

SR-710

CORRESPONDENCE



SEQUOYAH
SCHOOL

A community of learners

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CITY CLERK
CITY OF PASADENA

Mark Jomsky
Office of the City Clerk, Pasadena
100 N Garfield Avenue, Room S228
Pasadena, CA 91005

Dear Mr. Jomsky:

August 11, 2012

On behalf of the Sequoyah School community, this letter is written as a response to the 12 alternatives proposed in the **SR 710 Study Alternative Concepts Overview: Initial Alternative Concepts** prepared by Metro. Given the conceptual and summary nature of materials presented by Caltrans and Metro to date, our response should be understood to be provisional until more detailed technical analysis is forthcoming in October.

After reviewing the range of alternatives presented, Sequoyah favors those scenarios described in the **No Build and Bus Rapid Transit and Light Rail Transit (5.5) alternatives. Sequoyah opposes any alternative that would rend the fabric of vital, established and historic neighborhoods.** Sequoyah favors further study of alternatives which are particularly strong in minimizing environmental impacts while providing transportation connectivity. Sequoyah notes that Metro's own **Alternative Concepts Overview** describes bus rapid transit routes and light rail scenarios as serving both those purposes.

Sequoyah School is located at 535 S. Pasadena Avenue. Sequoyah, along with other schools, churches, convalescent homes and medical centers, is one of many institutions situated in or adjacent to proposed alternatives that provide valuable and essential services to the citizens of Pasadena and surrounding regions.

Sequoyah's campus is located on the corner of Pasadena Avenue and California Boulevard in southwest Pasadena. The school has leased the property from Caltrans since 1972. The architecturally significant property, noted for its Craftsman and mid-century-modern buildings, was originally part of the Neighborhood Church, which first leased space to Sequoyah in 1958. In anticipation of the construction of the 710 freeway the original church was razed in 1974, leaving the parsonage, children's chapel and religious education buildings. Sequoyah's 2.35-acre campus incorporates these remaining buildings.

Immediately north of the complex is an unfinished portion of the Route 710 Freeway that connects to the Route 134 and the Route 210 freeways. Immediately to the south and west is the Markham Place Historic District, a collection of early 20th-century homes.

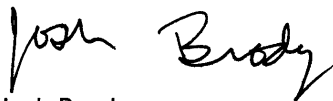
The Sequoyah campus complex consists of four buildings, a Craftsman former parsonage (1910), the mid-century modern Nursery School (1948), Children's Chapel (now known as the Library, 1954), Religious Education Building (known as the Milliken Building, 1956). Garrett Eckbo, an influential modernist

landscape architect who later became Dean of the Architecture school at UC Berkeley, designed the landscape scheme. Renowned architectural photographer Julius Shulman photographed the buildings and landscape. His photographs are archived at the Getty Center.

The State Historic Properties Office has designated the Nursery School Building, Children's Chapel and Religious Education Building as individually eligible for inclusion in the National Register. The former Parsonage remains a contributor to the Markham Place Historic District. Boundaries for the Markham Place Historic District have been expanded to include 535 S. Pasadena Ave.

The Sequoyah community advocates for transportation alternatives that result in the release of properties along the designated SR -710 route. Releasing the properties for sale would result in increasing private ownership, responsible preservation of historic properties, and revitalization of neglected housing stock, sidewalks and streets. Sequoyah will continue to follow developments in the State Route 710 Study.

Sincerely,

A handwritten signature in black ink that reads "Josh Brody". The signature is written in a cursive, slightly slanted style.

Josh Brody

Director, Sequoyah School

cc: Steve Madison, Pasadena City Council

Jomsky, Mark

From: William Kea <wmpkea@yahoo.com>
Sent: Monday, September 03, 2012 12:53 PM
To: Jomsky, Mark
Subject: Objection to SR710

While I cannot be present for the very important city counsel meeting due to business priorities, I wish to offer this letter to express my distain and objection to the proposed SR710 F-7 tunnel that will run parallel to the Huntington Memorial Hospital on the City of Pasadena. I have reviewed this controversy carefully and I am astonished that the plans are still being considered. The City Counsel needs to put this matter to final rest and move on to issues that contribute to the betterment of Pasadena, and not its destruction.

It is my hope that you take this email is taken seriously and that you act immediately to end the CalTrans/Metro plans to destroy and displace the lives of so many and to destroy neighborhoods with such great legacy.

