



# ALTADENA HERITAGE NEWSLETTER

Infrastructure Issue

## Onward with the Grid

By Trish Pengra

On February 26, 1899, the Los Angeles Times reported that electricity brought all the way from the Santa Ana River via an 83-mile transmission line, the longest and highest voltage anywhere in the country, was powering Pasadena's street lights. Electric street lamps began to burn in Altadena somewhat later as the region grew more populated. The scattered light from windows at night wasn't enough to keep the streets safe and "footpads began making depredations," according to Sarah Noble Ives's lively 1938 "Altadena." In 1922, the first action of the newly formed Altadena Citizens' Association was to secure support for street lighting, through Southern California Edison (SCE). Electric lights weren't universally welcomed, some locals saw the new lights as thrusting the taint of civilization upon the community. However, on learning that their property values doubled overnight, peace settled once again on the mountainside community.

Streetlights weren't a big part of Altadena a century ago although residential use had become standard. The year 1895 saw the first electric street cars travel back and forth between Los Angeles and Pasadena. In 1898 railroad magnate Henry Huntington bought the Yellow Car trolley that within a few years expanded to become the Red Car system. To ensure adequate electricity to operate

his railway, Huntington founded Pacific Light and Power and bought up the San Gabriel Electric Company and its hydroelectric plants. Huntington's electrified trolleys ran up into Altadena to connect with the Mt. Lowe Railway, the first incline cable system operated by electricity in the world. On its opening day in 1893, gas-powered generators provided the railway's electricity; two hydroelectric plants located at Rubio Canyon and Cabrillo Heights briefly replaced them before drought forced a reversion to a conventional system.



### A Century Later

Today we mostly take electricity for granted until the power goes out or the monthly bill arrives. A lot of us were surprised to see a new charge on our bills this

*Continued on page 4*

## Upcoming Events



**Dec. 8 from 4-7 pm**  
Holiday Party  
1600 Homewood Drive



**Jan. 11 at 10 am**  
Altadena Historic Districts  
Eaton Canyon Nature Ctr.



**Feb. 16 at 2pm**  
Lt. Goodall Memorial  
679 W. Harriet St.



**Feb. 20 from 7-9 pm**  
Street Story  
Altadena Comm. Center

# Letter from the Chair

I hope you've been as captivated by Greta Thunberg as I have. As an adult, as a mother and an aunt, I am inspired, but also humbled. Greta and all of the children around the world advocating for our planet are a true inspiration for us to wake up and do what's necessary to combat the massive effects of climate change. We are experiencing the effects here with dying trees, flooding, and wildfires threatening our community, homes, and wildlife. We can all do something to reduce our use of greenhouse gases, and we can advocate for change at the local, regional, state and federal levels. This is a world issue in which we all have a part to play, including right here in Altadena. I'm happy to report that the LA County Board of Supervisors adopted a Sustainability Plan; see it at <https://ourcountyla.org>. Worth reading.

Our theme for this Newsletter is Altadena's infrastructure, with articles on electricity, street lighting, water, and the ever-controversial issue of sidewalks. We're also pleased to share the story by Eugene Hutchins who has made it his mission to preserve the legacy of Oliver Goodall, a Tuskegee Airman who lived in Altadena for many decades; we look forward to the dedication of the Goodall memorial in February.

Altadena is unique and we're proud of that. I guess most of us live here because we want to be close to the mountains, away from freeways and city lights, yet not too far from the resources of a big city. The desired balance of rural and urban may differ for each of us, but ultimately we are one community of 43,000 people living next to each other, driving, biking and walking on the same streets, using the same electricity and water, and sharing overlapping interests and community involvement. Since our spring issue we have hosted two Third Thursday programs on the informative and engaging topics of tree health and



regenerative landscapes. We also co-hosted the first Altadena Clean Air Day with several local organizations and received a grant for the event from the Coalition for Clean Air. It was a great event and included live music with Leaf Blower Blues written by Michele Zack and performed by Kavita Sharma, Louis Van Taylor, and Gerry Rothschild (<https://youtu.be/pZFgyAjxSIE>). We are pleased to announce that Southern California Edison graciously provided us with another grant to continue our Heat Island Effect programs. After analyzing the results from our member survey, we see that you most wanted us to focus on advocating for the preservation of architecturally significant buildings, fostering tree planting, providing presentations on relevant issues, working with the county to promote Altadena's interests, and advancing measures to address global warming. We hear you and we will revisit these results as we plan events and projects going forward.

