

HIGH DENISTY NEEDED FOR PUBLIC TRANSIT TO BE SUCESSFUL

Los Angles and Denver citizens learned the hard way. They now getting relief with light and rapid rail. They say NO MORE FREEWAYS, No more Heritage zoning. Goodbye gridlock, welcome progress.

I am unable to understand why the Light Rail was not routed south at 24th Street, then east to Tempe and Arizona State University. Very little passenger boarding on Washington from 24thSt. to 44thSt. Adequate bus service in the residential areas is available to the north. At about 24th Street and Washington south to the Airport would better serve downtown Phoenix. It seems like the Highway builders did the planning so as to avoid solving traffic problems and encourage congestion, what's best for Toll Roads. Why not go where the people are? The proposed Sky Harbor Airport people mover would be much shorter, less expensive to build and operate end next to the proposed terminal two. That area south of the Airport and east is light industrial and residential with limited access because of the Airport. More passengers and growth potential for that land locked area solving a huge problem.

Another big waste. The proposed 202 extension at the farthest point south bordering the Gila Indian Reservation.. It makes more sense to extended Route 60 West to 51st Avenue parallel to Baseline in the center of the growing population area with still plenty of available open space. That would spur renewal in the incercity to the north, not displace newer, expensive homes. Parts of South Phoenix have been prime for Urban Renewal for decades and would greatly reduce traffic congestion. The proposed 202 extension will be like Route 101, benefiting the reservation more than the population of Central Scottsdale. It has drawn most profitable new commercial development. A fifteen story hotel, soon a Spring Baseball training facility, only thing missing: State sales tax that pays for our roads.

The NEXT Trolley Folly Fraud

Another rip-off like one court for six million people, the future Maricopa population with no public hearing or vote. We only vote on small matters, on the big ones we get distracted and confused by the media.

Transportation Officials and Light Rail builders claim to want public participation, but really do not. The transportation and Mesa officials were not willing to listen regarding Light Rail at the E V Institute on April 16, 2009. Like the City Council meeting a month later. The subject of an alternative route to the South East valley and eventually to the Phoenix Mesa Gateway Airport was dismissed. It was claimed that voter approval of the Light Rail limited the choice to Main Street to Power. That was not correct. It was the same at the August 2007 and other hearings. As reported by the Tribune in 2002 the Mesa City Council and later the public voted on the Light Rail was only to Main St. and Sycamore.

In 2007, a public meeting was conducted at the E, V. Institute to consider alternatives for a possible extension of Light rail. Only east on Main Street or First Ave. and First Street was discussed. That was repeated April 16, 2009. They did not want real public input. While they claim the purpose of the study as stated at the August 21 & 23, 2007 handout." 2. Identify a transit alternative....."(Printed brochure) Only east on Main Street, the least likely route to serve the East Valley was discussed. Hundreds of thousands who will pay for Light Rail operation live in the South East Valley. We had the same problem when it came time to build the 202 in Mesa. Those who do not want to pay fair taxes to government. They cause the rest of us to pay more, get less and travel further. Some profess to believe that owning their home relieves them of paying property taxes. Now, with no opportunity to contest their decision Maricopa Association of Government, comprised of self interested freeway seekers, approved the Light Rail extensions east the area with the least potential. An area of town that takes pride in refusing to enter the twentieth century. Mesa's downtown Main Street at Mesa Drive is the heart of the Heritage low-density area bordered by the park, Mormon temple and 19th Century Lehi community. To the east are large trailer parks, retirees and snowbirds populate the area. It seems deserted six months of the year. Our public officials listen only to the builders of transportation facilities, not the users or those that pay now and later for their mistakes. Express buses would offer immediate relief but Toll Road like Photo Radar is where the money is today for transportation sharks and the County and City do not want to decentralize and share control. Why must every thing go to one civic and justice center with our taxes Maricopa County is bigger than twenty-six states. .. Respectfully. RICHARD T. TRACY, SR. 2238 S. COTTONWOOD ST. MESA. AZ 85202

