

RECEIVED
CITY OF LOS ANGELES

DEC 29 2003

ENVIRONMENTAL
UNIT

December 26, 2003

Ms. Maya Zaitzevsky, Project Coordinator
City of Los Angeles Department of Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: CANYON HILLS PROJECT, EIR Case No: ENV-2002-2481-EIR, Nos: SCH # 2002091018

Dear Ms Zaitzevsky,

The EIR is inadequate and I request that the consultant redo the EIR because it seriously understates the impact of this development on the community.

114-1

As a commuter on the 210 Freeway, I am a citizen expert in the Aesthetic Impact of this development. In reviewing the DEIR, the consultant **did not take into consideration the requirement for freeway sound walls**, as identified in the Noise Impact Study by ArupAcoustics located in the Appendix. Twenty (20) houses within the proposed development will be exposed to freeway noise levels exceeding the allowable limit, thus necessitating a freeway sound wall. This freeway sound wall was not included in the Photo Simulation and Visibility Analysis provided in this report. As described in this report this section of the 210 Freeway is designated as a Scenic Freeway. Installation of these sound walls will directly interfere with the view of this scenic region.

114-2

In addition, the effect of these sound walls was not included in the Noise Analysis section of this report. Namely, the reflection of the freeway noise to the existing community was not considered.

114-3

Furthermore, according to Caltrans, the completion of the 710 Freeway to the 210 Freeway in Pasadena will increase car traffic in this area by 150,000 cars per day, plus an increase of more trucks from the LA Harbor area. (This project has been revived with the consideration of a tunnel in the controversial areas within Pasadena and South Pasadena.) This will increase the need for sound walls in this new community, and further decrease the scenic value of the Verdugo Mountains, "an island of open space surrounded by urbanization".

114-4

The DEIR also states that the development will only be viewed for maximum 77 seconds when traveling along the freeway at 65 mph. It omitted the fact that the entire scenic view is only 3 minutes, 30 seconds (at 65 mph), thus reducing the scenic value by 37%.

114-5

CANYON HILLS PROJECT

12/26/03

pg 2

The DEIR is inadequate and should be redone because it seriously understates the impact of this development on this community.

114-6

Sincerely,



Les Vincent
3511 El Lado Drive
Glendale, CA 91108

cc: Glendale-Crescenta V.O.I.C.E