Altadena Heritage strives to preserve our historical, architectural and natural assets, and to advocate for a more beautiful Altadena. We are thrilled to welcome Gina Chamberlain to the Board of Directors; Gina is especially interested in west Altadena developments and wants to work to increase our tree canopy. We are also super pleased to welcome 2019 Golden Poppy award winner Catherine Cadogan to the board; she has agreed to lead our events committee. And of course we are grateful to have you all as members. I encourage you to invite neighbors and friends to come to our events, find out what we are all about, and – we hope – join this great community organization. Please join us at our annual holiday meeting and party on December 8th -

Until then, see you around town. Sharon

## Filming on your street? There may be Special Conditions

Every film shoot must obtain a permit to film in Altadena and every filming permit comes with conditions. Filming conditions typically impose restrictions on crew arrival and departure times, requirements for cast and crew parking, and compliance with traffic control standards.

Some of Altadena's most frequently filmed neighborhoods are subject to "Special Filming Conditions," which impose additional requirements on activities such as hours for filming, notification of neighbors, and parking. Altadena neighborhoods with special conditions include: Altadena Town & Country Club, Chaney Trail, Alzada Road, Jaxine Drive, Leilani Way, Homewood Drive, Layton Street, Cray Street, Mendocino Lane and adjacent neighbors, Rubio Street, and The Meadows starting at the intersection of Lincoln Avenue and Canyon Crest Road. For more information on Altadena's Special Conditions check [http://bit.ly/Altadena\\_Filming\\_Conditions](http://bit.ly/Altadena_Filming_Conditions). If you feel Special

Filming Conditions may be needed in your neighborhood, contact the Altadena Town Council's Filming Committee ([altadenafilmingcommittee@gmail.com](mailto:altadenafilmingcommittee@gmail.com)) or your Town Council member.

## Altadena Heritage Board

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Newsletter edited by  
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# Altadena's water: Complicated Past and Present!

By David Mosher

Southern California's Mediterranean climate, with erratic rainfall and frequent drought, ensured water would be a challenge from the moment Spaniards arrived in the late 18th century and began building missions and developing agriculture. Mexican ranchers and then American farmers subsequently increased cultivation and water use — in Altadena's case, water flowing from San Gabriel Mountain canyons.

By the late 19th century, development and demands on water led to conflicts among landholders and users. The disagreement affecting us was one between partners Dr. John Griffin and "Don Benito" Wilson over a water ditch built by Benjamin Eaton, and how to divide the San Pasqual Rancho so that some could be sold to the founders of future Pasadena (see *Altadena: Between Wilderness and City* by Michele Zack). Ultimately, more canals were built, and these were soon replaced by pipelines. The three small but fiercely independent retail water companies (listed below) of Altadena — then and until today governed by Los Angeles County — grew from such origins.

Pasadena incorporated in 1886, and by the first decades of the new century was desperate for more water. Piecemeal, the city acquired land and water rights around Arroyo Seco and Eaton Wash that had been part of the loosely affiliated, agricultural Altadena "Highlands." It later municipalized its private water companies into a single utility.

This complex history explains why six local water agencies provide water to Altadena today (not counting State and Federal agencies!) If you include the tiny adjacent Kinneloa Irrigation District (KID), also under County jurisdiction and serving a handful of Altadena households, the number is seven.)

- Lincoln Avenue Water Company  
— LAWC, retail (est. 1883)
- Las Flores Water Company — LFWC, retail (est. 1885)
- Rubio Canyon Land and Water Association  
— RCLWA, retail (est. 1886)
- Pasadena Water and Power — PWP, retail  
(subsumed Pasadena Water Department, est. 1912)
- Metropolitan Water District (of Southern California)  
— MWD, importer/ wholesale (est. 1929)
- Foothill Municipal Water District (FMWD)  
wholesale (est. 1952)

Altadena's three private water servers were incorporated under provisions of California State law allowing formation of non-profit Mutual Water Companies to distribute water to shareholder-owned properties. If you own property in Altadena you are a shareholder, unless you receive your water from Pasadena. PWP serves 30% percent of Altadena (remember those land and water rights purchased a century ago), and until very recently charged a 25% surcharge to non-residents.