Sincerely,

William Kea, Ph.D., JD
LTC, MS, USAR

Jomsky, Mark

From: Beck, Michael
Sent: Monday, September 03, 2012 2:00 PM
To: Bill and Vicki Kea
Cc: City_Council; Jomsky, Mark; Bagneris, Michele
Subject: RE: Sept. 10, 2012, Council Meeting
Attachments: AR 1[1].pdf; AR 1 ATTACHMENTS A THRU F[1].pdf



Dear Vicki,

Thank you for sharing your concern regarding SR-710. Many, if not all, of the City Council share your concern, but must also be respectful of the "will of the people" as defined by Measure A. Measure A states:

"Shall an Initiative Ordinance of the City of Pasadena be adopted to declare the policy of the city of Pasadena to be in favor of completing the 710 Freeway extension between the 1-210 and the 1-10 Freeways, and to declare that such policy could not be changed or repealed without a vote of the people?"

I am attaching a copy of the August 13 City Council report as additional background, which includes the City Attorney's opinion regarding Measure A. The council could and may consider seeking a judicial interpretation of Measure A and/or place it back on the ballot to allow consideration to oppose "completing the 710 Freeway extension between the I-210 and the I-10 Freeways."

Thank you for your involvement in this important issue for Pasadena. Enjoy the rest of your holiday weekend and feel free to contact me if you have any additional questions.

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • Fx. (626) 396-7338

From: Bill and Vicki Kea [<mailto:wkea01@charter.net>]

Sent: Monday, September 03, 2012 11:59 AM

To: Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Beck, Michael; Dock, Fred

Subject: Sept. 10, 2012, Council Meeting

I am vehemently opposed to the F-7 SR 710 tunnel through Pasadena and surrounding communities. I will be attending the Sept. 10, 2012, Council Meeting and demand that SR 710 F-7 be an agenda item at this meeting. A decision of the City to formally oppose this F-7 plan must be made NOW, not later. We cannot wait. Our city as we know and love it today will be severely compromised, along with our Huntington Memorial Hospital and its very valuable trauma center. As elected councilmembers of our city districts, you are obligated to protect the city and its citizens. The citizens of Pasadena do not want this F-7 tunnel. Stand with us.

I have read Weston DeWalt's letter to the Council dated August 31, 2012. I am in total agreement with Weston's letter. I agree that denial of the Public Records Act request for the reversal of opinion

on other SR 710 alternatives appears to be a stall tactic which, if true, could be grounds for Pasadena citizens to take the City of Pasadena to court, not only for violating its own Municipal Code 2.05.120.8, but also the following that is stated in the Summary of the California Public Records Act from the Office of the California Attorney General. The summary states on Page 2, Paragraph 4:

“If a record contains exempt information, the agency generally must segregate or redact the exempt information and disclose the remainder of the record. If an agency improperly withholds records, a member of the public may enforce, in court, his or her right to inspect or copy the records and receive payment for court costs and attorney’s fees.”

http://ag.ca.gov/publications/summary_public_records_act.pdf

We all know that going to court takes time and we all know time is short with elections coming up. Therefore I am inclined to believe withholding this document is a stall tactic, as do many of my neighbors. I suggest that this document be made available to the citizens of Pasadena NOW. Don’t think that just because the citizens’ request is stonewalled and the document withheld that we will give up and not take action. We will take action and when it comes time to vote, our votes will reveal exactly how we feel. If not making this document available is in the best interest of the citizens of Pasadena, then tell us why this is so, but do not lie to us or bend the truth in an attempt to pacify us.

I also agree with Howard Rosenblatt’s statement regarding Supreme Court Justice Scalia’s concurring opinion and that Justice Scalia’s opinion does apply to our issue with Measure A and should be considered.

Vicki Kea
528 Avon Ave.
Pasadena, CA 91105

Jomsky, Mark

From: Beck, Michael
Sent: Monday, September 03, 2012 2:07 PM
To: sbove@hablaw.net; Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Dock, Fred
Cc: Jomsky, Mark; Bagneris, Michele
Subject: RE: I 710 Oppose F7
Attachments: AR 1[1].pdf; AR 1 ATTACHMENTS A THRU F[1].pdf



Dear Sherry,

Thank you for sharing your concern regarding SR-710. Many, if not all, of the City Council share your concern, but must also be respectful of the "will of the people" as defined by Measure A. Measure A states:

"Shall an Initiative Ordinance of the City of Pasadena be adopted to declare the policy of the city of Pasadena to be in favor of completing the 710 Freeway extension between the 1-210 and the 1-10 Freeways, and to declare that such policy could not be changed or repealed without a vote of the people?"

