



**CITY OF PASADENA
HAHAMONGNA WATERSHED PARK ADVISORY COMMITTEE
SPECIAL MEETING**

MEETING MINUTES

**Thursday, April 3, 2008
6:00 p.m.**

**Fellowship Hall ~ Salvation Army Fellowship Hall
960 East Walnut, Pasadena, CA 91106**

I. Call to Order

Chair Tim Wendler called the meeting to order at 6:10pm

II. Roll Call

Commission members present: Don Bremner, Tim Wendler, Charles McKenney, Emily Stork, Maria Isenberg, Marc Baum, Madhu Kumar, Mark Persico, Bob Barber

Commission members excused: Gregor Edwards, Kelly Holmes

Commission members absent: Mararet Belton, Thom Mrozek

Staff members present: (PW) - Martin Pastucha, Rosa Laveaga, John Cox, Elise Jackson, Todd Holmes, Manuel Macias, Nyles Gregory, Stacy Houser, Totress Beasley, Holly Thompson, Tabitha Harkin; (HS&R) – Raphael Guillen

III. Public Comment on Matters not on the Agenda and Items over which the Committee has Advisory Authority. (Please limit comments to three (3) minutes each)

- Hugh Bowles, Altadena (Hahamongna Watchdog Group), expressed concerns over the maintenance of Hahamongna Watershed Park. He indicated that weed eating of Arroyo hillsides prevents native plants from reseeding and the maintenance strategy removes cover and habitat for wildlife. His concerns are further summarized as follows:
 1. Maintenance practices are detrimental with regard to the erosion of steep banks especially around the Johnson Field area.
 2. The tree maintenance activities as defined by the Pasadena ordinance declares that limbs greater than 2 inches in diameter shall not be taken off trees; he further indicated this has been occurring frequently in Hahamongna.

3. Spirit of the Sage (SOS) agreement stipulated as per the Arroyo Seco Master Plan's Master Environmental Impact Report ("MEIR"), that fallen trees shall be left "in situ" for ecological purposes, but trees in HWP have been removed.
4. Another stipulation of the MEIR is that the City would rehabilitate the perimeter of Johnson Field.

Mr. Bowles requested that the City abides by the stipulations in the Settlement Agreement with the SOS Council over the maintenance of the basin. The agreement also stipulated that the City would declare and mark certain areas designated as "Natural Open Space" areas.

IV. **New Business, Information and Possible Action Items**

1. Staff presentation on the Hahamongna Watershed Park (HWP) Annex Project (Rosa Laveaga [staff], presenter)
 - a. Staff provided an overview of the HWP Annex Project
 - Purpose of the Meeting: 1) present options explored by staff as alternatives to Proposed Concept Plan presented in April 2007, as directed by the HWPAC and by City Council 2) Seek the HWPAC's support for staff's recommendation, that would then serve as the basic framework for the draft HWP Master Plan Addendum.
 - Staff then provided some background on the project, for those not familiar with the process to date:
 - ◆ 2003 adopted HWP Master Plan
 - ◆ Purchase of the 30 acre MWD property
 - ◆ Community established Planning Framework with 7 goals; this continues to be a benchmark for all planning considerations
 - ◆ Council conceptual approval of HWP Annex proposed uses and the proposed concept plan in April 2007
 - ◆ Other background information: a) staff has had meetings and discussions with various interest groups expressing interest in participating in programs etc. at the HWP Annex – staff presented a spreadsheet showing the various groups and organizations that have expressed interest in the Annex with a listing of their interests and the facilities on site holding particular interest for each b) Staff presented a brief explanation of the environmental review process for the project
 - Staff presented the options as explained in the attached "Overview"
 - ◆ Under Option A, staff shared a map showing 5 off-site alternative parking locations, proximate to the park and where off-site parking may be necessary under this option
 - ◆ Under Option C, staff showed photos illustrating the relationship of the eastside JPL parking lot to the HWP Annex site and also provided an illustration showing the alignment of the proposed park accessway.
 - Staff then provided an overview of the various parking areas within the Annex and the larger Westside HWP area, along with:
 - ◆ data on the peak use times during the year of the lower Oak Grove parking lot, by user group
 - ◆ photos illustrating peak use parking lot conditions of the lower Oak Grove parking lot
 - ◆ Conclusion: the lower oak grove parking lot is maxed out on the weekend and some useage during the weekday hours seems possible.