A recently-settled lawsuit redresses some of the imbalance between what Pasadena and Altadena customers pay for water; read about this on the City of Pasadena website.

Water distributed by Altadena's four retailers (our three mutuals plus Pasadena's PWP) comes from three sources: surface water (from local watersheds), ground water from wells, and imported water. MWD today imports vast amounts of water into southern California via aqueducts from the Colorado River and from rivers in northern California, and sells it to Member Cities (such as Pasadena) and Member Water Agencies (such as FMWD, which then either retail it or wholesale it to retailers). This has resulted in water districts like Foothill



*Water tunnel #8, originally a mine. Courtesy Las Flores Water Company.*

Municipal that produce no water at all! Such districts came into being because as MWD imported more and more water, it did not want to deal with small local water agencies, of which 8,000 exist in California.

Compared to imported water, local water is highly desirable. It costs less and is generally of higher quality. Thus southern California counties, cities and water agencies now continually develop programs to capture surface water runoff and prevent loss to the ocean, and to reclaim water for reuse. Conservation programs, including lawn removal and reduction and promotion of native and drought-tolerant plants, are designed to reduce our reliance on imported water, which varies from year to year depending on rainfall and the success of conservation efforts. Seventy percent of water is used outdoors.

In 1944, in response to over-pumping of the Raymond Basin, water rights, and the amount of water allowed to be extracted, were adjudicated among 30 parties claiming historical rights (including our Mountain View Cemetery). Pumping of ground water has ever since been monitored by a Water Master overseen by the Raymond Basin Management Board — which brings the actual number of our local water agencies to eight!

*For a map showing areas served the various water districts in the Raymond Basin, search "water map" on [altadenaheritage.org](http://altadenaheritage.org).*

past spring for the energy service provider, the Clean Power Alliance. All SCE customers in unincorporated LA County were switched over to a new system where we pay SCE to deliver electricity, maintain power lines, and meter and bill us for our use, and the Alliance purchases the energy we use from a mix of environmentally friendly sources.

## **But we didn't sign up for this, so how did it happen?**

There are those in our state who don't take energy for granted and pay attention to electricity — what we pay for it, where it comes from, and the carbon it releases into the atmosphere. Many remember the 2000-2001 energy crisis when California deregulated its electricity market. Lawmakers hoped that decoupling energy distribution from production would allow market forces to drive costs down and emerging producers to enter the market. But the effort was poorly structured and instead enabled speculators like Enron to limit availability in order to drive up prices despite the state's cap on cost increases. The result: large-scale rolling blackouts and brownouts and an 800% increase in the cost of energy in less than a year.

California reset the rules and started over, this time paying closer attention to unintended consequences in its effort to ensure the availability of safe, affordable, reliable and low-carbon producing energy. Starting in 2002, California set ambitious energy goals striving to get 20% of statewide energy from renewable sources by 2017, a goal the state met. Those goals were revised upward in 2015 and again in 2018 to our current ones: 33% renewables by 2020, 50% by 2025, 60% by 2030 and 100% by 2045. To help meet them, lawmakers passed enabling legislation that permits communities to work through a "community choice aggregator" to bundle buying power within a jurisdiction in order to obtain alternative energy supply contracts providing "greener" energy than that provided by investor-owned utilities like SCE.

The first to take advantage of Assembly Bill 117's modification of the Public Utilities Code were communities in the north establishing, among others, Marin Clean Energy and Sonoma Clean Power. Many transition hurdles emerged. Newly created aggregators lacked a track record and the credit rating needed to contract with energy providers, and needed loans or loan guarantees to begin operating. And because incumbent electric companies had signed contracts to purchase power years ahead, they would now pay penalties for purchasing less than agreed under contract. The new aggregators taking customers away from the incumbents would share the cost of that liability, and lawmakers had to determine how best to set fair exit fees. These fees are formally called a Power Charge Indifference Adjustment (PCIA) and in the case of Pacific Gas & Electric's service area, the fees first decreased 62% then spiked up 211%. So, the state continued to work the issue and in 2018 determined a formula to ensure that customers remaining with the incumbent energy provider did not pay the lion's share of the increased costs incurred when customers left to join the aggregator. For Alliance customers, this 2018 change increased