I am attaching a copy of the August 13 City Council report as additional background, which includes the City Attorney's opinion regarding Measure A. The council could and may consider seeking a judicial interpretation of Measure A and/or place it back on the ballot to allow consideration to oppose "completing the 710 Freeway extension between the I-210 and the I-10 Freeways."

Thank you for your involvement in this important issue for Pasadena. Enjoy the rest of your holiday weekend and feel free to contact me if you have any additional questions.

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • Fx. (626) 396-7338

From: Sherry F. Bove [<mailto:sbove@hablaw.net>]
Sent: Monday, September 03, 2012 10:52 AM
To: Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Beck, Michael; Dock, Fred
Subject: I 710 Oppose F7

Please take immediate action to oppose the SR710-F7 tunnel. While I applaud your August 13th action regarding opposition to other 710 expansion proposals, I remain perplexed by your hesitancy with respect to the F7 tunnel proposal. Any opinion stating Measure A precludes opposition to the F7 tunnel is poorly reasoned. Immediate opposition is called for and is demanded by the citizens you represent. Delay tactics such as seeking a judicial declaration are at best suspect. I intend to attend the September 10 city council meeting. Please put on your agenda the opposition of the F7 tunnel.

Regards,
Sherry F. Bove, Esq.
99 Annandale Rd.
Pasadena, CA 91105

Jomsky, Mark

From: Beck, Michael
Sent: Monday, September 03, 2012 2:09 PM
To: ben moran; Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Dock, Fred
Cc: Jomsky, Mark; Bagneris, Michele
Subject: RE: Oppose SR710 F-7! No Tunnel! No Build! No Where! No 710!
Attachments: AR 1 ATTACHMENTS A THRU F[1].pdf; AR 1[1].pdf



Dear Ben,

Thank you for sharing your concern regarding SR-710. Many, if not all, of the City Council share your concern, but must also be respectful of the "will of the people" as defined by Measure A. Measure A states:

"Shall an Initiative Ordinance of the City of Pasadena be adopted to declare the policy of the city of Pasadena to be in favor of completing the 710 Freeway extension between the 1-210 and the 1-10 Freeways, and to declare that such policy could not be changed or repealed without a vote of the people?"

I am attaching a copy of the August 13 City Council report as additional background, which includes the City Attorney's opinion regarding Measure A. The council could and may consider seeking a judicial interpretation of Measure A and/or place it back on the ballot to allow consideration to oppose "completing the 710 Freeway extension between the I-210 and the I-10 Freeways."

Thank you for your involvement in this important issue for Pasadena. Enjoy the rest of your holiday weekend and feel free to contact me if you have any additional questions.

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • Fx. (626) 396-7338

From: ben moran [<mailto:boofer2727@yahoo.com>]
Sent: Monday, September 03, 2012 12:22 PM
To: Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Beck, Michael; Dock, Fred
Subject: Oppose SR710 F-7! No Tunnel! No Build! No Where! No 710!

Officials of Pasadena,

I am writing as a concerned resident of Pasadena. I oppose the SR710 f-7 tunnel option, the EIR study of that proposal and any option that would submit our city to the overwhelmingly negative affects that a proposal such as this would impose on our residents. The time for action is now. There is a growing movement against this project. The city needs to take a stand with it's residents.

Put this issue on the September 10th agenda.

I plan on attending.

Sincerely,
Ben Moran
470 Lakeview rd
Pasadena ca
91105

I want to remind you of a letter that Weston DeWalt sent to the Pasadena City Council, Transportation Director and City Manager on August 31. It is important that we email them as well. We want the City Council to oppose the SR710 F-7 tunnel now, not later. It is important that they take action as soon as possible. We want to see this as an agenda item for the September 10, City Council Meeting. Let them know you have read Weston's letter. Let them know if you are planning to attend the September 10th meeting.

Jomsky, Mark

From: Beck, Michael
Sent: Monday, September 03, 2012 2:08 PM
To: Carolyn Smith; Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Dock, Fred
Cc: Jomsky, Mark; Bagneris, Michele
Subject: RE: Oppose F-7 NOW. Please
Attachments: AR 1[1].pdf; AR 1 ATTACHMENTS A THRU F[1].pdf



Dear Carolyn,

Thank you for sharing your concern regarding SR-710. Many, if not all, of the City Council share your concern, but must also be respectful of the "will of the people" as defined by Measure A. Measure A states:

"Shall an Initiative Ordinance of the City of Pasadena be adopted to declare the policy of the city of Pasadena to be in favor of completing the 710 Freeway extension between the 1-210 and the 1-10 Freeways, and to declare that such policy could not be changed or repealed without a vote of the people?"

