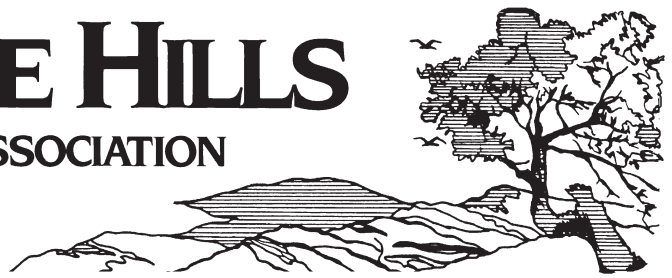


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TEMPLE HILLS

COMMUNITY ASSOCIATION

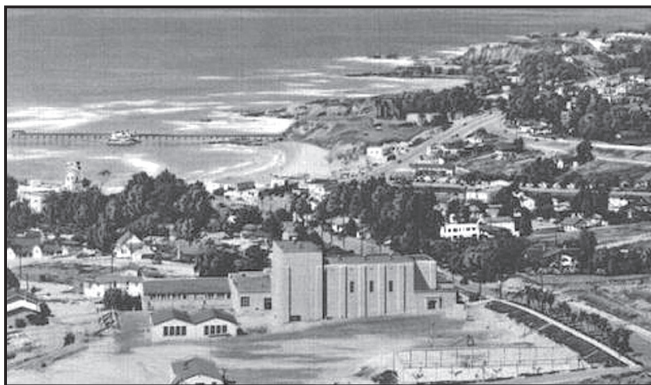


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Temple Hills Past and Present

Fran and I moved to Laguna and Temple Hills 50 years ago, to a community awakened to its past legacy and heritage, desirous of hanging on to what keeps us together, then and now. In 1965, CALTRANS had proposed a freeway down Laguna Canyon from the 405 to off-ramps in downtown Laguna, but Jim Dilley rallied the town to set forth a general plan under the Citizens Town Planning Association, and in 1968 the CTPA formed the Laguna Greenbelt Committee and incorporated two years later. The City Council had voted for high-rise, but a recall rescinded their decision. In 1964 to 1968, we faced a housing development in Sycamore Hills. Eventually the City bought the land. In 1973, Temple Hills residents opposed a 36-home development on the south side of Park Canyon; it was defeated and brought us together in the Temple Hills Community Association (THCA).



An early view of Laguna Beach from Temple Hills Drive

In 1965, more than a hundred of us put together a Temple Hills Specific Plan; we carried it to various City Councils, and gradually implemented parts of it over time. In 1989, 10,000 of us walked to Sycamore Hills to protest a proposal to build 3000 homes and a golf course in Laguna Canyon, and then we voted to tax ourselves and buy the land, and today we are surrounded by 22,000 acres of open space.

Over the years, THCA became known not only for its newsletter, in early years printed monthly, then quarterly, and now less frequently. We were known for our annual social dinners, the largest drawing 150 persons at a home off Temple Hills Drive, and close to 120 for dinner in celebration of our 40th anniversary. This tradition continued until recently, in 2018, when the Committee for Preservation of Laguna, including Bob Borthwick, Ron Chilcote, and Verna Rollinger, presented a slide show around our book, *Laguna Beach and the Greenbelt: Celebrating a Treasured Historic Landscape* (a documentation of the National Parks Service); and the last in December 2019 when 50 of us met at our home on San Remo. There we premiered the film, "Laguna Beach and its Greenbelt" (later voted into three film festivals and honored at two of them).

Since then the pandemic has impacted us, but now we will plan a (likely virtual) meeting in November 2022, and a celebration of our 50th anniversary in 2023.

