

CORRESPONDENCE

Jomsky, Mark

Subject: RE: 710 Freeway Opposition

From: Gary Ching [<mailto:garykching@aol.com>]

Sent: Sunday, July 22, 2012 11:05 PM

To: Bogaard, Bill; De La Cuba, Vannia; district1; Fuller, Margo; McIntyre, Jacqueline; Stone, Rhonda; Madison, Steve; Tornek, Terry; Beck, Michael; Dock, Fred

Cc: marlene.ching@gmail.com

Subject: 710 Freeway Opposition

Hello All,

We were recently informed by our neighborhood watch group that the San Rafael area is being considered for two 710 alternate routes. We were shocked to hear that the MTA was going to make a decision to eliminate seven of their twelve alternate routes on August 29, 2012. Receiving this information on such a late notice makes it hard for us to plan a course of action to oppose the routes in order to protect the beauty of the area we live in. When did the City of Pasadena learn about these routes and why wasn't anything communicated to the residents of the affected area?

We want you to understand that we adamantly oppose any 710 route through the west Pasadena area and would like you to support our position.

We moved into this area in 1997 because of the beauty of the area. Since living here we've learned that it's an extremely unique, serene and sort of the hidden jewel of Pasadena. On a regular basis we go on walks in the evenings in the neighborhood to unwind and relax after a busy day at work. All this will be jeopardized if the 710 alternative routes are allowed to move forward. We suggest you take a walk through the area to learn what we've learn in the past 14 years.

Some of our concerns are-

- The quality of life will be destroy for everyone in the area
- Air quality of the area will get worse, would it violate the clean air act?
- Will it comply with the environmental protection act?
- How does it address the historic preservation act?
- The noise generated from a freeway or highway will be unbearable, the back of our house is on avenue 64 and the noise is already bad, in the last few years the city has change the traffic flow on avenue 64 to slow down the cars. This would reverse the latest changes.
- Traffic in the area during rush hour times is already too much for the area
- Freeway or highway access to the area would make it easy for people to come to the area and it's a real possibility of an increase in crime
- There will be a huge financial impact to the residents who will lose their houses. Many residents will not be able to ever recover. To find a comparable place would cost more and their property taxes would likely increase.
- Property values for the entire area will be negatively affected with either route

-Emotional stress of worrying about our future in the area we live, we don't believe you can put a price on it.

When purchased our house in 1997 we carefully chose our location because it was far enough away from the 134 and 210 freeways. We looked at houses that were closer to both freeways but the noise from the freeways were too great.

Since we're fairly new to the 710 freeway issue we'd like your guidance on how we should proceed on addressing our concerns. What can we do and what can the city do to protect all of us from allowing the 710 alternate routes to continue to be consider in our area.

We look forward to hearing back from you regarding our concerns.

Thank you for taking the time read our email.

Best regards,

Gary and Marlene Ching
1355 Annandale Ter
Pasadena, CA 91105
626 484-4320-m

Jomsky, Mark

Subject: RE: City Council - 30 July - 710 Extension

From: Weston DeWalt [mailto:weston.dewalt@gmail.com]
Sent: Friday, July 27, 2012 11:45 AM
To: Lakeview Neighborhood United; no710@srnapasadena.org; president@wpra.net
Cc: Bogaard, Bill; Madison, Steve
Subject: City Council - 30 July - 710 Extension

This afternoon - at their request - I will be meeting with members of an extended family that owns adjacent houses on Avenue 64, one of them recently remodeled extensively so that a son could live near his aging parents. As seems to be the case with so many Avenue 64 residents from whom we have been hearing, they say that prior to our recent efforts they knew nothing of Avenue 64 being associated with 710 extension proposals and that they were never notified of that fact by Caltrans/Metro. No handbills; no letters; no phone calls; no emails; nothing.

These individuals are but a few of those from whom I have heard this past week - total strangers who have contacted me by phone and email, alarmed by the impending threat to Pasadena neighborhoods and the seeming desire of City Councilmembers to take protective cover under the provisions of the City ordinance brought about by the passage of Measure A in 2001, a measure whose strictures have been seriously questioned by lawyers in our community and by Councilman Madison, himself a lawyer. In one of the more anguished calls I received, a frustrated senior citizen who lives immediately west of Avenue 64 said of City Council: "You know they just don't get it that the City can't be run like a Country Club." In an email I received, a Pasadena resident said: " I may not live on the proposed 710 route- I'm on the east side of the arroyo- but, realize that any route that cuts through Pasadena and South Pasadena will irreversibly devastate historical and residential neighborhoods." She went on to offer her thanks to letter writers and neighborhood groups, saying that she thought it was incredibly important the City Council members and City officials know "they are being watched, that their promises are being monitored, and that the issue of the 710 extension is of vital importance to all of us. The 710 extension will not only adversely impact the neighborhoods slated to be destroyed, it will alter our entire city."

