

March 26, 2025, Revised

710 RECONNECTING COMMUNITIES ORAL HISTORY REPORT



Amplify

Presented by :

ALLEGRA
CONSULTING

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EXPLORING HERITAGE AND FORTITUDE:

Grant, Richardson, King Family
<https://vimeo.com/985253951>

EXECUTIVE SUMMARY:

IMPACT OF SR 710 FREEWAY CONSTRUCTION

Allegra Consulting was engaged to document the experiences of residents, businesses, and institutions displaced or impacted by the SR 710 freeway construction during the late 1960s and 1970s. Through interviews, stories, and both qualitative and quantitative data, we gathered insights into the effects of this major infrastructure project and the resulting displacement that began more than 60 years ago.

OUTREACH AND METHODOLOGY:

Allegra's outreach, conducted from April to July 2024, focused on engaging displaced residents, their descendants, and individuals with deep historical knowledge of Pasadena. A number of the original displaced residents have passed away, requiring us to find and connect with their families. We captured video interviews and collaborated with community stakeholders, historical churches, and organizations to identify those affected. Notably, the family history of many of the displaced residents in Pasadena traces back to the late 1800s, shortly after the City of Pasadena's founding.

FINDINGS:

Displacement due to the SR 710 freeway construction most notably affected communities of color, including African American, Latino, and Japanese American families, disrupting the lives of homeowners, renters, businesses, and institutions. Allegra's team gathered information from those impacted by both the SR 710 Relinquishment Area—known as “the stub” or “the ditch”—and the broader SR 710 freeway construction area, which extended beyond the relinquishment zone into surrounding neighborhoods.

While a number of homes acquired by Caltrans remain standing and are in various states of repair, interviewees shared experiences of enduring noise, pollution, and traffic congestion due to the uncompleted major infrastructure project. Interviewees also expressed confusion between the SR 710 and I-210 freeway projects, as both intersected and caused displacement during the same era. The SR 710 freeway construction devastated a vibrant community, displacing a thriving area where people of color lived, worked, and gathered—a place they called home.

HISTORICAL CONTEXT:

Understanding the displacement requires considering the broader historical context of Pasadena and Los Angeles County during the 1960s and 1970s. The SR 710 freeway construction, part of a wave of national infrastructure developments, exposed and exacerbated systematic racism in urban planning. The era saw significant social, economic, and cultural shifts, which deeply impacted communities of color. Discriminatory practices, such as racial covenants, continued to restrict housing options for displaced families, forcing some to relocate outside Pasadena. This often led to the erosion of generational wealth as these families struggled to attain homeownership in an extremely biased real estate market.

KEY CONTRIBUTIONS:

1. Lived Experiences:
Captures firsthand accounts of displacement and its emotional impact.

2. Systemic Challenges:
Highlights the impact of redlining, segregation, and economic barriers in Pasadena.
3. Resilience:
Highlights the adaptability of communities facing systemic injustice.
4. Urban Planning Lessons:
Provides insights for more equitable future development.



KEY METRICS:

- Displacement Data: 159 contacts/survey respondents, 49 displaced residents, and 42 displaced businesses.
- Interviews, Media & Stories: 32 interviews, 14 videos produced.
- Media Reach: Over 1.1 million digital impressions, 360,000 transit views, and 1.5 million bus shelter views.

OBSERVATIONS:

The report uncovers a range of emotions, from anger over systemic racism, lack of trust in government leadership, and lost generational wealth to resilience and adaptation. It serves as a tool for acknowledging past injustices and guiding future equitable development in Pasadena.

In presenting this report, Allegra Consulting remains neutral and unbiased, documenting the social, economic, and emotional impacts of the SR 710 freeway construction on Pasadena's communities. The findings, derived from one-on-one interviews, group interviews, and over 100 responses, underscore themes of systematic racism, redlining, racial segregation, economic barriers, environmental harm, and the resilience of those displaced. These insights offer valuable lessons for shaping more inclusive urban planning practices.