— Ron Chilcote 🐾

Temple Hills Priorities for Consideration

- ★ Resolve speeding on Temple Hills Drive (need policing and calming measures)
- ★ Extend Walkway to Palm Drive immediately and finish up the hill to the water tank
- ★ Underground utilities on Temple Hills above Lower San Remo Drive, also on Thalia down to Pacific Coast Highway
- ★ Ensure safety on side streets and implement speed humps, if necessary, and access for emergency vehicles
- ★ Consider Emergency Evacuation Plan
- ★ Secure open space in Rim Rock and Park Canyons
- ★ Restore Hospitality Committee for new neighbors 🐾

Remembering Verna



Our dear friend and THCA member since its beginning, Verna Rollinger passed on May 26, 2022. Verna served not only THCA as a longtime board member but also as Laguna's City Clerk for 27 years and City Council member for four years.

When I first reached Laguna in April 1972, there was a crisis in the Laguna Beach Unified School District. A recently elected conservative majority of board members had fired the beloved school superintendent — a recall election failed by six votes — but parents organized and set out to improve the schools. A large group of them interviewed two dozen persons in search of candidates; they selected me, but I committed to run only if they would stay together if I were elected. My campaign was headed by Verna Rollinger and included Sally Bellerue, Barbara Metzger, and many others, who formed the promised support group, Dialogue on Schools. It stayed together for nearly nine years, publishing a monthly newsletter and was deeply involved in improving a school system in times of a court decision (Serrano Priest) and Proposition 13 that impacted school-district funding.

It was the beginning of Verna's commitment to Laguna Beach. She was involved in Village Laguna since its beginnings, serving on its board, but she also served on the board of Laguna Greenbelt and more recently on the Laguna Beach Historical Preservation Coalition.

Whenever there was a need to understand how the City worked and its issues and historical records, we turned to Verna. She always had an answer. We shall miss her for her friendship, knowledge, love for Laguna and its heritage, and her commitment to environmental causes.

— Ron Chilcote 🐾

Remembering Temple Hills Notables

- **Helen Pines.** Died July 29, 2017. Active in THCA many years. Involved in establishing Crescent Bay Park.
- **Kurt Topik.** Died 2018. With wife Trudy, they were involved many years in THCA. Their home on lower Temple Hills Drive is now occupied by their son, Chris Topik.
- **Estelle Warner.** December 11, 1913-January 15, 2018. For many years she was a leader in THCA. She led the struggle against a feeder road from the 405 to Alta Laguna and down Temple Hills Drive and was actively involved in stopping housing development in Laguna Canyon.
- **April Raber.** 1949-April 22, 2019. An extraordinary artist and wife of David Raber, activist within THCA and a founder of Laguna Residents First.
- **Leonard Brockman.** January 5, 1930 -April 30,2022. Resident on San Remo Drive in Laguna for 61 years. Owner of local Sports World and survived by wife and retired TOW teacher, Leone. ♻️

City Report Shows Increased Speeding on Temple Hills Drive

On May 2nd around 3 p.m., yet another bad traffic accident happened on Temple Hills Drive, stopping traffic both ways. Are we to accept this regular occurrence as *normal*?

Do you wonder what a car traveling on Temple Hills Drive at a neighborhood-friendly speed looks like? If you don't know, that makes sense. You are not alone. Safe, law-abiding driving is getting rarer on THD. The latest Temple Hills Drive Traffic Report done for the City and underwritten by us taxpayers shows that drivers going at or below the posted speed limit doesn't happen all that much.

The City contracted with AGA Engineers, Inc. to do an updated THD traffic field review. It was conducted on March 31, 2022. The purpose was to reassess the traffic speed patterns after the implementation of the new City-implemented traffic-calming measures. Basically, the report was an analysis to compare traveling speeds before-traffic-calming measures with after-traffic-calming measures.

See the Field Study Summary prepared by AGA Engineers:

THD Location	2016 Speed Survey 85 th percentile	2022 Speed Survey 85 th percentile	Traffic Calming Measure
Betw Thalia and Dunning	42 mph EB 40 mph WB	31 mph EB 30 mph EB	Speed tables
Betw Palm and San Remo	32 mph EB 34 mph WB	35 mph EB 38 mph WB	Right edge lines Speed feedback sign
Betw San Remo and Dorn	33 mph EB 30 mph WB	37 mph EB 38 mph WB	Right edge lines Speed feedback sign

If you drive on THD, try to go for a walk, or just safely attempt to get out of your driveway, you will *not* be surprised to learn that, despite the additional white paint and hard-to-read feedback signs, the report concludes that traveling speeds have *increased* on the THD corridor between Palm Drive and Dorn Ct. This is even true for vehicles traveling *uphill*. The data illustrate increased intent to break the law by exceeding the posted speed limit.