Some of you have asked about how it was that South Pasadena was so successful in holding off the unwanted advances from Caltrans/Metro. In my ongoing research into the history of Measure A and its subsequent impact, I came upon this article, which might help answer that question. It offers an example of what a city truly committed to the well-being of its citizens can do. -

<http://bhcourier.com/how-south-pasadena-fought-and-won-its-battle-to-survive-against-caltrans-and-metro-2/2011/08/09>

I am planning to offer public comments at the Monday, 30 July meeting. I understand that members of the family with which I am meeting will also be in attendance. I am hopeful that we will be joined by others.

Onward!

Weston

Weston DeWalt
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Research | Investigation | Analysis
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Flores, Silvia

From: "Beck, Michael" <mbeck@cityofpasadena.net>
Date: August 2, 2012 8:30:53 PM PDT
To: Kirsten Harbers <ksharbers@mac.com>
Cc: "Jomsky, Mark" <mjomsky@cityofpasadena.net>
Subject: Re: Concerns Regarding Proposed SR710 Alternatives

Kristen,

Thanks for sharing your concerns. I am copying the City Clerk so that your note can be included as part of the public record for the City Council discussion on the 710 scheduled for Monday, August 13th at 6:30 PM at the Pasadena Conference Center.

...Michael

Michael J. Beck
City Manager
City of Pasadena
(626) 744-4333

On Aug 2, 2012, at 3:13 PM, "Kirsten Harbers" <ksharbers@mac.com> wrote:

Dear Mr. Beck,

As residents and taxpayers who would be directly affected, we are writing to express our strong opposition to proposed Alternatives F-5, F-6, F-7, and H-2, which would expand the SR-710 through Southwest Pasadena. The four Alternatives would destroy a beautiful, historic neighborhood and have a negative impact on the health and wellbeing of all the people who call this area home.

Proposals F-5, F-6, and H-2 Would Devalue Countless Historic Properties

We live at 549 La Loma Road, within three blocks of the location where Alternatives F-6 and F-7 would expand SR710. Our house was built in 1874 and is the oldest wood and plaster house still intact in Pasadena. It also served as the first schoolhouse in Pasadena. It is one of many historic landmarks in the area that would be adversely affected if Alternatives F-5, F-6, F-7, or H-2 were to be implemented. In fact, the 500-700 blocks of La Loma Road are classified as a National Register District.

Historic homes are a valuable part of Pasadena's heritage. But as with many old homes, they can be expensive to maintain. If you proceed with Alternatives F-5, F-6, F-7, or H-2, you will destroy numerous properties and cause a drastic decline in the value of the remaining properties, including the historical homes. A

decline in value will undermine the property owners' ability to pay for necessary maintenance and upgrades. It will also drastically reduce Pasadena's tax base. The ultimate result will be destruction of the neighborhood and the loss of Pasadena's heritage.

Alternatives F-5, F-6, and H-2 Will Cause Long-lasting Harm to the Residents' Health

Countless studies conducted by respected institutions such as the University of California Los Angeles, the University of Southern California, and the University of California Berkeley have shown that living near freeways is associated with increased rates of asthma, respiratory diseases, cardiovascular diseases, and premature death.[1] A 2009 study conducted by environmental health researchers at UCLA determined that the pollution effects from freeways extend as much as 1.5 miles downwind.[2] These negative effects would not be ameliorated if the freeways were to go underground because of the high concentration of pollutants at the tunnel entry and exit points.

Children and those with compromised immune systems—such as the elderly and the sick—are particularly susceptible to the freeway toxins.[3] This is particularly troubling in our neighborhood where almost forty percent[4] of the residents are 55 and older and thousands of patients at the Huntington Memorial Hospital would be directly across the street from the freeway expansion proposed by Alternatives F-6 and F-7. The neighborhood also contains a number of schools, including Sequoyah School (K-8), Pacific Oaks Children's School (pre-K), Westridge School (4-12), Mayfield Senior School (9-12), the Waverly School (Pre-K-12), Hillside Education Center (1-12), Maranatha High School (9-12), and Charter Co-Op Nursery School (Pre-K).