## Decision Time Coming for TOU Rates

Soon there will be another issue that will require your attention and affect your electric bill. A variety of "Time Of Use" rates are being offered by both Southern California Edison and Clean Power Alliance. Currently rates are adjusted in winter and summer, and SCE also uses tiered-rate that charge customers more when they use more energy. Now, both will give consumers the option of paying varying rates for electricity based on the time of day it's used, and both SCE and Alliance are offering plans when you pay less at off-peak times. You can stick with your single-rate-all-day plan. Alliance offers fewer TOU options, but broadly matches SCE rates with one "on-peak" plan that charges 80% more per kilowatt used during summer weekdays from 4:00-9:00 pm. Both offer lower rates overnight for charging electric vehicles at home.

To help you decide, SCE created a Rate Plan Comparison tool at [www.sce.com/residential/rates/rate-plan-comparison-tool#RateLanding](http://www.sce.com/residential/rates/rate-plan-comparison-tool#RateLanding). If you don't already have one, you have to sign up for an online account. Good luck.

Why TOU rates? SCE says it is not to increase profits but because it costs more to generate power during peak use, such as summer evening hours. Environmental organizations supporting the new options, say it makes customers more mindful of their energy consumption by programming appliances to run during off-peak hours, incentivizing those with solar arrays to install batteries to use stored energy at night, and encouraging people to purchase electric cars.

the previously negotiated PCIA fee by 2.5%.

The same 2002 code amendment also directed that once an aggregator is established, electricity customers are automatically enrolled, though with the ability to opt-out. We all got notices two months before being enrolled and were told how we could opt-out.

## **How it Works Today**

The Alliance now purchases power for Ventura county, unincorporated LA County and 29 southern California cities as the state's largest aggregator. The organization is governed by a board of directors with a representative from each member city or county. Our rep is LA County Supervisor Sheila Kuehl. She and her 30 fellow Alliance board members are responsible to ensure that fees charged are fair to both the incumbent power company and the new aggregator, but also to choose the mix of power that customers get with a standard enrollment. For us, it is the clean power mix with 50% renewable energy generation

drawn from solar and wind plants, and the remainder from large hydroelectric plants at a cost that is comparable to SCE's Green Rate. Two other Alliance rates are available to consumers to choose from: a lean power rate offering 36% renewables that is 1% cheaper than Edison's base rate and a 100% green power rate that is 9% higher than Edison's 100% renewable rate.

The board also approves Alliance plans to offer customers incentives, to install electric water heaters or vehicle chargers and to encourage communities to set up battery installations to store power rather than use gas-fired generators during periods of peak demand. It offers solar-powered homeowners a plan with a higher credit than SCE's for surplus power fed back into the grid. SCE and Alliance both change rates from summer to winter, but unlike SCE's tiered-use rates, Alliance charges a flat rate regardless of how much energy you use year-round.

As our local aggregator has begun operating, it is experiencing transition challenges that led to higher than forecast rates and caused several member cities to return highway and street lighting to incumbent power providers. LA County's \$10M loan that enabled Alliance to start up has been extended for the second time, and repayment is now due in September 2020.

### Viability of Community Choice Aggregators

California is characterized by many superlatives that complicate the energy landscape. We have set the most ambitious renewable goals. We have the country's largest

economy and population and are ranked as having the worst overall air quality. We pay more per kilowatt hour of electricity and import more energy than any other state, and yet we're ranked 48th out of 51 in per capita consumption.

Energy aggregators cite three primary benefits: local control, the development of more renewable power sources, and lower prices. Skeptics worry that the shift from a couple of big utilities to a more decentralized system could put California back in another energy crisis. For now, should any of the aggregators fail to provide sufficient energy, the big utilities are the provider of last resort. But as the big guys get out of the energy procurement business, will they still be able to provide this critical stop gap? While the wild west of deregulation didn't work, some say the new energy landscape still looks chaotic and may not be much of an improvement — at least in terms of stability and cost.

