

NEWS

West Pasadena Residents' Association

PASADENA, CALIFORNIA

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A Conversation with Richard Bruckner, Pasadena's Director of Planning and Development

By Mic Hansen

The last six to eight years have seen unprecedented growth in new housing development in Pasadena—especially multiple-family developments. Recently WPRA spoke with Richard Bruckner, Pasadena's Director of Planning and Development about some of the issues potentially relevant in upcoming discussions as the community looks to the update of Pasadena's General Plan in 2009.

WPRA: *Is there consensus on growth in the city?*

RB: At the time the current General Plan was put into place in 1994, there was a deliberate effort made to target most of the growth to the central city, and move development away from the single-family neighborhoods. It was

agreed that historic neighborhoods were an important strength of Pasadena; future development was concentrated primarily to the Central District.

Our job is to build balance. It was envisioned that Pasadena's maximum build out would approximate a population of 165,000 (we are at about 145,000 now)—all the while preserving neighborhoods. Throughout our region, we are seeing profound demographic changes, and Pasadena is not isolated. This shift is toward traditional families declining, more urban professionals coming into the Central District, and seeing new investors and 'gentrification' in other areas. There are a lot of different constituencies.

WPRA: *When we say Pasadena must be consistent with the Regional Housing Needs Assessment (RHNA) numbers provided by Southern California Council of Governments (SCAG), how are other cities able to get their general plans approved when they have not met their numbers, unlike Pasadena?*

RB: Cities must demonstrate that they have the capacity to achieve the numbers—finding sites for



appropriate densities—showing that housing *could* be developed. Cities can make paper commitments, but often there is a breakdown between preparing/adopting a policy and its implementation. Many communities do not have the desire, nor strive to do their share, though I don't know whether that can be challenged. Most importantly, Pasadena has about 110,000 jobs—a remarkable number for a city its size—with about 57,000 housing units. Pasadena is job-rich whereas other cities are housing rich. As a result their RHNA numbers are lower, because being job rich often drives growth, development and mandated allocations. The regional housing market is very complicated; along with all our jobs, we also have many services and cultural attractions. This community has great leadership, and more and more people want to come to Pasadena; the demand is great. Although development has

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Conversation with Richard Bruckner, continued

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begun to decline in many other parts of the region, our downturn is very slight.

WPRA: *We must be nearing or may have reached caps?*

RB: We are nearing, but will not reach caps as fast as anticipated. Markets are mercurial. Residential building has slowed, though we still have room for commercial. Most of what's been built is occupied. For example, Paseo Colorado is 98% rented, and rental units throughout the Central District are moving well. Condos are moving a little slower, but absorption is expected. Newcomers are very satisfied, but long-term residents are less so. Traffic and mobility, density, gentrification of retail, design of new

construction and open space are issues that constantly come up.

WPRA: *We hear public concern about the design of some of the new construction. What can be done about this concern?*

RB: We look at all aspects of a project on a case-by-case basis. Sometimes an idea is perceived to be great on paper, and after it is implemented, it turns out a bit differently than envisioned. One example is the townhouses at El Molino and Walnut. They were built on the 'Urban Edge' concept where the structure is flush with the sidewalk. After they were built, people objected to the lack of a setback. We found out that the concept may work well for retail or commercial, but was

not as successful for housing. It is important that we maintain quality. Many of our great institutions like Cal Tech, the Art Center, and others have selected world-class architects and are pursuing landmark structures. Some of the private groups at times may have fallen short of the mark. By the time a new building is approved, it has been reviewed many times and has seen multiple refinements. It's an ongoing process and everyone involved puts in a lot of effort to make it work.

WPRA: *Any final thoughts?*

RB: We are always trying to achieve balance: the staff care deeply about the city, but there is no silver bullet. We cannot blindly follow rules but must look at all aspects. Citizen participation is an important part of the process. ■

In 1970 the state adopted the California Environmental Quality Act (CEQA.) The basic purposes of CEQA are to: identify potential significant environmental effects of proposed activities; identify ways to avoid or reduce environmental damage; require changes in projects through alternatives or mitigation measures when feasible; and disclose to the public the reasons why a project was approved if significant environmental effects are involved. The following article explains how CEQA compliance is carried out through the EIR process. The article also explains why the EIR process is not an effective venue for proposing and implementing neighborhood-friendly transportation and development planning and should not be relied upon to alter the underlying City plans and zoning laws that govern the density and design of new developments.