There is no question that Alternatives F-5, F-6, F-7, and H-2 would bring more traffic and more pollution to the area. There is no question that this traffic would have a negative impact on residents' health. It is also indisputable that Alternatives F-6 and F-7 would expose the thousands of children and adults who seek care at Huntington Memorial Hospital, as well as the children at nearby schools, to higher levels of toxins and pollutants.[5]

As the parents of three young children—one of whom has been diagnosed with asthma—we strongly oppose the proposed highway expansions proposed by Alternatives F-5, F-6, F-7, and H-2. Rather than destroying our beautiful neighborhood and exposing the residents to known toxins, it is time for the government to consider other, more environmentally conscious options—including Rail options—that will help California make progress toward a better, more sustainable future.

Sincerely,

Kirsten Harbers and Josh Kreinberg

549 La Loma Road
Pasadena, CA 91105

[1] Doug Brugge et al., "Near-highway pollutants in motor vehicle exhaust: A review of epidemiologic evidence of cardiac and pulmonary health risks," *Environmental Health Journal*, Aug. 9, 2007 (available at <http://www.ehjournal.net/content/6/1/23/>)

[2] Sarah Anderson, "Air pollution from freeway extends further than previously thought," *UCLA Newsroom*, June 10, 2009 (available at <http://newsroom.ucla.edu/portal/ucla/air-pollution-from-freeway-extends-93857.aspx>)

[3] Rob McConnell, et al., "Traffic, Susceptibility, and Childhood Asthma," *Environmental Health Perspectives*, Vol. 114, No. 5, May 2006 (available at <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1459934/pdf/ehp0114-000766.pdf/?tool=pmcentrez>)

[4] Pasadena, CA 91105 Demographics Summary (available at http://www.clrsearch.com/Pasadena_Demographics/CA/91105/)

[5] Tanjima Pervin et. al, "Societal costs of air pollution-related health hazards: A review of methods and results," *Cost Effectiveness and Resource Allocation*, Sept. 2008, (stating that "numerous studies have shown that certain groups of vulnerable people (e.g. elderly people, children, and those with underlying disease) are at greater risk of being affected by air pollutants") (available at <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2553058/>)

[6] J.A. Romley, A. Hackbarth and D.P. Goldman, "The Impact of Air Quality on Hospital Spending," RAND Corporation, TR-777-WFHF, 2010 (available at http://www.rand.org/pubs/technical_reports/TR777/)

[7] J.A. Romley, A. Hackbarth and D.P. Goldman, "The Impact of Air Quality on Hospital Spending," RAND Corporation, TR-777-WFHF, 2010 (available at http://www.rand.org/pubs/technical_reports/TR777/)

[8] Environmental Working Group, "Smoggy Schools: Health Impacts & Economic Costs," Apr. 20, 2005 (available at <http://www.ewg.org/book/export/html/8634>)

Jomsky, Mark

From: Beck, Michael
Sent: Monday, July 30, 2012 7:02 AM
To: Kathleen Interian
Cc: Jomsky, Mark
Subject: Re: Opposition to SR710 Alternatives

Kathleen,

Thank you for sharing your concerns. I will forward your email to the City Clerk so that it will be included in the comments for the City Council 710 workshop scheduled for August 13th. We will be moving the City Council meeting to the Convention Center to accommodate additional audience seating.

...Michael

Michael J. Beck
City Manager
City of Pasadena
(626) 744-4333

On Jul 29, 2012, at 11:08 PM, "Kathleen Interian" <interiangirls@sbcglobal.net> wrote:

We have been informed of the CalTrans/Metro proposal to expand/extend SR 710 through the San Rafael neighborhood of Pasadena. Our family vehemently opposes any and all alternatives in doing this, particularly F-5 and H-2.

We purchased our property at 1414 La Loma Road just two years ago. We expected to raise our three daughters in a safe community environment, close to their school, with neighbors and other children around. This community is peaceful, clean, close-knit, and safe. It is an enclave for our families.

To place a freeway through the center of our homes, whether it is four lanes or twelve lanes, decimates the tranquility of this neighborhood.

We cannot abide our children being raised in an excessively noisy environment, with rampant pollution, unsafe access from major freeways while watching our property values plummet. Having just purchased our home for over \$1 Million such a short while ago, we cringe to think of the loss we will suffer if a highway is built just steps from our neighborhood. It is contrary to the future we had envisioned and worked very hard to accomplish.

Most importantly, the health and safety risks are immense for growing children. I reference the study conducted by the Keck School of Medicine at USC, which you also document in your research. The study establishes the link between children's health and exposure to traffic-related pollution. This concern cannot be overstated.

We will continue to fight against any alternatives proposed by CalTrans/Metro that destroys the small peaceful and beautiful community of San Rafael in Pasadena.

We consider this issue paramount in our decision-making for the next election. Our tax dollars, along with those in our neighborhood, are substantial. We expect that you will join us in actively fighting the destruction of our community.