I am attaching a copy of the August 13 City Council report as additional background, which includes the City Attorney's opinion regarding Measure A. The council could and may consider seeking a judicial interpretation of Measure A and/or place it back on the ballot to allow consideration to oppose "completing the 710 Freeway extension between the I-210 and the I-10 Freeways."

Thank you for your involvement in this important issue for Pasadena. Enjoy the rest of your holiday weekend and feel free to contact me if you have any additional questions.

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • Fx. (626) 396-7338

From: Carolyn Smith [<mailto:carolyn@magnusco.com>]
Sent: Monday, September 03, 2012 10:24 AM
To: Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Beck, Michael; Dock, Fred
Subject: Oppose F-7 NOW. Please

I have read Weston deWalt's letter and concur. I will be at the September 10 council meeting waiting to see you take action.

Please, all of us beg you to oppose the SR710 F-7 tunnel now, not later.

Carolyn L. Smith
161 Anita Dr.
Pasadena, CA 91105

Jomsky, Mark

From: Beck, Michael
Sent: Monday, September 03, 2012 2:11 PM
To: Sylvia Plummer; Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Dock, Fred
Cc: Bagneris, Michele; Jomsky, Mark
Subject: RE: SR710 F-7 Tunnel
Attachments: AR 1[1].pdf; AR 1 ATTACHMENTS A THRU F[1].pdf



Dear John and Sylvia,

Thank you for sharing your concern regarding SR-710. Many, if not all, of the City Council share your concern, but must also be respectful of the "will of the people" as defined by Measure A. Measure A states:

"Shall an Initiative Ordinance of the City of Pasadena be adopted to declare the policy of the city of Pasadena to be in favor of completing the 710 Freeway extension between the 1-210 and the 1-10 Freeways, and to declare that such policy could not be changed or repealed without a vote of the people?"

I am attaching a copy of the August 13 City Council report as additional background, which includes the City Attorney's opinion regarding Measure A. The council could and may consider seeking a judicial interpretation of Measure A and/or place it back on the ballot to allow consideration to oppose "completing the 710 Freeway extension between the I-210 and the I-10 Freeways."

Thank you for your involvement in this important issue for Pasadena. Enjoy the rest of your holiday weekend and feel free to contact me if you have any additional questions.

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • Fx. (626) 396-7338

From: Sylvia Plummer [mailto:sylviaaplummer@gmail.com]
Sent: Monday, September 03, 2012 12:56 AM
To: Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Beck, Michael; Dock, Fred
Subject: SR710 F-7 Tunnel

Dear Council Members, Mayor Bogaard, Michael Beck & Fred Dock,

We just read a letter that Weston DeWalt sent to the Pasadena City Council, Transportation Director and City Manager on August 31. It is important that you take action as soon as possible. The City Council must oppose the F-7 tunnel now, not later. Please include this as an agenda item for the September 10, City Council Meeting. We will see you at the September 10 City Council Meeting.

John & Sylvia Plummer
1331 Court Terrace
Pasadena, CA 91105

For your reference I am including the letter sent by Weston DeWalt.

----- Forwarded message -----

From: **Weston DeWalt**

Date: Fri, Aug 31, 2012 at 3:19 PM

Subject: Measure A & Proposed F-7 Tunnel - For Immediate Distribution

To:

Cc: jacquerobinson@cityofpasadena.net, mmcaustin@cityofpasadena.net, jmcintyre@cityofpasadena.net, gmasuda@cityofpasadena.net, vgordo@cityofpasadena.net, smadison@cityofpasadena.net, ttornek@cityofpasadena.net, "Bogaard, Bill" <bbogaard@cityofpasadena.net>, "Beck, Michael" <mbeck@cityofpasadena.net>, "Dock, Fred" <fdock@cityofpasadena.net>

In recent days I have received a number of emails and phone calls from Pasadena, South Pasadena, La Canada Flintridge and Los Angeles residents asking why the Pasadena City Council continues to delay consideration of an Agenda action item that would call for opposition to the F-7 tunnel that remains on the Metro/Caltrans list of proposed 710 extension routes. To address this lingering question I have composed this email and would appreciate your distributing it to your lists of concerned citizens at your earliest convenience.

