

**SOUTH PASADENA LOCAL HISTORY
SOUTH PASADENA PUBLIC LIBRARY MATERIALS
SUBJECT: 710 FREEWAY EXTENSION**

Table of Contents	Page
“Fact Sheet on Proposed Route 710 Freeway,” from the City of South Pasadena	2
South Pasadena Quarterly: Special Edition Devoted to the City’s Stance Against the Proposed 710 Freeway Extension.	6

Fact Sheet on Proposed Route 710 Freeway

Location and Length: 6.2 miles through the heart of South Pasadena, Pasadena and El Sereno.

Cost: Approximately one billion dollars.

This project will destroy: 1,500 homes (about half in moderate-income El Sereno); 70 historical properties; 5 National Register historic districts; 7,000 mature trees.

The City of South Pasadena is listed among the National Trust's Eleven Most Endangered Historic Places.

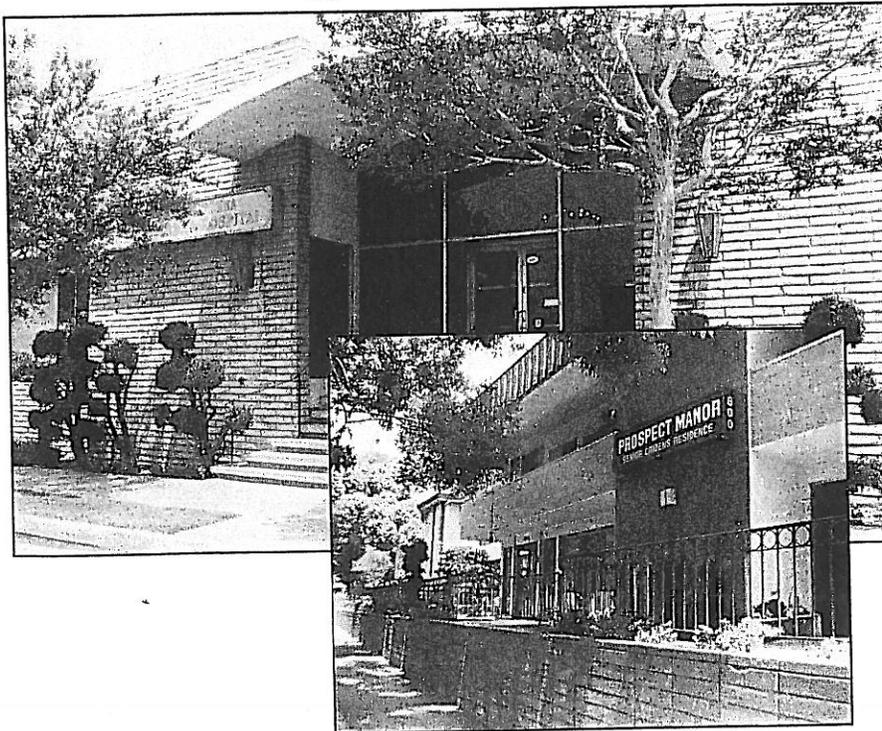
Other Adverse Impacts: The project will further degrade the air quality of Los Angeles by creating additional demand for motor vehicle travel. In addition, the five-ten-year construction period will



UNITED CITIZENS--Watching the pre-Mitigation Advisory Committee meeting were long-time freeway fighters (l. to r.) Margaret Wallace, Michael Burch, Dr. Gideon Lowe, Mary Ann Parada and AlvaLee Arnold. All are members of Citizens United to Save South Pasadena. Photo by Henk Friezer

See 710 page 30

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710 FREEWAY FIGHTERS--Attorney Antonio Rossman talks to residents and the press prior to meeting with Mitigation Advisory Board. With Rossman are City Councilmembers and representatives of the School District and organizations adversely affected by the possible extension of the 710 Freeway. Photo by Henk Friezer

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assess the alternative known as "low build," which would feature limited extension of the freeway, surface street improvements and state-of-the-art transportation system management to meet transportation needs without destroying three established communities.

A similar solution was adopted by CalTrans in 1977 as being the only acceptable alternative in light of the devastating impacts to environmental and historic resources. But, it was rejected by Federal Highway authorities under the Carter administration.

Governor Wilson in January of 1992 announced the State's intent to build the freeway along the "Meridian Variation" route. The State determined the environmental impact report a "final" document or FEIS. The FEIS was sent to the Federal Highway Administration, where FHWA Director Thomas Larson ordered

CalTrans to circulate the FEIS for public disclosure on the new route, the impacts and proposed mitigation measures. Dr. Larson stated that FHWA found the document contained discussion of the "comments received and responses on the draft EIR, summarized public involvement and described mitigation measures that are to be incorporated into the project... In light of these findings, we have signed the title page..."

The City of South Pasadena maintains that the FEIS is incomplete and far from a final document. Supporting this contention is the fact that the FHWA has not issued a Record of Decision on the freeway and instead have called for a Mitigation Advisory Committee.

Dr. Larson further stated that the "Record of Decision (ROD), which actually indicates FHWA acceptance of general project location and design concepts and would subsequently allow the project to be advanced to construction, will

be considered only after more comprehensive mitigation and enhancement measures are investigated and developed to our (FHWA) satisfaction." FHWA intends that the Mitigation Advisory Committee identify and develop "appropriate additional mitigation and enhancement opportunities which will minimize the facilitation "footprint" through this environmentally and historically sensitive area."

Membership in the Mitigation Advisory Committee was predetermined by CalTrans. They called for representatives from the cities of Pasadena, Los Angeles, Alhambra and South Pasadena. Additional representation on the committee was from the Southern California Association of Governments (SCAG), the Los Angeles County Transportation Commission (LACTC) and the National Trust for Historic Preservation.

See 710 page 36

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South Pasadena maintained that the membership was heavily weighted towards freeway proponents and not conducive to resolving the dispute.

Agencies and Organizations that Oppose the Project: South Pasadena Unified School District; Advisory Council on Historic Preservation (the independent federal agency responsible for implementing the National Historic Preservation Act); National Trust for Historic Preservation; National Taxpayers Union; Cali-

fornia Office of Historic Preservation; City of South Pasadena; Los Angeles Conservancy; Pasadena Heritage; Citizens United to Save South Pasadena; El Sereno Neighborhood Action Committee; Friends of the Earth; California Preservation Foundation; Sierra Club; Highland Park Heritage Trust; Natural Resources Defense Council; Pasadena "No on 710" Neighborhoods Opposed; Coalition for Clean Air; National Parks and Conservancy Association; Preservation Action Association; National Alliance of Statewide Preservation Organizations; National Alliance of Preservation Commissions.

oped a new program, "6 on 6," for younger players.

"Kindergarten age children will have an opportunity to play only 6 players on a side, on a smaller field, so they get a chance for more 'touches' with the ball."

The innovative programs, and the dedicated support of volunteers and family members has paid off immeasurably.

"Last year Boys 4 (ages 16-18) won the Section 1 Tournament," said Susan Bucher, wife of the present Commissioner and publicity representative for South Pasadena. "That means they beat out 78 regions.

"Two teams, from So. Pas did that in '90-'91 as well," she added.

"Without volunteers, there is no AYSO," said Bucher.

"The volunteers function in every capacity," said Riboli. "From uniform distribution, to finding sponsors, to being a team parent."

Another important factor is the tremendous local support from businesses and private individuals who sponsor each team.

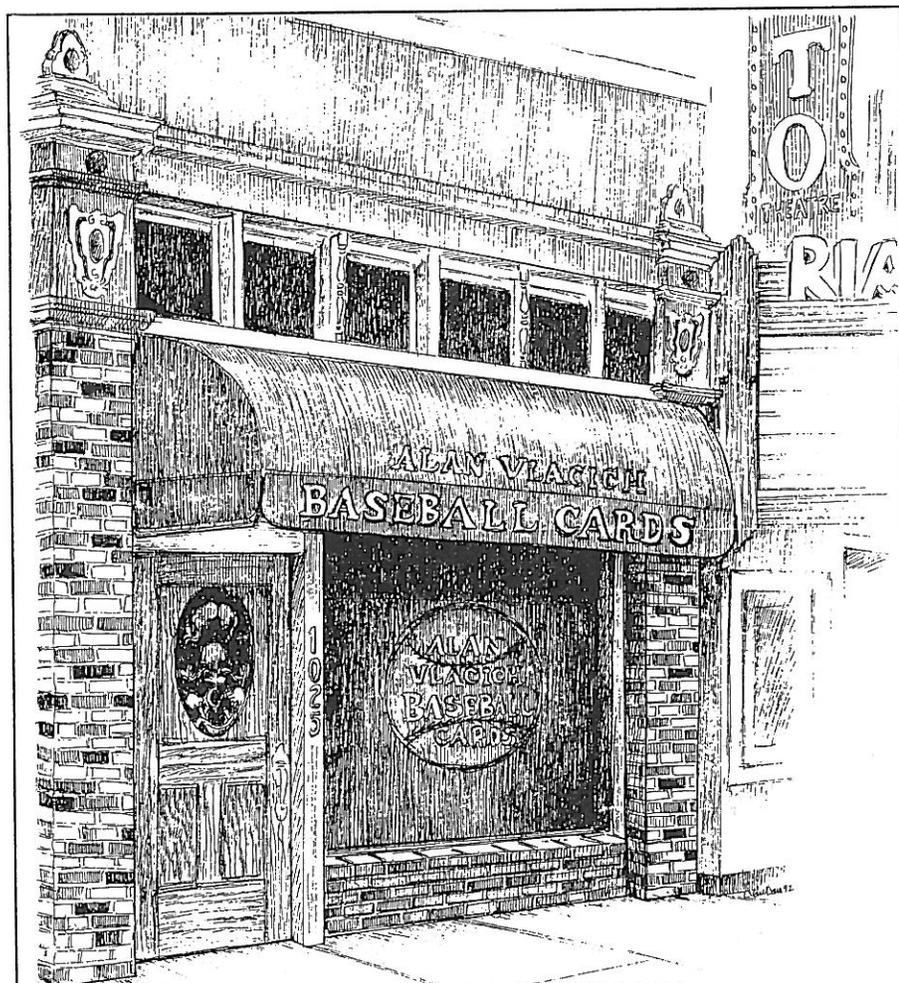
"There are at least 40 businesses and a dozen private citizens in South Pasadena who sponsor the teams," said John Ray, sponsorship chairman. "Contributions from them, and from patrons amount to about \$20,000 per season." These contributions go towards field improvement, uniforms and equipment for each team, as well as helping defray the expenses of some children who cannot afford the registration fees.

"Many people are still involved who started as players in AYSO," said Riboli. "Some are coaches, or professional soccer players or organizers for us."

As a matter of fact, the attachments formed during AYSO are so strong, there is a real sense of loss for those who have graduated and can no longer play in the organization.

"We need to form an adult AYSO," said Riboli.

If the past record is any indication, it's only a matter of time before that becomes a reality as well.



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Special 15

710 Freeway Extension
S.P. Quarterly
Summer 1993

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Quarterly

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SUMMER 1993

Special Edition

Dedicated to the City's efforts against the proposed 710 Freeway Extension

Special Edition Of The South Pasadena Quarterly

Much has transpired since our last official statement about the freeway in 1991. Last year, then Federal Highway Administrator, Thomas Larson, attempted to approve the freeway as one of his last official actions. We believe the freeway tide crested with his betrayal. This special edition of the South Pasadena Quarterly is devoted to the Route 710 Freeway extension. It is both informational and a call to action.

Before he signaled his duplicity, Mr. Larson asked us to sit down as members of the Route 710 Mitigation Advisory Committee. We asked that all issues be discussed by the Committee, including 'non-freeway' solutions to local traffic problems. We had also asked that all "stakeholders" be able to attend, including our school district and community members from El Sereno.