Arturo & Kathleen Interian

Jomsky, Mark

To: Beck, Michael
Subject: RE: Strong opposition to SR-710 alternatives

From: Stephen Lebowitz <slebowitz@me.com>
Date: July 27, 2012 1:04:06 PM PDT
To: <mbeck@cityofpasadena.net>
Subject: Strong opposition to SR-710 alternatives

Dear Mr. Beck,

As a resident of West Pasadena, I strongly oppose any consideration of the SR-710 alternatives routed through the San Rafael area of southwest Pasadena, whether they be surface or subsurface. Any and all of these proposed routes present grave threats to the integrity, beauty, and quality of life of the affected neighborhoods and will permanently diminish, if not destroy, the character of these residential areas.

I would urge you to direct whatever effort is necessary to block the further implementation of these proposals, for the sake of the residents who will be so severely impacted.

Thank you.

Sincerely,

Stephen H. Lebowitz, MD
814 S Arroyo Blvd
Pasadena, CA 91105

Jomsky, Mark

From: Beck, Michael
Sent: Sunday, July 29, 2012 1:05 PM
To: Christine
Cc: Jomsky, Mark
Subject: Re: Proposed 710 Freeway Extension: Alternatives F-5 and H-2

Christine,

Thank you for sharing your concerns. I will forward your email to the City Clerk so that it will be included in the comments for the City Council 710 workshop scheduled for August 13th. We will be moving the City Council meeting to the Convention Center to accommodate additional audience seating.

...Michael

Michael J. Beck
City Manager
City of Pasadena
(626) 744-4333

On Jul 29, 2012, at 10:26 AM, "Christine" <chrisolsen2@charter.net> wrote:

RE: Proposed 710 Freeway Extensions: Alternatives F-5 and H-2

Ladies and Gentlemen:

We have resided in Pasadena for 35 years and are writing to register our adamant opposition to the extension of the 710 Freeway by means of proposed Alternatives F-5 and H-2 which will devastate our long-established community.

Although the information available concerning Alternatives F-5 and H-2 contained on the Metro website is superficial and undoubtedly reflects the limited opportunities for public participation thus far in the process, the damage and destruction to a large portion of southwest Pasadena following the adoption of either of these alternatives is clear: it will cause the obliteration of what are today integrated, thriving neighborhoods; it will disrupt and displace thousands of individuals and families living in these neighborhoods; and it will demolish and destroy many historic Southern California structures and landmarks. The adverse impacts of the adoption of these ill-conceived proposals will not be limited to the neighborhoods directly affected. Adjacent neighborhoods will be blighted by massive increases in pollution, noise and traffic; the destruction of the many churches, schools and libraries required by the adoption of these proposals will disrupt families and relationships in Pasadena and other communities well beyond the neighborhoods in the immediate path of Alternatives F-5 and H-2; and the elimination of so many homes and businesses will adversely impact the Pasadena community's tax base at a time when it can ill afford such a loss.

Furthermore, we are appalled at the lack of transparency and opportunity for public comment in this process. It is only very recently that the public has become aware that Alternatives F-5 and H-2 are under consideration by CalTrans and yet, by the end of this August, with virtually no opportunity for input by the affected communities, these alternatives may well be on the list of five "finalists". This will have (and may already have had) an immediate, negative impact on the expectations and plans of the individuals living in these neighborhoods - property values will be depressed or destroyed by the mere possibility that the area will become the 710 Freeway extension. Apparently it is not enough that CalTrans has already seized and allowed to deteriorate and decay over 500 properties in Pasadena, South Pasadena and El Sereno in pursuit of this project. Additional neighborhoods need to be destroyed in support of a project that will principally benefit private trucking companies and highway construction interest groups.

Given the lasting damage and destruction that will be caused to our community by the proposed extension of the 710 Freeway by means of Alternatives F-5 and H-2 and the existence of less invasive and disruptive alternatives to relieving congestion at the current terminus of the 710 Freeway, we are adamantly opposed to

Alternatives F-5 and H-2. We cannot ignore this unconscionable and unnecessary assault on our community. We will oppose it every step of the way and we urge our public representatives to do likewise.

Sincerely,
Christine M. Olsen
Henry J. Gibbons

Jomsky, Mark

To: Beck, Michael
Subject: RE: no on 710

From: Leahy, Arthur [<mailto:LEAHYA@metro.net>]

Sent: Monday, July 30, 2012 1:31 PM

To: Debra O'Neill

Cc: Sullivan, Noreen; Quon, Frank; Tornek, Terry; Beck, Michael; michael.miles@dot.ca.gov; Smith, Michelle; Dock, Fred; garrett.damrath@dot.ca.gov; district1; fifthdistrict@lacbos.org; De La Cuba, Vannia; Madison, Steve; wjmcintyre@cityofpasadena.net; ron.kosinski@dot.ca.gov; McAustin, Margaret; bbogard@cityofpasadena.net

Subject: Re: no on 710

Thanks for your email. We'll include your input in our analysis.