Measure A (2001) & Its Contemporary Relevance

The history of Measure A - which was steered onto a 2001 City of Pasadena ballot by a paid political operative for the City of Alhambra - is fairly well told in the Pasadena City Attorney's analysis of the Measure, which she offered on 18 December 2000. (See Attachment F: <http://bit.ly/S5zHr6>). On its face, Measure A would appear to constrain the Pasadena City Council - even all these years later - from considering opposition to any 710 extension. And so the Pasadena City Attorney said when - on 19 July 2012 - she offered her opinion that nothing in Measure A "specifies that it is limited to certain proposed [710] extension routes or means of achieving the completion, even if unknown at the time of the passage of Measure A. "She goes on her opinion to offer that it appears that "the City is still prohibited from taking actions that are contrary to a policy favoring completion of the 710 Freeway extension." (See the full text of this opinion in the attached document: 19 July 2012 City Attorney Opinion.)

This opinion of the City Attorney was openly challenged by many Pasadena residents who argued that the specific language of Measure A and the language of City Ordinance #6851, which resulted from its passage, did not preclude the City Council's considering opposition to the proposed H-2 and F-5 routes, because those routes did not connect the I-10 to I-210 but connected the I-10 to the 134. Additionally, the City Attorney - on 3 August 2012 - was sent an email by Pasadena resident and attorney Howard Rosenblatt who directed her attention to a Supreme Court decision that he thought she should have considered before offering her opinion of 19 July. In that email he offered that implicit in the language of Measure A (2001) was the notion that an extension of the 710 through Pasadena would be achieved by closing the 710 "gap" with a uncovered route that had been publicly promoted at the time of Measure A's passage and was the only proposed 710 extension route in the minds of Pasadena residents when they considered Measure A. (Note: It would be years later before a tunnel option would be formally considered by Metro/Caltrans.)

Attorney Rosenblatt went on in his email to say:

As stated by Justice Scalia in his concurring opinion in Green v. Bock Laundry Machine Co., 490 US 504, 528 (1989), the meaning of a statute should be determined by the meaning most in accord with its context and the meaning most likely to have been understood by, inter alia, the citizens subject to it (i.e. the voters). Accordingly, to suggest that Section 1 of Measure A should be interpreted in any other fashion (i.e.

that the voters favored a 710 completion policy regardless of which route it took ... is not only ludicrous, but is contrary to the context in which Measure A was presented [given that] ... at the time Measure A was presented and voted upon there existed only one [proposed] route through Pasadena for the 710 extension).

A City Attorney Reversal

After considerable public pressure was placed upon the Pasadena City Attorney, Mayor Bill Bogaard and members of the Pasadena City Council, Fred Dock, the Director of Pasadena's Department of Transportation - on 13 August 2012 - sent a Memorandum to Mayor Bogaard and members of the City Council (See" <http://bit.ly/OD3ekY>) offering:

The City Attorney believes that Measure A does not prevent the City from taking positions in opposition to non-freeway alternatives or on proposed new freeways that would connect 1-10 to SR-134 (F-5), or that would connect 1-10 to SR-2 (F-2) as those freeways would not connect 1-10 with 1-210, as referenced in Measure A.

While this dramatic reversal by the City Attorney was welcome news to a substantial number of Pasadena residents, they were left to wonder what the reasoning was behind her change of mind and where her revised opinion might be found. After all, her emphatic 19 July opinion - that the City Council could not oppose any proposed 710 extension routes - was readily placed on the City of Pasadena's website for all to see, but now there was nothing. Subsequently, Public Records Act requests were submitted to City Manager Michael Beck, asking that access be given to the revised opinion. Those requests were denied and what is contained in the City Attorney's revised opinion remains unknown.

Without access to the City Attorney's revised 19 July opinion, Pasadena residents are left to ponder how Fred Dock - in the above referenced Memorandum - came to say:

Finally, if the City Council wished to take a position on the freeway tunnel route connecting to the current 710 stub in Pasadena (F-7), an argument could be made that the City Council is precluded from doing so because of language in Measure A and case authority which suggests that initiative measures are to be interpreted broadly.

"*Could be made*"? - If the City Attorney - in her revised opinion - made the argument that City Council is absolutely precluded from considering opposition to the F-7 tunnel, the residents of Pasadena are entitled to know the extent and wording of that argument and - specifically - why it is thought that the Supreme Court case cited by Pasadena attorney Rosenblatt has no relevance.