Ple



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710 RECONNECTING COMMUNITIES

Amplify

Welcome to Pasadena's 710 Reconnecting Communities Oral History Project.

An initiative capturing stories shaped by the SR 710 Freeway Construction.

If you or someone you know was impacted by the SR 710 Freeway Construction, we urge you to share your story.

Welcome to Starbucks

Military Appreciation Month

At Starbucks, we're proud to support our military members and their families. This month, we're offering special rewards and benefits to show our appreciation.

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710 RECONNECTING COMMUNITIES

Amplificar

Bienvenido al Proyecto de Historia Oral de la Reconexión de Comunidades de Pasadena 710. Una iniciativa que captura historias moldeadas por la construcción de la autopista SR 710.

UNA INICIATIVA QUE CAPTURA HISTORIAS MOLDEADAS POR LA CONSTRUCCIÓN DE LA AUTOPISTA SR 710.

Si tú o alguien que conoces fue afectado por la construcción de la Autopista SR 710 en los años 1960 y 1970, te instamos a compartir tu historia a través de nuestra encuesta, una herramienta central de participación comunitaria.

Sé el narrador de tus experiencias y contribuye a este esfuerzo colectivo.

Bit.ly/OralHistoryInput

Llámenos al (626) 345-5443 para obtener una encuesta impresa o para hablar con nuestro consultor de proyectos.

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710 RECONNECTING COMMUNITIES

Amplificar

Bienvenido al Proyecto de Historia Oral de la Reconexión de Comunidades de Pasadena 710. Una iniciativa que captura historias moldeadas por la construcción de la autopista SR 710.

Si tú o alguien que conoces fue afectado por la construcción de la Autopista SR 710 en los años 1960 y 1970, te instamos a compartir tu historia a través de nuestra encuesta, una herramienta central de participación comunitaria.

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SECTION 1: INTRODUCTION

WHY ORAL HISTORY MATTERS:

Oral history plays a vital role in preserving the rich tapestry of human experience by capturing personal stories and voices often overlooked in traditional historical records. It provides a platform for individuals and communities to share their experiences, adding depth and nuance to our understanding of the past. By documenting these firsthand accounts, oral history builds bridges between written sources and enriches the historical narrative, ensuring a more comprehensive and accurate depiction of events.

Through the SR 710 Reconnecting Communities Oral History Project, Allegra Consulting aims to advance historical knowledge about displaced and impacted individuals, businesses, churches, and group experiences related to the SR 710 freeway construction project in Pasadena. This project places these stories within Pasadena's history and a broader regional and national historical context. Additionally, we will present an analysis of the qualitative feedback collected, highlighting common themes related to displacement, including community impact and socioeconomic drivers.



Photo: Community Outreach at First African Methodist Episcopal (First AME Church) **Photo Source:** Suzanne K. Madison

These include the economic and health impacts of the SR 710 freeway construction, housing and social justice issues, civil rights, and social changes occurring in Pasadena, Los Angeles County, the state of California, and our country—contexts that form the backdrop of the lived experiences shared in the survey. The inclusion of videos in our report captures the authentic voices of those displaced and impacted, providing a powerful visual and auditory dimension to these narratives.

The importance of oral history extends beyond mere documentation; it serves as a powerful tool for education and empowerment. Through oral history, we gain insight into the social, cultural, and political contexts that have shaped communities over time. It helps us understand how historical events have impacted individuals and groups, highlighting both change and continuity.

Moreover, oral history fosters empathy and understanding by giving voice to those who have experienced marginalization, trauma, and displacement, thereby contributing to collective healing and social justice.

In projects like the 710 Reconnecting Communities Oral History Report and Documentary, oral history is instrumental in preserving the narratives of those affected by events such as the SR 710 freeway construction. These stories educate current and future generations about the consequences of past actions, emphasizing the importance of remembering and acknowledging history to build a more equitable and just society. By valuing and integrating oral history into our historical understanding, we honor the diverse voices that contribute to our shared humanity and compel us to work towards a future that recognizes and learns from the past.