Art Leahy
Fight On!

On Jul 30, 2012, at 12:13 PM, "Debra O'Neill" <dloneill@hotmail.com> wrote:

July 30, 2012

We are longtime residents of District 6 and are adamantly opposed to alternate routes H-2 and F-5 proposed in Zone 3 of Southwest Pasadena as an extension of the 710. These 2 alternate routes not only appear to have been recently added they may also be selected as early as the end of this August. Caltrans has already seized, and destroyed in various ways, over 500 properties in Pasadena, South Pasadena and El Sereno in the ridiculous pursuit of this project. We all know that the principal beneficiaries of this massive construction project will be private trucking companies, foreign container companies and highway construction groups. The lasting damage from this boondoggle (to mention a few) will be property devaluation therefore lack of property taxes, pollution, crime and destruction of whole communities. There exists less invasive and disruptive alternatives than H-2 and F-5. We will not ignore this unconscionable and unnecessary assault on our neighborhood and in conjunction with our neighbors and neighborhood associations (whom have already sent letters) will fight it every step of the way. We expect our public representatives to do likewise.

Respectfully,
Debra L. O'Neill
Howard Rosenblatt

Jomsky, Mark

To: Beck, Michael
Subject: RE:

From: Lynn Rapaport <lr004747@pomona.edu>

Date: July 27, 2012 12:57:40 PM PDT

To: "ttornek@cityofpasadena.net" <ttornek@cityofpasadena.net>, "mbeck@cityofpasadena.net" <mbeck@cityofpasadena.net>, "fdock@cityofpasadena.net" <fdock@cityofpasadena.net>

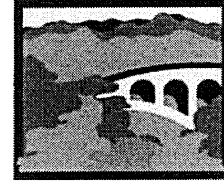
Dear Councilmembers,

As a resident of West Pasadena, I am totally opposed to the proposed freeway extensions (particularly F6, F7, F11, and F5). This would have a negative impact on the quality of life and neighborhood that Pasadena treasures. It would also negatively impact the Arroyo and its communities, which are Pasadena landmarks. When Los Angeles has such poor public transportation, it makes more sense to try to improve that then to add to the increase of freeways and freeway congestion. This freeway extension proposal seems very short-sighted, and more focus should be placed on increasing public transportation. Moreover, none of this should be at the expense of the high quality and beauty of the Arroyo and its surrounding communities.

The freeway extensions proposed in these areas will be extremely damaging to Pasadena, and I oppose them!

Best wishes,
Lynn Rapaport
814 S. Arroyo Blvd.
Pasadena, CA 91105

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SAN RAFAEL
NEIGHBORHOODS ASSOCIATION

July 27, 2012

Via E-Mail & First Class Mail

Michael Miles
Director, Caltrans District 7
100 S. Main Street
Los Angeles, CA 90012

Frank Quon
SR-710 Study
One Gateway Plaza
Los Angeles, CA 90012

Arthur T. Leahy
Chief Executive Officer, Metro
One Gateway Plaza
Los Angeles, CA 90012

Michelle Smith
Director SR-710 Study
One Gateway Plaza, Mail Stop: 99-22-9
Los Angeles, CA 90012

**Re: San Rafael Neighborhoods Association Concerns Regarding
SR-710 Study And Proposed Alternatives**

The San Rafael Neighborhoods Association (SRNA) strongly opposes any SR-710 freeway and highway proposals that would result in the destruction of Pasadena homes, businesses, parks, schools, and open space. We join in the multitude of concerns raised by the West Pasadena Residents Association in their letter to you dated July 19, 2012, and we support the efforts of other organizations that are dedicated to protecting all of Pasadena's rich historical and cultural heritage from poorly conceived highway schemes. We also have very serious concerns about the wasteful expenditure of taxpayer money on projects that would cause needless harm to our community and to our neighboring communities.

The SRNA's mission is to represent the interests of Pasadena residents who live west of the Arroyo Seco and south of the 134/Ventura Freeway. Although we share many concerns with our neighboring communities, we wish to express our particular concerns with two proposals that would devastate our neighborhood – proposals H-2 and F-5.