What Do EIRs Mean for Development in Pasadena?

If you follow civic affairs in Pasadena, you have probably heard or seen the term "environmental impact report" (EIR) used in connection with proposed real estate development projects. What are EIRs? And what role do EIRs play in City planning?

The EIR Process

Initial Study

To comply with CEQA, a lead agency must first prepare an initial

study, assessing whether a project may have significant environmental impacts. A lead agency is the public agency with principal responsibility for carrying out or approving a project that is subject to CEQA. In general, a local government agency with jurisdiction over general land uses plays this role.

Generally, the agency hires an outside consultant, paid for by the entity that is proposing the project. If no EIR is necessary, the agency

must prepare a document called a "Negative Declaration." If the project would have significant environmental impacts, but those impacts may be mitigated to a level of less than significant, then the agency prepares a "Mitigated Negative Declaration."

Notice of Preparation (NOP)

If the initial study concludes a project may have a significant effect on the environment, the lead agency publishes a notice of preparation

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EIRs, continued

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informing the public, responsible agencies, trustee agencies, and involved federal agencies that the lead agency plans to prepare an EIR for the project. The purpose of the notice is to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR.

The EIR

An EIR is prepared after the lead agency circulates an NOP. EIRs are detailed reports written by the lead agency describing and analyzing the significant environmental effects of a proposed project, identifying alternatives and discussing ways to reduce or avoid the possible environmental damage. Significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, traffic, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Public Comment

When it is ready, the lead agency discloses the draft EIR and circulates it for public comment. It is at this step in the process that residents, businesses and other members of the community can express their views on the adequacy of the EIR and projected environmental impacts of the project. For example, the WPRA regularly participates in the EIR review process by commenting on the impacts of proposed projects on traffic and historic resources.

Certification of the final EIR

The lead agency must respond to all comments in writing. Responses to

public comments are usually included in an appendix to the final EIR. After it is disclosed, the lead agency must review and certify the final EIR before the proposed project can move forward. If the EIR concludes there are significant environmental impacts that cannot be mitigated, the lead agency must adopt what is sometimes referred to as a “statement of overriding consideration.” In effect, the lead agency is asked to make a factual finding (or series of findings) that the purported benefits of the project outweigh the negative impacts on the environment.

Limitations of the EIR Process

Confusion and Challenges

In recent years, a number of high-profile and controversial projects have sparked widespread community participation in the EIR process. These projects have included NFL at the Rose Bowl and various redevelopment plans for the former Ambassador College campus. The WPRA has been actively involved in the EIR process for these controversial projects.

The EIR process has limitations that often lead to confusion and challenges to projects. For example, CEQA’s lack of clear definitions often lead to disputes, both by groups that support development and those against such development. CEQA itself provides no uniform threshold for what constitutes a significant environmental impact, although the State does include definitions of possible significant impacts. Often, projects with negative declarations are challenged on the grounds that EIRs should have been carried out. Disputes also occur on the grounds that EIRs are too brief or overlooked

possible impacts, as there are no guidelines for the length or content of the EIRs.

Impacts of Development Obfuscated

The WPRA’s recent experience with the Westgate Development’s (Ambassador East) project underscores limitations of the EIR process. The EIR for the Sares Regis project was widely criticized for changing the City’s previous traffic measurement standards, resulting in a dramatic under-statement of the project’s traffic impacts. Moreover, state-mandated allocations for affordable housing units are not counted in the City’s general plan housing cap limitations, and sometimes are not included in CEQA documents for consideration of environmental impacts.

EIR Process Can’t Change Building Patterns

At best, EIRs give the community notice of a project’s potential impacts on the environment. And, as recent experience has shown, EIRs don’t always do a very good job of analyzing the full scope of those impacts.