THE TRANSFORMATIVE POWER OF ORAL HISTORY:

Oral history amplifies personal stories, fills gaps in written sources, and completes the historical record by providing an accurate depiction of the past. It captures people’s experiences through the lens of their personal and social contexts. Oral history helps us understand how individuals and communities have experienced history, what has changed over time, and what has remained the same. It also conserves cultural heritage by offering insights into a community’s social, cultural, and political structures.

In her presentation at the Alkebu-lan Cultural Center’s “Because of Them, I Am” Juneteenth National Independence Day celebration, Dr. Alison Rose Jefferson emphasized the importance of oral history interviews and collecting stories for inclusion in the 710 Reconnecting Communities Oral History Report and Documentary. She stated,

“Oral history interviews are a very important way for our community to enrich the historical record for use by ordinary people and various professionals such as historians, public officials, and others.”

The 710 Reconnecting Communities Oral History Project will help to preserve the narratives of people displaced and impacted by the SR 710 freeway construction that have been left out of the historical record. It will educate people about how the past influences the present and the importance of remembering the past to build a better future for collective empowerment in standing against injustice to create a more equitable and just society.” Pastor Madelyn Manning, in her remarks at the same event, said,

“By sharing our stories, we acknowledge the pain and trauma experienced by our community and create space for empathy and understanding. This act of storytelling is a powerful tool as it allows us to process our experiences and find common ground. Healing also comes through unity.”

In an interview, Rick Osaka, grandson of a Japanese American family who immigrated to California from Japan in 1906 and that was later forcibly displaced twice by the government —first during World War II when his family was sent to Santa Anita Racetrack and then to Manzanar, and the second time in the late 1960s when they were displaced from their Pasadena Beautiful award-winning home via eminent domain—he expressed skepticism that the City of Pasadena would acknowledge and right the wrongs of the past. However, he felt it was his duty to share his story in honor of those whose voices were never heard. This is why oral history matters.

During interviews, a millennial asked, “How long do we have to keep revisiting history, listening to stories, and paying for mistakes?” The response: “For as long as it takes and until things change.” This is why oral history matters—it informs the restorative justice process. At the Reconnecting Communities 710 Advisory Group meeting in October 2024, Estolano Advisors **presented a draft restorative justice framework**, a key part of the Reconnecting Pasadena SR-710 Master Plan. A case study, **Reconnect Rondo**, examined the displacement of 650 families, businesses, and community centers when I-94 was built in St. Paul, MN (1958-1968). The framework’s principles are to acknowledge past harm, engage all impacted parties, take accountability, and pursue remedies that lead to transformation. Through outreach and story gathering, we engage in restorative justice—ensuring history is preserved, policies evolve, and a more equitable future is built for all in Pasadena.

THE TEAM

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(Film/Documentary)

**SCOTT
TORLUCCI**

Davis Demographics

**MCKAY
LARRABEE**

Davis Demographics

ALLEGRA PROJECT TIMELINE

1 **WORKPLAN DEVELOPMENT AND CREATIVE DESIGN**
JANUARY – MARCH 2024

2 **OUTREACH AND MEDIA DEPLOYMENT**
APRIL – JULY 2024

3 **COMMUNITY OUTREACH AND ENGAGEMENT**
APRIL – JULY 2024

4 **INTERVIEWS AND DATA GATHERING PERIOD**
APRIL – JULY 2024

5 **REPORT COMPILING**
JULY-SEPTEMBER 2024

COMMUNITY OUTREACH, ENGAGEMENT, AND MEDIA TACTICS:

The SR 710 Reconnecting Communities Oral History Project endeavored to capture and honor the diverse stories of those impacted by the SR 710 freeway construction. Through our outreach efforts, we sought to identify four target audiences and priority groups:

- Displaced Residents and Descendants of Displaced Residents
- Displaced Businesses
- Displaced Organizations and Institutions
- Not Displaced but Impacted by the SR 710 freeway construction

Our outreach period officially began on April 30, when the city deployed a press release announcing the launch of the Oral History Project and the community input tool, and ended on July 31, 2024.