All eyes are on the aggregators to see how well they perform. In its first 10 years, Marin Clean Energy has proven the financial viability of a community choice aggregator, expanded its service area, and added incentive programs. Statewide there are now 19 aggregators in operation with our Clean Power Alliance the largest, serving 3 million customers and 1 million accounts. While the switch is a *fait accompli*, we can still choose to revert to SCE, or remain with the Alliance and choose our own power mix. We can also support the lawmakers who enabled this effort to provide clean power from renewable sources to help clean up our air. Here's hoping the aggregators live up to their promise and the state got it right this time.

## Remembering Lt. Oliver Goodall

by Eugene J. Hutchins

I have always had an interest in history, and when I found that Tuskegee Airman First Lieutenant O. Oliver Goodall formerly lived in my house, I wanted to learn more. He lived in Altadena for nearly fifty years and made a great impact on our world. I felt it was my obligation to elevate the memory of this man who answered his country's call in World War II despite enduring the injustice of racial segregation in the United States.

The Tuskegee Airmen were the first African-American pilots in the armed forces during World War II. They were trained at the Tuskegee Institute in Alabama, which graduated 994 pilots, including Lt. Oliver Goodall.

Lt. Goodall was one of 58 officers who participated in the Freeman Field Mutiny in Indiana. In this series of actions in April 1945, he and other African-American officers peacefully challenged the segregation of officers clubs. After their first demonstration, their commanding officer instructed the officers to sign a docu-

ment that ordered them to use the separate quarters designated for them. All but four refused, and were arrested. When asked why he didn't sign, Goodall said, "I can't... This is just another way of segregating us." Another demonstration followed and they were arrested again. News of the mutiny was widely reported, and President Harry S. Truman signed an executive order to fully desegregate the U.S. Armed Forces on July 26, 1948. The mutiny is regarded by historians of the Civil Rights Movement as an important step toward full integration of the armed forces and as a model for later efforts to integrate public facilities through civil disobedience.

Lt. Goodall moved to Altadena in 1961 and worked for the U.S. Postal Service, and served as a Public

Information Officer and led the Tuskegee Airmen Foundation Scholarship Fund. On February 16, 2020, at 2 pm, we will honor Lt. Goodall with the unveiling of a monument to his legacy at his former residence, 679 W. Harriet Street. Please join us.



# Sidewalks, Who Needs Them?

By Anne Chomyn

Differences of opinion regarding sidewalks run high in Altadena. Most walkers want them, though a few do not. We who do want them have several reasons, the primary one being safety. While traffic accident deaths are down generally, pedestrian deaths rose nearly 41% nationwide in the past 10 years. In a survey taken at Altadena's recent Safe Streets Town Hall, many respondents declared that they did not feel safe walking on our streets, which forced them into cars even for short trips. Pedestrian safety was the number one traffic issue in the survey at the Town Hall. Altadena's lack of sidewalks and poor crosswalks do not invite walking.

Another reason our streets feel unsafe for walking, and the second most frequently named traffic issue at the Town Hall, is speeding. There was a call for more speed bumps to slow down cars on residential streets. High posted speed limits on our main thoroughfares were also of concern.

Sidewalks are desired by many Altadenans for reasons other than safety. Seniors, people with disabilities, and those in wheelchairs or pushing strollers find walking or rolling on a flat surface much easier to navigate than our high-crowned roadways and deep slanting gutters. Town Council representative Dorothy Wong reports one constituent, who lives mid-block on Altadena Drive, must navigate his wheelchair without benefit of sidewalk to a traffic light at the corner to cross the street to the bus stop.

Those opposed to sidewalks usually say they moved here because of Altadena's "rural feel," and adding sidewalks would make our town look too much like a city. In fact, when suburbs were being built across the nation, not having sidewalks was often a status symbol because it signaled that residents were well-enough off to afford cars. No need to walk! Ironically small towns in rural areas usually have sidewalks. According to [pedestrians.org](http://pedestrians.org), "it is a uniquely suburban phenomenon that poor pedestrian facilities are considered an attractive feature of being rural."

Some sidewalk opponents may fear having to surrender a portion of their front yards if a sidewalk is built on their street. They may have tended the land for years, but the County (that means all of us) owns the right-of-way that often extends ten or more feet from the roadway edge.