- Staff presented the Carrying Capacity Analysis
 - ◆ the 24 facilities or “use areas” on the Annex Proposed Concept Plan were evaluated to determine the best optimum carrying capacity that would not degrade or burden the site or the experience for the users
 - ◆ The intent of this analysis is to assist in designing for an appropriate concentration of people within each proposed use area
 - ◆ Staff provided a slide of each of the 24 “use areas”/facilities and highlighted the staff recommended carrying capacity for each. Various terms and their definitions appearing on the chart were further explained by staff.
 - ◆ On average, staff’s recommendations for each of the 24 use areas, fell within the low or medium intensity ranges; if all the site and its 24 use areas were operating at their full/maximum capacity, a total of 1435 people would be on the site, requiring approximately 565 parking spaces, which falls below the medium intensity range. Staff noted that it would be unlikely that all 24 facilities would be operating at their highest intensity of use all at the same time.
 - ◆ Staff conclusion: parking is a limiting factor for the entire site.
- Staff Recommendation
 - ◆ Option C was recommended by staff, for the access, circulation and parking options
 - ◆ The intensities highlighted in green on the Summary of Carrying Capacities Chart, are what staff recommended for the various facilities and use areas on the site.
- b. Committee asked several clarification questions:
 - Clarification about the Westside perimeter trail.
 - Clarification about the CEQA review process, how the public gets engaged in the process and the timeframe for CEQA
 - Clarification on the current parking spaces within the Annex vs. the proposed parking spaces within the Annex
- c. Comments from the public
 - Doug Lerner, Pasadena (business address) (RBR), had concerns with the configuration of the F2 parking area for horse trailers and the difficulty with turnaround. Concern with parking and safety of park users
 - Kathy Garcia, Altadena (Tom Sawyer Camps), provided some background about TSC and that they serve Pasadena kids.
 - Ted Stork, La Canada (RBR), expressed concern about not seeing a “no project” alt. Proposed a suggestion to the bikeway component of Option A, which he felt was too wide and would not require changes to RBR infrastructure; instead suggests a 16 ft. bikeway/trail like the approaches to the Flint Wash Bridge; suggest multiuse trail; Opposes the width of the 50ft. roadway in Option C, which he thinks is excessive; questions why separate bikeway from trail?
 - Sue Lafferty, South Pasadena (RBR), encourages city working more closely with tenants, finds flaws in some of Langer Equestrian Group’s recommendations, indicates that RBR is open to change
 - Thomas Lockhart, South Pasadena (ETI Corral 2), feels the 8ft. wide trail works well as is for horses & bikes; with respect to public access, would like to see extra thought given to visiting horse trailer and visitor parking for events; points out the need to show a turn around for park users to get out of the Annex Area when there is not a parking lot opened.
 - Patty Sue Jones, Los Angeles (RBR), trail on north side is adequate as is; tears down barn and many trees and would cost much more money; trailer parking needs to be