The City's unwillingness to release the City Attorney's revised opinion is a source of continuing frustration for many Pasadena residents who believe that publicly and privately offered comments by City Councilmembers and Mayor Bogaard strongly suggest that - if the City Council were given the opportunity to oppose the F-7 tunnel - a majority of its members would vote to do just that.

So what is one to do?

Independent sources, whom I consider to be unimpeachable, have recently told me of their putting this very question to both Councilmember Holden and City Manager Michael Beck. According to those sources, City Manager Beck offered that he thought consideration was being given to the City Attorney's seeking a judicial declaration that could conceivably result in the Pasadena City Council being allowed to consider opposition to the F-7 route. Councilmember Holden's response was described as being little more than a suggestion that, as a private citizen, the questioner had the right to file a law suit to challenge the City Attorney's opinion. The questioner offered that it should not be the responsibility of a private citizen to solve this lingering problem, but that of the City of Pasadena.

The offered "solutions" by City Manager Beck and Councilmember Holden could - and likely would - consume a great deal of time to put into play and considerably delay possible opposition to the F-7 for some time. And that, some suspect, is likely behind their suggestions.

In Councilmember Holden's case, it is not hard to imagine why he might want to delay the need to cast a vote and clearly declare his position on the proposed F-7 route. Running as he is as a candidate for State Assembly to represent Assembly District 41, Councilmember Holden has been endorsed by labor unions whose members would benefit from the construction of a 710 extension as well as by former Councilmember Paul Little who is the CEO of the Pasadena Chamber of Commerce whose Board of Directors supports a 710 extension. On the other hand, Councilmember Holden would like the votes of La Canada Flintridge residents, many of whom have been very vocal in their opposition to any 710 extension. Understandably, a delay in resolving the Measure A situation until after election day would be of some benefit.

But what motive might City Manager Beck have for seemingly being in no hurry to get the matter of Measure A's contemporary relevance to the F-7 question resolved? Possible answers to that question abound. One of the prevailing theories is that - if the City Council were to oppose the proposed F-7 tunnel at this stage in the process - the growing swell of anti-710 forces would begin to demand that - following the example of the City of South Pasadena in years past - the City of Pasadena begin to conduct necessary research, to file relevant and justifiable lawsuits and take whatever additional steps it could to deter Metro/Caltrans from further considering the F-7 tunnel route. Taking such actions would require the expenditure of considerable sums of money, and, if the City were to refrain from taking action with the explanation that it has limited funds, it would then have to answer questions like: How can the City refuse to come to the aid of its residents, when - just months ago - it provided hundreds of thousands of dollars for the drafting of an EIR in support of the "possibility" that an NFL team "might" want to use the Rose Bowl as a temporary venue?

Whether this scenario has any resemblance to the undisclosed reality behind what appears to be a coordinated effort to delay the City's taking any decisive action on the matter of Measure A's relevance to the F-7 tunnel question is beyond me. But it is one of the more generous speculations stirring in the public mind, and one that I think is deserving of some consideration.

If, in fact, the City is purposely delaying the taking of actions to resolve the Measure A / F-7 tunnel situation, there is a growing concern that the City could possibly be found in violation of its own Municipal Code, which calls for it to "avoid any action which could be construed by an objective person to create the appearance of impeding governmental responsiveness or efficiency" (See: <http://bit.ly/PVnUpR>) - 2.05.120.8) and could leave itself open to a critical finding by the Los Angeles County District Attorney's Public Integrity Division that, in turn, could lead to Pasadena residents taking legal action against the City.

Whatever the City is to do, it is my opinion that those residents of Pasadena who are concerned about the possibility of a mammoth tunnel being bored under our City and its resulting impact on Pasadena and its neighboring communities should continue their insistence that the City Manager, the City Attorney, Mayor Bogaard and members of City Council act expeditiously in order to resolve the outstanding Measure A question.

FYI: The next Pasadena City Council is scheduled for 10 September.