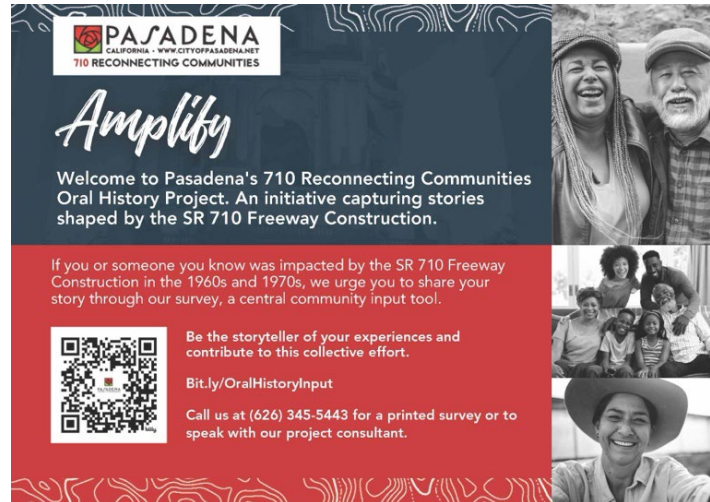


Photo: SR 710 Oral History Outreach Material
Photo Source: Allegra Consulting

The outreach campaign was developed in three languages, English, Spanish, and Japanese, to reach the target audience, whom we believe were displaced and impacted by the SR 710 freeway construction during the displacement era.

GETTING THE WORD OUT:

In collaboration with the City of Pasadena’s City Manager’s Office’s Public Information Office, Allegra Consulting designed a suite of media assets to communicate, educate, and spread the word about the Oral History Project.

The key message was Amplify: Welcome to Pasadena’s 710 Reconnecting Communities Oral History Project. The media suite included transit posters placed near the SR 710 freeway and within communities of color, and social media posts were deployed on the city’s feeds and shared on local platforms. Additionally, several city council members shared the media on their platforms and within district newsletters. The city displayed the media on the landing page of its website,



JANM’s Discover Nikkei Project Seeks Stories About Names for ‘Nikkei Chronicles 13’
06/07/2024



VETERANS Sansei Vietnam Vets Honored at Gardena Memorial Day Service
06/06/2024



Kurosawa’s ‘Dreams’ at Faith UMC
Faith United Methodist Church, 2115 W. 182nd St. in Torrance, will present Japanese Movie Night on Sunday, June 23, at 3 p.m. This month’s movie is “Dreams” (1990), a magical realist anthology film of eight vignettes written and directed by Akira Kurosawa, starring Akira Terao, Martin Scorsese, Chishū Ryū, Mieko Harada and Mitsuko Baisho. It...
06/08/2024



#Stopthebata with

Photo Source: Rafu Shimpo



Photo: Outreach Materials Placed at Friendship Church
Photo Source: Suzanne K. Madison

featuring a direct link to the online survey. Printed posters and 5"x7" flyers were placed in community centers and public places where the community gathers. Digital ads with click-through links to the online survey were placed in Pasadena Now, Colorado Blvd., Pasadena Star News, and a Japanese American publication, Rafu Shimpo.

Grassroots tactics included meeting directly with local historic churches, community connectors, community-based organizations, markets, coffee shops, small independent retailers, and restaurants to place posters and flyers. Knowing that our target audience is mature, Allegra Consulting dedicated an Oral History telephone line so residents could easily access our team and share their stories at their convenience.