Sidewalks bring measurable economic benefits. The Brookings Institution found that increased walkability is associated with higher retail rents, values, and sales. Homeowners also benefit economically; CEOs for Cities found a one point higher score on WalkScore.com increases home values by as much as \$3,000. (Altadena has a walk score of 47 and "is a car-dependent neighborhood. (Sierra Madre scores 76, "very walkable".) A local real estate agent told me one recent client's interest in a home deflated when he saw that there was no sidewalk.

There are measurable health benefits to sidewalks. People who live in walkable neighborhoods get 35 to 45 more minutes of moderate physical activity each week, so are less likely to be overweight. According to L.A. County Public Health, walking 30 minutes a day reduces risk of many chronic conditions, particularly diabetes, heart disease, hypertension, depression, and

some cancers. Young people who walk or bicycle to school and are physically active tend to focus and perform better in school.

A generation ago, 70% of school children walked to school, today only 10% do. A study at Jackson Elementary School in September 2018 by the Altadena Town Council Safe Streets Committee in conjunction with CalWalks, revealed that although many children live within walking distance of their school, they are driven. Walking is deemed unsafe because streets adjacent to the school lack sidewalks. Parents dropping off their children park in red zones, at intersections, or double park, increasing congestion and creating hazards for pedestrians.

The sidewalk isn't just for walking, it's an important place for social interaction. Many of us grew up playing on our sidewalks with neighborhood friends, and could walk to meet our peers independently at an early age. Children being driven to school (and almost everywhere else) are learning that the only way to get around is by car. They spend lots of time in the car and miss out on interacting with neighbor kids and fellow students walking to school.

Adults, too, benefit socially from sidewalks. People are far more likely to know their neighbors where they share a public pedestrian space to meet informally, increasing the cohesiveness and safety of neighborhoods.

Some older communities are retrofitting their neighborhoods. As our senior population grows, communities with sidewalks become more desirable. Difficulty walking around a neighborhood prevents older people from leaving their homes, and contributes to social isolation and ill health, research published in *Maturitas* found.

In 2008 a law was passed that requires all communities in California to include a Complete Streets policy in their General Plans. Such policies provide for the routine accommodation of all users of a road or street — pedestrians, bicyclists, users of public transit, motorists, children, seniors, and the disabled. Los Angeles County has written its Complete Streets policy in Chapters 7 and 16 of the 2035 General Plan.

The General Plan calls for plans for pedestrian networks to be drawn up. There is no timeline for implementation, except that when a street is renovated, where feasible, complete streets features will be included. In the renovation of New York Drive, now nearing completion, a continuous sidewalk from North Altadena Drive to Lake Avenue has been included. All new developments are required to install sidewalks.

How can you get a sidewalk on your block? The County wants to see community support, or at least the support of most of the people who will be affected, before they move ahead with such a project, so you will need to get your neighbors to sign a petition. Sidewalks are installed in the County right of way and it is up to the County to identify funds to pay for them. As previously mentioned, the public right of way is wider than the road bed and often includes portions of front yards residents have maintained for years.

Where would I want sidewalks? – any street where the speed limit is 35mph or higher – preferably on both sides of the street.

Altadena Drive east of Allen and west of Lake come to mind as very much in need of sidewalks. Most people avoid walking in those areas, but there are the die-hards. How many of us have walked at the sight of hikers and runners in the narrowest parts of Altadena Drive and hoped they wouldn't get hurt?

If you would like to become involved in a community-wide project in mapping sites of collisions, near misses, hazards and

safe places in Altadena, come to our February 20, 2020 Third Thursday program, Street Story 101. This program is a joint project of Altadena Heritage and the Safe Streets Committee of the Altadena Town Council. Street Story is a community engagement tool created by SafeTREC Berkeley. Watch our website or your email for more details.

## Change Coming to Nighttime Streets

By Mark Goldschmidt

Streetlights. I don't pay much attention to them, but the soft yellow glow of the high pressure sodium (HPS) lamps is part of the very texture of nighttime Altadena. Cobra head lamps cantilever over roadways from heavily-burdened utility poles to provide a soft light in only a tiny portion of the spectrum. HPS makes almost all color except yellow invisible, so the world is reduced to lights and darks. As you might expect in Altadena, placement is a bit random, spacing of utility poles is not designed for optimum lighting coverage, fixture heights vary; in some places trees eclipse the light. Given these factors, the Los Angeles Department of Public Works strives to maintain "minimum required lighting standards."