Given the limitations of CEQA, the EIR process is not an effective venue for proposing and implementing neighborhood-friendly transportation and development planning. A process designed merely to give notice under existing zoning laws is not a good forum to propose and debate changes to the City’s land use policies. If residents want to change building patterns in Pasadena, we should focus instead on changing the underlying City plans and zoning laws that govern the density and design of new developments. ■

Boom!

On November 30, 2002 The Los Angeles Time's Business Section carried an article on page one by Staff Writer, Jesus Sanchez. The headline proclaimed:

"An Upscale Urban Village Emerges in Genteel Pasadena ... The housing boom is bringing new residents and a new vitality to the city's commercial center"

This article explains the genesis and evolution of the Pasadena development boom and, for that reason, it is worth reviewing. I have bulleted the articles salient points and italicized significant points and quotes:

- The developments built along Hudson and Locust near the intersection of Lake Avenue and the 210 Freeway, constitutes a hub for an upscale neighborhood (\$600,000 condominiums and \$3,000 a month penthouses), as a surge in urban-style residential projects that is attracting the likes of a young couple from San Francisco.
- "The neighborhood is part of a residential building boom orchestrated by city officials and private investors that is rapidly infusing new life into central Pasadena." Trammell Crow Residential built the 214 unit Alexan City-Place apartments at the southeast corner of Locust and Hudson. "Nearly 2,000 housing units have been built recently or are under construction and hundreds more are in the planning stages, according to city estimates."
- "New development translates into nearly 4,000 additional residents for the city . . . and puts Pasadena at the vanguard of communities that are encouraging housing in their commercial cores."
- Pasadena officials feel that the surge in new residences is helping to accommodate a growing population and sustain a vibrant downtown.

- "It really helps support the urban environment that we are trying to create." The new residences "help support our retail downtown and make it a 24 hour city." Said Eric Duyshart, city business development manager.

- *Groundwork for this development took place in the early '90s when the city updated its general plan,* Duyshart said.

As we all know, five years later, the results of all this development is beginning to be felt. Make no mistake, it is just the beginning. Development proliferates throughout Pasadena. Los Angeles based Urban Partners built the 347 unit apartment complex that wraps around the Del Mar light rail station. The Trio project fills an entire block. Several hundred apartments and condominiums are under construction or in development along Colorado Boulevard. On the former Ambassador College's East Campus, Orange County developer Sares Regis will soon begin construction of the largest residential development in Pasadena's history, 850 apartments bounded by Pasadena Avenue, Green Street, Del Mar and DeLacy.

What about the quality of life and character of the city?

- To preserve the character of the city's single family neighborhoods, planners and city leaders decided to "steer future population growth and development toward Pasadena's commercial center" which stretches

roughly between Lake Avenue on the east to Old Pasadena on the west."

- Longtime residents are concerned about what growth means for nearby neighborhoods in terms of increased traffic and noise.

Clearly, the "steering" isn't working. Traffic is worse than ever throughout city neighborhoods. Development is nowhere near completed. That means Pasadena streets will be getting more traffic from these developments, thousands of cars, added onto the unrelenting through traffic that Pasadena citizens already have to put up with.

What about affordable housing?

- Fergal McHugh, vice president of Capital & Counties USA Inc., an investment firm and developers are encouraging affluent young singles and couples to come here to get the amenities of urban life in a relatively safe and clean environment.
- Affordable housing advocates have complained that much of the construction is too expensive for low and moderate income residents.
- The City recently required developers to set aside a portion of their projects for low and middle income residents.

Has affordable housing has been built in the "transit village" areas of the city where, logically it should be built? We invite the city to give us the number and location of all affordable units throughout the city.

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Boom!, continued

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The next logical, evolutionary step for Pasadena

- “To some, a more dense and urban Pasadena might seem out of place in a city known for its leafy neighborhoods of restored bungalow homes and Craftsman mansions along the Arroyo Seco.” But *“the change was inevitable given the area’s location near the heart of metropolitan Los Angeles, city officials and developers say.”*

The article’s last sentence is a quote by Los Angeles-based developer Dan Rosenfeld of Urban Partners who avers: *“It’s the next logical, evolutionary*

step for Pasadena. It’s not a distant suburb anymore.”

