



**MINUTES OF THE SPECIAL MEETING OF THE  
CITY COUNCIL OF THE CITY OF SOUTH PASADENA CONVENED  
THIS 13<sup>th</sup> DAY OF MAY 2015, AT 6:30 P.M.  
SOUTH PASADENA MIDDLE SCHOOL AUDITORIUM  
1500 FAIR OAKS AVENUE, SOUTH PASADENA, CA 91030**

**1. ROLL CALL**

Mayor Joe convened the Special Meeting of the South Pasadena City Council at 6:39 p.m.

Present were City Councilmembers Cacciotti (arriving at 6:43 p.m.), Khubesrian, and Schneider; Mayor Pro Tem Mahmud; and Mayor Joe.

Absent: None.

Other Officials and staff present: City Manager Gonzalez; City Attorney Highsmith; Principal Management Analyst Lin; Management Intern Zneimer; City Clerk Zneimer; and Interim Chief Deputy City Clerk Kilby.

**PLEDGE OF ALLEGIANCE**

Harry Knapp, Former Mayor, City of South Pasadena (City) led the Pledge of Allegiance.

**2. PUBLIC COMMENT**

Without objection, Mayor Joe moved the Public Comment section to the end of the Meeting so that all attending could hear from the presenters and to keep the meeting on schedule.

Mayor Joe provided introductory comments. He said the purpose of the presentation is to inform residents about the City's history related to the proposed State Route 710 (SR-710) North Extension, the current Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) and the destructive impacts of the alternatives. He said the Meeting will demonstrate how the City Council has been working to protect the residents' interests. He invited residents to submit individual comments regarding the

issue tonight and by July 6, 2015, to the California Department of Transportation (Caltrans). He invited the Councilmembers to ask questions after each presenter. All presentations were accompanied by PowerPoint slides.

Antonio Rossmann, Special Counsel, Rossmann and Moore, LLP, provided a history of the City's efforts to oppose the proposed North Extension.

Principal Management Analyst Lin presented the alternatives offered in the Draft EIR/EIS and responded to questions.

Avrum D. Gold, West Pasadena Residents' Association and SR-710 Working Group, presented potential tunnel-boring risks and responded to questions.

Jeffrey Tumlin, Consultant, Nelson Nygaard Consulting Associates, who Mayor Joe said has been working with the 5-Cities Alliance (Glendale, La Cañada Flintridge, Pasadena, Sierra Madre, and South Pasadena) to analyze the deficiencies of the Draft EIR/EIS, as well as Connected Cities and Communities to develop a multimodal vision, presented key findings and a multimodal vision related to the Draft EIR/EIS. He responded to questions.

Councilmember Khubesrian presented the City's collaborative approach and responded to questions.

Delaine Shane, Environmental Planning Professional, presented public comment and hearing procedures for responding in writing to the Draft EIR/EIS. She responded to questions.

Mayor Joe read excerpts from a letter dated May 7, 2015, from Adam B. Schiff, Congressman, 28<sup>th</sup> Congressional District, to the Metropolitan Transportation Agency (Metro) Board. In the letter, Congressman Schiff said, among other things, "... a tunnel would be cost prohibitive and detrimental to the communities overall..." Insofar as the communities along the path, "... it is a consensus against the proposal, finding it too costly, too disruptive and too backward a solution to transportation needs in the 21<sup>st</sup> Century." He said "... communities want new and innovative ways to move people and improve air quality, not more freeways above or below ground with their smokestacks for ventilation and even more vehicles belching exhaust through their neighborhoods."

Mayor Joe opened the Public Comment section, limiting comments to three minutes each and only on the subject on the Special City Council Meeting Agenda.

Dianna Martinez-Lilly, South Pasadena Resident, said that the City should look at a tunnel system. What is missing from the Draft EIR/EIS is the incorporation of "smart planning," looking at ways that parkways can connect different places, and at corridors

that are opened up by Caltrans-owned public lands that can be turned into parks or public spaces. South Pasadena Resident Martinez-Lilly said there is an environmental justice issue in East Los Angeles with another project that will be a visual eyesore and remove more businesses. There is a need to look holistically so that it fits everyone. She said the meeting was one-sided and urged the City Council to be more open to options. She said the City is pitting neighborhoods against one another when there is an opportunity to resolve the issues together.

