

CORRESPONDENCE

McMillan, Acquanette (Netta)

From: Roger Stutenroth <[redacted]@et>
Sent: Wednesday, February 18, 2026 7:47 PM
To: PublicComment-AutoResponse
Subject: SURFACE STREET CONGESTION

[Some people who received this message don't often get email from [redacted]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[⚠] CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe. Report phish using the Phish Alert Button. For more information about the Phish Alert Button view article "KB0011474" on the DoIT portal.

SURFACE STREET
CONGESTION Exists because of housing congestion.

Roger Stutenroth
Sent from my iPhone

McMillan, Acquanette (Netta)

From: Thomas Dreher
Sent: Wednesday, February 18, 2026 8:37 PM
To: PublicComment-AutoResponse
Subject: Regarding the 710 freeway stub

Some people who received this message don't often get email from [\[redacted\]](#) [Learn why this is important](#)

[1] CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you **know** the content is safe. Report phish using the Phish Alert Button. For more information about the Phish Alert Button view article "KB0011474" on the DoIT portal.

Hello! I agree with the organization Pasadena Voices that all efforts must be made to determine appropriate action with regard to the issues involved with the 710 freeway stub. Options like a park are attractive and needed, but our densely populated area also needs improved automobile traffic solutions. Efforts should include all appropriate avenues of inquiry, including a publicly released traffic simulation survey, a complete CEQA environmental review and whatever else would contribute to the best solution - perhaps even including studies into greatly improving public transportation - to relieve the incredible traffic congestion we all experience.

Thank you for your consideration!

Thomas Dreher

Pasadena CA 91107

RECEIVED

2026 MAR 26 AM 8:17

CITY CLERK
CITY OF PASADENA

Dear Councilmembers,

Students in the ACE (Architecture, Construction, Engineering) Mentor Program at John Muir High School's Engineering and Environmental Sciences Academy chose to prepare the following designs for the 710 Reconnecting Pasadena project as their submission to the annual Regional LA/OC ACE design challenge and to the Construction Industry Round Table national design competition.

The students have also been participating in the 710 Community Fellows program sponsored by Councilmember Tyron Hampton's office. In partnership with students from Sequoyah High School, they plan to host a 710 Youth Summit on April 18th. For more information you can contact teacher Beverly Rodriguez (rc...) or Marcus Renner (.....).

Sincerely,

Marcus Renner
710 Community Fellows Program

A COMMUNITY RE-BLOOMING

THE PASADENA 710 FREEWAY RESTORATION | CULTURAL CENTER PROJECT

Overview

With a rich and diverse history, the City of Pasadena has witnessed a decline in its historic and architectural significance. It is the opportunity to restore the Pasadena 710 Freeway, a community backbone, the design honors Pasadena's legacy while creating a vibrant, modern, and sustainable community. The project will include commercial and retail spaces, and a public square, creating a new urban center that revitalizes the city's historic core.



Concept

The Urban Design Concept aims to restore connectivity and re-establish Pasadena's historic fabric by restoring the city's historic core and creating a new urban center. The project will include commercial and retail spaces, and a public square, creating a new urban center that revitalizes the city's historic core.

Historical Viewpoint



COMMERCIAL RETAIL
144,000 SF
RETAIL STORES AND RESTAURANTS

PASADENA CULTURAL CENTER
75,000 SF
PUBLIC SQUARE AND THEATRE

RESIDENTIAL
144,000 SF
MIXED-USE HOUSING

THE GARDEN RESIDENTIAL AREA
144,000 SF
MIXED-USE HOUSING

THE MARKET COMMERCIAL RETAIL
144,000 SF
RETAIL STORES AND RESTAURANTS

THE ROSE CULTURAL CENTER
75,000 SF
PUBLIC SQUARE AND THEATRE

THE GARDEN RESIDENTIAL AREA
144,000 SF
MIXED-USE HOUSING

THE MARKET COMMERCIAL RETAIL
144,000 SF
RETAIL STORES AND RESTAURANTS

THE ROSE CULTURAL CENTER
75,000 SF
PUBLIC SQUARE AND THEATRE

THE GARDEN RESIDENTIAL AREA
144,000 SF
MIXED-USE HOUSING

THE MARKET COMMERCIAL RETAIL
144,000 SF
RETAIL STORES AND RESTAURANTS

THE ROSE CULTURAL CENTER
75,000 SF
PUBLIC SQUARE AND THEATRE

THE GARDEN RESIDENTIAL AREA
144,000 SF
MIXED-USE HOUSING



Project Timeline

2026: Final Design Phase

2027: Start of Construction

2028: The Rose Cultural Center (Theatre and Public Square)