While credit must be given to those City Public Works, Engineering, and other staff members who are genuinely interested in alleviating the dangerous street conditions on THD, the consultant's report reveals that the traffic-calming measures designed and implemented by the City have not had the desired effect of reducing speeds. It shows that white paint and signage have not served to reduce reckless driving.

We know the problem. So does the City. This chart confirms that the longstanding, chronic notorious speeding on THD is *increasing* in severity and frequency. The report further discusses several mitigation suggestions. Two of their suggestions are to apply more white paint and install more signs — tools that have simply not stood up to the challenge.

AGA Engineers also offered one final recommendation that merits a closer look. They recommend that the Laguna Beach Police Department conduct speed monitoring and provide enforcement. While there could be other tools in the toolbox to fix the dangerous speeding on THD, it is this recommendation that needs to be, and could be, implemented immediately. Robust, innovative, and regular police monitoring and citation activity is a proven method for calming traffic. The City needs to allocate resources on a long-term basis for this police-enforcement effort until such time as regular traffic field reports show a pattern of material and sustained reduced vehicular speeds

on Temple Hills Drive.

[A dozen Temple Hills residents attended the Parking, Traffic and Circulation Committee meeting of May 26, 2022. Five City persons and three policemen attended and made clear: 1) State law does not permit imaging auto license plates and fining speed violators. 2) Speed limits are calculated as a percentage of actual speeds so it is difficult to lower limits less than presently signed. 3) Budget constrains future City monitoring. Those in attendance reported that excessive speeding occurs among cars travelling up as well as down the hill; speeding drivers pressure and ridicule drivers obeying traffic speeds; skateboarders in groups of five or six are known to descend at speeds upward of 30 miles per hour; speeding cars are known to turn on to and drive on San Remo at excessive speeds and speed humps should be installed.] ♻️

What Happened to the Temple Hills Drive Walkway?

Temple Hills residents are concerned that the walkway along the south side of Temple Hills Drive has not been completed up to Palm Drive as planned over several years and argue that, given the danger of speeding and the City Council's removal of public pathways through the hill, pedestrian movement has been constrained and is dangerous. THCA sent the following appeal to the City Council on May 2:

Dear Laguna Council Members,

During the March 28th General Meeting of Village Laguna, a question was raised regarding the continuance of a sidewalk up Temple Hills Drive. The City Manager indicated that she was unsure of the status; however, she promised to follow up, which she did.

The response from Mark Trestik, City Engineer, was troubling. He indicated there were currently no plans to continue the sidewalk beyond its current termination at Rim Rock Canyon. This response came as a surprise to the Temple Hills Community Association (THCA), which has been working with the City for decades in efforts to create a continuous sidewalk all the way up the hill. To learn that there are currently no plans to fund this important safety feature for the residents of Laguna Beach who walk up and down this main thoroughfare is very frustrating.

THCA set forth its planning in 1975. It was presented before various City Councils since then. It included a walkway down one side of Temple Hills Drive. In recent years, a final walkway plan was resolved through a THCA committee of four persons who worked with the City's assistant engineer and determined where and how to locate the walkway from Dunning Drive up to the existing walkway well above upper San Remo Drive to Palm Drive. Funding

and construction were in two phases for the initial stretch from Dunning to Palm Drive. The first phase is complete, and we urge that your forthcoming budget fund this second phase that has been reviewed and approved for construction. Further, it is important that you determine future funding as soon as possible for the remaining stretch from Palm Drive up the hill to the sidewalk well above upper San Remo Drive.