- close to gate because it is important to be able to evacuate.
- Priscilla Benson, Altadena (RBR/ETI Coral 2), Opposes proposed road; thinks money would be better spent on maintenance and patrols.
 - Mike Houshmast and Sandra Cruze, Pasadena (PCC Environmental Studies Program), have been part of PCC classes currently at the Annex under a temporary permit and state that they have grown to love nature because of their experience there, they take alternative transportation to site; question about sustainable practices planned for site.
 - Russ Difiori, Pasadena (PCC Environmental Studies Program), professors from PCC's program at the Annex for a total of about 300 students at the Annex over the past year. Classes have grown because of the past years success. In the past year have asked students to take alternative transportation with less than 10 cars on site at any one time; described types of classes meeting on site 2 days per week.
 - Susanah Romney, Montrose (RBR), many people at RBR is concerned about road in Option C and even with Option A. Not convinced that parking is a dire necessity; feels that road in Option C brings safety issues; grading and construction are an environmental concern.
 - Kelly Rogers, (Oak Grove Disc Golf Club), interested in use of pre-fabricated building planned for volunteer work center for use as Clubhouse and equipment storage.
 - Tim McGhee, Glendale (Tom Sawyer Camps), relinquished time.
 - Dorothy Wong, Altadena, is a hiker in the area. Feels that park is safe vs. other natural areas. Feels the area is special and that the big parking lot will cause congestion and better to minimize the development. Loves Hahamongna.
 - Marti McClellan-Morehouse and Porfirio J. Frausto, Pasadena (Outward Bound Los Angeles), gave some background about OBLA and expressed their interest in being a part of the planning at Hahamongna and in providing an opportunity for environmental education for youth.
 - Elizabeth Bour, Pasadena (RBR), current project is not in the HWP Master Plan therefore feels there is a need for more environmental review. Concerned with budgets, possible costs and environmental impacts and reduce the costs.
 - Mary Barrie, La Canada (Friends of West Hahamongna), concerned with the space needed for park trailers. Spoke about PD-16 and temporary parking lot at JPL. Does not understand why money would be spent on something that is a temporary use. Suggests changing the zoning to OS on the parcels that are PD-16.
 - Lori Paul, Altadena, spoke of disregarded history. Spoke of motorized vehicles bringing problems to the park. Spoke of JPL parking lot being a temporary lot. Talked about the difference between mountain bikes and road bikes and the need to do know the difference. Spoke of mountain bikers and trail users learning to share the trail. Keep the scope of the park for wildlife and the users of the park.
 - Dale Trader, Pasadena, trail and open space activist. The proposed road and impacts to the natural area is counterproductive to Pasadena being a green city. Regarding access to this area, we need to find other ways for people to enjoy this space, it is not for driving. Alternate means of transportation are the way of the future.
 - Randy Strapazon, La Canada Trails Council, keep the cars on the southside of the park, and keep this northern area for environmental education. Cars make noise, which is counter to birdwatching; can't have cars and nature in the same space and suggests the need for more creative parking solutions. Maybe not plan for parking for maximum use and let the tenants work out a solution for parking during high demand times.

- Kathleen Kulper, La Canada Trails Council, park user and not in favor of any of the Options. Stated that the commission is not listening to their public.
- d. Comments/discussion from members of the HWPAC
 - Plan tries to put too much into the Annex; suggestion to start with Plan A and remove some uses from it; thought that there are too many classrooms proposed; even at the lowest intensity, think that it is too much. Suggests that park roadway not be expanded; in general too many uses are trying to be accommodated here for too many people.
 - Commissioner Stork considered temporary nature of the JPL parking lot a serious issue as well as spending money on such a temporary use.
 - Commissioner Bremner reminded the audience that the main focus brought on by the community, early in the process, was to use the site for an environmental education center; suggests determining a reasonable capacity figure that will accommodate the expected uses.
 - Staff's analysis has shown that the site is not sustainable. Now in a good position, with this data, to make some decisions, to make the site more sustainable.
 - Need to design for emergency response and provide emergency access
 - Parking ratios seem low and asked if taking into account the number of people taking public transportation; staff to re-examine.
 - Suggested imposing some car-pooling standards; consider mandatory standards to not have an additional parking lot; try to find a medium that takes everyone's desires into account.
 - Questions about why there is a need to use an automobile to get to the Annex or drive within the Annex.
 - Consensus to not go beyond Option A.
 - MOTION: propose a scaled down version of Option A that plans the activities to be held in the Annex such that it will not require additional parking. Staff will revisit the northern trail expansion in light of public comment. (Motion made by Commissioner Baum and seconded by commissioner Isenberg; passed with 7 - yes/ 2 – abstentions)