The process used to include proposals H-2 and F-5 as Alternatives in the SR-710 Study was seriously flawed. While some effort was made to notify our community generally that the 710 was being "studied" through the Metro "open houses" in May, no notice was given that these open houses would unveil alternative routes into neighborhoods that, until now, had never been in the proposed path of the 710 Freeway. Moreover, the open houses were superficial in how they presented the effects on our neighborhoods.

Attendees left with little understanding of the details of each Alternative, and often with more questions than answers. Indeed, it was only through our independent review of hundreds of pages of highly technical documents (some of which were only made public a week ago) that anyone in our neighborhood had any idea that Metro was proposing the wholesale destruction of entire blocks of our homes.

By our estimates, more than 200 west Pasadena homes and businesses are threatened with destruction between the H-2 and F-5 proposals. Certainly, no one in our neighborhood was advised of that before or during any of Metro's "open houses." We have yet to find any "notice" that told residents of our neighborhood that their homes, businesses, parks, and school yards would be destroyed.

In any event, the H-2 and F-5 Alternatives simply make no sense. They would be built on land that the state does not own, and through neighborhoods that were never in the 710 Freeway route. Although the F-5 proposal is promoted as a "tunnel" alternative, it would require more than $\frac{3}{4}$ of a mile of "cut and cover" and above-ground construction through the middle of our neighborhood. The H-2 proposal would cut off neighborhood streets, isolating residents from their neighbors and essential public services. Both the H-2 and F-5 would expose our neighborhood to unacceptable levels of noise, pollution, and traffic.

The H-2 and F-5 Alternatives also would require very steep grades, cross known earthquake faults, and require bridging or tunneling under the environmentally sensitive Arroyo Seco. Both alternatives would interfere with natural streams and lakes and run through areas with significant groundwater.

Neither the H-2 nor F-5 Alternative would terminate at the existing 710/210/134 Interchange. Rather, both would require traffic to merge onto the existing 134 Freeway and then again onto the 210 Freeway. In addition to taxing the capacity of the 134 Freeway and interfering with the east-west movement of traffic, the routes would force drivers to make multiple transitions between freeways over a relatively short distance, increasing traffic congestion and raising serious safety concerns. No mention has been made as to how the existing 134 Freeway bridge over the Arroyo Seco and 710/210/134 interchange would handle this additional transitioning traffic.

The H-2 or F-5 Alternatives would cost billions of dollars, either in taxpayer money, or in tolls paid to private bondholders who we will all end up paying at least indirectly. There are many important transportation projects within Los Angeles County that both are in need of funding and have widespread community support. There is no justification for spending billions of scarce dollars to build highways of questionable utility through communities that do not want them.

In short, the H-2 and F-5 Alternatives are non-starters. They should be dropped from consideration immediately.

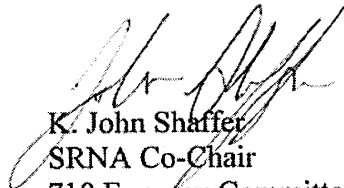
We further ask that the SR-710 Study process be extended by at least 90 days, so that interested parties can have more time to consider the proposed Alternatives and to provide input. As noted, we share the concerns of our neighboring communities that the entire SR-710 Study process is flawed. The negative consequences of these proposals have not been adequately shared with our community, or with the many other communities that may be affected.

The SRNA believes that it would be a tragic mistake for Metro to proceed to the draft Environmental Impact Study/Report (EIS/EIR) stage without further notice and consideration of the Alternatives that would be compared in the draft EIS/EIR. The inclusion of flawed Alternatives in the EIS/EIR will render the entire process a waste of time and taxpayer money, while subjecting thousands of citizens to stress, legal processes, and declining property values while their homes and businesses stand in the path of possible destruction. The exclusion of better Alternatives from the EIS/EIR process (including, for example, Gold Line improvements between Pasadena and Los Angeles, which have not even been considered by Metro) likewise will render the EIS/EIR a pointless, and wasteful, exercise.

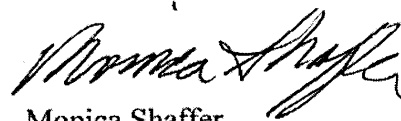
In summary, we find it wholly unreasonable for Metro to have included Alternatives F-5 and H-2 as potential routes for the SR-710 extension. We ask that you immediately remove them from consideration. If you do not, then be assured that we will fight these Alternatives and will do whatever is necessary to protect our San Rafael neighborhoods.