Residents are deeply concerned. In your forthcoming budget planning, please consider THCA's request to reinstate plans for a continuous sidewalk in order to provide a safer environment for the Laguna Beach residents who use this route for pedestrian movement up and down the hill, including exercise, dog walking, walking children to bus stops, and so forth. — Temple Hills Community Association 📧

The Laguna Greenbelt, Inc. Today

By Norm Grossman

The Laguna Greenbelt was formed in 1968 with the goal of acquiring and preserving natural open space. The focus for the first two decades was on acquisition, culminating with the successful negotiations for the purchase of the 1,600-acre Laguna Laurel property from the Irvine Company in 1990. This property, when combined with protected open spaces from the surrounding communities, now forms a 22,000-acre natural greenbelt surrounding Laguna Beach.

With acquisition came the next challenge: preservation of the flora and fauna on these lands. Even though the 22,000-acre open space is roughly five times the size of Laguna Beach, this land is simply not large enough to support a diverse and thriving wildlife population. The current open space is basically a genetic island for many species, resulting in inbreeding that leads to poor health and, eventually, extinction.

Realizing the need to address this issue, the Laguna Greenbelt has been working for the last 30 years on promoting the concept of a wildlife corridor that would connect the coastal open space to the Cleveland National Forest on the eastern edge of Orange County. This effort received a major boost in 2013 when the city of Irvine adopted zoning for the Great Plan that included plans for a wildlife corridor. In 2018, Five Point, the developer for the Great Park, broke ground on a 2-½-mile, 600-foot-wide segment of what is now called the Irvine-Laguna Wildlife Corridor. This segment runs from the I-5 to the Cleveland National Forest. Groundbreaking is expected to occur next year.

Attention is now focused on the southern segment running from the I-5 into the Laguna Coast Wilderness Park. The current efforts are on identifying potential solutions to two “pinch-points” that impede wildlife movement. The major problem is finding a feasible solution for crossing the I-5, either over or under the freeway. The secondary problem is improving the function of the culvert under Bake Parkway. The Laguna Greenbelt has formed a science advisors committee with members from throughout the state to ensure that solutions are based on the most up-to-date science. Once that analysis is completed, hopefully in the next 18 months, efforts will begin to seek funding from government agencies, environmental organizations, and private donors.

For more information on the Laguna Greenbelt, please visit lagunagreenbelt.org. For more details on the Irvine-Laguna Wildlife Corridor, visit wildlifecorridor.com.

[Norm Grossman is president of the Laguna Greenbelt Inc.] 📧

THCA and the Greenbelt

THCA has closely followed the Laguna Greenbelt. First was a few years ago by joining with a coalition of 10 community organizations in opposition to a plan of the Army Corps of Engineers and the county of Orange to expend \$100 million in completely reconfiguring Aliso Canyon and Aliso Creek. The Laguna community, in general, argued for a plan compatible with the community's concern for the natural habitat and restoring Aliso Creek to a natural course. The project was withdrawn, but we believe that there should be a plan that relocates the sewage facilities in Laguna Niguel and removes the sewage pipe that runs down the middle of Aliso Creek.

Anne Christoph in the May 27 issue of the *Independent* points out that the recent Aliso Canyon fire led to the loss of 10 homes and damage to 11 because years ago the county failed in the 1970s to implement the approved setback of the homes built on the south rim above the canyon: “The chimney effect pushing flying embers into the air setting the houses along the edge ablaze... It would have been far cheaper to pay the developers not to develop — as we did in preserving the Laguna Greenbelt.” 📧

Laguna Residents' First Ballot Initiative

Overview: This ballot initiative uses provisions in the California state zoning laws to establish an overlay zoning district in Laguna's most visible and most used areas of our City. This new zone would consist of the areas within 750 feet of State Route 133 (Laguna Canyon) or State Route 1 (Coast Highway). The zoning described below will be established by a direct vote of the residents, and thus could only be amended by a direct vote of the residents. Voters in several other Southern California cities have already established similar provisions. >

Purpose: This ballot initiative is being circulated by Laguna Residents First (LRF), a grassroots political action committee promoting policies and programs that protect the unique value of Laguna Beach. LRF is for preserving the local environment here including the heritage and charm of Laguna. LRF believes that as the City evolves and changes with the times, major development projects should:

- Be unique, not part of large, monolithic developments.
- Be responsible, so that each project mitigates the impact it has on its neighbors, Laguna residents, and visitors. This includes areas such as traffic, parking, safety, scale, public safety, and aesthetic impacts.
- Be innovative in finding ways to honor the celebrated value of Laguna's look and feel.