2029: The Market Commercial Retail (Retail Stores and Restaurants)

2030: The Garden Residential Area (Mixed-Use Housing)

2031: The Market Commercial Retail (Retail Stores and Restaurants)

2032: The Garden Residential Area (Mixed-Use Housing)

2033: The Market Commercial Retail (Retail Stores and Restaurants)

Budget / Cost

Category	2026	2027	2028	2029	2030	2031	2032	2033
Construction
Design
Operational
Total

Sustainability

Material Sourcing: Utilizing local and recycled materials to reduce carbon footprint.

Energy Efficiency: Implementing green building standards and renewable energy sources.

Water Conservation: Installing low-flow fixtures and rainwater harvesting systems.

Urban Green Space: Integrating green roofs and vertical gardens to improve air quality and reduce urban heat island effect.

Constructability & Phasing

Phasing: Construction will be completed in three main phases: Phase 1 (Cultural Center), Phase 2 (Market Retail), and Phase 3 (Garden Residential).

Access: Maintaining pedestrian and bicycle routes throughout the project.

Construction Methods: Utilizing prefabricated components to reduce on-site construction time and waste.

Project Timeline

2026: Final Design Phase

2027: Start of Construction

2028: The Rose Cultural Center (Theatre and Public Square)

2029: The Market Commercial Retail (Retail Stores and Restaurants)

2030: The Garden Residential Area (Mixed-Use Housing)

2031: The Market Commercial Retail (Retail Stores and Restaurants)

2032: The Garden Residential Area (Mixed-Use Housing)

2033: The Market Commercial Retail (Retail Stores and Restaurants)

Budget / Cost

Category	2026	2027	2028	2029	2030	2031	2032	2033
Construction
Design
Operational
Total

Sustainability

Material Sourcing: Utilizing local and recycled materials to reduce carbon footprint.

Energy Efficiency: Implementing green building standards and renewable energy sources.

Water Conservation: Installing low-flow fixtures and rainwater harvesting systems.

Urban Green Space: Integrating green roofs and vertical gardens to improve air quality and reduce urban heat island effect.

Constructability & Phasing

Phasing: Construction will be completed in three main phases: Phase 1 (Cultural Center), Phase 2 (Market Retail), and Phase 3 (Garden Residential).

Access: Maintaining pedestrian and bicycle routes throughout the project.

Construction Methods: Utilizing prefabricated components to reduce on-site construction time and waste.