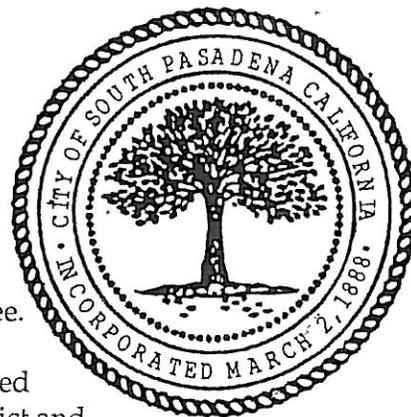
We left the Committee because the members were not discussing the issues in good faith and not discussing the impacts with those who would be most affected. The Committee did do one thing for South Pasadena and the freeway opponents. Even with its flaws, it showed that the freeway's social, economic, environmental, historical and community impacts are unacceptable. This edition of the Quarterly contains some of the Committee's findings, including the devastation to the South Pasadena Unified School District. However, a final analysis will show that what is important about the Committee is what it did NOT discuss.

The 710 Freeway Extension is not approved. The President's Council on Environmental Quality (CEQ) has asked that two major issues be resolved. This first issue revolves around Caltrans' failure to provide accurate information on the impacts of historic resources. The City-hired historian found an additional three potential historic districts and dozens of significant structures missing from the Caltrans inventory. This issue illustrates just how bad Caltrans' documents can be and, in fact, are.

CEQ also asked that the controversies surrounding the "low build" solution be resolved. We have begun the difficult process of sorting out a "low build" solution to the freeway. No one knows at this time what the eventual solution will be. Hard work and community input will find the right solution. In this issue of the South Pasadena Quarterly there is a feature devoted to the possibilities of a "low build" solution. Several things we do know now. "Low build" can be implemented at a fraction of the \$1.1 billion cost of the freeway extension; and it can be built to solve local traffic problems now and not in the twenty years it will take to fund the freeway.

Enjoy this special edition of the South Pasadena Quarterly. It is produced as part resource document and part call to community action. The 710 Freeway extension has been stopped since 1949 due to community resolve. The community did not have many friends years ago when we stated that freeways would some day be jammed with vehicles. We continue to gather friends opposed to the devastation of the freeway, friends who see that we cannot depend solely on freeways. Communicate your concerns of the freeway and renew your resolve to end the 710 Freeway extension.

For your convenience, post cards are enclosed in this magazine. For an update on 710 Freeway information, please call the Freeway Hotline at (818) 799-5912.



Sincerely,
South Pasadena City Council

SOUTH PASADENA Quarterly

SPECIAL EDITION

SUMMER 1993

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Continued from cover:

Caltrans estimates that 5.6 million cubic feet of earth will be moved through South Pasadena on trucks like this. This is equal to 311,000 truck trips. In order to keep the project costs down, Caltrans is moving most of this earth into South Pasadena and El Sereno. Imagine how the local streets will be torn apart, congested with cars and construction trucks.

The freeway is a twenty-five foot deep ditch, 350 feet wide in some locations. The ditch begins in Pasadena and stops south of Monterey Road. Dirt is then piled in twenty-five foot high mounds south of South Pasadena High School and into El Sereno. The highest cut slope is in South Pasadena. It is ninety-feet tall, where the Braewood Estates once stood.

Caltrans estimates it will take at least ten years to clear the site of all the homes and begin grading operations. After grading comes the concrete and asphalt trucks. Local streets deteriorate even more, residents fight for places to park, as construction workers clog local streets for a ten year period.

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DON'T LET CALTRANS BREAK THE HEART OF SOUTH PASADENA

This Special Edition of the *South Pasadena Quarterly Magazine* has devoted its entire editorial content to the City of South Pasadena's stance in fighting Caltrans' proposed 710 Freeway extension.

We hope you will find the articles both informative and a call for all citizens of South Pasadena to join in this fight to save our City.

The *South Pasadena Quarterly* would like to extend its thanks to Old Mill Graphics, MiKa Color and John McCoy Printers for their help and expertise. Also, thanks go to the staff and management at City Hall, Clarice Knapp and the hundreds of local 'Freeway Fighters' for their articles and pictures, also to our Art Director, Linda Bilheimer for her initial concept for this issue.

COVER: Century Freeway is gouged through South Central Los Angeles from Long Beach Freeway to LAX. Bridges are built first then the freeway is cut under them and a swath of devastation follows on both sides of the cut. Don't let this happen here! Reprinted with permission from 'Above Los Angeles' by Robert Cameron and text by Jack Smith.

INSIDE

No Longer the City of Trees.....4
 The House of Cards.....6
 Historic Resources.....8
 Citizens United.....12
 710 Freeway Chronology.....14
 Historical Perspective.....17
 Proposed 710 Corridor Map.....20-21
 Connecting Highway Dots 22
 710 and Our Schools 25
 Getting the NAC of Fighting 26
 'Low Build' Solution 27
 Freeway Definitions 28
 Summary of Laws Violated 31
 Did You Know? 33
 What We've Been Up To 34
 Whose Backyard? 35
 Five More Reasons to Reject 36
 Organizations Opposed to 710 38

The House (Of Cards) That Caltrans Built

by Ken Farfsing, City Manager
South Pasadena

History records great events. Do you remember the great events of 1973? The Viet Nam peace treaty was signed in Paris. President Nixon was mired in Watergate. The year would end with Gerald Ford being sworn in as President. Few remember the great event that year for South Pasadena.

The City, the Center for Law & Poverty, and the Sierra Club combined forces in 1973 and marched into Federal Court armed with new laws which required projects to disclose environmental impacts; as Caltrans and the Federal Highway Administration scrambled to comply with Federal Court orders, the Long Beach freeway ground to a halt.

A House of Cards

There have been four versions of the environmental impact report since 1973. Since that first report, each subsequent report was built on error and bad information from the prior versions. Generally speaking, adequate reports list all of the impacts from a project and discuss potential ways to lessen or eliminate impacts. Generally speaking, adequate reports are objective, providing unbiased infor-

mation to the public and decision makers.

Instead, these "710" reports are a house of cards, ready to collapse under their own weight.

Recently, the City completed a review of the most recent report (March, 1992) which attempts to describe the noise and air pollution, housing loss, demolished historic structures, disruption to the local schools and other impacts of building the 710 extension. Of interest were the impacts that Caltrans chose to ignore.

Looking the Other Way: Safety Service Impacts

South Pasadena prides itself on first rate police, fire, and paramedic services. There are 48 members in the Police Department and 25 members in the Fire Department. Both departments are small by any objective measure. Caltrans' most recent report did not discuss any impacts to safety services or suggest any ways to mitigate the impacts from their freeway project.

That's a problem. The Fire Department responded to 56 calls on the Pasadena Freeway in 1991. They responded to 65 calls in 1992, including a two day incident where downed power lines blocked the freeway. This amounts to an incident a week, for a small stretch of

the Pasadena Freeway. What will be the impact of an eight to ten lane freeway on our limited safety services?

Consider, too, the impacts to our safety services during the acquisition, demolition, and construction phases of the 710. Crime, vandalism, homelessness, fires, and dumping will occur, as Caltrans begins mass relocation out of formerly stable and well maintained neighborhoods. During the construction of the Century Freeway, for example, the City of Downey and Caltrans fought over the jurisdiction for removal of dead bodies dumped in the vacant areas awaiting freeway construction. Angry residents burned a Caltrans' house, relocated incorrectly by Caltrans: it remained a burned-out shell for two

See House of Cards page 7

Trees

from page 5

and South Pasadena city officials. The Indians, dressed in full war bonnet regalia, sat and smoked the peace pipe and "officially relinquished all Indian rights to the Arroyo."

Now, 50 years later, like the Indians, we have been asked to relinquish our land. Refusing to do so, our land is being taken away from us.

There is an old Indian quote:
Here, where the big trees were so recently

logged-off, the jagged teeth of stumps and broken arms of branches question the meaning of sanity.

We cut down the very answers we seek in torn earth, and the secrets remain unseen by us, as we plunge forward, blindly brushing aside blossoms.

DEATH OF MAYBERRY?

When I watch old reruns of the "Andy Griffith Show", I can't help but think of all the parallels that exist between "Mayberry" and South Pasadena. The shops, the town square, and Garfield Park - perfect for summer night band concerts, are directly from the script of this beloved old show. Living here makes one feel that if you turn your head fast enough or if you look real hard, that ol' "Andy or Opie" could be seen, walking straight down Mission Street, fishing poles in tow, with the catch of the day destined for the frying pan.

A bit corny? Sure, but consider what "state mandated progress" has done to Los Angeles, as well as California in the past. Then ask yourself, does an eight lane freeway, with all the destruction that goes with it, smashing it's way through this brave little town, make any sense at all? I say NO!



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Thomas Bowers
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House of Cards

from page 6

years.

During construction, trucks carrying tons of dirt from Pasadena will clog local streets, dumping dirt in the southern portions of our community and El Sereno. Police will be needed for traffic control and detours. Dust will be carried for blocks, settling on City streets and adjacent neighborhoods. Streets, already badly deteriorating, will be broken and marked with pot holes. City maintenance crews will be hard pressed to keep up with the community disruption.

Meanwhile, phones will ring off the hook at City Hall. Residents will need information and help during the ten years needed to clear the route of homes and businesses as well as the ten years of construction. The Planning and Building departments will be strained as houses are moved, lot lines are relocated, variances and permits are required. Public works will be inundated, reviewing construction plans, completing inspections, and handling complaints about broken streets and City facilities.

Much of the City services are located underground. The freeway will cut hundreds of water and sewer mains, electrical and gas utilities, and storm drains. Portions of the City will be severed from water reservoirs. Sewer pump stations will be installed, having to pass 25 feet under the great freeway ditch separating the community. This, in turn, will increase maintenance costs to residents because sewers flow by gravity now.

The City Council will form a "Freeway Committee," comprised of residents who are left adjacent to the demolition and construction chaos. Their job, essentially, will be to serve as "watch dogs" over Caltrans to assure that noise walls are finished, landscaping is planted, night and weekend construction work is stopped, and bro-

ken water and sewer mains are repaired. Predictably, the residents will grow angry about construction vehicles blocking driveways. They will regret the loss of familiar trees shading their neighborhood, removed in the name of "transportation progress."

The Scars Are Forever

Once the freeway is open, the impacts will never go away. Incidents of drunk driving will occur, as disoriented drivers wander onto local streets. Police officers and fire fighters will always wonder how the community will survive if freeway bridges collapse during a major earthquake or are blocked by a freeway fire or hazardous chemical spill. The City yard will be destroyed, with no mention of this in the environmental documents. Gone, too, will be the quiet charm of Orange Grove Park as noise from the freeway ditch immediately to the north will overwhelm the laughter of children at play.

Communities across the country are laboring under decreasing revenues and increasing citizen expectations. In South Pasadena, the freeway will remove hundreds of acres of properties from the tax rolls. Thousands of residents will no longer shop in the community. There will be lost gas and utility taxes, and lost population-based federal grants. The community will permanently lose hundreds of thousands of dollars each year, while service demands increase due to the freeway.

Will the House of Cards Collapse?

What is ironic and sad is that these issues are not discussed in the current report. Caltrans has chosen to ignore the massive community disruption, the impacts on safety services, and the financial instability that "progress" will bring to all of the 710 corridor communities. Instead, the report goes as far as to claim that the project will financially benefit the commu-

nity. How this conclusion is reached without discussing any of the impacts is not clear.

Caltrans has had two decades and four opportunities to objectively disclose these impacts. What is truly sad is that the project is built upon outdated and missing information, and this flawed process will guide the decision to "invest" over \$1.1 billion in Federal and State funds.

