

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 01/08/2020

Type of NC Board Action: Against

Impact Information

Date: 01/15/2020

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 19-1566

Agenda Date: 01/08/2020

Item Number:

Summary: See attached letter and motion.

**CITY OF LOS ANGELES
CALIFORNIA**

Officers

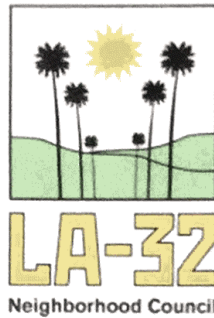
**SYLVIA CRUZ
PRESIDENT**

**JOHNNY GURSKI
VICE-PRESIDENT**

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TREASURER**

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RECORDING SECRETARY**

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CORRESPONDING SECRETARY**



**LA-32 HISTORIC
NEIGHBORHOODS**

EL SERENO

EMERY PARK

HILLSIDE VILLAGE

ROSE HILLS

SIERRA PARK

UNIVERSITY HILLS

January 13, 2020

To: Los Angeles City Council
201 N. Spring Street
Los Angeles, CA 90012

Re: Council File Number 19-1566

This document is prepared based on the actions of LA-32 Neighborhood Council. At the General Board meeting of January 8, 2020, in which the Agenda was properly posted, a motion was addressed to the body in which Public Comment was provided with Stakeholders given an opportunity to speak on this issue, discussion and debate took place before a Board vote. The President conducted the meeting where the LA-32 Neighborhood Council Board voted in favor of the motion as follows:

Motion: Discussion and possible motion to assign a Community Impact Statement (CIS) opposing the 710 Freeway extension and/or connector road from Valley Boulevard to Alhambra Avenue. Accordingly, the Community Impact Statement opposing the Connector Road from Valley Boulevard to Alhambra Avenue is as follows:

The LA-32 Neighborhood Council's official position is in objection to any SR-710 project alternative that includes extending the SR-710 Freeway terminus from Valley Blvd. to Alhambra Ave., specifically a Connector Road, and/or any extension of the SR-710 Freeway terminus currently at Valley Blvd. north in any form.

In the motion above, what is described as requesting support is in fact this document representing the position of the Board. The Board voted in favor of the motion, with a Board vote of Yea (11), Nay (0), Abstain (0), Ineligible (0) and Recusal (0).

This includes LA-32 Neighborhood Council's opposition to the Preferred Alternative as indicated in the Metro Final SR-710 EIR-EIS North Project Executive Summary issued 11/28/2018, Figure ES4: TSM/TDM Alternative Local Street and Intersection Improvements and identified as a Valley-Mission Intersection/Local Street Improvement; and/or any variation thereof, such as the T-1 alternative

engineering drawings that Caltrans recently provided, where the T-1 is not proposed to connect to Mission Rd (Alhambra) but connects to and requires work only in the City of LA (El Sereno).

A representative from the Los Angeles Mayor's office stated that the impact statement can certainly include mention of Mayor Garcetti's opposition to the T-1 connector road. A representative from Los Angeles County Supervisor Hilda Solis office stated that Supervisor Solis is also in opposition to the T-1 connector road project.

BACKGROUND – DECADES OF STRUGGLE:

For the past 60 years, El Sereno has always been at the forefront of any proposed extension of the SR-710, including an Above Ground Extension, a Tunnel, a Tunnel Portal, and many variations of a Connector Road into our residential community.

The El Sereno community, which includes advocates leaders from all four regions of El Sereno, including Hillside Village, University Hills, Rose Hills, and Emery Park-LA, have vigorously fought to protect El Sereno from 710-related projects that would devastate the community.

IMPACTS OF AB29 & SB7:

With the recent passing of AB29 and SB7, all the other cities within the SR-710 north extension right of way are protected from any threat of a freeway or adverse freeway project, except for El Sereno. A last minute amendment on these bills left the section from Valley Blvd. to Alhambra Ave. under Caltrans control, which leaves El Sereno vulnerable to any project Caltrans wants to build, especially a T-1 Connector. Los Angeles, and specifically El Sereno residents and businesses, must be afforded the same equity and environmental justice that was provided to more affluent communities.