The outreach team attended community events and tabled at various locations to connect with the target audience. To support the outreach and engage with community stakeholders and members, the team collaborated with the Pasadena Buddhist Temple, Alkebu-lan Cultural Center's Genealogy Classes Juneteenth Celebration, West Pasadena Residents

Association's Annual Meeting at the Pasadena Elks Lodge Meeting, Pasadena's Museum of History, City's 138th Birthday Celebration and the Pasadena Senior Center's Independence Day Party. At these events, we educated the community about the 710 Oral History Project and captured interviews for the project. In addition, email flyers, telephone calls, and virtual online group meetings were held to host intimate discussions about the 710 Oral History Project. During the outreach period, the team conducted numerous one-on-one interviews with older community members and captured compelling videos so their stories could be utilized and maintained for the duration of the project. Many of our interviews and interactions were with community members aged 80 to 96 years. Interviewees were delighted to refer our team to other community members who were impacted by the SR 710 freeway construction.

The Reconnecting Communities SR 710 Committee Advisory Group members were gracious supporters who provided referrals, community connectors, and introductions to stakeholders so that our team could meet with key community members and learn more about the SR 710 freeway construction.

CAPTURING INFORMATION AND CONTAINING STORIES:

An online community survey and input tool were deployed in three languages to provide residents and stakeholders with information, history, and content related to the SR 710 freeway construction. Our report provides both quantitative and qualitative feedback and responses from residents impacted and displaced by the SR 710 freeway construction.

ADAPTING AND INTERVIEWS:

During the community outreach and engagement period, our team adapted to the needs of the community and target audiences. While interviewing and engaging with residents and stakeholders, the average interview

lasted 2-3 hours and, in some cases, required a series of follow-ups and assistance with sharing family photos and documents. In several instances, we decided to conduct the interviews via video recording, especially for our older residents, some of whom are over 90 years old. Unfortunately, in some cases, we missed the opportunity to capture the stories of stakeholders who were either too frail or passed away before we were able to meet with them.

SUCCESS METRICS:

Identification of Residents, Organizations, and Businesses Displaced/Impacted:

Survey Responses: 159

Displaced Residents, Descendants, and Addresses:

Residents: 49*

Addresses: 45

*Of the 49 displaced residents, 3 people did not take the survey, and 4 of the respondents cited the same address.

Displaced Businesses:

4 Identified by Allegra, and an additional 38 businesses identified by ARG = 42 displaced businesses.

Displaced Organizations/ Institutions: 3

Impacted but Not Displaced:

116 Respondents and Residents

Number of Interviews and Stories Conducted and Completed:

32 one-on-one and group interviews and stories collected.

Number of Videos Produced by KPAS and MD Productions:

14 Video Interviews completed to Date.

MEDIA REACH AND VISIBILITY:

Link and QR Code Scans and Click Throughs: 3,955 Clicks

Digital Media Impressions: 1,193,318 Total Impressions

Transit Media Exposure: 20 Sidewalk Transit Shelters (English/Spanish), 1.5+ million impressions and 60 Interior Bus Cards, with 5,000 riders onboard daily, achieving over 360,000 views. Placement of signs with a focus on being near the SR 710 and communities of color.

COLLABORATIVE EFFORTS:

Partnerships Formed: NAACP, West Pasadena Residents Association (WPRA), Japanese American Cultural Institute, First AME Church, Friendship Church, Lake Avenue Church, Metropolitan Church, Alkebu-lan Cultural Center, St. Andrew Church, Pasadena Senior Center, 710 Restorative Justice Coalition, and Pasadena Buddhist Temple.

REFERRALS RECEIVED:

208 community members were referred to our team.



Photo: Bus Shelter Ad in Spanish at Washington Blvd. and Lake Avenue Photo Source: Aubin E. Wilson

QUALITATIVE IMPACT:

Testimonials, Comments, and Feedback:
138 Qualitative Responses

PHOTOGRAPHS AND ARTICLES COLLECTED:

More than 300 articles, documents, historical journals, church architecture, photographs, and scanned items.