V. Adjournment

- Chair Wendler adjourned the meeting at 9:10pm

OVERVIEW: Proposed Access, Circulation and Parking Options

Hahamongna Watershed Park Annex

Some of the key elements in planning for the future use of the Hahamongna Watershed Park Annex are the access, circulation and parking for the site relative to the proposed uses identified through a community-driven planning process. The Hahamongna Watershed Park Advisory Committee requested, and the City Council directed, staff to explore alternatives to the proposed concept plan presented in 2007. The following is a description of the proposed options developed by staff based on analyses of proposed uses and varying capacities of the proposed facilities and different intensities of those uses.

Three different options for proposed access, circulation and parking were developed. Option A represents the most basic, minimal level of circulation and parking. In addition to what is proposed in Option A, two additional options were developed that enhance access, circulation and parking. The following is a description of each of the three options.

Option A

This option utilizes existing primary roadways to the Annex area and proposes enhanced circulation and parking within the Annex area. In addition, this option integrates elements of access, circulation and parking that are part of the adopted *Hahamongna Watershed Park Master Plan* (adopted 2003) (HWPMP). This option represents the minimal level of enhancements for access, circulation and parking that would be needed to accommodate the types of uses proposed for the Annex site. This option also functions as the baseline for Options B and C. Option A includes the following elements:

Vehicular Access

- In the long term, replace existing asphalt roadways with permeable-surface primary access roads within Annex area.
- Establish unpaved secondary access roads within Annex, including regrading for improved drainage and stormwater management.
- Create one parking and drop-off area for buses (in addition to the two that are included in the adopted HWPMP).
- Relocate and construct new all-weather permeable surface access route to horse boarding area (secondary access route). Regrade for improved drainage and stormwater management.

Pedestrian

- Construct universally accessible connection to proposed public transit stop on Oak Grove Drive, north of Annex. Portions of this connection will be elevated above ground level.
- Restore existing pedestrian and equestrian trail between public equestrian area and JPL.
- Restore existing pedestrian and equestrian trail from public transit stop at park entrance at Oak Grove Drive and Foothill Drive.

Bicycles

- Establish ten-foot-wide bicycle greenway along the northern edge of the site and to the JPL bridge adjacent to and separate from existing pedestrian/equestrian trail.

Equestrians

- Restore and enhance existing pedestrian and equestrian trail between public equestrian area and JPL.

Parking

- Provide additional 28 parking spaces for vehicles and horse trailers adjacent to the horse-boarding area.
- Retain and redefine existing parking areas throughout the Annex and provide universally accessible parking.
- Remove asphalt from existing Annex parking areas and replace with permeable and natural surfaces.
- Establish parking area for one bus (in addition to the two that are included in the adopted HWPMP).
- Utilize existing and proposed parking areas (per the adopted HWPMP) within Hahamongna Watershed Park outside of the Annex area.
- Utilize parking areas outside Hahamongna Watershed Park via shuttles for large events (see map of possible off-site parking locations)

Option B

Option B integrates **all elements** described in Option A with the addition of an 1800-foot access road to the existing city-owned parking lot located immediately northeast of the proposed horse boarding area in the Annex that is leased to JPL for weekday parking. This access road would connect to the primary park road east of the existing Oak Grove Field and extend northward along the eastern edge of the Annex. In addition to the proposed elements described in Option A, the following is a summary of additional elements included in Option B:

Vehicular Access

- Extend primary park access road by 1800 linear feet for weekend access.
- Weekend primary access road will have controlled entry with no vehicle entry when parking lot is not available.
- Weekend access road will be constructed of permeable surface.
- Installation of boulder and native-plant buffer along length of weekend access road, both west and east sides.