Ron Paler, M.D
SRNA President



K. John Shaffer
SRNA Co-Chair
710 Freeway Committee



Monica Shaffer
SRNA Co-Chair
710 Freeway Committee

VIA FIRST CLASS MAIL

Michael Miles
Director, Caltrans District 7
100 S. Main Street
Los Angeles, CA 90012

Frank Quon
SR-710 Study
One Gateway Plaza
Los Angeles, CA 90012

Arthur T. Leahy
Chief Executive Officer, Metro
One Gateway Plaza
Los Angeles, CA 90012

Michelle Smith
Director SR-710 Study
One Gateway Plaza, Mail Stop: 99-22-9
Los Angeles, CA 90012

Garrett Damrath
Caltrans District 7
100 S. Main Street
Los Angeles, CA 90012

Ron Kosinski
Chief Environmental Officer
California Dept. of Transportation
100 S. Main Street
Los Angeles, CA 90012

VIA E-MAIL

Department of Transportation/Metro

Michael Miles
Ron Kosinski
Garrett Damrath
Arthur Leahy
Frank Quon
Michelle Smith

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City of Pasadena

Mayor Bill Bogaard
Vice Mayor Margaret McAustin
Councilmember Victor Gordo
Councilmember Chris Holden
Councilmember Steve Madison
Councilmember Gene Masuda
Councilmember Jacque Robinson
Councilmember Terry Tornek
City Manager Michael Beck
Transportation Director Fred Dock

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mbeck@cityofpasadena.net
fdock@cityofpasadena.net

Jomsky, Mark

To: Beck, Michael
Subject: RE: SR-710 Alternatives

From: Arnold Siegel [<mailto:arnold.siegel@gmail.com>]

Sent: Monday, July 30, 2012 6:20 PM

To: leahya@metro.net; quonf@metro.net; smithm@metro.net; Bogaard, Bill; De La Cuba, Vannia; district1; Fuller, Margo; McIntyre, Jacqueline; Stone, Rhonda; Madison, Steve; Tornek, Terry; Beck, Michael; Dock, Fred; Mike.Mills@dot.ca.gov; Ron.Kosinski@dot.ca.gov; Garrett.Damrath@dot.ca.gov

Subject: SR-710 Alternatives

Ladies and Gentlemen,

I am writing to voice my opposition to the alternatives of routing SR-710 through Southwest Pasadena and the San Rafael area. I am opposed to both the surface and tunnel alternatives either along Avenue 64 or the tunnels under South Pasadena, ending at Sequoyah School. These alternatives would have catastrophic effects on long established neighborhoods, schools, businesses and other institutions along either route. In addition, the noise, air pollution, and traffic congestion would be monumental.

I have lived close to the Seco/ Mountain Street exit of the I-210 freeway since it opened. We have endured the endless increase in traffic, particularly truck traffic, along the 210. Traffic has only gotten worse since the 210 was opened to San Bernardino. Most of the time the eastbound entrance at Seco Street is backed up. I hate to imagine what would happen if any of these alternatives were actually built. Because of the traffic noise, we rarely open our windows during the warm weather. We would probably be unable to use our backyard at all if the traffic increased.

If the trucking industry needs additional access to the ports, then it should use trains. Use the money to complete the Alameda Corridor Eastern extension so that freight from the port can head east to join the rest of the freight rail system. At a time when both the Governor of California and the Mayor of Los Angeles have focused on improving rail transportation in California, it seems absurd that we would still be considering a highway project with a huge price tag, devastating effects on neighborhoods, and unmeasurable environmental impacts.

Sincerely,

Arnold I. Siegel
1030 Prospect Boulevard
Pasadena CA 91103-2810

Jomsky, Mark

Subject: RE: 710 Extension proposals

From: Joan Terry [<mailto:jterry88@charter.net>]

Sent: Monday, July 30, 2012 10:21 AM

To: 'Ron Paler'; 'Woods,Randall'; 'ron kaye'; 'Danz, Nadine'; 'Stan Clark'; 'susana and erick herring'; b.j.bailey@sbcglobal.net; Bogaard, Bill; Madison, Steve; ttornek@cityofpasadaena.net; McAustin@cityofpasadena.net; 'Michael Loya'; Beck, Michael

Subject: FW: 710 Extension proposals

(just a partial list of recipients – please forward to any that I missed.)

From: Joan Terry [<mailto:jterry88@charter.net>]

Sent: Monday, July 30, 2012 10:11 AM

To: 'Sr710study@metro.net'

Subject: 710 Extension proposals

What part of “NO” do you people not understand!? And how many times must the residents of this neighborhood have to step up and protect what is a first class, highly desirable, residential neighborhood - the likes of which are rapidly giving way to overdevelopment and bad planning?!

PLEASE, PLEASE give careful (re)consideration to these ill-conceived proposals that, if implemented, will permanently and irretrievably diminish the integrity and value of the properties that lie in their path in what amounts to a “taking” by bureaucratic fiat.