INCREASED AWARENESS AND EDUCATION:

- Increased public awareness around the history of the SR 710 freeway construction.
- Oral History Project and Allegra's role
- Importance of attending community meetings and making public comment.
- Motivated stakeholders to better understand Reconnecting Pasadena's Master Plan preparation process.
- Clarified the confusion around the SR 710 and I 210 Freeways.

RESTORATIVE JUSTICE AND ADVOCACY:

- Influencing Policy from the City of Pasadena's 1962 General Plan to Restorative Justice in Pasadena.
- Community Empowerment and Public Comment
- Spatial Injustice – Locational Discrimination (Urban Renewal)
- History of the Civil Rights Era

OBSERVATIONS AND THEMES:

During the interviews and community engagement interactions, our team observed that those impacted and displaced experienced deeply layered emotions, reflecting a complex interplay of loss, resilience, and the enduring consequences of systematic racism. The interviews were often emotional, with interviewees expressing sadness, tears, feelings of community disruption, anger, and frustration over systematic racism. There were also concerns about the city's leadership and a lack of trust in the government to act in their individual and the greater community's best interests. Many interviewees conveyed a deep sense of ongoing injustice and inequality, questioning who is truly listening and whether their voices even matter.

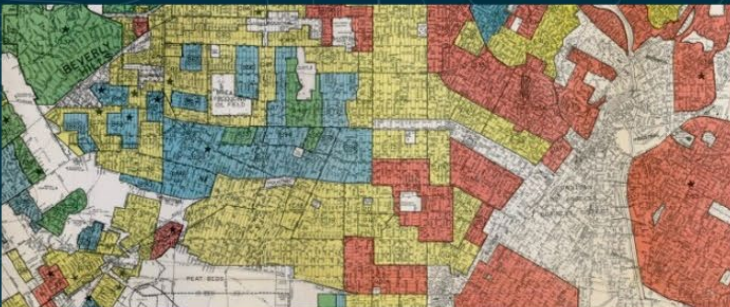
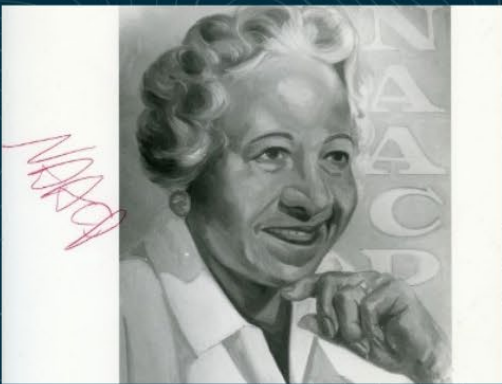
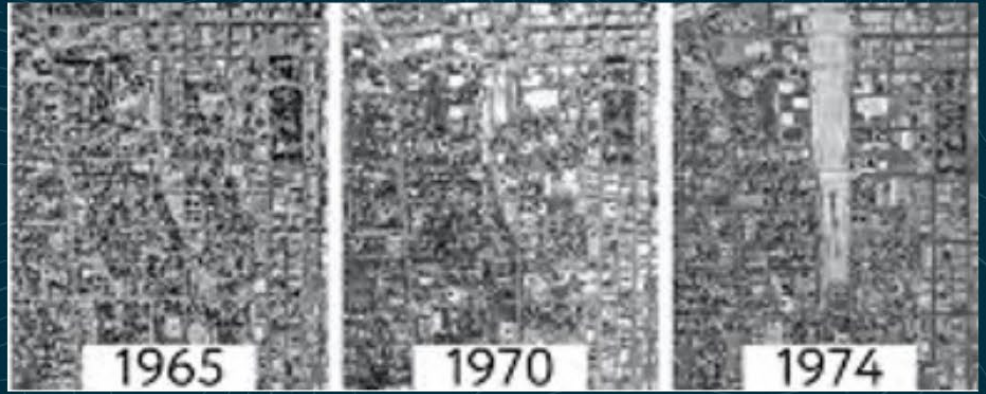
One historic church congregation in the area refused to engage with our team due to a lack of confidence in the city and an unwillingness to reopen old wounds without the prospect of resolution. This church leader mentioned that they were given a bad deal, now landlocked and prevented from future growth. Interviewees also highlighted the city's history of using urban renewal policies to benefit wealthy constituents and businesses at the expense of marginalized communities. During these interviews and interactions, we also learned about other injustices that occurred alongside the SR 710 freeway construction, including racist real estate covenants, various forms of what today are referred to as redlining (discriminatory loan policies, zoning policies around what could be built, and anti-Black housing sale and other practices), delays in receiving the Caltrans displacement checks needed to secure new housing, and resistance from new neighborhoods communities that did not welcome them as new neighbors.