I kind of like the dim sulfurous light. It is part of the night, produces little glare, and provides adequate illumination for walking. When driving, the general illumination helps my eyes adjust to the dazzle of oncoming headlights. I much prefer HPS to the greenish light of the mercury vapor lamps of my youth, though certainly not to the lovely incandescent acorn-style streetlamps of my childhood.

Be prepared for Altadena's nightscape to change over the next decade. DPW estimates that it will begin to introduce LED lighting to residential areas in about two years. LED (Light Emitting Diode) lighting has been around since the 1960s, but major advances have been made over the last decade or two. While extremely efficient and with very long lamp life, it has had drawbacks, most notably the very blue color of the light that can cause health problems and cause damage to eyes and skin. However, the lamps to be installed here will have a warm color temperature similar to incandescent, and fixtures will be shielded and directed downward to reduce glare, light trespass (that's light cast where it isn't wanted - like your window), and sky glow (which blots out all but

the brightest stars). The new fixtures will continue to provide minimum required lighting and comply with the LA County's Dark Sky ordinance (22.44.1270). The quality and color of light will change, and colors will be perceptible at night without any increase in degree of illumination. (Research has found that increasing light level does not increase safety.)



*A custom fixture casts a mellow glow on Villa Zanita, a private Altadena Street.*

Many streets in Altadena have no public lighting at all, relying only on the generosity of homeowners for illumination. If you would like your street to be lit, or if you would like to replace those power-pole-mounted cobraheads with more attractive lamps to add elegance and an intimate glow to your street, Los Angeles County can help. However, you will need to get your neighbors to sign on. To initiate a new lighting scheme, 60% of neighbors who will be affected need to sign a petition. County will start the process, which normally takes 18 months for authorization and a further six months for installation. Once approved, you and your neighbors will receive an assessment for yearly payments to be added to your property tax until such time as costs plus interest have been paid. If you wish to add a light to already existing streetlights, you will need signatures from 50% of affected households.

Of the approximately 3,300 streetlights in the Altadena area, about 10% are owned by the County; the rest are owned by Edison. If a light is not working and you wish to report it, check for a number on the pole. If there is a metal tag with numbers ending in 'E', it is an SCE light; County lights are numbered like fractions with a number on top, a line, and another number beneath. For Edison call: 800-611-1911 For County call: 800-618-7575 Or use "The Works" app available for your mobile phone works very well to report streetlight problems, whether County or SCE.



Altadena Heritage  
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Altadena, CA 91001-2351

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*Welcome to Altadena — 2 invitations enclosed.*

## Altadena Heritage Annual Meeting and Holiday Celebration



**Sunday December 8th, 2019 • 4-7 PM**  
1600 Homewood Drive - Enter from Porter Avenue

Mark your calendar Sunday, December 8, 4-7 pm for our annual meeting and holiday celebration. Our host, long-time Altadena Heritage Patron Sally Fisher, will open her beautiful 1918 Craftsman/Colonial home for the usual revelry of good food, fun, and friends. Meet, mingle, learn what Altadena's most active civic organization has planned for 2020 — and join or renew your commitment to Altadena Heritage. Please pay your dues online at [altadenaheritage.org](http://altadenaheritage.org), at the door, or send a check to our office. Consider becoming a Patron! RSVPs are a must: [altadenaheritage@gmail.com](mailto:altadenaheritage@gmail.com) or call 626/296-6983



### BECOME A MEMBER

Choose one:

- New member     Renewing member

Type of membership:

- \$25: Individual     \$35: Household     \$30: Senior Household  
 \$15: Senior individual (65 and over)     \$100: Patron/Business

Are you interested in volunteering?

- Yes! Contact me.     Not at this time.

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Email \_\_\_\_\_

Make check payable to **Altadena Heritage** and mail to:

**730 E. Altadena Dr., Altadena, CA 91001**

Join online at [www.altadenaheritage.org](http://www.altadenaheritage.org)