The year 1973 marked an important watershed in the fight to stop the extension of the Long Beach freeway. Perhaps historians will look back to 1993 as the year the freeway project collapsed under the weight of the truth.



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Daniel Fraise

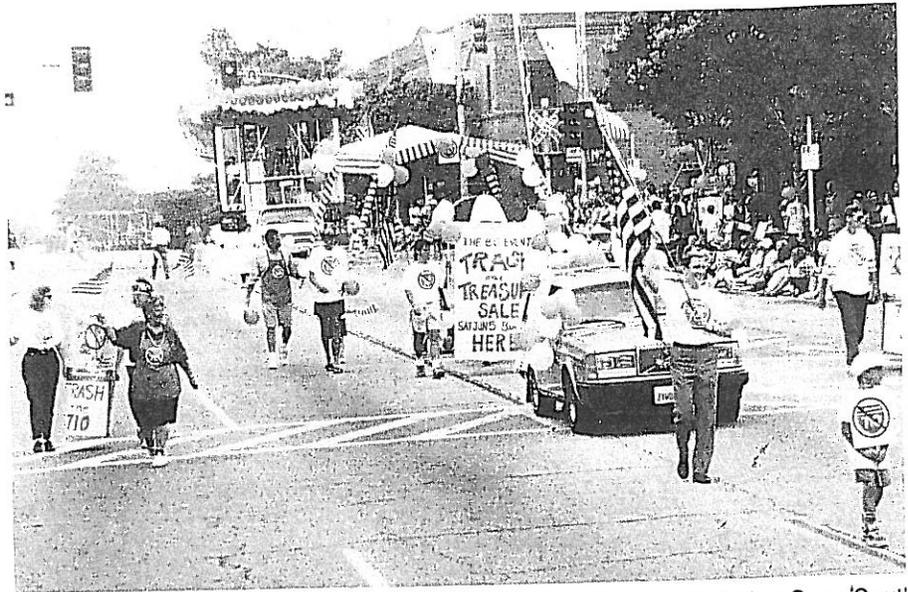
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Citizens United To Save South Pasadena

By Gideon Lowe, M.D., President
Citizens United

Citizens United to Save South Pasadena was founded in 1989 and remains South Pasadena's foremost grass-roots group opposing



CITIZENS UNITED--Dr. Gideon Lowe, chairman of the Citizens United to Save South Pasadena -- from the encroaching 710 Freeway extension, leads some of the volunteer workers who helped make the all-city Trash and Treasures Sale such a success. Money from sale went to freeway-fighting defense fund.

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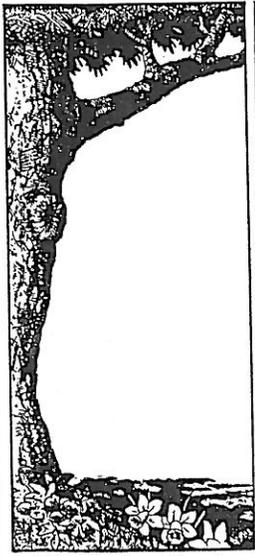
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the 710 Freeway extension.

Back in 1964, organized and consistent citizens' opposition to the freeway had begun, and, by the mid-80s, this opposition had gained impressive momentum and state-wide recognition. In the general election of November 1986, which witnessed a turnout of over 80% of the electorate in South Pasadena, 71% voted against the 710 freeway extension. (This was and remains an unheard-of majority on practically any subject in any elec-

tion!) Citizens United drew on this prevailing public opinion for support and membership in 1989 when it became apparent that Caltrans officials had never intended to build anything but the Meridian or Meridian Variation route during the entire 40 years of negotiations with South Pasadena. Consequently, the founding principle of Citizens United in 1989 remains the same today: No freeway -- of any size or in any location -- should be built in South Pasadena.

Citizens United began by hiring a lobbyist, Loretta Newman, who lives in Washington, D.C. It was through Ms. Newman's efforts that South Pasadena gained its biggest ally -- the National Trust for Historic Preservation. The National Trust was chartered by Congress in 1949 and charged with the task of finding and protecting historic monuments and places. In 1989, South Pasadena was placed on the Trust's list of endangered historic places and remains listed for the fifth consecutive year, an unparalleled event since no previ-



South Pasadena

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See Citizens United page 13

Citizens United

from page 12

ous entity has ever made the list more than one year.

The National Trust continues to list South Pasadena because the stakes here are very high. If freeway construction is begun, much less completed, the entire City of South Pasadena, along with historic El Sereno (where many generations of Mexican-Americans have lived and formed a stable community) and the historic western segment of Pasadena, will fall. In addition, a good portion of San Marino will suffer a decrease in property values, although that city's leadership, possibly now feeling insulated by South Pasadena, has chosen to ignore the crisis.

Citizens United has so raised the consciousness of South Pasadenans that in 1991, for the first time, the City Council released an official document announcing its opposition to the 710 freeway extension. And, in addition to our regular city attorney, we now have a special freeway attorney who represents us in this fight.

Ultimately, we believe, there will be no such freeway . . . if the citizens of South Pasadena continue to fight as they have in the past. Citizens United will lead the way in this just cause and will be here for the victory celebration when the 710 freeway extension is, once and for all, removed from California's Master Plan of Freeways.



FREWAY FIGHTERS--are not 'Fair Weather' Friends



OTHER MODES OF TRANSPORTATION--City freeway fighters offer 'other modes of transportation' in preference to the 710 Freeway going through the center of South Pasadena. 'Grassroots' groups have kept notifying the system that money targeted to be spent on the freeway extension should go to more cost-effective, environmentally oriented methods of transportation.

"These homes and historic places are located in stable, thriving neighborhoods and communities, the kind this country needs to emulate, not destroy."

*Nellie L. Longworth, President
Preservation Action, Washington D.C. (6-18-93)*



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Route 710 Freeway Chronology

"We the people . . ." The essence of the freeway opposition is found in the untold efforts of hundreds of dedicated citizens, volunteers and organizations which, early on, recognized that South

**Roxie
Abrams,
G.R.I.
Realtor**



*South Pasadena -
declared by the
National Historical Trust
as one of America's 11
most endangered cities!*

*Don't let the 710 ruin
South Pasadena!*

Please Ask For Roxie
Fred Sands

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START OF FREEWAY--Back in 1949, California Governor Earl Warren signed the first proposal for the Long Beach Freeway. During his terms in office, from 1943-53, a network of freeways was initiated in California.



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Pasadena could not survive being severed in half by the Meridian Route. The minority sentiment that any freeway alignment would devastate the community has always existed in South Pasadena. Now, the majority — "We the people" — understand that any freeway alignment will hurt our community.

1949 — It all began over four decades ago, when Governor Earl Warren initiated the study of the need for a freeway from Long Beach to Pasadena.

The "Fifties"

1953 — State Department of

See History page 15

History

from page 14

Transportation releases results of study, recommending Meridian Route through South Pasadena. State maps omit mentioning the City.

1953 — City of Los Angeles agrees to the freeway alignment to Huntington Drive.

1958 — Association of property owners in South Pasadena forms to oppose the Meridian Route.

The "Sixties"

1964 — The State Highway Commission holds a hearing on the Meridian Route. The Commission adopts the alignment and requests a freeway agreement from South Pasadena. City adopts Declaration of Policy opposing the Meridian Route.

1966 — Mayor Burton Jones proposes that South Pasadena enter into a freeway agreement. Active citizen opposition to the Meridian Route begins. The City Transportation Commission formed to study the issues.

1967 — SB 697 is introduced by Senator Collier, requiring the State Department of Transportation to examine the Westerly Route.

1969 — Cities of Los Angeles, Pasadena and Alhambra support the study. Alhambra conditions its support to mandate that South Pasadena "accept and abide" by the study.

The "Seventies"

1972 — The State Department of Transportation reports the Westerly Route would cost \$90 million to build and recommends the Meridian Route because of lower costs. The City retains environmental consultant to examine freeway impacts.

Proposition CC election ballot passes by a heavy majority. It prohibits the closure of streets along the Meridian Route, attempting to prevent freeway construction for a ten year period.

1973 — The City of South Pasadena, the Sierra Club and the Center for Law and Property successfully sue the Secretary of Trans-

portation over the lack of environmental studies. Property acquisition in South Pasadena is prohibited until the environmental documents are completed. Caltrans permitted to purchase "hardship" properties.

1976 — Caltrans completes the first draft of what would become four attempts at the environmental documents. The first report deemed incomplete by the Federal Highway Administration. Caltrans goes back to the drawing board and releases second draft environ-

mental impact report in 1980.

The "Eighties"

1982 — Assemblyman Marty Martinez introduces a special interest bill precluding South Pasadena from a freeway agreement. Certain time limits and conditions are established.

1985 — National Trust for Historic Preservation joins freeway fight.

1986 — Proposition GG is placed

See History page 16

South Pasadena...

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Marvin Smith

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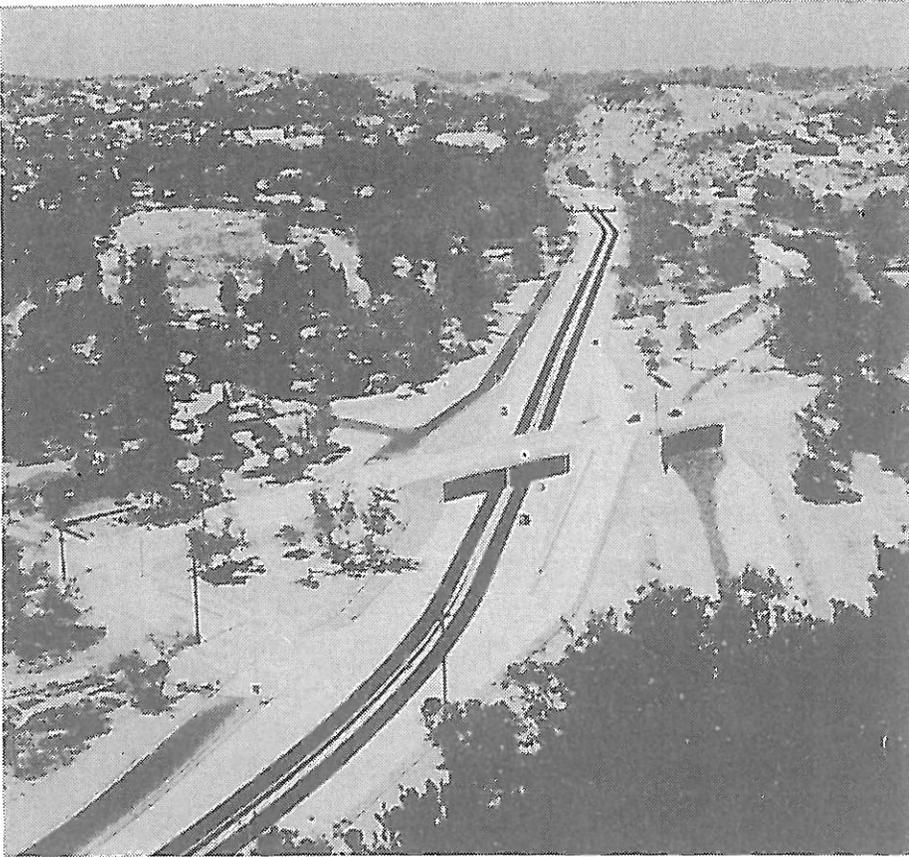
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Pasadena Downtown
Revitalization Task Force

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President-elect of
San Marino/South
Pasadena Board
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History

from page 15

on a general election ballot. It asks the voters opinion on continuing the freeway fight and rejecting the Meridian alignment. It passes by 71%. Caltrans releases third draft of the environmental impact report.