Weston DeWalt
DOCUMENTARY SCIENCES
Pasadena, California USA

Jomsky, Mark

From: Beck, Michael
Sent: Monday, September 03, 2012 2:10 PM
To: Betsy Mertens; Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Dock, Fred
Cc: Jomsky, Mark; Bagneris, Michele
Subject: RE: City council position on 710 F-7 tunnel
Attachments: AR 1[1].pdf; AR 1 ATTACHMENTS A THRU F[1].pdf



Dear Betsy,

Thank you for sharing your concern regarding SR-710. Many, if not all, of the City Council share your concern, but must also be respectful of the "will of the people" as defined by Measure A. Measure A states:

"Shall an Initiative Ordinance of the City of Pasadena be adopted to declare the policy of the city of Pasadena to be in favor of completing the 710 Freeway extension between the 1-210 and the 1-10 Freeways, and to declare that such policy could not be changed or repealed without a vote of the people?"

I am attaching a copy of the August 13 City Council report as additional background, which includes the City Attorney's opinion regarding Measure A. The council could and may consider seeking a judicial interpretation of Measure A and/or place it back on the ballot to allow consideration to oppose "completing the 710 Freeway extension between the I-210 and the I-10 Freeways."

Thank you for your involvement in this important issue for Pasadena. Enjoy the rest of your holiday weekend and feel free to contact me if you have any additional questions.

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • Fx. (626) 396-7338

From: Betsy Mertens [mailto:bmertens11@gmail.com]
Sent: Monday, September 03, 2012 12:52 PM
To: Robinson, Jacque; McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Beck, Michael; Dock, Fred
Subject: City council position on 710 F-7 tunnel

I am writing to express my complete support for the position presented by Weston DeWalt in his email to you on 8/31. I agree with him that it is important that the City Council resolve the issues stemming from Measure A and take a stand against the F-7 tunnel.

Thank you,
Betsy Mertens
1198 Romney Drive
Pasadena, CA 91105

Jomsky, Mark

From: Beck, Michael
Sent: Monday, September 03, 2012 2:13 PM
To: Mnolan12@aol.com
Cc: City_Council; Jomsky, Mark; Bagneris, Michele
Subject: RE: No on 710 Freeway
Attachments: AR 1[1].pdf; AR 1 ATTACHMENTS A THRU F[1].pdf



Dear Mariann,

Thank you for sharing your concern regarding SR-710. Many, if not all, of the City Council share your concern, but must also be respectful of the "will of the people" as defined by Measure A. Measure A states:

"Shall an Initiative Ordinance of the City of Pasadena be adopted to declare the policy of the city of Pasadena to be in favor of completing the 710 Freeway extension between the 1-210 and the 1-10 Freeways, and to declare that such policy could not be changed or repealed without a vote of the people?"

I am attaching a copy of the August 13 City Council report as additional background, which includes the City Attorney's opinion regarding Measure A. The council could and may consider seeking a judicial interpretation of Measure A and/or place it back on the ballot to allow consideration to oppose "completing the 710 Freeway extension between the I-210 and the I-10 Freeways."

Thank you for your involvement in this important issue for Pasadena. Enjoy the rest of your holiday weekend and feel free to contact me if you have any additional questions.

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • Fx. (626) 396-7338

From: Mnolan12@aol.com [mailto:Mnolan12@aol.com]

Sent: Saturday, September 01, 2012 9:18 PM

To: zev@bos.lacounty.gov; smithmi@metro.net; Bogaard, Bill; De La Cuba, Vannia; McIntyre, Jacqueline; Madison, Steve; Sullivan, Noreen; district1; Tornek, Terry; Beck, Michael; Dock, Fred; leslie.rogers@fta.dot.gov; ana.matosantos@dof.ca.gov; mac.taylor@lao.ca.gov; angela.hicklin@dot.ca.gov; councilman.rosendahl@lacity.org; councilmember.alarcon@lacity.org; councilmember.buscaino@lacity.org; councilmember.cardenas@lacity.org; councilmember.english@lacity.org; councilmember.garcetti@lacity.org; councilmember.huizar@lacity.org; councilmember.krekorian@lacity.org; councilmember.labonge@lacity.org; councilmember.parks@lacity.org; councilmember.reyes@lacity.org; councilmember.wesson@lacity.org; councilmember.zine@lacity.org; jan.perry@lacity.org; paul.koretz@lacity.org

Subject: No on 710 Freeway

My name is Mariann Nolan, and I am a resident of Pasadena, living in the Linda Vista Avenue neighborhood. I am against any 710 Extension through Pasadena. Please support us in saving our neighborhoods. There is already too much traffic in and around the Pasadena area, particularly from 4-6:30 p.m. Monday through Friday. I have to time my errands around the weekday traffic patterns. NO on 710!!! Thank you.