Parking

- Provide weekend public use of 214 spaces in existing city-owned JPL parking lot

Option C

Option C integrates **all elements** described in Option A with the addition of an 800-foot access road to the existing city-owned parking lot located immediately northeast of the proposed horse boarding area in the Annex that is leased to JPL for weekday parking. This extension would begin at the western entrance to the proposed public equestrian staging and event area and continue eastward to the southernmost portion of the JPL parking lot. This roadway would be part of a widened access corridor that would include

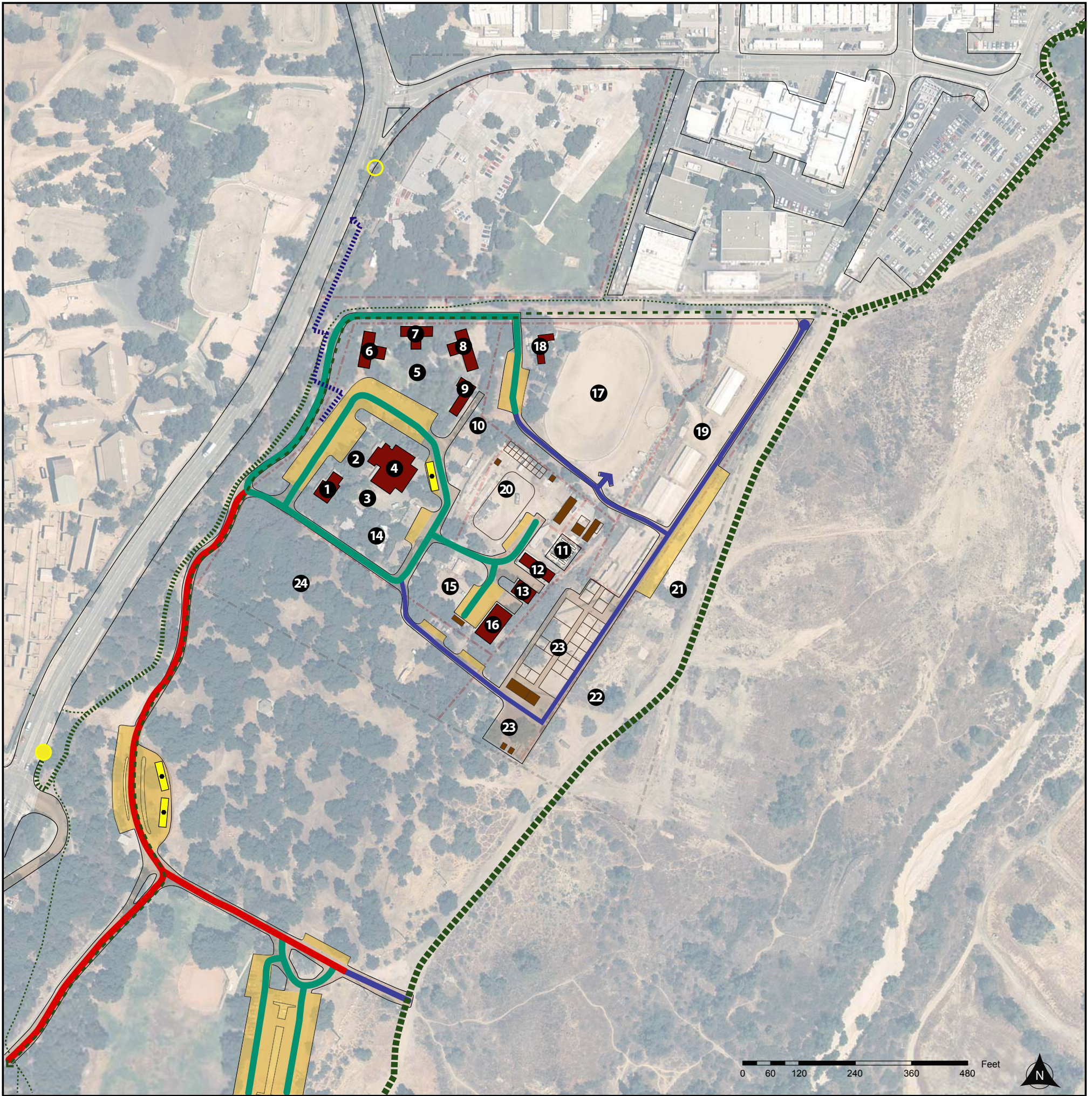
a bicycle greenway connection and restoration of the existing pedestrian and equestrian trail. In addition to the proposed elements described in Option A, the following is a summary of additional elements included in Option C:

Vehicular Access

- Extend primary park access road by 800 linear feet, from entrance to public equestrian area to city-owned JPL parking lot to create weekend vehicle access that is part of a 50-foot-wide access corridor that includes the bicycle greenway and restored pedestrian/equestrian trail.
- Weekend access road will be constructed of permeable surface.
- Weekend primary access road will have controlled entry, and no vehicle entry when parking lot is not available.
- Installation of boulder and native-plant buffer along length of weekend access road on both the north and south sides.

Parking

- Provide weekend public use of 214 spaces in existing city-owned, JPL parking lot



Legend

- 1 Park Ranger's residence, office and detached garage
- 2 Xeriscape demonstration garden
- 3 Outdoor classroom and gathering area (south)
- 4 Main building
- 5 Outdoor classroom and gathering area (north)
- 6 Environmental classroom (Building 1)
- 7 Environmental classroom (Building 2)
- 8 Environmental classroom (Building 3)
- 9 Dining hall
- 10 Group picnic area
- 11 Growing beds, plant lab and related activities
- 12 Greenhouse
- 13 Maintenance and storage area
- 14 Outdoor demonstration area and gardens
- 15 Gathering and yard area for volunteers
- 16 Community volunteer work center

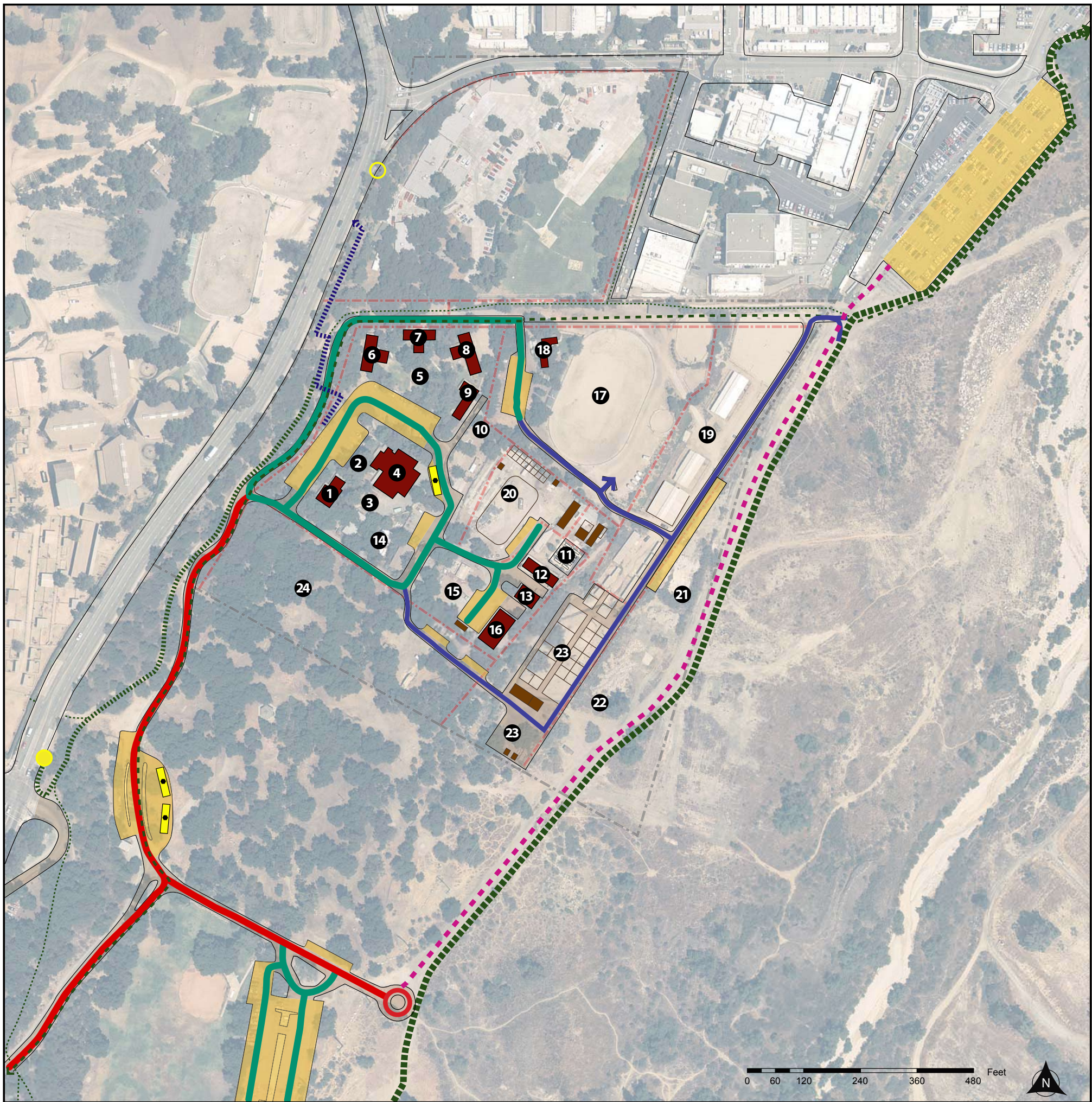
- 17 Public and visiting equestrian staging and events (Layout of facilities being developed with equestrian community)
- 18 Equestrian center office and clubhouse
- 19 Equestrian boarding area
- 20 Therapeutic equestrian center
 - 1. Office, storeroom, restrooms, feed/equip. room and hay storage
 - 2. Arena
 - 3. Tack and equip. storage (2 existing relocated sheds)
 - 4. Horse corrals (9)
 - 5. Horse wash rack
- 21 Restored sycamore woodland
- 22 Group gathering area with picnic tables
- 23 Youth and adult camp, boarding, equestrian programs and staging
 - 1. Foreman residence (mobile home) with garage/storage building with adjacent covered carport
 - 2. Hay and feed barn
 - 3. Horse boarding corrals (32 with ability to accommodate a max. of 64 horses during peak periods)
 - 4. Horse isolation boarding corrals (4)
 - 5. Tack barns in horse staging area (2 relocated existing sheds)
 - 6. Horse wash rack
 - 7. Team building course (existing to be relocated)
- 24 Restored oak woodland