1987-89 — The Federal Advisory Council on Historic Preservation convenes a meeting in South Pasadena. The Council advises "no freeway" due to impacts on historic neighborhoods. City sponsors "low build" non-freeway alternative. Freeway opponent coalition begins to grow, with addition of environmental, preservation and neighborhood associations. Citizens United to Save South Pasadena is formed.

The "Nineties"

1992 — Governor Wilson signals his approval of the project and sends the fourth draft Environmental Impact Report to the Federal Highway Administration (FHWA) for approval. FHWA withholds approval and forms the Route 710 Mitigation Advisory Committee.

1993 — City and Sierra Club resign from the Mitigation Committee after Dr. Larson, FHWA Administrator, attempts to approve the project before he leaves office. President's Council of Environmental Quality (CEQ) puts hold on project, citing incomplete documentation of historic resources by Caltrans in Pasadena, El Sereno and South Pasadena. CEQ calls for "low build" study. City initiates freeway agreement litigation with Caltrans.

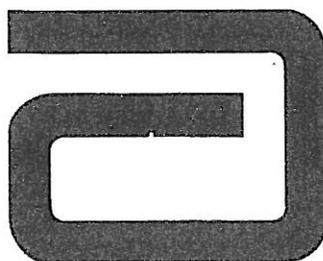
'WE ALREADY GAVE'--The City of South Pasadena already had land taken and homes destroyed for the building of the Pasadena Freeway. How much more of our city are we going to be asked to destroy?

"The process is underway to Rebuild L. A. physically and socially. We maintain that cannot be accomplished by the man-made destruction of some of the most liveable neighborhoods and communities left in an urban oasis."

*Clarice Knapp,
speech to Citizens Planning Assoc. of Santa Barbara County
(6-26-93)*

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The Historical Perspective

by Leslie Heumann
Special Historian for the
City of South Pasadena

What makes a community special? Why choose to live or work there? For many people, the answer lies in a place's historic character. Familiar and established landmarks and neighborhoods provide a link with the past, orient us physically in space, and offer a quality of life that is often missing in more recently developed areas. They provide a sense of identity, distinguishing one community from another. Historic resources are why Old Pasadena, for example, is experiencing a renaissance or why another neighborhood in Pasadena has been rechristened "Bungalow Heaven" and property values have risen accordingly.

The historic character of three communities — South Pasadena, Pasadena and El Sereno — is severely threatened by the proposed construction of the extension of the 710 freeway. Caltrans has documented 11 historic districts containing hundreds of historic properties and 52 individually significant buildings in or near its path, and has proposed the demolition or removal of as many as 1,500 units of lesser architectural and historical resources and thousands of trees. But these figures, however, devastating, only tell part of the story.

Caltrans' historic property survey and proposed mitigation measures are deficient in several respects, including omissions of resources, lack of understanding of the character of historic districts, and insensitivity to the local historical context.

Latest Caltrans Errors

In South Pasadena, an ongoing survey of architectural and historical resources has identified at least three additional residences in the freeway path which may be eligible for listing in the National Reg-

ister of Historic Places: 857 Bank Street, 909 Lyndon, and 930 Oliver.

The house at 857 Bank is a vernacular example of the Queen Anne style which was popular during the late nineteenth century, beginning with the "boom" of 1886-88. Very few Queen Anne style homes survive in South Pasadena; this example dates from 1890.

In the years just before and after the turn of the century a residential genre recently nicknamed the "American Foursquare" was often chosen for two story homes. "Wynate East," located at 909 Lyndon, is an early illustration of this phase in South Pasadena's architectural evolution, and was built around 1895. It was designed by Frederick Roehrig, architect of the Green Hotel in Pasadena.

An excellent example of the Craftsman style particularly associated with South Pasadena and Pasadena during the first two decades of the 20th Century, 930 Oliver displays the characteristic horizontal lines, natural materials, and undisguised structural elements of the type.

In addition to these three individually significant homes, there are several residential groupings on or near the proposed freeway

alignment in South Pasadena which could qualify as historic districts under local ordinance but were missed by Caltrans because of their focus on National Register eligibility.

These include the Ramona Craftsman district, which is possibly just a portion of a larger district extending to the east; the cluster of Revival styled residences on Gillette Crescent and Bonita; the Craftsman bungalows on Alpha and Berkshire; and the architecturally notable homes on Columbia, Beacon and Oliver.

Moreover, the South of Mission District, identified by Caltrans as eligible for listing in the National Register, should be expanded to include Glendon Court and possibly Monterey Road.

The community of El Sereno was entirely overlooked when historical resources were documented for the proposed freeway in 1992. A study completed for the City of Los Angeles planning department in 1990 identified a potential Historic Preservation Overlay Zone, the Los Angeles equivalent of a historic district, right in the path of the freeway extension.

See Perspective page 18

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Perspective

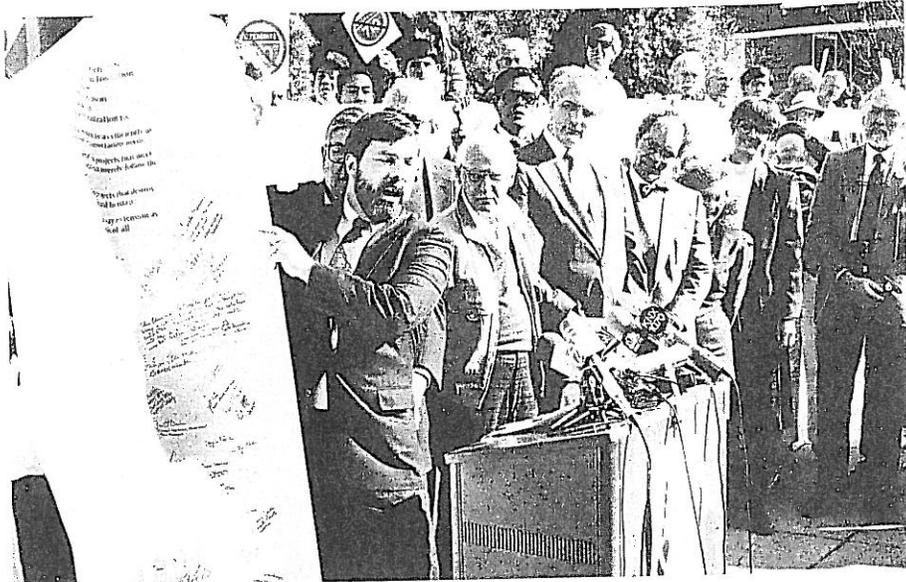
from page 17

Characterized by wide, sometimes curving streets lined with street trees and by a mix of Craftsman and revival styled homes, the district appears to be the most intact section of El Sereno. It contains two homes which, in addition to contributing to the historicism of the neighborhood, also may be eligible for individual listing in the National Register for architectural merit. They are 5626 Berkshire, a Craftsman home whose design reflects the influence of Japanese prototypes, and 5606 Berkshire, an eclectic house suggestive of the Mission Revival in appearance.

A Strand of Pearls: The Character of Historic Districts

Historic districts derive their character from the totality of the resources in the district. Individually, buildings in a district may not be notable, but when all of the buildings are seen as a unit, they tell a story about a particular place and time in history. Like a living entity, the parts are interdependent, each connected to another. When some parts are removed, the body could die. At best, it might survive in a disabled state. These are the prospects faced by several districts along the path of the proposed freeway.

It is also true of historic districts that not everything within them is



UNROLLED SIGNATURES--Bill Delvac, president of California Preservation Foundation, showed a copy of message sent to Governor Pete Wilson condemning state officials' approval of 710 Freeway extension of 6.2 miles, which bisects South Pasadena. Neighboring El Sereno residents joined in protest of the Business, Transportation and Housing Agency's action.

of equal significance. Architectural historian Marston Fitch has likened a historic district to a string of graduated pearls. The beads in the center may be the largest, but the beauty of the necklace depends on all of the pearls. The smaller ones lead up to the big ones and provide the context. Removal of either the focal points or the background features of a string of pearls or a historic district diminishes its meaning. The selective mitigation measures suggested to alleviate the impacts of the freeway on historic districts are flawed in that they fail to recognize this vital trait.

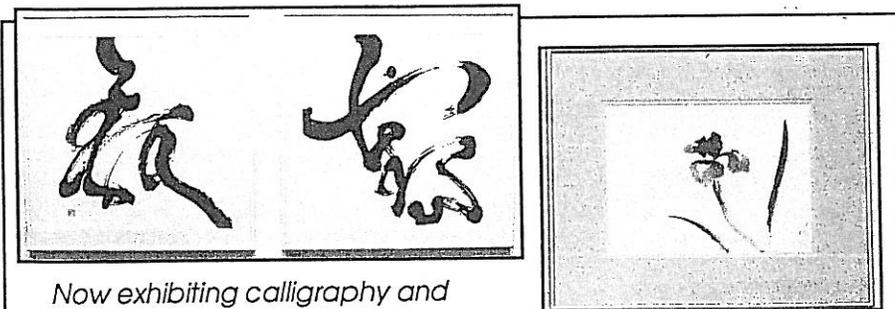
Finally, in determining "ad-

verse" effects on historic resources and formulating mitigation measures, Caltrans utilized a very focused methodology which, on the one hand, conceded that demolition of an identified historic resource would be an adverse impact, but did not explore, on the other hand, implications for the buildings next door.

From the very real physical challenges faced by the new freeway neighbors during the years of construction, to the impossibility of maintaining property values and desirability afterwards, the survival of buildings and neighborhoods next to the freeway is in question.

A case in point: Wynyate, an 1887 Queen Anne style mansion which was the home of South Pasadena's first mayor, will be spared, but 20,400 square feet of its property would be taken. Instead of being isolated in solitary grandeur, it would be adjacent to an eight lane expressway.

Another example: the Buena Vista district, an enclave of five architecturally outstanding homes with substantial historical associations, would see its setting disap-



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Perspective

from page 18

pear and would, instead, abut the freeway.

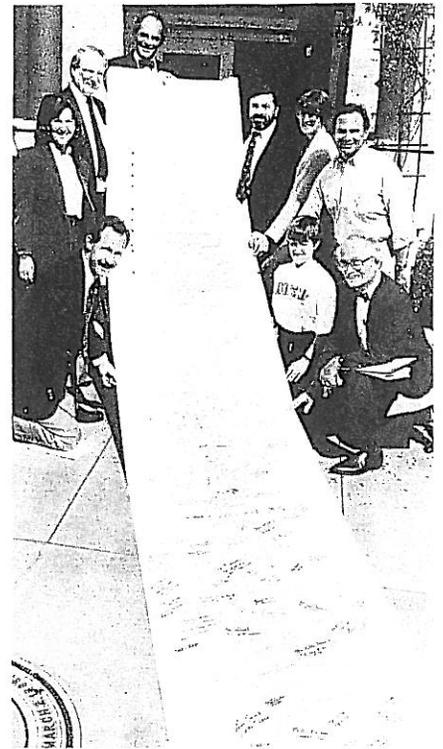
Historic Context

South Pasadena was founded as the southern section of the Indiana Colony in 1874. The historic heart of the community lies to either side of the spine of the Colony, Orange Grove. The National Register eligible "North of Mission District," "South of Mission District," and South Pasadena Historic Business District, as well as the El Centro/Indiana area, which was recently named an historic district, are the oldest neighborhoods in the community and are located in close proximity to the proposed freeway route. In addition to severing the west section of South Pasadena from the rest of the city, the freeway would forever alter the landscape of history.

Many elements make a community. Most of all, there is a sense of place; a cohesiveness that knits it

all together. Caltrans, in its freeway myopia, has been overly concrete in its interpretation of historic resources and how they relate to community. In fact, while Caltrans has identified many homes which qualify for listing on the National Register, their methodology many times ignored context and the effect of the freeway on it. Hence, a site like Wynyate can be reduced by over 20,000 square feet and meet their criteria. For those that connect dots, it apparently matters only little that history would look directly out onto the fast lane.