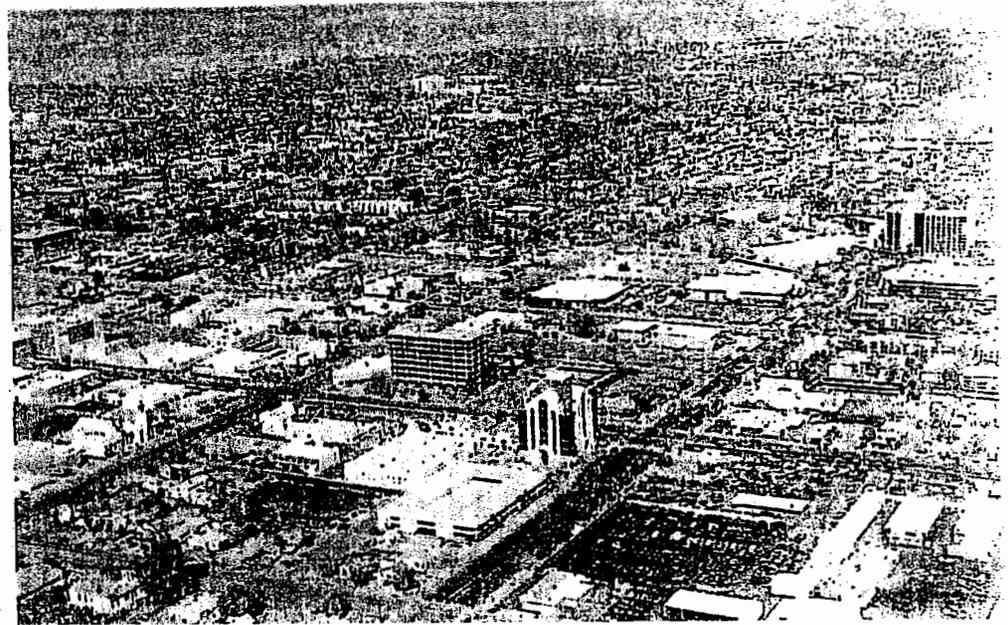
**THE TRUTH BE TOLD. IT WAS ABOUT URBAN RENEWAL, A BRIGHTER
FUTURE FOR ALL COMMUNITY RESIDENTS, NOT A HARDWARE STORE**



HELP MESA GROW UP TO BE A MODERN AMERICAN CITY

North view, COUNTRY CLUB at MAIN Street, Should be the business and entertainment center. The Arizona Court of Appeal halted the City of Mesa's revitalization effort three days after Sixty Minutes aired a T V show featuring Mesa's attempt to acquire Bailey's Brake shop and an Auto Paint shop as part of a large redevelopment program. Other property had been acquired to clear a blighted, unsafe area, unattractive to public or investment and reverse mass exiting of businesses. The town center, old and vacant referred to as historic, while a few miles south and east there is unimaginable development because there are no, "not in my back yard protesters". Eminent Domain a non-issue for our Founding Fathers who believed in being cooperative and considerate of others, yes progress. Remember. "We the people of the United States, in order to form a more perfect union ... insure domestic tranquility... promote the general welfare,..." They put the Declaration of Independence quoted by some today behind them.

**MESA ARIZONA WHERE IT SEEMS ONLY
THE PAST AND HEREAFTER MATTERS**



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from the Arizona Republic

Our stand: City Council should tell Donald Trump to move it or lose it

MAY COPY

Three words from the City Council tonight could define the future of Phoenix:

"Donald, you're fired."

Barring legal delays and maneuverings, the council faces two basic choices at City Hall this evening: reaffirm its longstanding respect for the quality and vitality of our city's neighborhoods, or bow to New York developers by approving Donald Trump's proposed \$200 million condominium/hotel project in the Camelback East corridor.

The choice is clear: The council should support homeowners and reject Trump's plan for a 150-foot high-rise on the site of the old Hard Rock Café.

In the face of neighborhood protest, project's height has been whittled from 190 feet to 150 feet. But even at 150-foot condo/hotel is still about three times allowable height in this area — 56 feet.

The revised condo/hotel at 26th and Camelback Road also juts close neighbors to the south, a setback amounts to a final indignity to residents.

For all its trendy and upscale Trump project is in the wrong location.

A project of this height and density along Central Avenue, or several blocks west along Camelback, where there'd be no widespread neighborhood opposition.

In both of these alternatives, there would be easy access to downtown Phoenix.



Signs representing neighborhood reaction from both sides showed up on residential streets just south of Camelback Road.

to Phoenix's planned light-rail line.

It's understandable why Trump, in partnership with the New York-based Bayrock Group, wants to capitalize on the site he gained control of in bankruptcy court.