CONNECTOR ROAD ADVERSE IMPACTS ON EL SERENO

Any connector road between Valley Boulevard and Alhambra Avenue or Mission Rd., that moves traffic only 1,500 feet, would devastate the El Sereno community. Whether it comes over or under the railroad, or whether it enters a few feet east onto Mission Rd. in the City of Alhambra, it will present serious safety hazards for residents and businesses along this corridor.

A Connector Road will negate the recent traffic safety and mobility measures that have been completed along Alhambra Ave., which was well known as El Sereno's most dangerous street. Major traffic safety improvements include a new sidewalk and traffic signal at the S-curve adjacent to the El Sereno Arroyo Playground, a crosswalk with flashing lights at Alhambra Avenue and Hollister Ave., bike lanes and center left-turn lanes along Alhambra Ave. These improvements were necessary due to frequent accidents and fatalities along this corridor.

Further, the El Sereno Arroyo Playground (ESAP), located at the corner of Lowell and Alhambra Avenues (exactly where a proposed T-1 Connector would enter), would devastate and possibly eliminate this much-needed green and recreation space in this Park-Poor community of El Sereno.

CONNECTOR ROAD – DOES NOT RESOLVE TRAFFIC

A Connector Road will not solve mobility problems either for Los Angeles or Alhambra. Commuters and truck traffic heading to points north, i.e. Pasadena, South Pasadena and beyond, will still need to travel back to Fremont Ave. in Alhambra to continue north. There are no north and south thoroughfares in this area of El Sereno, only residential streets.

Los Angeles residents will not benefit from a Connector Road, as they already have access to El Sereno and other Los Angeles communities (e.g. Lincoln Heights, Boyle Heights, Downtown LA, and others), via the Valley Grade Separation Road.

In 1996, Caltrans' own study rejected the Multi-Mode Low Build (first iteration of the Connector Road) indicating that it would not resolve traffic issues, or improve mobility or air quality.

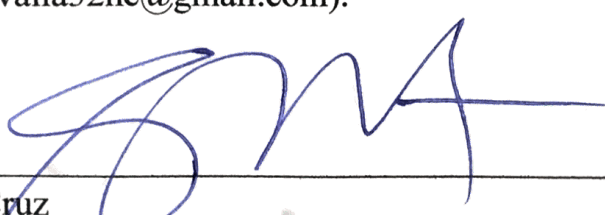
COUNCIL DISTRICT 14 OPPOSITION

The current LA-32 Neighborhood Council's opposition to any Connector Road between Valley Boulevard and Alhambra Avenue is supported by Councilmember Jose Huizar's letter of October 29, 2019 to State Senator Maria Elena Durazo, which states:

"I am happy that the AB29 and SB7 legislation ended the possibility of extending the 710 Freeway between Los Angeles and Pasadena. While the legislation was designed to remove SR-710 from the state freeway system, it neglected to fully protect the City of Los Angeles from construction of the 710 freeway. Section 4 of AB29, which adds Section 253.9 to the Streets and Highways Code, incorrectly states in section (a)(2) that the SR-710 includes 'Route 1 near the City of Long Beach to Alhambra Avenue in the City of Los Angeles.' The language should instead say '...to Valley Boulevard in the City of Los Angeles.' Currently, the freeway terminates at Valley Boulevard and does not proceed further north. As the law was adopted, this leaves open the possibility of extending the SR-710 freeway north from Valley Boulevard to Alhambra Avenue. During my tenure as a Councilmember, I have supported the community's vigorous opposition to any construction of a connector road between Valley Boulevard and Alhambra Avenue within the City of Los Angeles. Construction of this road has the potential of bringing thousands of commuters into the heart of the residential neighborhood of El Sereno, and goes against the City's goal of implementing multimodal transportation improvements to mitigate existing traffic concerns."

Please recognize that our position is inclusive and official, being a recognized entity of the City of Los Angeles, and that we have made the efforts to represent the voice of the community by following a process to allow all Stakeholders the opportunity to weigh in on the conversation.

If there are any questions relating to this resolution, you may communicate with the LA-32 NC President, Sylvia Cruz (aljacruzmoreno@gmail.com) or LA-32 NC Corresponding Secretary, Cynthia Sandoval (c.sandovalla32nc@gmail.com).



Sylvia Cruz
President LA-32 NC