Well, I disagree. It is not logical and evolution can take many branches. And, Pasadena hasn’t been a distant suburb since horse and buggy days. The difference now is that the city officials invited investors and developers into our city. Development will continue unabated if we sit by and let city officials, investors and developers “re-design” our city. Pasadena doesn’t need to “urbanize” and suffer from the seemingly intractable problems arising out of an unending influx of new residents: congestion, dirt, graffiti, noise, increased crime, angry drivers on traffic clogged streets, long lines at

various venues (post office, theatres, restaurants, etc.)

Since that article was written Pasadena’s population has grown to 146,000 and the number and density of units are growing apace along with citizen concern. If you value the quality of life (fast disappearing) and character (fast disappearing) of Pasadena, step up and tell city officials and your city council representatives “NO” to the urbanization track they are pursuing. If not, the urbanization will continue, turning Pasadena into another urban outpost of Los Angeles, devoid of its defining characteristics that we all value most. ■

SCAG: Friend or Foe?

By Mike Vogler

The Southern California Association of Governments (SCAG) is the regions Council of Governments representing six counties and 187 cities. While SCAG is a voluntary Association of Governments it plays a significant role in determining housing policy throughout southern California and develops a “Regional Housing Need Allocations Plan”, which determines the “Fair Share” allocations of housing units to each of its member cities.

Under State Law, every 5 years cities are required to prepare or update the Housing Element for its General Plan. (Housing Element Law Sec. 65580-65590.1). Contained within this law, cities are required to allocate a certain percentage of the Housing Element to various types of housing, such as very low income households, low income households, moderate income households, and above moderate income households. There are other factors and considerations involved, such as public health and

safety, but the bottom line is the State Legislature believes that there is a housing shortage in California and has codified a process by which all cities in California must increase its housing stock. Keep in mind the State does not require any city to be a member of SCAG, but still requires those non-member cities to comply with the Housing Element Update. Dana Point, Torrance, Whittier, and San Clemente are but a few examples of non-member cities.

The City of Pasadena is a SCAG member city and has supported the regional authority’s Final Regional Housing Need Allocation Plan for the period January 1, 2006 to June 30, 2014. (Approved by the SCAG Regional Council on July 12, 2007). The report states that Pasadena’s housing need allocation for the next 8 years is 2,869 new housing units. (24.8% very low income, 15.8% low income, 17.1.0% moderate income, and 42.3% above moderate income).

Regardless of the target income

level housing the greater question is: Just where are we supposed to build all these new housing units? The Central District Specific Plan housing caps are nearly met and there is talk about “raising the caps” to accommodate even more development in the District. How much more can and should Pasadena build?

We have to wonder whether the City is developing a General Plan to meet the needs and quality of life expectations of our citizenry, or to accommodate a “regional authority’s” demands?

While SCAG provides an important forum for cities to work together, Pasadena has the option of developing a General Plan Housing Element that is not pegged to SCAG’s regional growth assumptions. Whether Pasadena should continue to follow SCAG, or chart its own course, is an issue that should be debated during the upcoming General Plan update process. ■

What does “City of Gardens” Signify?

The City of Gardens ordinance was adopted by the City Council in 1989 for multiple-family, high-density development (apartments, condominiums, additional units). The ordinance was a means to encourage new development that would be more compatible in scale and character to the city’s neighborhoods. The ordinance advocates the integration of design elements prevalent to Pasadena’s historic built environment, such as setbacks, gardens, and courtyards which were characteristic elements of bungalow courts and earlier garden apartments.

Directly quoting from the zoning ordinance, “17.22.080 - RM District Garden Requirements: The presence of gardens and landscaped areas creates the ambiance of Pasadena more

than any other factor. Neighborhood character and quality depend on the coherence, embellishment, and visibility of courts and gardens, on the size and consistency of front yards, and on the frequency and uniformity of street trees. Mandatory requirements regulating the size and configuration of yards and gardens are therefore a central feature of these provisions.”

The City of Gardens regulations apply to all multi-family projects in the City (RM-16, RM-32, and RM-48), but do not apply to the construction of two units or duplexes, or to high-density projects in the Central District. The regulations apply as well to residential projects in the limited commercial and commercial office districts. This is one of the most complex of the zoning code provisions. According to

Planning staff, the City of Gardens provisions are under study this year for potential strengthening of design, materials, and architectural standards. On the whole, public understanding of this zoning ordinance is not strong and needs to be improved.