Joan Terry
232 Glen summer Road
Pasadena 91105

August 6, 2012

To: The members of the Pasadena City Council:

It is my sincere hope that in the years I have left on this earth, a week will pass when I am not again called upon to defend the integrity and sense of place that my home in West Pasadena now enjoys.

For reasons unclear to me, this first-class neighborhood is continually under threat of a developer (or series of developers) desiring to flood this neighborhood with hundreds of condominiums, run a freeway down Pasadena Avenue, then down Orange Grove, take away our fire station and, more importantly, its fire engine and, most recently, extend the 710 Freeway directly through what could be 100's of homes along Ave. 64 and its environs – including, not incidentally, my home on Glen Summer Road.

What is even more appalling is the silence of this council in going “on record” to express both to Metro and Caltrans, its vehement objection to these “alternatives” (F-5 and H-2). Only Councilman Madison has lodged, somewhat belatedly, his objection. As far as I can tell, the rest of you have remained mostly silent or neutral on this issue, relying, I guess, on the collective voice of the community and its homeowner associations to plead on behalf of reason, good planning and preservation of one of the most desirable communities in all of Pasadena!

I wonder, if a straw vote were taken today, what each of your positions would be in this respect or if you lack the temerity to take a public stand on behalf of this community. Or perhaps you're all so intimidated by the Big Wigs in Sacramento or the Metro bunch that you fear incurring their ill-will and the consequences. Or perhaps you regard this controversy as limited to District 6 and, therefore, *none of your business*. I would only remind you that you serve the City of Pasadena, including District 6 and your own, and that serving the good of this City - this entire City – is part of your job description.

Respectfully,

Joan Terry

232 Glen Summer Road

Jomsky, Mark

To: Beck, Michael
Subject: RE: 710 Freeway Extension

From: Ann Woods [<mailto:ann.woods@mcbreo.com>]

Sent: Monday, August 06, 2012 10:28 AM

To: Bogaard, Bill; Bogaard, Bill; De La Cuba, Vannia; district1; Fuller, Margo; McIntyre, Jacqueline; Stone, Rhonda; Madison, Steve; Tornek, Terry; Beck, Michael; Dock, Fred; 'Michael Mills'; 'Ron Kosinski'; 'Garrett Damratt'; 'assemblymember.portantino@assembly.ca.gov'; 'talin.mangioglu@sen.ca.gov'; 'fifthdistrict@lacbos.org'

Subject: 710 Freeway Extension

Please do not consider the San Rafael Neighborhood for any alternatives for the 710 Freeway extensions. It would devastate a well-established neighborhood and destroy our community that I've lived in for more than 30 years.

Ann Woods

Director of Sales and Marketing

Michaelson, Connor & Boul, Inc.

714-230-3612

ann.woods@mcbreo.com

www.mcbreo.com

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Jomsky, Mark

To: Beck, Michael
Subject: RE: Stop the 710 Fwy in San Rafael Neighborhood

From: Christy [<mailto:christyewoods@gmail.com>]
Sent: Monday, August 06, 2012 3:15 PM
To: Beck, Michael
Subject: Stop the 710 Fwy in San Rafael Neighborhood

City Manager Beck,

Please OPPOSE any effort to demolish homes and create a freeway through the southwest Pasadena neighborhoods.

I feel that any further consideration of the Avenue 64/West Pasadena alternatives will ruin the entire San Rafael area. I grew up on Glen Summer Road and my parents still live in the same house they've owned for the past 35 years. The feeling of community in the West Pasadena/San Rafael area is unsurpassed. In fact, many of my friends have decided to buy homes and raise their families where we grew up. The concept of a new interchange, and bridging or tunneling under the Arroyo Seco will ruin the San Rafael area and have a grave impact on the lives of hundreds of residents. I vehemently oppose the proposed plan to extend the freeway through West Pasadena and I hope you will too.

Regards,
Christy Woods

Jomsky, Mark

To: Beck, Michael
Subject: RE: 710 ALternatives

From: Woods, Randall [<mailto:Randall.Woods@colliers.com>]
Sent: Monday, August 06, 2012 10:28 AM
To: Beck, Michael
Subject: 710 ALternatives

I feel that any further consideration of the Avenue 64/West Pasadena alternatives will ruin the entire Southwest Pasadena area. The most direct route and least expensive to complete is the route that will meet the ALREADY CONSTRUCTED interchange at the 210/134/710, and the concept of a new interchange, and bridging or tunneling under the Arroyo Seco is absolutely ridiculous.

Please OPPOSE any effort to demolish homes and create a freeway through the southwest Pasadena neighborhoods.

R. Randall Woods

Vice President

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