The area around 24th Street and Camelback Road is Phoenix's fledgling answer to New York's Fifth Avenue, Beacon Hill in Boston and Chicago's Michigan Avenue.

Many area homeowners, however, worry about living literally in the shadow of the Trump hotel and future high-rise buildings. They want to preserve their neighborhood's character and remaining mountain views.

Didn't the Arizona Republic and Goldwater Institute have a lot to do with loss of Scottsdale site for the Arena?

The Coyote Team in Bankruptcy may leave the area. Not unexpected since those controlling public opinion and governing the city have allowed the Hockey team to occupy the former Los Arcos mall site for the good of the community. The Cardinal Stadium Phoenix has been plagued with, show, costly taxpayer supported errors. You know what they have been and who has been responsible remember. The light show in the landing flight path, the Grand Prez race downtown, Patriot Square loss and emptied Civic Plaza to support the East Specific Suns basketball team owners. In Mesa, Bailey's Brake Shop stopped urban renewal. Central Phoenix has four hundred's significant cash, thousand dollar, twelve hundred square feet sixty year old homes on a quarter or half-acre that should contain a fourplex at more than 5 million dollars. That would provide the density needed in a BIG City. Poor plan more failures to come, only bigger, more expensive, spreading urban decay in its wake. Repeating Los Angeles' failures. Proper symbol, not a raising Phoenix Bird, Rather an erupting volcano, spreading urban decay in its wake.

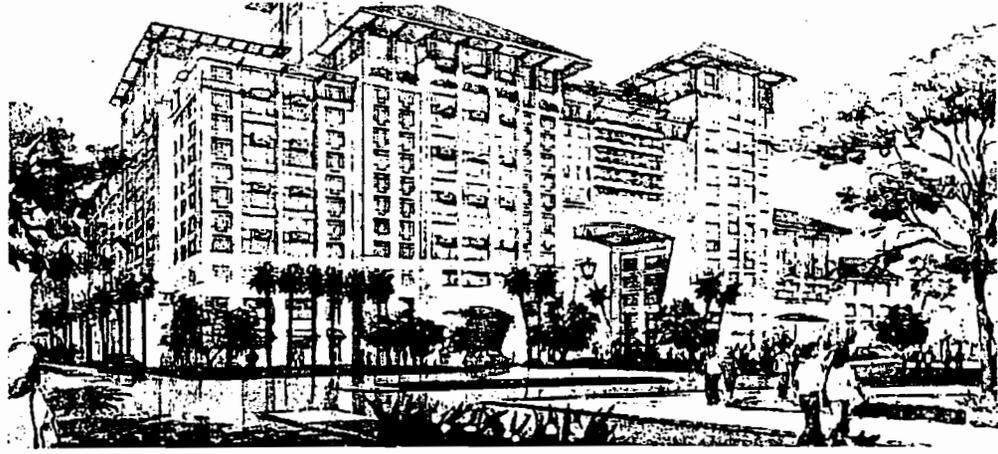
With no opportunity to contest the proposed Light Rail extension east and west beyond that voted by taxpayers, Unaccountable politicians picked future lines with the least potential. Two main sheets in towns that refuse to enter the Twentieth Century. Mesa's Main Street area is Heritage, low-density. To the east are large trailer parks, retirees and a "Snowbirds" populate the area. It seems deserted six months out of the year. The growth and industry there all south. North lies the Salt River and Indian reservation. Downtown Glendale would not change; urban sprawl is miles to the south and west. Lets try to get it right next time, leave politics out of the Public Transit decision process. These Errors wasted billions

John Severson/The Arizona Republic

down town will be set back. Downtown will

How Phoenix even got to this point

Signs representing neighborhood reaction from both sides showed up on residential streets just south of Camelback Road.



BAYROCK GROUP

A five-story arch is a key design element in Donald Trump's proposed condo-hotel on Camelback Road in Phoenix. This is the west-side view of Trump International Hotel & Residences.

have to compete with the Camelback area for mid-rise and high-rise projects.

Phoenix is investing hundreds of millions of dollars in downtown projects, and to jeopardize its success — and quite possibly its \$850 million bond election —

guarding Trump's project is a shameful reflection on its "planning" process.

