

Sunland-Tujunga Neighborhood Council

IMPROVING THE QUALITY OF LIFE IN SUNLAND TUJUNGA

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September 10, 2014

Sent via email: palmdale_burbank@hsr.ca.gov

Mark A. McLoughlin, Director of Environmental Services
ATTN: PALMDALE TO BURBANK PROJECT SECTION
California High-Speed Rail Authority
700 N. Alameda, Room 3-532
Los Angeles, CA 90012

Re: Opposition to High Speed Rail/ Palmdale to Burbank

This correspondence is written on behalf of the Sunland-Tujunga Neighborhood Council. Our Neighborhood Council was certified by the City of Los Angeles in 2003.

The Sunland-Tujunga Neighborhood Council stands in **opposition** to the proposed HSR alternative route which crosses through the Angeles National Forest. The location of this alternative route is, to say the least, vague and does not specify areas where HSR will be above or below ground. The yellow line on the interpretive map appears to run through Angeles National Forest, Lake View Terrace, Shadow Hills and La Tuna Canyon, but is not clearly delineated.

The scoping of this alternative route for an EIR seems extremely premature. It has been introduced to the community last minute and without consideration of the route's actual feasibility or the impact on quality of life in our communities.

The "Alternative Route" EIR must take the following issues into consideration:

The HSR appears to tunnel under portions of Big Tujunga Wash. The water flowing through the Wash is part of a system designed to recharge the San Fernando Valley Aquifer. This system supplies 10% of LA's drinking water.

Not only does this route cross substantial water resources it would also negatively impact federal mitigation areas reserved to protect endangered flora and fauna.

The EIR must review and detail the impact on the San Fernando Fault which runs east and west on the north side of Big Tujunga wash. Since this is an active fault it is essential that the EIR include full disclosure and engineering plans of how the HSR will be built through this active fault. The EIR must also consider all active faults within the "Alternative Route" including both thrust and slip faults.

It is essential that the process reviews and accurately discloses the impact of the HSR on the Rim of the Valley Trail Project currently being proposed to Congress by Adam Schiff and the possible retention of thousands of acres of the Angeles National Forest as a Federal Recreation Area. Will the HSR negatively effect these projects?

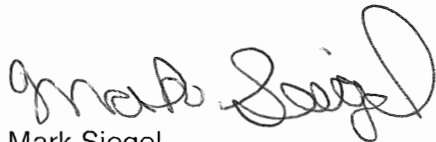
Much of the area in question is designated for Residential use (primarily low density) and Open Space. Land Use amendments would be required within the "Alternative Route". Consideration must be given to the fact that the HSR could substantially and adversely effect property values and real estate transactions.

Our communities have created Scenic Corridor Specific Plans to protect our ridge lines. We can enjoy scenic vistas from areas along Foothill Blvd., Sunland Blvd., Wentworth Street and La Tuna Canyon. The HSR would eliminate these Scenic Corridors.

Our communities include one of the most active equestrian areas in Los Angeles. If the HSR runs above ground through Shadow Hills it could cause great economic hardship and loss of property. The HSR could split the community in half.

In closing the Sunland-Tujunga Neighborhood Council again states its **opposition** to the HSR "Alternative Route". The People, Economy and Environment would be forever, adversely impacted by this short sighted infeasible plan.

Regards,



Mark Siegel
President
Sunland-Tujunga Neighborhood Council

cc: Councilman Felipe Fuentes
Congressman Adam Schiff
Supervisor Michael Antonovich
State Senator Carol Liu
Assemblyman Raul Bocanegra
Shadow Hills Property Owners Assn.
Lake View Terrace Improvement Assn.
La Tuna Canyon Homeowners Association
Foothill Trails District Neighborhood Council
Pacoima Neighborhood Council
Arleta Neighborhood Council
Mission Hills Neighborhood Council
Sylmar Neighborhood Council
MRCA