



*Re-envisioning the SR 710 Stub
Designing the Ditch!*

MISSION:

Redevelop the unsightly, economically stunting, 710 stub, “dead space” that currently divides our city, and reconnect Pasadena neighborhoods by developing the area to bring economic vibrancy and beauty to our city.

GOAL:

- Hold two CPP workshops led by architect and urbanist Stefanos Polyzoides and other transportation, economic and land use experts and elicit ideas on revitalizing that area of our city via a process that we can control and that would benefit our city.
- At the conclusion of this work, CPP hopes to deliver a draft master plan that could be an element of a Pasadena Preferred Alternative to Metro’s SR 710 tunnel.
- Take the tunnel project off the table for good thus avoiding the negative economic and health impacts and disruptions it would bring to businesses and residents during ten years of construction.

HOW:

- By present an alternative that would bring revenues to our city rather than costs and negative impacts of the tunnel—safety, pollution, congestion and noise—the enemies of commerce and quality of life.
- Contrast the long term disruption caused by Metro’s 4.9 mile long toll tunnel ending in an 8 lane highway with the less disruptive transformation of that area via the Connecting Pasadena Plan (CPP.)

METRO’S SR 710 TUNNEL

- The Metro project will require 9-12 years of construction: removing 5 million cubic yards of dirt (294,000 truckloads) through Pasadena, 7 days a week. This will change local traffic patterns and threaten the economic viability of nearby businesses, especially in Old Pasadena.
- Metro has estimated the cost of either a single bore or double bore tunnel at anywhere from \$5 billion and more for these 4.9 miles.

- Tunnel projects are costly and problematic. Example: Seattle’s BIG BERTHA (DRILL). At five stories high with a crew of 20, the cigar-shaped behemoth was grinding away underground on a two-mile-long, \$3.1 billion highway tunnel on Dec. 6 2013 when it encountered something in its path that managers referred to as “the object.” It remains broken, repair work is ongoing and officials there say it will be March 2015 before the boring can begin again. Lawsuits are in progress. Costs continue to mount.

For more information on Metro’s Project go to the City of Pasadena Website http://www.ci.pasadena.ca.us/Transportation/Regional_Studies_Projects/

History and other important documents and more can be found: www.no710.com

ALTERNATIVE TO THE 710 STUB COULD INCLUDE:

- A boulevard with a gracious median separating 2 lanes north and 2 lanes south, a traffic calming mechanism for existing stub traffic
- Lower density businesses, especially high tech, clean technology or start up businesses & live/work
- Vertically mixed use development—retail shops and medium density housing (two story along Pasadena avenue, stepping down into the “trench” area to provide a sound buffer for apartments and businesses from boulevard traffic
- A boutique hotel with health clubs/spa
- A park at the terminus of the boulevard just behind/below Sequoya School—could be used for gardening/wildlife class by Maranatha, Sequoya, Waverly and other nearby schools
- Transportation Hub: multi level parking structure attached to circulator system (limos/buses/bikes)—with a park on roof
- A bike exchange center
- Connecting one or two of the east-west streets between Green and Del Mar with a bike/pedestrian walkway
- Extending St. John and turning it into a 2 way street from Colorado Boulevard to California and reclaiming the land taken by Caltrans
- Eventually making Pasadena Avenue south of Bellefontaine a two way street and reclaiming the houses
- A park with a lake

CONNECTING PASADENA PROCESS

April 30, 2014

WPRA Annual Meeting: introduced concept with visuals contrasted with Metro's latest (and ever changing) visuals of the proposed tunnel and eight lanes of traffic that would funnel down to existing 210 and 134 interchange.

May through December 2014

Broad outreach and engagement with Pasadena residents

- Presented Connecting Pasadena concept at various community meetings and forums throughout Pasadena.
- Described concept to the Mayor and City Council members and city staff
- Developing and promoting two Visioning Workshops for residents to contribute ideas on how to "Design the Ditch"

SUMMARY

"Reinventing the stub" is just one aspect of Pasadena No 710 group's goal of finding a real Transportation Solution—a better way to move goods and people without unduly impacting one region over another.

Redesigning this "stub land" would enhance the Old Pasadena business district by reconnecting it to the neighborhoods to the west and developing land uses that could be of great economic benefit to our city through private investment.

The CPP has initiated a long overdue and, hopefully, constructive civic conversation about this important area that has lain fallow for decades.

Sign Up to Design the Ditch...

October 25 and November 8, 2014

CPP VISIONING WORKSHOPS

9 a.m. to Noon

Maranatha Student Union

Free Parking

CONNECTING PASADENA PLAN (CPP)

Questions and More Information:

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