Communities are all about accumulated perspectives — something that Caltrans does not understand. This reality has clearly been demonstrated by Caltrans' omissions of resources, lack of understanding of historic districts, and a remarkable insensitivity to the local historical context.



ON OUR TEAM--Protestors have signed petition stating their opposition to continuing the 710 Freeway through 'the heart of South Pasadena.' With attorney Antonio Rossmann (at top of petition) actively pursuing other alternatives.

We've Won Some Battles... Now It's Time To...

WIN THE FREEWAY WAR!

A call to action for all South Pasadena Citizens! Your contributions are needed in this costly battle to save our city. We are appealing to each one of you to help win this war. All donations will be used exclusively to pay legal fees and expenses to stop the 710 Freeway extension.

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Proposed Meridian Variati

CAL-TRANS HAS STATED THESE FACTS:

Keep them in mind as you view the scope of this proposed freeway

ROUTE 710 IS REFERRED TO AS THE "ALTERNATE TRUCK ROUTE"

- Currently, 220,000 vehicles (14% are trucks or 33,000) daily travel 710 south of Interstate 5

LOSS TO OUR CITY:

- 5% of our 3.4 square mile City will be consumed by this freeway;
- 8% to 10% of general fund income eliminated from loss of taxable property;
- 600+ homes destroyed and families to be relocated;
- 5000+ mature trees destroyed.

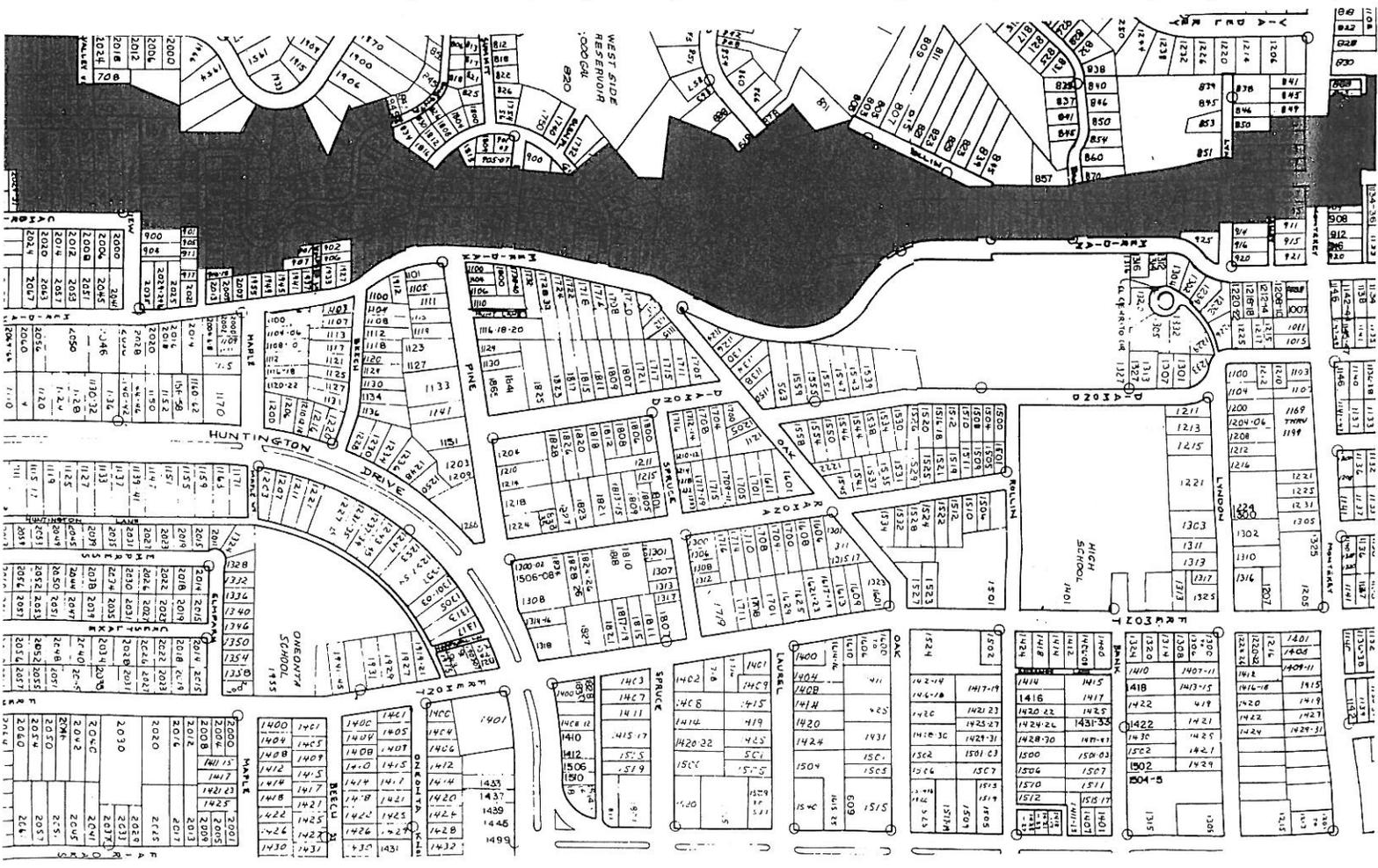
LOSS TO OUR SCHOOL

- 350 to 400 students lost.
- This is approximately 10% to 12% of income loss of equal amount. Income standards of education.

AIR QUALITY FURTHER

- 220,000 vehicles per day through the be healthy.

Study this map & freeway route...now ask yourself... "Is this what you want for



Proposed Meridian Variance on Route 710

CAL-TRANS HAS STATED THESE FACTS:

Keep them in mind as you view the scope of this proposed freeway.

LOSS TO OUR COMMUNITY:

Loss of 33,000 daily

Assumed by this freeway;
 Estimated from loss of taxable

Properties relocated;

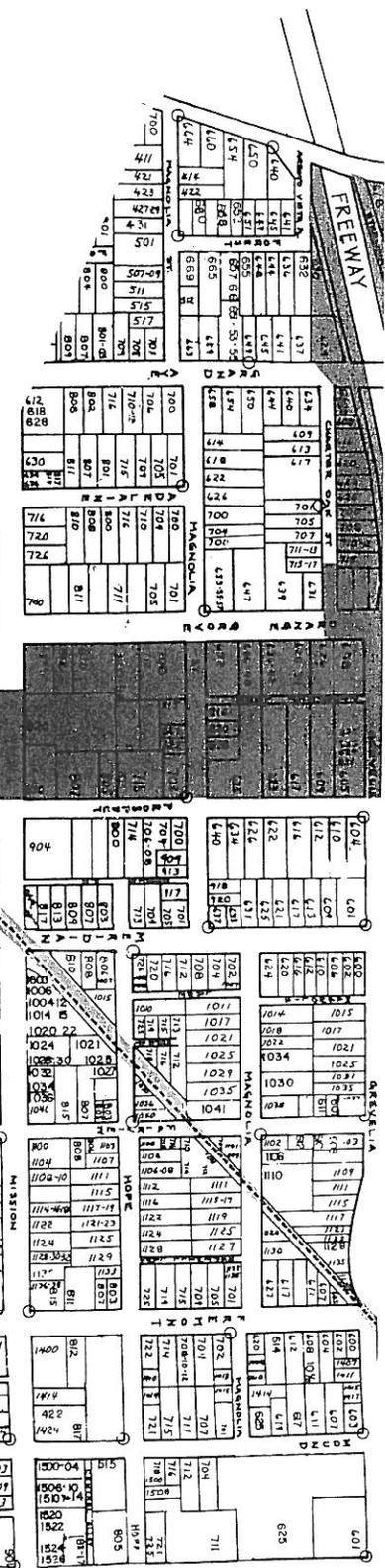
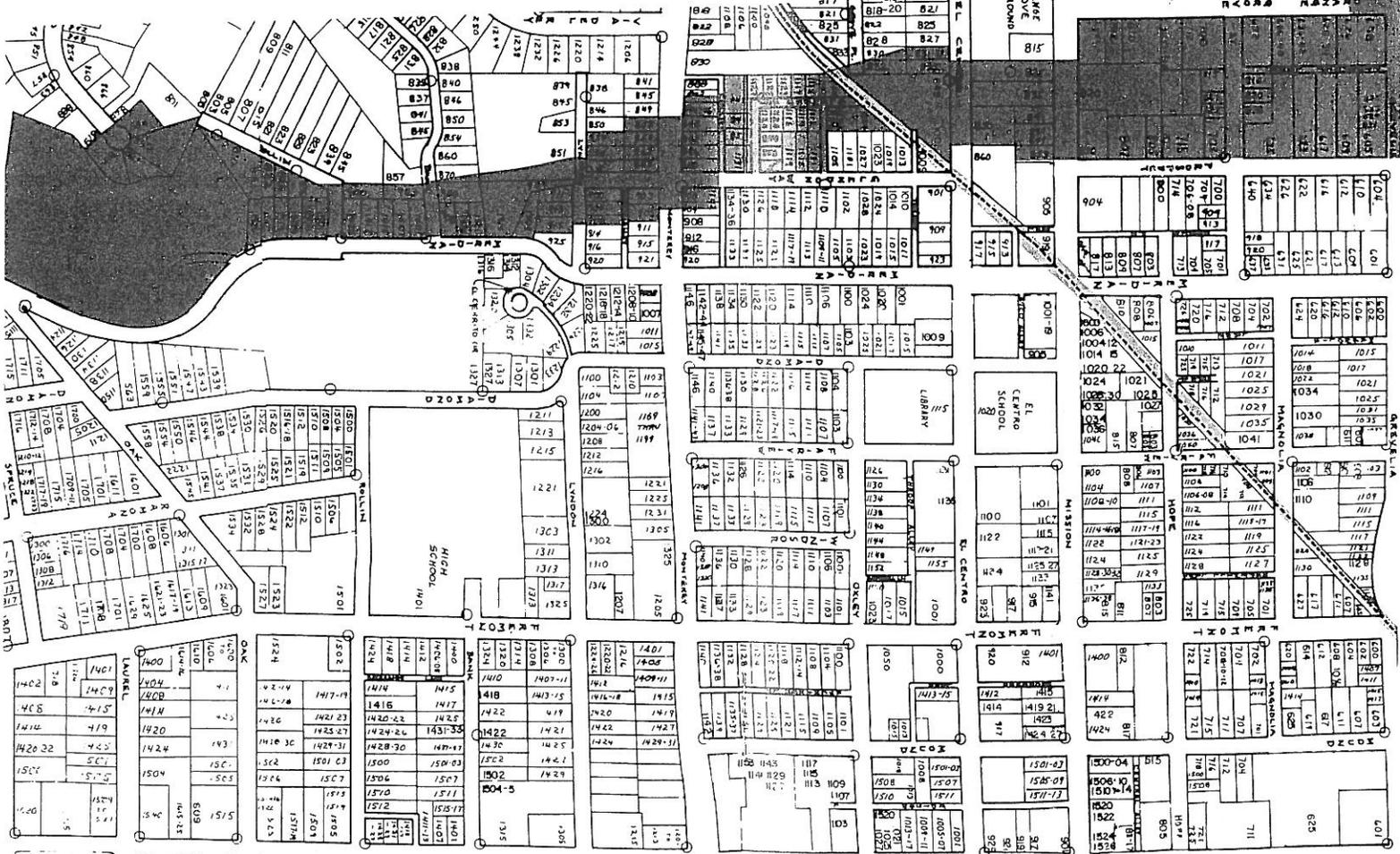
any route...now ask yourself... "Is this what you want for our City?"

LOSS TO OUR SCHOOL DISTRICT:

- 350 to 400 students lost.
- This is approximately 10% to 12% of enrollment resulting in an income loss of equal amount. Income loss will severely cripple standards of education.