R PROJECT

PARKING
STRUCTURE
125,000 SF
BUSINESS CENTER

PASADENA COURTYARD
TYPE V OVER TYPE I PODIUM
134,488 SF
UNDERGROUND TUNNEL
ACCESS TO FREEWAY

COMMERCIAL BUILDING
TYPE V OVER TYPE I PODIUM
144,617 SF

AMPHITHEATER AND
STAGE

NEW FREEWAY
OFF-RAMPS

PASADENA CULTURAL CENTER
TYPE II
25,300 SF

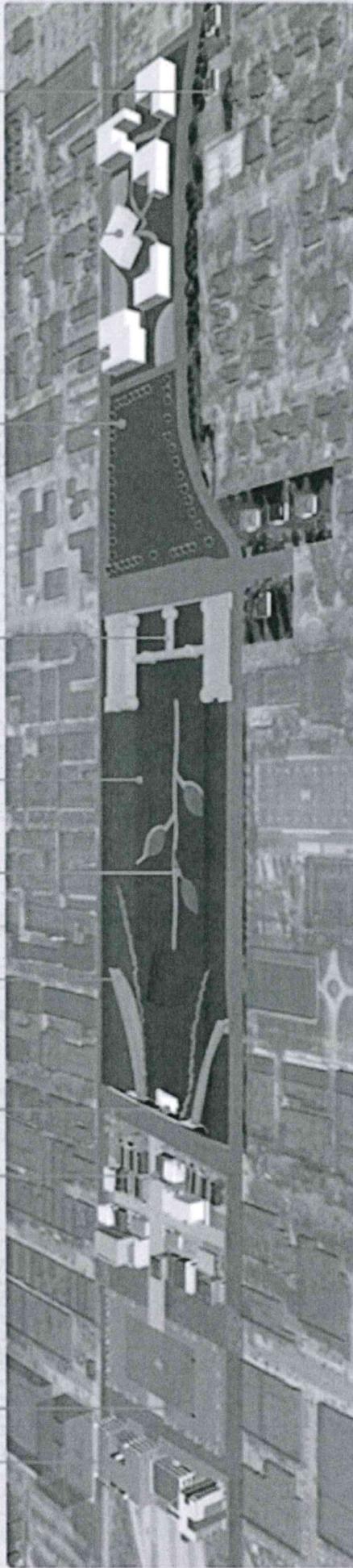
OUTDOOR
EVENT SPACE

PUBLIC FACILITIES

GRAND PARK
176,500 SF

MULTI-FAMILY HOUSING
TYPE V OVER TYPE I PODIUM
334,800 SF
UNDERGROUND PARKING AREA
TYPE II
86,900 SF

SINGLE-FAMILY
HOUSING
TYPE V
6,765 SF





Letter for March 30 Council Meeting

From Isha Agrawal

Date Thu 3/26/2026 3:08 PM

To PublicComment-AutoResponse <correspondence@cityofpasadena.net>

 1 attachment (5 MB)

City Council Proposal Letter_Public Art.pdf;

Some people who received this message don't often get email from [important](#)

[Learn why this is](#)

[A] CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you *know* the content is safe. Report phish using the Phish Alert Button. For more information about the Phish Alert Button view article "KB0011474" on the DoIT portal.

Hello!

I'm submitting this letter for the City Council meeting this upcoming Monday, March 30th.

Thank you!

Isha

Dear Members of the City Council,

My name is Isha and I'm a current 11th grade student at Sequoyah High School, and I live in district 5 of Pasadena. I'm reaching out to the City Council in the hopes you consider implementing a public art structure into the planning of the 710 stub, in order to memorialize the history and celebrate the communities displaced through the stub.

Los Angeles, a city filled with creativity and diversity, it becomes critical to incorporate storytelling through art in public spaces. The 710 stub is an opportunity to create a space for creative self expression, especially in a neighborhood with so much history and underrepresented diversity. The incorporation of public art in the 710 stub will not only serve new residents, but will also represent displaced minority communities through a combination of storytelling and art.

In section 1.3 of the Vision Plan for the 710 stub, the Organizing Concepts "Place Creation" and "Community Repair, Health & Well-Being" would benefit from the incorporation of public art. Place Creation allows opportunity for public spaces to define Pasadena from other neighborhoods and shape its unique story—especially via the 710 stub. In addition to Community Repair, public art expressed through the stories and histories of Pasadena and acknowledges minority communities is a powerful way of reconnecting with the rich history Pasadena has to offer.

In addition to preserving the history of those who once lived in the stub, public art in the new neighborhood can also draw in additional economic benefits for the city. Andrew Wasserman, the author of *The World Atlas of Public Art* at Yale University Press states that "[e]ither through government commission or independent initiative, public artworks participate in urban development projects and spur on future investments. They can counter social stigmas leveled against neighborhoods and nations. They can also rally communities, mobilizing resistance to forms of economic exploitation and displacement" (Wasserman 9). The economic benefits of public art also connect directly to the "Economic Vitality" section of the Vision Plan's Organizing Concepts, through supporting upcoming artists economically career-wise.

I invite you to consider: How can we commemorate those who were displaced due to the 710 project? How can we keep those who were displaced, stories' alive? How can we fully represent the diversity of Pasadena, in a way that is memorable?

Added below this letter are examples of public artwork that represent a variety of communities, voices, mediums, and more. Along with each image, attached is a brief description of the meaning behind each artpiece. These artworks have been carefully selected to represent different aspects of the city of Pasadena and its history—something very relevant especially to the city of Pasadena and the 710 stub.

The history and displacement of those who used to call, what is now an empty ditch, a home, is a history that must not remain untold; thus, the importance of utilizing public art to commemorate those impacted, is an opportunity that should not be pushed aside or neglected.

Thank you for your consideration, time, and service to the Pasadena community.