As multiple-family developments in Pasadena have escalated over the past several years, the importance of the City of Gardens provision has risen. Demand to develop multi-family housing has grown, and developers have begun to look at parcels that were not necessarily considered as candidates for development in the past. Some of these parcels have been on the edges of single-family neighborhoods. How and what may be built abutting these single-family areas have caused trepidation.

Another complication is that

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Explaining FARs...

By James Hawkes

FARs or Floor Area Ratios are a common measure of land use intensity, expressed as a ratio of building floor area to land area. For example:

- A 20,000 square foot parcel assigned a FAR 1.0 may accommodate a maximum of 20,000 square feet of enclosed building floor area.
- A 20,000 square foot parcel assigned a FAR 2.0 may accommodate a maximum of 40,000 square feet of enclosed building floor area.

Another way of explaining this is through lot coverage; see the diagrams below taken from Pasadena’s Central District Specific Plan document.



To give you some sense of scale and feel for FARs in Pasadena:

- Old Pasadena’s Historic Core – 2.0
- Lake Avenue north of Green Street – 2.75 or greater

- Properties surround the Central Library – 1.50
- Typical Home – 0.30

And the interesting thing about FARs is that two buildings with the same FAR number can have a very different effect on the land upon which it is built. Multiply this “FAR effect” and the nature of an entire neighborhood could change. FAR designations must be considered in conjunction with the City of Gardens ordinance which was developed as a means to encourage new development that would be more compatible in scale and character to the city’s neighborhoods. In the Winter Edition of the Newsletter, I will explore the relationship between FARs and Development “caps.” Stay tuned for more. ■

Annandale Canyon Nature Park

By Roger W. Wolf

Annandale Canyon is a local treasure of biological resources and natural scenic beauty. The Canyon, nestled in the San Rafael Hills of Pasadena, is an active wildlife corridor providing critical habitats for a large number of native species of animals and birds as well as an environment for natural flora, including an abundance of native plant species and trees. The Canyon is a wetland with year-round flowing water beneath the surface that percolates up at several sites in springs and collects in a large pond at the Canyon's Southwest end.

Annandale Canyon, together with an adjoining tract, the Carlson Estates property, is a gateway to, and, an essential part of an important regional asset: **the last swath of truly natural open wild land in Pasadena** that stretches from the Carlson Estates property above the 134 Freeway all the way up into La Cañada-Flintridge and provides the potential for trails and wild life movement to and from the San Gabriel Mountains and the "Emerald Horseshoe" open space in Altadena and the Eaton Canyon Wash.

The fate of Annandale Canyon may well augur the future of all natural open space in Pasadena. Establishing Annandale Canyon as a public natural park can signal a decisive commitment by Pasadena to preserve its remaining natural land as a legacy for the benefit and enjoyment of current and future generations of Pasadena residents. On the other hand, relinquishing the Canyon to pervasive housing developments will certainly be a significant step towards eradicating what remains of Pasadena's open natural land.

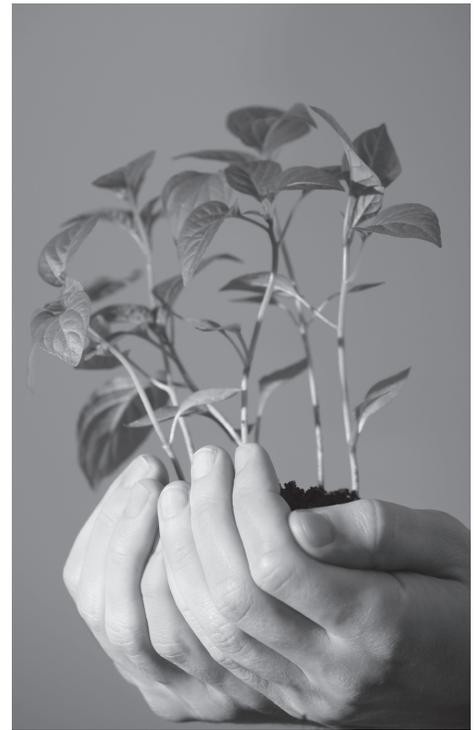
During the next few months, the City will decide whether Pasadena's Annandale Canyon natural open space will be preserved as public parkland or given up to developers for construction of 34 luxury homes. The residents of our City must weigh in on a decision of such enormous importance to our future quality of life. This decision must not be left solely to the advocacy of those who stand to reap financial benefit from filling the Canyon with houses.