Last Wednesday, the city's planning commission tackled this long-postponed project at 10 p.m. in what turned out to be a chaotic three-hour meeting. At 1 a.m., the commission gave Trump and associates its unanimous blessing, ignoring recommendations from the urban village planning committee.

Phoenix has been allowed to support the East Specific plan for the Arena? The light show in the landing flight path, the Grand Prez race downtown, Patriot Square loss and emptied Civic Plaza to support the East Specific Suns basketball team owners. In Mesa, Bailey's Brake Shop stopped urban renewal. Central Phoenix has four hundred's significant cash, thousand dollar, twelve hundred square feet sixty year old homes on a quarter or half-acre that should contain a fourplex at more than 5 million dollars. That would provide the density needed in a BIG City. Poor plan more failures to come, only bigger, more expensive, spreading urban decay in its wake. Repeating Los Angeles' failures. Proper symbol, not a raising Phoenix Bird, Rather an erupting volcano, spreading urban decay in its wake.

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How Phoenix even got to this point

Citizens of Phoenix were the big losers. They lost opportunities ; to revive the former Camelback Corridor, once a vibrant entertainment and business center. For thousands to share the view and hundreds to live near where they work, thus reducing traffic. To shop and dine at local business

some that close before the dinner hour or are boarded up, To obtain tax revenue and jobs.

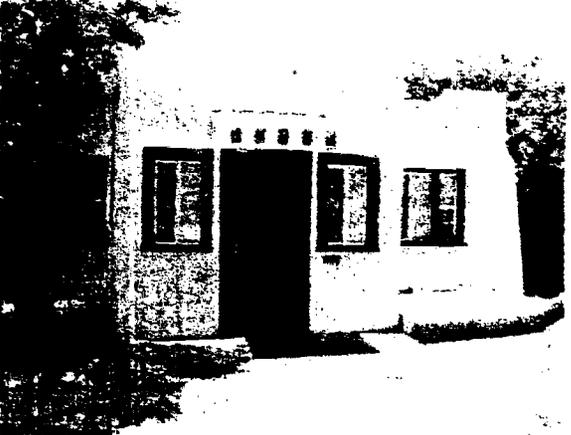
The choice residence of Los Angeles have so they can live near their work or business. The auto craze prevented modern development Phoenix as well as some sections older cities such as Mesa and Glendale. face the same fate. People and business are not free to make the best use of their property. That forces families t the suburbs. Increases traffic congestion often leaves bligh and abandon schools or other useful public buildings.



Burbank Ranch - 2 Br 1 Bth 1,275 Sq Ft
Newer Kitchen, Large Family Room, Patio
New Carpet & Paint Coming \$1,850 Mth



El Sereno Apartments 1 Br 1 Bth 532 SF
Just Refurbished, 2 Units Available
Coin Laundry on Premises \$850 Mth



Bigger Than it Looks! Alhambra Adjacent
5 Br 2 Bth over 1900 Sq Ft, New Carpet
and Vinyl, Laundry Hookups \$2,300 Mth