AIR QUALITY FURTHER DEGRADED:

- 220,000 vehicles per day through the center of our City CANNOT be healthy.



in Route 710 Corridor

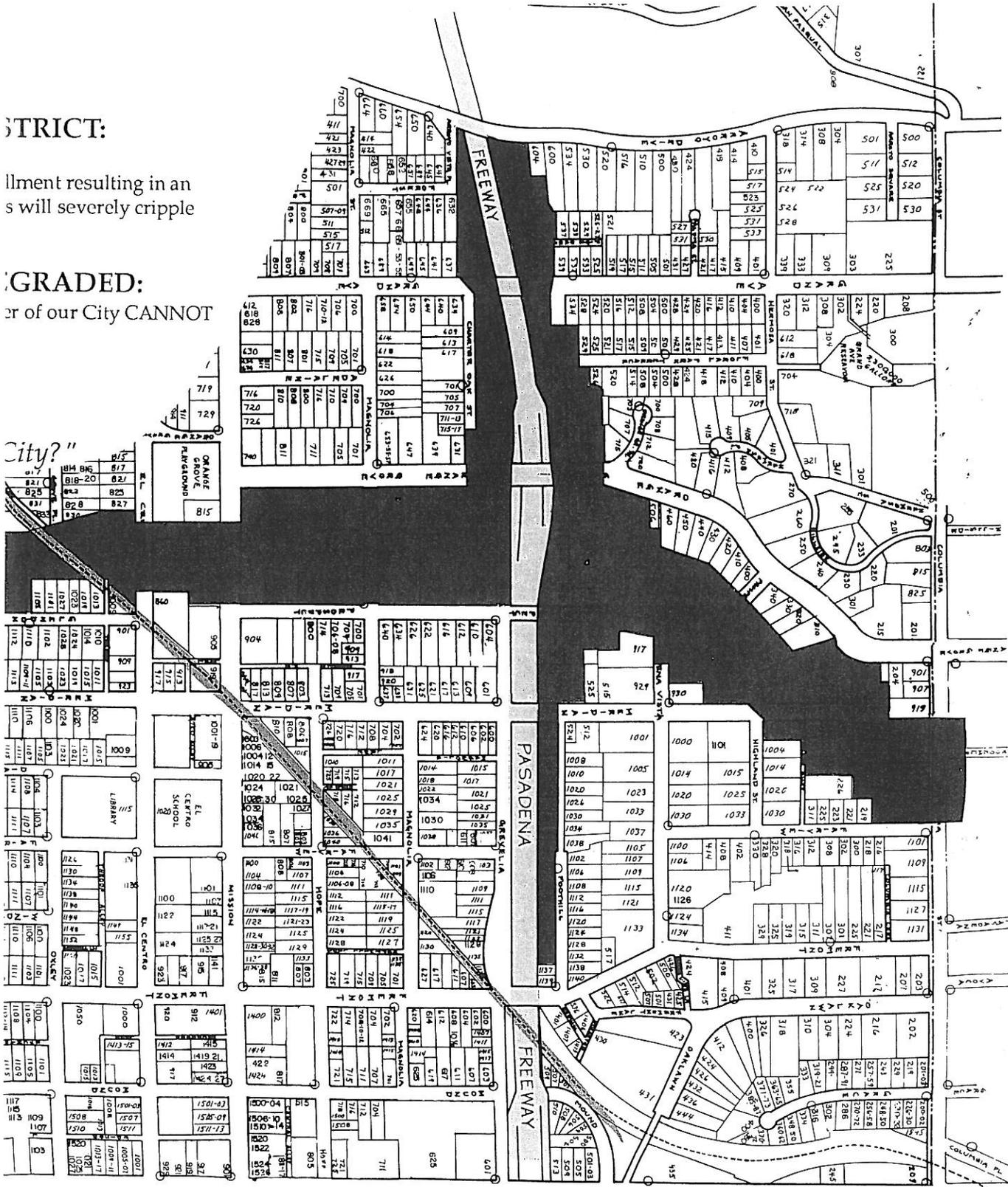
STRICT:

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City?"



Connecting The Highway Dots

Regional Reasons Why The Freeway Extension Will Never Be Built

by Ken Farfsing, City Manager
South Pasadena

The year was 1949. Then Governor Earl Warren signed legislation designating the northern half of the Long Beach Freeway. Returning G.I.'s were impressed with Nazi Germany's advanced autobans. National goals were established and we moved into the "Era of the Interstate." The Los Angeles Basin was planned for a criss-crossing freeway system, leaving no community less than a few miles from a freeway.

The crest of freeway construction is now behind us; the vision that we could rely on freeways is outdated. Instead, the region is slowly recognizing the importance of our "multi-modal" transportation future. Now, the vision of the Interstate Surface Transportation Efficiency Act (ISTEA) embraces

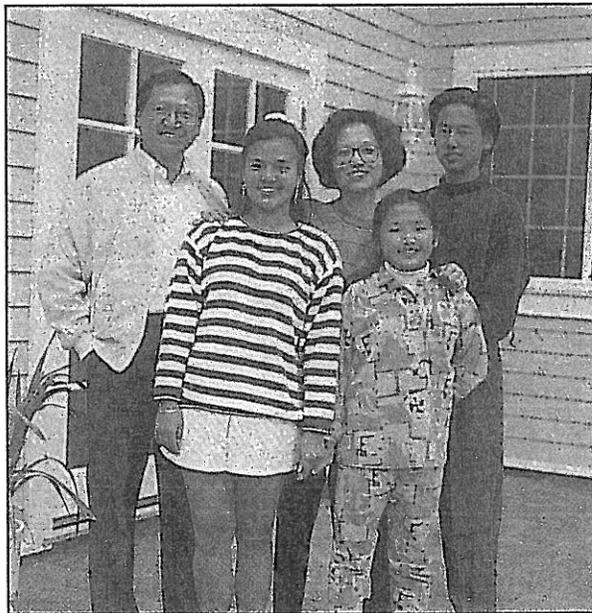


FREEWAY FIGHTER--Antonio Rossmann, South Pasadena's freeway fighting lawyer, predicted that Caltrans will have difficulty getting the federal courts to lift a 1973 injunction requiring the transportation agency to make an environmental study of the impact of the freeway extension. Meeting was held to alert the media to South Pasadena and El Sereno's commitment to fight the freeway.

NO 710 FREEWAY

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- Superior Schools
- Clean Air
- A Sense of Pride
In Our City
- Community Unity



Paul Zee

Councilman, South Pasadena

the principles that existing freeways should be made more efficient for cars, buses and van pools; that light rail and mass transit can move people, and that the region's freight can move by rail.

Changing Regional Priorities

It is clear that Federal funding will combine with changing regional priorities to drive our "multi-modal" future, a future that recognizes that we can no longer rely on just the freeways for serving the economy of the region. Indeed, the new transportation philosophy recognizes that our region's needs are best served by an interwoven offering of subways, commuter rail, light rail, expanded bus systems, car and van pools, and railroads moving containers.

Background:

Entangled in the Past

Even as we reach to the future, we are a region entangled in the accepted practices of the past. A good example of this phenomenon

at work is the situation resulting from planning done years ago for the twin Ports of Long Beach and Los Angeles. Without a doubt, the planners of these two powerful regional resources underestimated the tremendous impacts of their development.

From the 1940's to the 1980's our region had a broad industrial base which concentrated on building cars, planes, and goods. But in the late 80's, our region began a transition to a different sort of economy. This more recent "post-industrial phase," unlike its predecessor, now relies heavily on converting idle manufacturing areas into warehousing and distribution centers. This transition has been occurring now for a decade in communities like South Gate, Carson, Commerce, and Downey.

For the twin ports, which are gigantic economic engines and modern in their facilities, the effects of this shift are evident in the overburdened freeways, local streets, and rail that attempt to serve them daily. The situation is a tangled mismatch and, with growth for the ports anticipated to be over 200% in this decade, it

could only get worse.

Regional Reason One:

The Alameda Corridor Project

Enter the Alameda Corridor Project, recently listed as the "foremost infrastructure improvement project" in California. This project will, in short, untangle the transportation mess surrounding our ports. It will dedicate and improve existing rail connections to the ports to handle containerized freight. The project will generate 5,000 construction-related jobs, create 700,000 permanent port-related jobs in our five-county area, and \$69 billion in annual sales revenues are expected.

Regional Reason Two:

Smog, The ISTEAs Vision, and South Pasadena

As exciting as its implications are for the Alameda Corridor, ISTEAs vision includes South Pasadena as well. ISTEAs backed by the Clean Air Act. Last amended in 1990, it applies tough air pollution standards to the nation's dirtiest air basin.

The proposed 710 freeway extension will not comply with the new air standards as both local and regional air quality decline.

Caltrans projects that the freeway will draw 120,000 vehicles into our area, on top of the 100,000 vehicles each day from this area. ISTEAs funding for the 710 extension will be prohibited since freeway expansions do comply with the Air Act.

Regional Reason Three:

Future shock - Funding Famine

Just as the region begins to embrace a "multi-modal" future, we are faced with "funding famine" of staggering proportions. Federal and State funds are being outstripped by crumbling infrastructure, new demands and large deficits. During the 1980's, California grew by 800,000 people a year, with the related costs to society. The recession "slowed" California's growth last year to "only" 600,000 people.

The California Transportation Commission assigns the Alameda Corridor a top State priority. The Corridor is also the most important "under-funded" project in the region. The estimated costs are \$1.3 billion, with funding for only \$137 million. This imbalance re-

See Dots page 24

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flects the nature of "funding famine" and the historic inability of the region to properly prioritize competing needs.

The Metropolitan Transportation Commission will attempt to set priorities straight by examining the Thirty Year Transportation Plan, first adopted in 1989. The Thirty Year plan guides the massive \$183 billion transportation investment. Based on rosy financial projections and failed transportation bond issues, the Thirty year

plan is now \$20 billion short of its goal. The plan falls short \$650,000 this year alone as costs continue to grow.

Meanwhile, our regional transportation needs are overwhelmed by the needs of the State of California. The State's Transportation Improvement Program is \$4 billion behind this year; the California Transportation Commission now reports that \$3.8 billion is necessary for freeway rehabilitation in the next ten years because the

freeways have exceeded their thirty year design life expectancy. There is also a backlog of \$300 million in freeway noise walls, last prioritized in 1989. Finally, Caltrans is critically behind in seismic freeway upgrades and has no source of funds for \$800 million in seismic strengthening for California's toll bridges.

**The Bottom Line:
"High Uncertainty"**

Due in part to the funding famine and the forty year fight over the 710 Freeway, the California Transportation Commission has identified the 710 as a project with "high uncertainty." The Commission reported to the Governor in 1993 that it is one of more than 29 "high cost" projects statewide, and that funding for it will take many decades. Because freeway funding is allocated in seven year cycles, the multi-year funding proposed for the freeway extension will eclipse the project to 2015 and for decades beyond. Property acquisition and relocation of residents will take five to ten years, when funding becomes available. Construction will conservatively take ten years, after clearing the corridor. The Commission concluded that "progress and full funding packages remain uncertain" for the Long Beach Freeway extension.