An open forum was held September 11, 2007 at the Linda Vista Library for interested members of our community to discuss existing plans for converting the Annandale Canyon wild lands tract to a City owned, public natural park. Representatives of the City staff were present to explain the City's funding proposal and to answer questions.

The proposed sources of money to fund the estimated acquisition price of approximately seven million dollars were identified to be 2.5 million committed by the Santa Monica Mountains Conservancy, one million dollars from LA County Funds and the remaining 3.5 million to be generated by a benefit assessment of homes immediately surrounding the Annandale tract.

A few salient ideas emerged from the discussion:

- The benefits accruing to residents of the greater Pasadena neighborhood extend well beyond just view-shed and traffic abatement.
- The Carlson Estates property adjacent to the Annandale tract must be part of the acquisition in order to render this natural parkland accessible to Pasadena's citizenry.



- A methodical and thorough survey of residents must be conducted to sense public willingness to support the preservation of natural parkland in Pasadena.

We will continue our efforts to educate the public about this issue and persuade our public officials to support preservation of natural parkland for the benefit of present and future generations of Pasadena's citizens. ■

Editor's Note: Roger has been a resident of the San Rafael Hills area of Pasadena since 1996. He is a charter member of "Safety and Open Space First, Pasadena," a neighborhood organization formed to preserve San Rafael Hills natural open space, and serves on the Linda Vista-Annandale Neighborhood Association Board. He works as a Professor of Mathematics at Los Angeles City College and is a retired Colonel in the United States Army Reserve.

City of Gardens, continued

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standards are waived where density bonuses apply, and do not give the Director of Planning and Development any leeway. State regulations often trump the local application of these provisions. Some developers have become savvy in working around the standards, applying a "one size fits all" formula, which makes it difficult to regulate zoning aspects as well as control quality.

As shifts in the marketplace continue, and the desirability of locating to Pasadena persists, the interpretation and application of these zoning codes becomes significant. As our Director of Planning of Development has indicated, zoning is a continuum of refinement, and the City of Gardens zoning code provisions are among those being examined for fine-tuning and strengthening. ■

DATES TO REMEMBER

Mark your calendar today!

Saturday, October 13

9 am – 2 pm

Rose Bowl Open House,
sponsored by WPRA, LVAA
& Pasadena Heritage

Sunday, December 2

Rose Bowl half marathon –
details to follow in
Neighborhood Update –
www.wpra.net

West Pasadena Transportation Update *By Vince Farhat*

City Council Approves Traffic Signal Contract

The State Route (SR 710) Mitigation Project represents eight transportation projects that are designed to reduce traffic congestion caused by the gap in the 710 Freeway. These transportation projects were selected by the federally-mandated SR 710 Design Advisory Group (DAG) working together with City staff. In August, the City Council awarded a \$5 million contract to install Intelligent Transportation System (ITS) technology and various traffic signal upgrades along major corridors impacted by the 710 freeway gap. The ITS project will synchronize signals and help improve traffic flow in West Pasadena. Please visit: <http://www.cityofpasadena.net/publicworks/Engineering/SR710/>.

City Seeks New Transportation Director

Joyce Amerson, Pasadena's former transportation director, recently accepted the position of deputy director of public works for the City of Irvine. In July, Pasadena City Manager Cynthia Kurtz appointed Mark Yamarone interim transportation director. In his capacity as a principal planner for Pasadena, Yamarone serves as the lead staff representative on all regional transportation planning activities among other duties. In major incidents or events involving transportation, he serves as the department's public information officer.

As this newsletter goes to press, the City Manager is in the process of conducting interviews of the finalists for the position of transportation

director. The new director will provide leadership and direction to Transportation Department operations including planning and development, parking services, traffic engineering and transit services. The department has more than 40 employees and an annual budget of \$28 million with the goal of providing safe, efficient and convenient movement of people.