The overlay zone only adds a layer of protection against truly large-scale development in the most visible and congested sections of town that would require voter approval for those impactful projects. It follows that involving voters in a meaningful way in large-scale development projects improves the quality of project proposals.

Importantly, it is designed to give developers a clear picture of the development opportunities here and take a more holistic approach to development proposals that will account for the unique setting that characterizes Laguna Beach.

Triggers Requiring Public Vote: Large-scale development that needs to be brought to the voters of Laguna Beach to be approved would be **triggered by any of the following conditions:**

- Worsens traffic by causing 200 or more additional daily trips.
- On-site parking that essentially does not meet the on-site parking requirements that have been in place for the last decade, allowing for all existing grandfathered spaces and other existing exemptions.
- A project that is over 22,000 square feet of floor space.
- Combines two or more lots to exceed 7,500 square feet of lot area (6000 square feet in downtown where lots are smaller). Combining a lot smaller than 1,200 square feet is exempted.
- Increasing height over what is permitted today, including the overall height of 36'.
- Creates a cumulative effect if, within the past eight years and within a half-mile radius, there are already several other new, large redevelopment projects. (This is the “Enough is Enough” provision that restricts several large-scale commercial developments in close proximity and in the same timeframe.)

For complete details, visit <https://lagunaresidents-first.org>

[This report was provided by David Raber, a founder of Laguna Residents First and active in THCA.] 📧

TEMPLE HILLS

COMMUNITY ASSOCIATION

P. O. Box 4913
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**We will have an Annual Meeting
this November 2022 and a
jubilant celebration of our
50th Anniversary in 2023!**

Come Join Us!

The Temple Hills Community Association, since our founding in 1972, has worked to improve the quality of life on our streets and in our neighborhoods, to help neighbors get to know one another, to help them interact with the City when property issues and neighborhood concerns arise, and to join together to address the bigger issues that affect us as a community.

Over the years, working together as a community,

- *we've prevented Temple Hills Drive from becoming a major regional thoroughfare joining with major streets in Aliso Viejo,*
- *encouraged the acquisition of hillside open space and the establishment of mini-parks,*
- *worked to facilitate safe pedestrian options,*
- *fought out-of-scale development and subdivisions,*
- *facilitated undergrounding in those areas of the hill where a majority of residents approved,*
- *provided a community voice to the City,*
- *fostered a tradition of great neighborhood parties.*

Are there any problems in your neighborhood? We'd like to know. What are your interests? Would you like to become more involved? There are opportunities on the Steering Committee and the Neighborhood Groups.

Come join with us. ♻️

THCA is back!

We last met in December 2019 and a few months later we were part of the pandemic that has impacted all of us in many ways. Thereafter we did not seek dues, but we did expend funds for the newsletter, legal expenses, and as part of the ten-group coalition concerned with Aliso Canyon. Official dues are \$25 per home, but we would welcome doubling that or more to cover two years of dues and to build our budget back to its normal level. Any amount is appreciated.

How to help THCA

Let us know who your new neighbors are so that we can include them in our mailing. Even though every house should get a newsletter, often it is addressed to the old owner and "resident." We would like to be more friendly by addressing it to the new owner and occupant. The City is unable to provide us these records in a timely manner so hearing from you would help us out.

The THCA newsletter is always happy to receive news and photos that might be of interest to the community.

Please contact THCA at laguna.thca@gmail.com.



THCA MEMBERSHIP DUES COUPON

Name (Please print) _____

Address _____

Phone _____

Email _____

Dues 2022 (\$25 per household) = \$ _____

Donation to THCA \$ _____

Total Enclosed = \$ _____

**Please mail this coupon with your check to
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