pasadena, which was settled in 1873. The district does not have historic street lighting but sidewalks appear to be from the period of significance.

Significant architects whose work is found in the Lower Arroyo Seco Historic District include Henry Mather Greene and Charles Sumner Greene, Louis de Puget Millar, Albert Heineman, and Louis B. Easton. The district was the home of at least two important figures in the Arts and Crafts movement in Pasadena: tile designer Ernest Batchelder and painter Jean Mannheim. These artists made material contributions to the movement not only in their work, but also in their residences, in the design of which they at least assisted. Both incorporated the natural setting of the Arroyo into their work.

Streets surrounding the district do not contain as high concentrations of Arts and Crafts style residences. Grand Avenue north of California Boulevard is primarily Period Revival style residences. The end of the district in the east is bounded by Orange Grove Avenue, which is lined with condominiums constructed beginning in the 1960s, when the nineteenth century mansions on the street were demolished. The Arroyo Seco continues to provide a natural boundary in the west.

Regarding the status of the two pending district nominations: a consultant and City of Pasadena staff are currently working on corrections to the nomination documents which should be completed by September. The corrected nomination will be submitted to the California Office of Historic Preservation. The nomination will then be submitted to the National Register. After review and approval by the National Register, property owners will be notified of the date the property is listed in the register.

If you would like additional information, please contact Mary Jo Winder, Senior Planner for the City of Pasadena at (626) 744-6754 or you can call the National Register section of the California Office of Historic Preservation at (916) 653-6624.

Note: The editor of this article has drawn heavily from material provided by the City of Pasadena, the State of California Office of Historic Preservation, Department of Parks and Recreation and the United States Department of the Interior, National Park Service National Register of Historic Places.

WHAT IS WPRA?

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

All residents in the area bounded by Fair Oaks Avenue and Colorado Boulevard and the southern and western city limits are eligible for membership. WPRA publishes a quarterly newsletter and holds public forums and other events to keep its constituency informed on city issues. It is operated by a Board of Directors elected at an annual meeting.

If you are interested in becoming a member of the Board of Directors, please contact the President, Vince Farhat, at (626) 441-1388 or vfarhat@earthlink.net

Another Record Response to WPRAs Membership Drive

By Dorothy Lindsey, Treasurer

Once again, the WPRAs membership drive began in late April this year, and once more, neighbors in the West Pasadena area have responded in record numbers. Since the start of the drive, 616 West Pasadena residents have responded by renewing their memberships or signing up for the first time.

With the inclusion of a Platinum Level of membership at the \$250 level, WPRAs is seeing a record amount in donations. The membership numbers increased from 575 in late April last year, to 633 so far this year. However, the total amount of contributions has increased from \$24,780 last year to \$34,220 this year. That's more than a 34% increase!

So far the WPRAs has received 16 contributions at the Platinum (\$250) level, 122 contributions at the Benefactor (\$100) level and 53 contributions at the Patron (\$75) level. These contributions are acknowledged in each WPRAs Newsletter. Great appreciation and thanks are also due to the many residents who contributed at the \$50, \$25 and \$15 level. Thanks to all residents who support the WPRAs efforts to make West Pasadena neighborhoods strong and a great place to live.

Because of the continued support from West Pasadena residents, the WPRAs will be able to confront the challenges facing its community. From the development of the Ambassador College campus to the planned restoration and enhancement of the Arroyo Seco, the WPRAs Board will continue to represent the interests of the West Pasadena Community. The generous contributions received will enable the WPRAs to hire experts to guide the way in our citizens' quest for a better neighborhood.

The WPRAs membership year begins with the annual membership drive each spring, however it recognizes as members those who contribute throughout the year. If you have not had a chance to renew your membership or become a new member since January of 2002, just clip the form below and send it now.

Together an even stronger organization can be built to help the West Pasadena neighborhood confront the many challenges ahead.

PRESIDENT'S MESSAGE

WPRAs IS HERE TO SERVE YOU



Vince Farhat

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

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

As you may know, the West Pasadena Residents' Association is a non-profit organization committed to maintaining the character and beauty of West Pasadena. The WPRAs is comprised of volunteers and has no paid staff. We monitor issues that impact our neighborhoods, inform residents about these issues through our newsletter, and advocate on behalf of our neighborhoods. Over the past year, the WPRAs has followed a number of important issues, including the newly-released Arroyo Seco Master Plan, the updating of our General Plan, and, of course, the Ambassador College project.

Keeping you updated on these key issues takes time and money. While our board members happily donate their time, we rely on your financial support for our newsletter, mailings and forums. Your donations have allowed us to do so much, and we are truly grateful for your generous support.

If you haven't already done so, I hope you will take a moment to renew your WPRAs membership for 2002. Your tax-deductible gift will make a big difference in our efforts to preserve the quality of life in our neighborhoods.

Thank you for supporting the WPRAs!

Thank You

We appreciate the above and beyond financial support of our Donors for 2002. With these contributions, the WPRAs can continue to print our newsletters and provide public forums to discuss the issues that affect our neighborhood. A great deal of thanks go to these generous donors:

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(as of 6/30/2002)

JOIN THE WPRAs TODAY

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

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