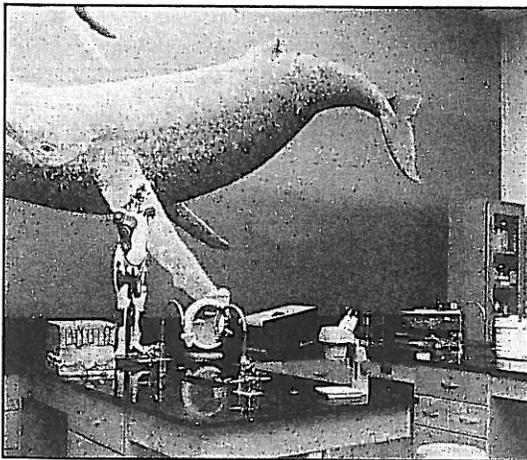
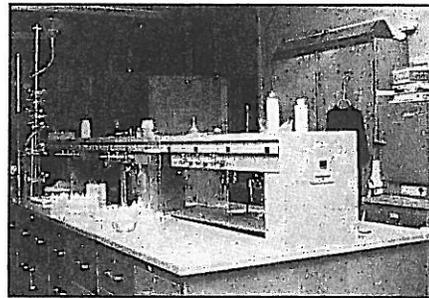
Conclusion: Instead, a

Multi-modal Future ... over time
Meanwhile, the Blue Line light rail project will be operational in 1998 and I will ride it long before any projected completion of the 710 extension.

Our region's multi-modal future is at hand. From our ports to our valleys, the shift is underway.

And it is a shift away from the criss-cross highway vision that bound the region in 1949. Economically, environmentally, and politically, this is a different era. We need no longer to play a game of "connect the highway dots."

Strengthening and Preserving our Schools for Future Generations



Shown are various views of the state of the art science laboratories donated to SPHS students, in part, through efforts of South Pasadena Booster Club.

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The 710 And Our Schools:

Adequate Funding And Safety Are At Stake

by Eva Lueck

Assistant Superintendent,
South Pasadena School District

Schools are a vital part of every community. The impact of the 710 Freeway extension on five separate school districts will vary based upon the unique composition of the district, the proximity of the schools to the freeway, the number of homes and students to be removed, and the growth potential in each area. Each district must clearly understand the impacts of the freeway and evaluate its needs from both a community as well as an educational perspective.

Freeway advocates speak positively about the work of the Route 710 Mitigation Advisory Committee. But they do not speak of how the school districts were refused committee membership. However,

the impacts of the freeway on our local schools is undeniable: based on the Mitigation Committee's recommended "reduced freeway footprint," the five impacted districts will lose \$1.6 million dollars annually in revenues.

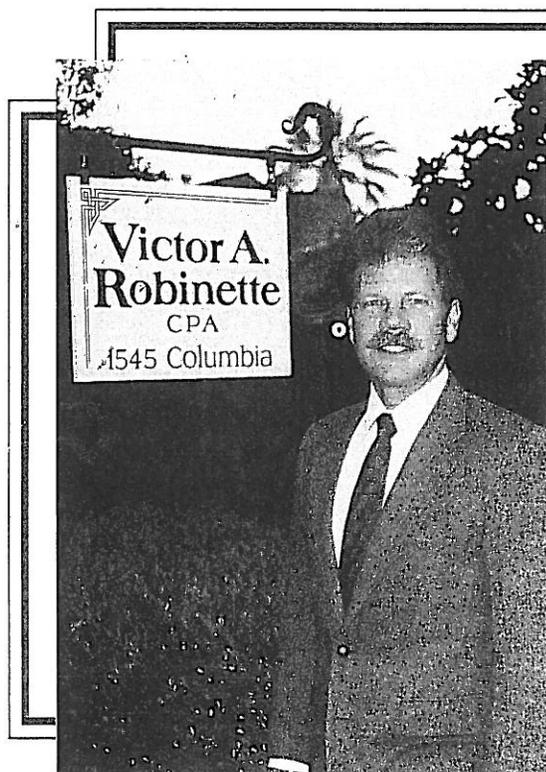
School districts derive their funding from the State of California based on a formula involving the number of students attending the district. Hardest hit will be the South Pasadena Unified School District where funding from the state will drop \$540,000. Next in line is the Los Angeles Unified. It will lose \$320,000. Altogether, over 460 students will be lost, with 285 from El Sereno, 159 from South Pasadena, 4 from Alhambra and 13 from Pasadena Unified. Due to these concerns, both districts have expressed their opposition to the

freeway project. Even Alhambra Unified has expressed its concern over increased street traffic adjacent to schools caused by the freeway.

For South Pasadena, the loss in income means that, due to the small size of the District and its limited-enrollment growth opportunities, it will not be possible to reduce expenditures without significantly reducing programs offered in math, language, and the arts. Extra curricular activities, like band and sports, which are vital to keeping students involved in school and off the streets, would also be reduced.

The South Pasadena School District is very concerned, too, about

See Schools page 26



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Getting The NAC Of Fighting Caltrans

by David R. Diaz,
Environmental Planner

The Neighborhood Action Committee (NAC) was established in 1985. The organization has two objectives: force Caltrans to abandon plans to build the 710 extension, and substantially improve the quality of the rental housing stock that Caltrans owns in El Sereno.

NAC initiated a successful lobbying campaign with state legislators to document the poor condition of the housing, labeling Caltrans as a negligent absentee landlord. The organization also lobbied the City of Los Angeles to force Caltrans to restore street lighting along Sheffield Avenue which had been removed during the late 1960's. Area residents felt that crime along the proposed route was directly related to Caltrans' action in removing the street lights. After a three year

effort, Caltrans reluctantly agreed to pay for the new street lights. After documenting the deteriorating condition of the housing stock and with the strong support of State Senator Art Torres, Caltrans initiated a two-year program to rehabilitate the housing units owned by the state along Sheffield Avenue.

Since the late 1980's, NAC, along with South Pasadena, has been active in proposing that the Metropolitan Transit Agency eliminate the Route 710 extension from the regional transportation system. The "No Build" strategy - the first among government agencies - has played an essential role in developing a broad-based multi-ethnic opposition to the proposed project. Indeed, the "Low Build Alternative" now advocated by the coalition against the freeway is, in fact, a refinement of the original "No

Build" strategy.

NAC has forced Caltrans and the regional transit planners to recognize that the minority community of El Sereno is strongly opposed to the freeway extension and that the serious environmental and economic damage to this community will have to be comprehensively addressed by Caltrans in future environmental impact reports.

Schools

from page 25

the safety of the students as they go to and from school - both during construction as well as after construction - the possibility of increased gang activity and drug trafficking in demolished neighborhoods, and the impact of the freeway itself on the local educational environment. The proposed freeway extension, for example, will be adjacent to the South Pasadena High School and the athletic fields. How will the pollutants from the freeway affect the athletes who train in the pool and on the football field and track? What will be the detrimental effects of the traffic noise on students in the adjoining classrooms?

Caltrans constructs freeways. School districts educate our children. In past freeway projects, Caltrans has under-estimated the fiscal and environmental impacts of their freeways. The Bellflower Unified School District waited over 25 years after the completion of the State Route 91 Freeway to have promised air conditioning installed in an elementary school. The elementary school is at the intersection of Interstate 605 and State Route 91. We cannot afford to underestimate either the financial or environmental impacts of the Route 710 extension. We cannot afford to wait on Caltrans' promises. Quality education for our children is too important.

IF THE FREEWAY IS BUILT, THE CITY OF SOUTH PASADENA AS WE KNOW IT TODAY WILL CEASE TO EXIST!



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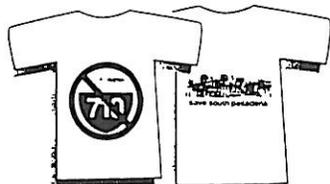
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Freeway Definitions

ACHP

Advisory Council on Historic Preservation. This federal agency, consisting of 20 members, represents federal, state, and local governmental offices, and other constituencies, in reviewing federally-funded projects that have adverse effects on historic resources. The ACHP cannot formally block an historically-destructive project; but the council can refer it to CEQ (see below) and also issue adverse comments that as a practical matter frustrate harmful transportation projects because of "section 4f" (see below).

AQMD

South Coast Air Quality Management District. The AQMD reviews important projects, including the Route 710 extension, for compliance with the 1990 federal Clean Air Act. Without such compliance, the project cannot be authorized.

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CALTRANS

California Department of Transportation. The state's highway department is divided into districts, with District 7 responsible for projects in Los Angeles County. Caltrans proposes freeway and other transportation projects and is responsible for preparing the EIS and/or EIR (see below) on those with significant effect on the environment.

CEQ

Presidents Council on Environmental Quality. This three-member panel and its staff interpret NEPA (see below) and also resolve environmental disputes among federal agencies. Under legislation now before Congress, CEQ's role may be reassigned to the Executive Office of the President and the Environmental Protection Agency.

CEQA

California Environmental Quality Act. CEQA, which became law in 1970, requires environmental impact reports (EIRs) and efforts to avoid harm from all projects with significant effects on the environment.

CMP

Congestion Management Plan. Required by the state, the CMP identifies significant streets and highways for improvement to reduce or eliminate congestion. Within South Pasadena and Alhambra, Fremont Avenue is identified on the CMP for congestion control.

CTC

California Transportation Commission. The 9-member body, appointed by the Governor with two legislators sitting ex officio, responsible for approving EIRs and selecting routes proposed for freeways, and for approving the state's comprehensive transportation funding program.

Db(A)

Noise measurement in decibels in the "A" weighting level. Cities use

65 Db(A) as the highest level that a community can tolerate and is therefore allowed to reach. Federal highway planners, however, use a different scale, which translates into a finding of 69 Db(A) as acceptable for freeway noise levels.

EIR

Environmental impact report. This is the formal environmental assessment, including a discussion of project impacts, project alternatives, and response to public comments, required by CEQA, the California law (see above).

EIS

Environmental impact statement. This is the formal environmental assessment virtually identical to an EIR (see above), required by NEPA, the federal law (see below).

FHWA

Federal Highway Administration. FHWA is an agency within the U.S. Department of Transportation. The Federal Highway Administrator is appointed by the President, while the majority of FHWA staff are civil servants. FHWA has been delegated authority to approve or reject the EISs and requests for federal funding of highway projects such as the Route 710 extension.

Freeway Agreements

California law generally requires each city to consent to a freeway before it can be built through that city. In 1982, AB 1623 (sponsored by then-Assemblyman Martinez) created a one-time exemption from freeway agreements for the Route 710 alternative selected within three years. Because Caltrans has now abandoned the Meridian Route selected for Route 710 in 1984, South Pasadena and the California legislature's Counsel believe freeway agreements are once again required as a prerequisite to construction of Route 710.

Freeway Definitions

HOV

High-occupancy-vehicle. A vehicle carrying many passengers, such as a bus, vanpool, or private carpool. HOV lanes are those designated for exclusive use by such vehicles.

LOS

Level of service. Transportation planners apply this alphabetic scale to the level of service for streets and freeways. LOS "A" is the best level, with freely flowing traffic. LOS "G" is gridlock. LOS "F" is slow-moving stop-and-go traffic, and the level that Caltrans predicts for the Route 710 Extension the day it opens.

MTA

The Los Angeles County Metropolitan Transportation Authority. A 1992 state law merged the former Los Angeles County Transportation Commission and Southern California Rapid Transit District to form the MTA, the largest transportation authority in the nation. MTA is responsible for Los Angeles County project planning and funding recommendations to the state's CTC (see above).

NEPA

The National Environmental Policy Act. Signed into law by President Nixon in 1970, NEPA requires that federal funding and federal approval of environmentally-significant projects be subject to the formal environmental assessment of an EIS, and a "record of decision" explaining why less harmful alternatives were not selected.

SCAG

Southern California Association of Governments. As the regional planning organization, SCAG is responsible under federal law for evaluating projects such as the Route 710 extension for compliance with mobility and air quality plans.

Section 4f: A provision of the federal Department of Transportation Act, added in 1964, which forbids use of federal transportation funds for projects that harm historic or

recreational resources unless there is both no feasible and prudent alternative and all possible planning to avoid the harm.

STIP

State Transportation Improvement Program. A seven-year cycle of project funding. The STIP process

begins when the MTA (see above) considers and adopts a regional transportation improvement program (RTIP), and continues when the CTC (see above) adopts the STIP. CTC approval of the STIP generally authorizes funds for use seven years after that approval.