TAC Adopts Annual Plan

In July, the Transportation Advisory Commission (TAC) adopted its Annual Report and Work plan for the 2008 fiscal year. TAC is a nine-member citizen commission appointed by the Pasadena City Council. The commission advises the City Council concerning policies affecting Pasadena's transportation system.

During the coming months, TAC will be actively monitoring efforts by City transportation staff and the L.A. County Metropolitan Transit Authority to reduce traffic delays at the three at-grade Gold Line crossings of Glenarm St., California Blvd., and Del Mar Blvd. The Commission also will be working with City staff to study the feasibility and implementation of various traffic reduction strategies initiated by the City Council in February. For more information, please visit the City's website at www.cityofpasadena.net. ■

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

Speeding Cars Coming to a Residential Street near You

Residents have been pleading for relief from speeding traffic on their neighborhood streets for years. In an interesting turn of events Pasadena City Staff is recommending a raise in speed limits! City Staff is pointing to a requirement from the State that every four years, the speed of cars is to be measured and the speed limit set to reflect the speed of 85% of the cars on that street. So, recently, members of the City's Transportation Department measured the speed of traffic on certain neighborhood streets, and to no surprise, cars were speeding.

So let's get this straight, when cars speed through our neighborhood streets, we have to accommodate them by raising the speed limit? Does that make sense?

The WPRA disagrees with that approach. The city should be working on controlling speeds on residential streets with traffic calming methods and neighborhood protection tools so that when it is time to measure the speeds for state requirements, the average speeds would match the posted speed limit. And in between measurements, we can be assured that motorists honor the slower speed limit appropriate for our residential streets.

On September 10, the Pasadena City Council considered City Staff's proposal to increase the speed limits on certain streets in Pasadena. The new speed limits would apply to streets throughout the City, including sections of Pasadena Avenue, Raymond Avenue, and Lida Street. City staff claims the speed limit increases are necessary to ensure that the Police Department can continue its radar speed-enforcement program.

The proposed speed limit increases are very controversial and could negatively impact neighborhood quality of life. Moreover, City staff's current proposal could become the standard for all streets in Pasadena, so the importance to the community as a whole is without question.

The City Council has delayed final consideration of the speed limit proposal and referred the matter to the Transportation Advisory

Commission (TAC.) They will review and comment on the proposal at The TAC meeting Tuesday, September 25 at 6:00 p.m. at City Hall. Please visit the City's website for more information – www.cityofpasadena.net – or call (626) 744-TRIP.

Make your voice heard. The WPRA urges West Pasadena residents to contact the City Council with your concern over this proposal to raise speed limits.

Mayor Bill Bogaard	bbogaard@cityofpasadena.net
Vice Mayor Steve Haderlein, District 4	shaderlein@cityofpasadena.net
Councilmember Jacque Robinson, District 1	jacquerobinson@cityofpasadena.net
Councilmember Margaret McAustin, District 2	mmcaustin@cityofpasadena.net
Councilmember Chris Holden, District 3	cholden@cityofpasadena.net
Councilmember Victor Gordo, District 5	vgordo@cityofpasadena.net
Councilmember Steve Madison, District 6	smadison@cityofpasadena.net
Councilmember Sid Tyler, District 7	styler@cityofpasadena.net
City Clerk Jane Rodriguez	jrodriguez@cityofpasadena.net
City Manager Cynthia Kurtz	ckurtz@cityofpasadena.net

Please consider taking a few moments now and email the City Council with your concerns.

Thank You to Our Donors

WPRA greatly appreciates the contributions it receives from its donors. Donations listed below include all donations of \$100 and above that have been received from December, 2006 through September 12, 2007. If your name is not listed correctly, please contact me. Thanks so much for your support.

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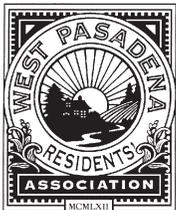
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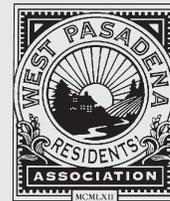
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