- Primary access road (permeable)
- Primary access road
- Secondary access (not paved)
- Parking area
- ⋯ Universally-accessible connection to public transit
- ⋯ Trail connection to public transit
- ⋯ Perimeter trail
- ⋯ Hiking/equestrian trail
- - - Bicycle greenway for road bikes (separated from equestrian trail)
- New structure
- Existing public transit stop
- Proposed public transit stop
- Bus parking/drop off



Proposed Access, Circulation & Parking: Option A

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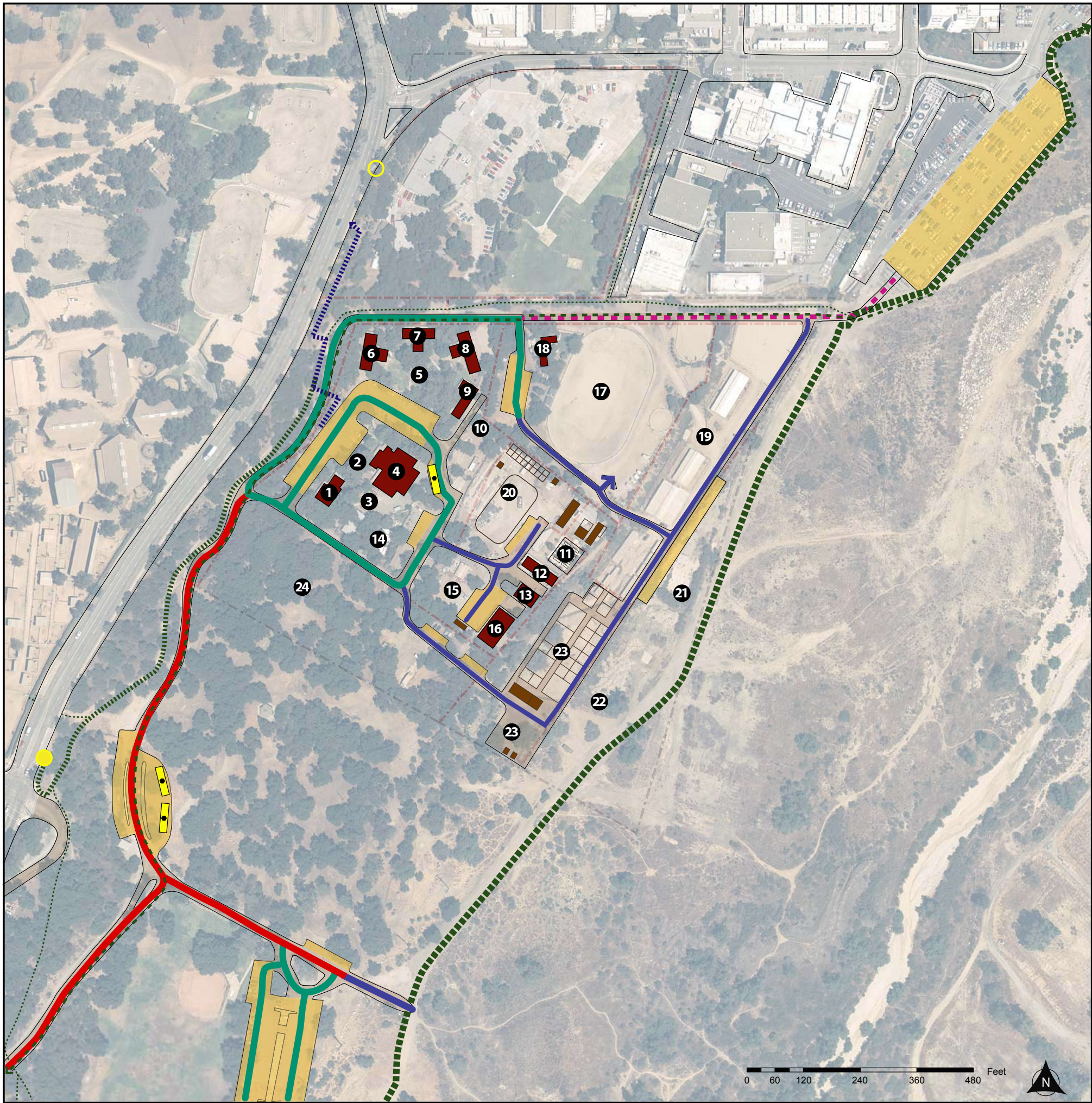
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- 24 Restored oak woodland

- Primary access road (permeable)
- Primary access road
- Secondary access (not paved)
- - - Weekend primary access road with controlled access (permeable)
- Parking area
- Universally-accessible connection to public transit
- Trail connection to public transit
- Perimeter trail
- Hiking/equestrian trail
- Bicycle greenway for road bikes (separated from equestrian trail)
- New structure
- Existing public transit stop
- Proposed public transit stop
- Bus parking/drop off



Proposed Access, Circulation & Parking: Option B

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- ▬ Primary access road (permeable)
- ▬ Primary access road
- ▬ Secondary access (not paved)
- ▬ Weekend primary access road with controlled access (permeable)
- Parking area
- ▬ Universally-accessible connection to public transit
- ▬ Trail connection to public transit
- ▬ Perimeter trail
- ▬ Hiking/equestrian trail
- ▬ Bicycle greenway for road bikes (separated from equestrian trail)
- New structure
- Existing public transit stop
- Proposed public transit stop
- Bus parking/drop off



Proposed Access, Circulation & Parking: Option C

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