Don Jones, Member, No 710 Action Committee, said his family has opposed the proposed SR-710 North Extension for 23 years. He said many friends and neighbors who fought this issue throughout the years are no longer alive. He said that although victory seems near, they have been there before. Member Jones provided history of the opposition. If vacant parks become available, he advised naming a park or public place in the City after the individuals who have passed away who put many years into fighting the North Extension.

Kathryn Martorano, South Pasadena Resident, said that with all of the alternatives, residents and businesses will suffer and pay a price. The issues with the tunnel have been presented, but there are negative aspects with the alternatives. The widening of streets would lead to a loss of residential and business property. She supported the idea of distributing transit passes to students, which would not impact residents or businesses. When bike lanes are added, parking spaces will be removed, negatively impacting businesses. In addition, congestion increases due to the loss of lanes. Risks for cyclists increases. Cars should be primary on streets, she said.

Christopher Sutton, Attorney, Law Office of Christopher Sutton, representing Caltrans tenants, stated he has been involved in the issue for 45 years. He represents tenants who live in the Caltrans houses taken for the surface SR-710 North Extension, which began in 1965. He said the Draft EIR/EIS ignores the impacts on the Caltrans tenants and contains no plans for the disposition or rehabilitation of some 400-500 homes. He urged those who are commenting on the Draft EIR/EIS to address the issue. He urged Caltrans to adopt a plan to preserve in place the existing tenants, allow the tenants to purchase the properties under state law, outline methods of restoring the properties, and focus on preserving the neighborhoods where these houses exist.

Jan Soohoo, La Cañada Flintridge Resident, said she has been involved in opposing the SR-710 North Extension for five years. She referenced Bent Flyvbjerg, Professor, University of Oxford, and a world-renowned expert on infrastructure megaprojects, such as the proposed SR-710 tunnel. His research indicates that 90 percent of bridge and tunnel projects become over budgeted and over scheduled. Thus, the \$5.65 billion estimate is grossly underestimated. She evaluated the Seattle State Route 99 (SR-99) tunnel project, the SR-710 project, and the Sepulveda Pass Corridor Tunnel. The estimate for the SR-710 is \$5.65 billion; yet the Sepulveda Pass Corridor Tunnel is estimated to

cost \$10 billion. She said the estimate for the SR-710 is being purposefully underestimated.

Kathy Jones, South Pasadena Resident, said she frequently utilizes rapid transit and that more bus lanes are not needed, rather more buses are needed.

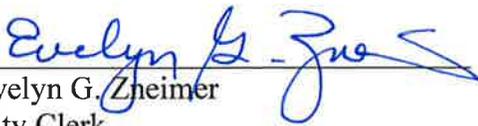
There being no additional speakers, Mayor Joe closed the Public Comment section.

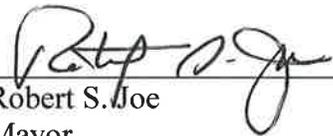
Councilmember Khubesrian made a motion to place an item on a future City Council Meeting Agenda to look at updating the City's existing resolution on the SR-710 to discuss and provide direction to staff to bring back a resolution to consider opposing the SR-710 North Extension. In addition to that, to look at the other alternatives that were presented at this meeting and to consider making a finding about the Draft EIR/EIS as being inadequate with a flawed purpose and needs, and to consider opposing the Light Rail Transit (LRT) route alignment that is in the Draft EIR/EIS. In addition, consideration would be given to look at and make decisions about the Bus Rapid Transit (BRT), the Transportation Demand Management/Transportation System Management (TDM/TSM), and the no-build alternatives, seconded by Mayor Pro Tem Mahmud.

Mayor Pro Tem Mahmud announced that an additional Public Hearing will be held, sponsored by Caltrans and Metro. When it is scheduled, the City will notify the public. She said that at these meetings, there will be an opportunity to ask questions. She said that the Executive Summary of the Draft EIR/EIS, which totals approximately 40 pages, can provide a way for the public to become familiar with the document and which sections may be of further interest.

Mayor Joe thanked the panel members and expressed appreciation to the audience for attending. Councilmember Khubesrian expressed appreciation to the Freeway and Transportation Commission. Mayor Pro Tem Mahmud said the City is fortunate to have so many involved, knowledgeable activists from throughout the area.

Councilmember Cacciotti, seconded by Mayor Pro Tem Mahmud, made a motion to adjourn. Without objection, Mayor Joe adjourned the Special Meeting of the South Pasadena City Council at 8:55 p.m.

  
Evelyn G. Zheimer  
City Clerk

  
Robert S. Joe  
Mayor

Minutes approved by the South Pasadena City Council on June 3, 2015.