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Proposed 710 Freeway Summary of Laws Violated

by Antonio Rossmann,
Special Counsel to South Pasadena

Federal and state law impose both procedural and substantive constraints on Caltrans' proposal to extend the Route 710 Freeway through El Sereno, South Pasadena, and Pasadena. Most of these laws were developed in the last 25 years in response to the early experience with the Interstate Highway System: the unnecessary and unjustified destruction of exemplary American neighborhoods. South Pasadena is the fortunate beneficiary of those legislators, judges, and citizen leaders who fought to ensure that the mistakes of the past would not be repeated in places like South Pasadena.

The National Environmental Policy Act (NEPA) requires that federal approval and funding of the freeway be preceded by an adequate environmental assessment (called an environmental impact statement, or EIS) that describes the project and less-damaging alternatives. Because no EIS had been prepared on this project in 1972, when South Pasadena and the Sierra Club initiated their federal court litigation against the project, the federal court in Los Angeles issued an injunction against the freeway in 1973. That injunction will remain in place until the EIS is finally completed and all federal and state route approvals are granted. If those approvals are granted, South Pasadena will ask the court to continue the injunction until the adequacy of the EIS, and other legal claims, are finally resolved. The NEPA claims on the present EIS include failure to assess all historic impacts, failure to examine honestly the "low build" alternative, and failure to consider current (post 1990) conditions like the Clean Air Act amendments.

The California Environmental Quality Act (CEQA) parallels NEPA for state approval and funding, requiring an environmental impact

report (EIR). For a project such as the 710 Freeway, the EIR and EIS can be the same document. But lack of an environmental assessment under state law also forms a basis for the existing injunction, and the inadequacy of the existing EIR/EIS will also form the basis, if necessary, of future claims. While CEQA and NEPA are similar, they are not identical. In particular, CEQA requires a more careful consideration of project alternatives, and also requires that promised mitigation be realizable and enforceable. Thus claims under CEQA will not only include NEPA claims, but other specific violations as well.

The National Historic Preservation Act (NHPA) requires that the federal Advisory Council on Historic Preservation (ACHP) and the California State Historic Preservation Officer (SHPO) be afforded opportunity to comment on a federal project such as Route 710, and to object if the damage to historic resources is unjustified. Under this law, both the ACHP and SHPO have determined that the Route 710 Freeway project is not justified. While the NHPA by itself does not give these agencies the power to disapprove the freeway, as a practical

matter their findings, when combined with "Section 4f" (described

See Laws Violated page 32

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at least another 35 undisturbed
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Laws Violated

from page 31

in the next paragraph), will prohibit federal funding.

The Department of Transportation Act through its Section 4f contains specific substantive limits on federal transportation projects: they



SOME OF THE INCREDIBLE WORKERS--Fighting for three generations, some of these volunteers have spent countless hours on protecting South Pasadena from the invasive 710 Freeway Extension.



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cannot harm historic or recreational resources unless no feasible and prudent alternative exists, and all planning to minimize harm has been carried out. Especially in the Western United States, the federal courts have interpreted Section 4f to disapprove freeway construction even when the only alternative was "no project." In light of the incomplete historical assessment for the Route 710 proposal, the availability of a "low build" alternative, and the findings of the ACHP and SHPO, it is extremely unlikely that Route 710 can pass muster under Section 4f.

The Federal Clean Air Act, and in particular its 1990 amendments, impose strict conditions on new major projects in the Los Angeles Basin. Moreover, this law and its implementing EPA regulations re-

quire that the assessment of air quality impacts include "state of the art" techniques. Because the Route 710 project will prove to be a traffic generator, and because Caltrans' existing assessments use outdated and discredited modelling analysis, the Route 710 proposal will not be justifiable under the Clean Air Act.

The California Streets and Highways Code requires that before construction of a freeway through a city, the city must consent to a "freeway agreement" with Caltrans. Because of this legal requirement that protects "home rule" and denies Caltrans the power to impose impacts that a city finds unacceptable, the freeway has not been built into South Pasadena. In 1982, the city of Alhambra, apparently believing that destruction of South Pasadena is justified to meet Alhambra's own ambitions, sponsored a bill (A.B. 1623) to exempt only the Route 710 extension from the "freeway agreement" requirement. In 1982 Caltrans itself condemned the measure as "special interest" legislation and opposed it, believing that it should earn the approval of all cities before being authorized to construct a freeway through them. The bill did nonetheless become law — but subject to an important condition: that Caltrans complete its environmental assessment and the California Transportation Commission select the exempt route by 1985. Acting pursuant to A.B. 1623, the commission





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See Laws Violated page 37

Proposed Huntington Drive Interchange



SHOCKING CHANGES: This before and after visual analysis (top) shows Huntington Drive in South Pasadena as it is presently. The (bottom) second view gives us a computer projected image of the vast destruction which would occur along Huntington Drive if the proposed 710 Freeway should be completed. Note the absence of cars!



Laws Violated

from page 32 :

selected the "Meridian" alternative route in December 1984. The Federal Highway Administration,

fers the "Meridian Variation" alternative, believing that the "Meridian" route would not meet the re-

under state law for "freeway agreements." Because the A.B. 1623 exemption expired in 1985, Caltrans

"The California Streets and Highway Code requires that before construction of a freeway through a city, the city must consent to a 'freeway agreement' with Caltrans."

however, would not accept this route because of its devastating impact on historic resources; Caltrans subsequently abandoned it and now pre-

quirements of "Section 4f." In abandoning the "Meridian" route because of its violation of federal law, however, Caltrans lost its exemption

will be unable to construct Route 710 as a freeway through South Pasadena and any other city that now finds the freeway unacceptable.

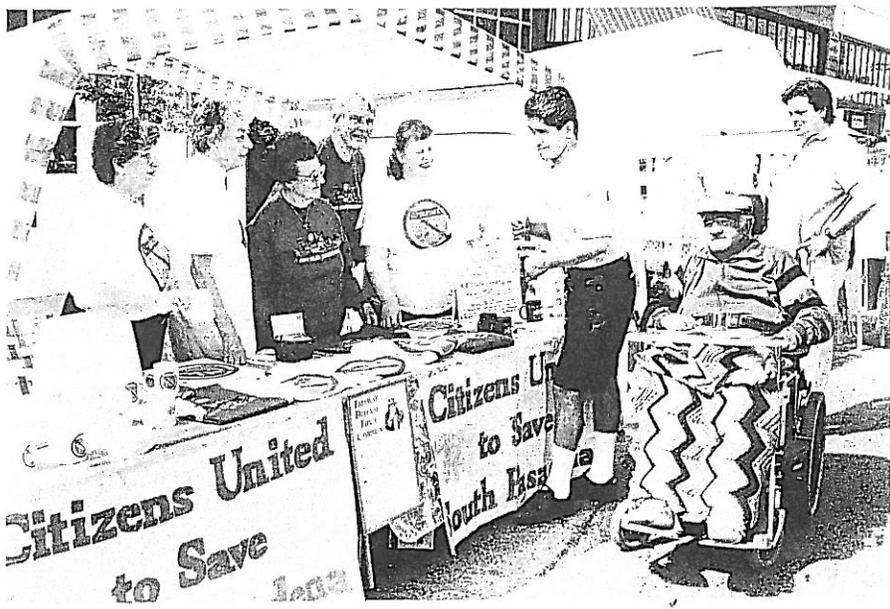
What We've Been Up To

by Lorna Moore, "No 710"
Pasadena Based Group

"No 710" was formed in 1992 by a group of Pasadenans who initially gathered to talk about the proposed 710 Freeway extension. But in one year, this organization has become one of the leading voices of opposition to Caltrans' proposed project.

Citizen education and involvement have been crucial to "No 710's" achievements.

The group's first action was to hold a forum on the freeway which was held at La Casita Del Arroyo in June of last year. "No 710" also co-sponsored a presentation by Australian urban planner, Jeff Kenworthy, entitled, "Traffic Planning for Sustainable Cities: Building Cities as if People Mattered." We also incorporated cable television into our strategy with this author appearing as a representative



FREWAY FIGHTING FUNDRAISER--One of the popular booths at Arts and Crafts Festival was the fundraising Citizens United to Save South Pasadena. Hard-working volunteers included Mary Ann Parada, Liz Clements, Anita Stoney, Bob Hudson, Diana Stoney, Manuel Soto and chairperson Ernie Arnold.

of the organization on KPAS-TV, Channel 55, as part of a panel discussion on the topic of the freeway. This program aired daily through mid-May.

In addition to our public information efforts, "No 710" has also worked hard to lobby local, state, and federal decision makers. We've made many personal visits,

tioned at every opportunity Caltrans' philosophy, methodology, and conclusions.

To get our message across, we've met with Mayor Rick Cole and Vice-Mayor Katie Nack, Citizen Representative to the Mitigation Advisory Committee, Victor Ell, and Public Works Director, Cynthia Kurtz. Supervisor Gloria

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*Citizen Education and Involvement
have been Crucial to
"No 710's Achievements"*

sent innumerable public information packets, and made dozens of personal pleas to get our political leaders informed, involved, and committed to our viewpoint.

Along the way, we've appeared before the Pasadena City Council, the transportation commission, and virtually every other forum where we felt the freeway issue should be discussed, including the mitigation meeting where we kept a vigilant watch and ques-

Molina, State Senator Art Torres, Congressman Carlos Moorhead, Senators Diane Feinstein and Barbara Boxer. Even the Governor himself, Pete Wilson, has heard our call.

The idea is to stop the freeway. To achieve that goal, "No 710" will work with the Route 710 Coalition in the "Stop 710 Defense Fund," continue our lobbying and education efforts, and expand our membership.

Organizations Opposed To The 710 Freeway

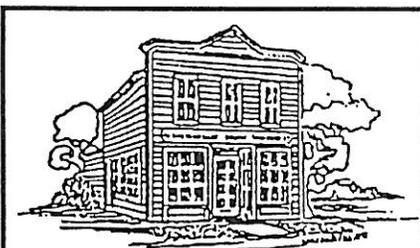
Membership in the Mitigation Advisory Committee was predetermined by Caltrans. They called for representatives from the cities of Pasadena, Los Angeles, Alhambra and South Pasadena. Additional representation on the committee was from the Southern California Association of Governments (SCAG), the Los Angeles County Transportation Commission (LACTC) and the National Trust for Historic Preservation. South Pasadena maintained that the membership was heavily weighted towards freeway proponents and not conducive to resolving the dispute.

Agencies and Organizations that Oppose the Project

- Advisory Council on Historic Preservation (the independent federal agency responsible for implementing the National



NATIONAL HISTORIC TRUST--President Richard Moe of the National Trust for Historic Preservation toured the Route 710 Freeway corridor and said, 'Stopping this project is a top priority on the national agenda.'



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- Historic Preservation Act)
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- National Alliance of Statewide Preservation Organizations
- National Alliance of Preservation Commissions
- National Parks and Conservancy Association
- Preservation Action Association
- California Office of Historic Preservation
- California Preservation Foundation
- Sierra Club
- Natural Resources Defense Council
- Friends of the Earth
- Coalition for Clean Air
- Los Angeles Conservancy
- City of South Pasadena
- South Pasadena Unified School District
- Citizens United to Save South Pasadena
- South Pasadena Preservation Foundation
- Pasadena Heritage
- "No 710" - Neighborhoods

Opposed to the 710 Fwy. - Pasadena

- El Sereno Neighborhood Action Committee
- Highland Park Heritage Trust
- Citizens For a Better Environment
- Highland Park Neighborhood Association
- Cooperative Resources and Services Project (CRSP)
- L.A. ECO-Village
- ECO - Cities Council
- Altadena Heritage

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