Best Regards,

Isha Agrawal
Sequoyah High School, 2027



"*Blossoming Diversity* represents the diverse neighborhood of Feltonville, where unique life stories can come together to create positive change. Like flora from different environments around the world, we can all bloom together as a community, and in doing so create stronger roots for future generations.

The project was collaborative effort between the Restorative Justice Program of Mural Arts and the Feltonville Rec Center Summer and Afterschool programs."

Source: [Public Art Archive](#)



Image Source: [Public Art in Vancouver](#)

"*LightShed* suggests an ongoing occupation of place, not just by corporate real estate firms but by the material traces of everyday people who once lived and worked along the water... Magor explained that she 'worked consciously about keeping the past alive: taking an old thing and keeping it vivacious, keeping a complex tapestry of stuff in the world.'"

Description Source: [Wasserman, Andrew](#)



"Sculptural Gateway" is a powerful celebration of Leicester's rich cultural heritage, marking the 50th anniversary of the Ugandan Asian exile. Created through a unique collaboration between artist Anu Patel and the local community, the artwork symbolises resilience, diversity, and unity.

The UA50 Public Art Commission was initiated to mark the 50th anniversary of the Ugandan Asian exile and celebrate the rich cultural fabric of Leicester. As a tribute to the South Asian diaspora, who have made Leicester their home, the project aimed to recognise the resilience, contributions, and shared experiences of migrating families. Installed at Belgrave Circle, Sculptural Gateway stands as a powerful symbol that defines this shared space, honouring the city's vibrant history.

Source: [Leicester Museums](#)

Works Cited

Wasserman, Andrew. *The World Atlas of Public Art*. Yale University Press, 2024.



Letter for March 30 council meeting

From Dashiell Stephens

Date Thu 3/26/2026 3:10 PM

To PublicComment-AutoResponse <correspondence@cityofpasadena.net>

Some people who received this message don't often get email from [is important](#)

[Learn why this](#)

[A] CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you **know** the content is safe. Report phish using the Phish Alert Button. For more information about the Phish Alert Button view article "KB0011474" on the DoIT portal.



Letter to City Council

Hello City Council members,

I am Dashiell Stephens, a freshman from Sequoyah School, and part of the 710 youth fellowship. I also live in the Lower Arroyo district, and go to school at Sequoyah School, so I am excited to learn what will happen to the stub.

I am making a request for a designated walkway for access into Old Town from the transit hub proposed in the Vision Plan. If we do not have a designated, simple and fast walkway from the transit hub to Old Town, people will be much less inclined to take public transit to Old Town. People are designed for walking, and as there are a lot of parking meters in Old Town, it gets expensive to drive there, at least more than walking is. Currently, walking from the area near the proposed transit hub to Old Town is not enjoyable, as there is little shade, only a couple trees, and right next to a fast one way street. But if we made a nice walkway, with shade and away from fast traffic, it would be an enjoyable experience to walk to old town.

A question I have for you is how you think the traffic will disperse after the 710 Stub is closed down. While Orange Grove Boulevard will take some of the traffic, a lot will still go to Old Town, an area which could do with less traffic already. A walkway could help with this, as if there is a nice easy and safe way to get into old town, people will prefer it to driving. Another question I have for you is how you get to Old town.

The vision plan organizing concept of Economic Vitality connects to this request, as adding extra ways to access Old Town will result in more business and people, leading to extra money in taxes for the city. Another vision plan organizing concept that this will brush on is Community Cohesion, as adding an extra way for people to get into the heart of Pasadena will bring the city closer and more integrated with transportation and the communities surrounding Pasadena.

Picture 1 shows a public walkway above a freeway/main road, freeing the need of a cross walk, and letting pedestrian and car traffic flow more easily. Picture 2 shows a walkway next to a main road, but is buffered by trees and a few feet of grass, providing a walk that feels

more safe and relaxed. Picture 3 shows a tram hub in Bern, Switzerland, which people use to access a shopping district, similar to ours, which is a good example of what ours hopefully will become.

Overall, I want to see the 710 Stub as a place where walking is a viable option. My hope for the stub is for it to decrease traffic, instead of increasing it, like a lot of people are worried about. Walking is better for us as humans, and a walkway will help us distance ourselves from the car-centralized society we don't want to be.

Thank you for your time, Dashiell