Sincerely,

Mariann Nolan

Jomsky, Mark

From: Beck, Michael
Sent: Tuesday, September 04, 2012 6:52 AM
To: Bagneris, Michele; Jomsky, Mark
Subject: FW: Action Urged on F-7 Tunnel



Michele and Mark,

FYI,

...Michael

Michael J. Beck

City Manager • City of Pasadena
Ph. (626) 744-4333 • www.cityofpasadena.net

From: Ellen Biasin [mailto:ellenbiasin@ymail.com]
Sent: Tuesday, September 04, 2012 1:56 AM
To: McAustin, Margaret; McIntyre, Jacqueline; Masuda, Gene; Gordo, Victor; Madison, Steve; Tornek, Terry; Bogaard, Bill; Robinson, Jacque
Cc: Beck, Michael; Dock, Fred
Subject: Action Urged on F-7 Tunnel

As a resident of West Pasadena, I appreciate your opposition to three of the SR-710 highway/freeway routes that go thorough Pasadena. I am sure that your decisiveness inspired the Los Angeles City Council to take similar action and I commend you for this. However I must point out that LACC's resolution goes one step further by opposing the F-7 tunnel route.

I need not tell you why this is important: this route is the crux of the 710 north decades-long controversy. The 710 was dead until the tunnel option surfaced. It created interest because on the surface it seems sensible, a reasonable compromise. But look under the surface and it is anything but sensible for our communities. If you believe as I do that the 710 is a bad idea, the tunnel doesn't change its essentials; it just keeps the 710 alive as a political expedient.

I understand that the legal issues posed by Measure A precluded a thorough discussion at the August 13 meeting. However, time is of the essence, and many of us are concerned that the Pasadena City Council needs to address the F-7 tunnel issue now. As Yogi Berra said, it's not over till it's over. Despite Metro's actions by dropping three Pasadena routes, the 710 matter is far from over.

Since August 13, we have had a chance to review Measure A. It has come to my attention that there exists a recent Supreme Court opinion that can be used to support our position, namely that Measure A only applies to the 710 surface freeway route which was proposed at that time of the election and which is what voters voted on.

I am not a lawyer but common sense tells me that the proposed tunnel version and 2001 highway version are two very different projects and it is safe to assume that not everyone who voted for Measure A in 2001 would have supported a tunnel had it been included in the measure.

When the public is informed of the dangers, shortcomings, and costs a tunnel entails, its attractiveness as a solution declines. Commuters will not be as receptive to the tunnel option after they learn about the catastrophic nature of accidents in tunnels, having to pay tolls estimated at \$5 or more per trip, failure to reduce air pollution, and increased congestion due to an influx of trucks from the ports. Voters will not like to know that the project will be built and operated by a private company at a cost estimated by Metro at \$5.6 billion (less Metro's share of \$.80 billion). Operating expenses are not specified which as a taxpayer, I would want described as well as the risks of dealing with a private partner.

In 2001, the tunnel plan was not subject to public scrutiny since it was not in existence at the time. Everything I've learned about the tunnel leads me to the conclusion that as a solution, like the freeway, it would be an environmental and economic disaster not only for Pasadena but for the entire region. Worst of all, preoccupation with the tunnel is divisive and unproductive. In the face of climate change, peak oil and economic uncertainty, it is unrealistic and irresponsible to consider a project of this size that encourages more cars, trucks and congestion, when we should be investing in sustainable solutions. We have urgent and legitimate concerns with regard to transportation, goods movement, job creation and land use. The more time we spend on options that are not viable, the farther away we are from solving our real problems.

Don't let the 710 tunnel hijack our future. I urge the Pasadena City Council to take immediate action at the next council meeting and oppose the F-7 tunnel route.

Let me be clear on one more point. Despite the perception of some that enthusiasm for his issue will wane following the elimination of the San Rafael routes from this study, for most of us, this is not true. We remain committed to seeing this project soundly defeated. Our position is not NIMBY, we oppose 710 everywhere.

We treat this as an issue of regional as well as of local significance and because of the special interests involved, we know that it will not go away on its own. We have joined with residents of other communities to jointly express our opposition to 710. We will continue to monitor public agencies, to speak out, and to take other action to protect our communities. I will be at the meeting on September 10, along with many others of like mind.

Thank you for your consideration.

**Ellen Kawano Biasin
110 Malcolm Drive
Pasadena CA 91105**