<http://www.dot.ca.gov/dist07/business/rentals/>

STYLISH SATIFES

RECENT HOME CLOSINGS IN THE PASADENA WEEKLY FOOTPRINT

SOUP

ADDRESS	CLOSE DATE	PRICE	BDRMS.	SQ. FT.	YR. BUILT	PREV. PR
ALHAMBRA						
1016 Alta Pine Drive	10/16/09	\$670,000	3	1,382	1953	\$223,500
261 East Mendocino Street	10/16/09	\$380,000	2	1,369	1951	
2472 Genrose Avenue	10/19/09	\$270,000	3	1,145	1946	\$500,000
842 La Vina Lane	10/23/09	\$1,500,000	5	4,390	2003	\$1,255,000
1120 New York Drive	10/23/09	\$665,000	5	1,846	1950	\$450,000
2883 North Mt. Curve Avenue	10/20/09	\$550,000	2	1,244	1940	
2761 Olive Avenue	10/16/09	\$212,000	1	748	1925	
2016 Precinct Drive	10/21/09	\$955,000	3	2,162	1953	\$300,000
1276 Sunny Oaks Circle	10/16/09	\$995,000	6	13,449		\$1,249,000
ARADIA						
2834 Ashmont Avenue	10/23/09	\$472,000	3	1,666	1948	\$455,000
129 Eldorado Street	10/19/09	\$735,000	5	2,146	1925	\$250,000
11315 Frear Avenue	10/19/09	\$398,000	3	997	1950	
252 Genoa Street	10/22/09	\$688,000	3	1,520	1924	\$728,000
2235 Highland Oaks Drive	10/16/09	\$949,000	4	2,338	1959	
5617 Huddart Avenue	10/23/09	\$370,000	2	863	1950	
2225 South 6th Avenue	10/26/09	\$597,000	2	1,351	1952	
32 West Foothill Blvd.	10/16/09	\$740,000	2	1,300	1947	\$605,000
GLENDALE						
1020 Ruberta Avenue #5	10/22/09	\$410,000	3	1,799	1991	\$507,000
1362 Lindenwood Road	10/23/09	\$67,000	3	2,092	1928	\$743,000
1339 Columbus Avenue #109	10/19/09	\$160,000	1	805	1974	\$225,000
1320 North Pacific Avenue	10/16/09	\$525,000	2	1,383	1941	
1423 Norton Avenue	10/16/09	\$825,000	3	1,762	1931	\$775,000
800 Palm Drive	10/21/09	\$695,000	3	1,730	1931	
346 View Crest Road	10/19/09	\$899,000	3	1,978	1956	\$599,000
332 Brent Place	10/23/09	\$310,000	2	784	1928	\$408,000
650 West California Avenue	10/20/09	\$675,000	3	1,693	1921	\$260,000
432 Riverdale Drive	10/23/09	\$769,000	5	3,095	1925	\$332,500
1928 Vassar Street	10/19/09	\$450,000	3	1,262	1922	
700 East Chevy Chase Drive #D	10/20/09	\$350,000	3	1,558	1990	\$425,000
426 Wing Street #1	10/21/09	\$610,000	8	4,806	1974	\$670,000
3130 Charing Cross Road	10/22/09	\$740,000	3	1,801	1954	\$150,000
2940 Graceland Way	10/22/09	\$740,000	3	2,422	1955	
320 McHenry Road #30	10/22/09	\$320,000	2	1,356	1979	\$132,500
236 North Louise Street #210	10/16/09	\$345,000	2	1,155	1960	\$122,500
728 North Verdugo Road	10/20/09	\$649,000	5	2,702	1950	
121 Sinclair Avenue #243	10/21/09	\$226,000	2	956	1973	\$283,000
517 Woodbury Road	10/21/09	\$631,000	3	2,170	1930	\$1,150,000
1865 Camino De La Montana	10/20/09	\$587,000	2	1,701	1960	\$555,000
1819 Kirkby Road	10/22/09	\$645,000	2	1,652	1937	
1848 Oakwood Avenue	10/26/09	\$440,000	3	1,314	1938	\$625,000
3211 Fairlea Street #B	10/16/09	\$620,000	6	1,848	1959	\$670,000
3744 Foothill Blvd.	10/16/09	\$490,000	0	1,460	1950	\$110,000
PASADENA						
4815 Alta Canyada Road	10/15/09	\$1,070,000	2	2,183	1954	\$310,000
277 Baptiste Way	10/19/09	\$795,000	3	1,321	1950	
4393 Cherry Chase Drive	10/20/09	\$790,000	2	1,776	1960	\$305,000
4610 Commonwealth Avenue	10/22/09	\$970,000	4	2,480	1948	\$500,000
4816 Hillard Avenue	10/21/09	\$1,175,000	2	1,743	1940	\$230,000
1533 Orange Tree Lane	10/19/09	\$1,205,000	4	3,058	1948	\$885,000
PASADENA						
733 Earham Street	10/16/09	\$320,000	3	1,292	1982	\$128,000
625 East Del Mar Blvd #203	10/16/09	\$415,000	2	1,146	1987	\$175,000
340 East Green Street #308	10/22/09	\$375,000	1	897	2006	\$475,000
589 North Garfield Avenue #3	10/21/09	\$369,000	3	1,302	1987	\$130,000
515 South Garfield Avenue	10/21/09	\$185,000	1	763	1922	\$225,000
487 South Euclid Avenue #4	10/16/09	\$602,000	3	1,285	1997	
160 South Hudson Avenue #404	10/16/09	\$480,000	2	914	2004	\$445,000
420 South Madison Avenue #206	10/20/09	\$435,000	2	1,332	1970	\$192,000

-CONTINUE!