Several interviewees emphasized the discrepancy between the freeway stopping at California Boulevard near more affluent communities while their own neighborhoods were destroyed, resulting in the loss of generational wealth and financial stability. Interviewees questioned why the SR 710 freeway stopped at California Boulevard, noting that this area was where affluent people lived. However, a few interviews, while less sad, also demonstrated resilience and adaptation. Some participants expressed a sense of acceptance, acknowledging that "it is what it is." Additionally, some interviewees who were not displaced voiced concerns about increased traffic, noise, and the neglected condition of Caltrans-owned homes.

Fair Housing Becomes Law In California

The Rumford Fair Housing Law, passed in the closing minutes of the State legislative session in June, prohibits discrimination in most privately financed housing as well as in all publicly assisted housing. Governor Brown hailed the last-minute victory as "an historic step towards giving every Californian the right to live where he pleases."

ambiguities in the law and on forceful enforcement.



SECTION 2:

DISPLACEMENT ERA TIMELINE, KEY EVENTS AND HISTORICAL CONTEXT

DISPLACEMENT ERA TIMELINE, KEY EVENTS AND HISTORICAL CONTEXT:

The SR 710 freeway construction displacement era, identified by Allegra through first-person interviews and historical research, began in the 1960s and extended into the mid-1970s. This critical period was marked by several key developments, including the adoption of the Master Plan of Freeways, eminent domain acquisitions, growing community resistance, and the height of the 1960s-1970s era phases of the civil rights movement.

KEY EVENTS AND IMPACTS FROM THE 1960S TO 1975: A HISTORICAL CONTEXT:

To understand the impacts of key events from the 1960s to 1975, it's vital to consider the historical context of Pasadena, Los Angeles County, and the broader United States. This period saw significant infrastructure projects including the SR 710 freeway construction, which caused widespread displacement in Pasadena's communities of color, that exposed and deepened systematic racism in housing and urban planning under the guise of urban renewal and progress.

The era was marked by profound social, economic, and cultural shifts that influenced community development. Infrastructure projects, housing policies, public schools, the civil rights movements, and national political events all played critical roles in shaping the region's landscape and demographics. This section offers a brief overview of how the SR 710 freeway construction exacerbated existing systematic challenges for residents.

PASADENA, CA 1960S – 1970S SR 710 FREEWAY DISPLACEMENT:

The construction of the SR 710 freeway led to the displacement of hundreds of families from communities of color, causing them economic and social hardships. This project demolished homes and businesses while disrupting an established and thriving community, contributing to the financial and social instability of the former residents. [Source: Pasadena 710 Freeway Displacement](#)

UNENFORCEABLE HOUSING COVENANTS:

Even after the 1948 Supreme Court ruling in *Shelley v. Kraemer* made racist restrictive covenants legally unenforceable, these impacts of these covenants persisted socially, perpetuating discrimination, segregation and exclusion. For African American, Latino, and Japanese American families displaced by the SR 710 freeway construction, the continued practice of using race as a limiting factor in real estate sales posed significant barriers for them to find new homes. Though no longer legally binding, the social and economic pressures behind racial covenants remained strong, effectively limiting housing choices for communities of color. As a result, many displaced residents were forced to relocate to less desirable areas, often outside Pasadena, where covenants were less prevalent, or communities of color were already established. This not only severed ties to their original neighborhoods, but also eroded generational wealth, as families struggled to achieve home ownership in a racially discriminatory market environment. [Source: The Fair Housing Center](#)

REDLINING AND MORTGAGE DISCRIMINATION (1948-1968):

During the 1930s Great Depression, the mortgage lending markets were a mess, with thousands of homeowners defaulting on their mortgages daily. In 1933 half of all mortgages in America were in arrears. President Roosevelt's New Deal included the creation of the Home Owners' Loan Corporation (HOLC) and the Federal Housing Administration (FHA) to provide federal insurance for mortgage loans to prop up the mortgage lending market by protecting lenders against defaults.

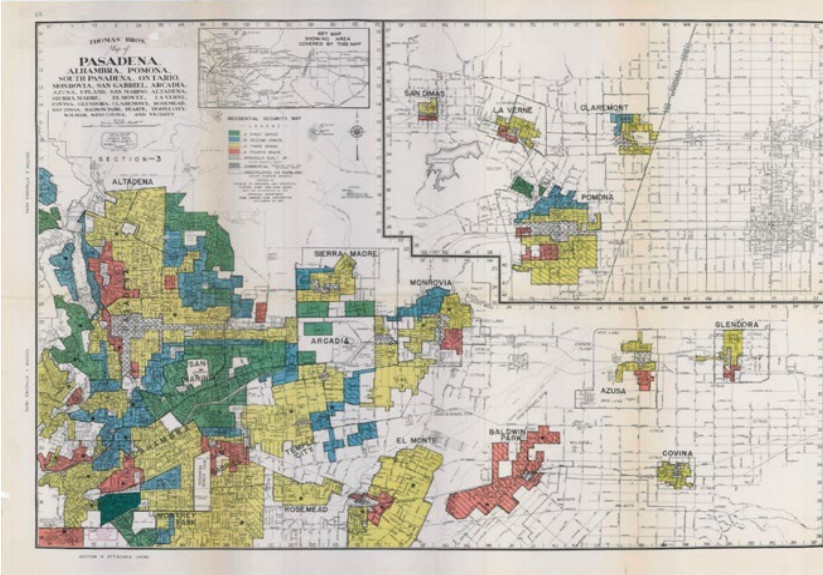


Photo Source: 1939 HOLC "redlining" map of Pasadena and vicinity, courtesy of LaDale Winling and [PBS So Cal](#)

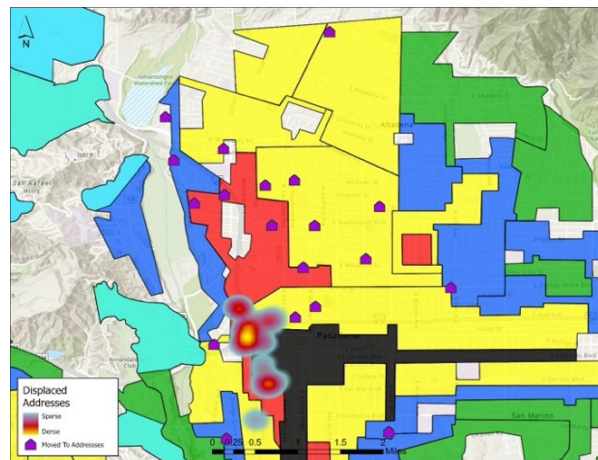
This policy, however, did not protect all mortgage loans. Instead of establishing a system based on the individual financial status of potential homebuyers, Roosevelt's administration used race-based valuation policies and redlining maps. Government surveyors were sent to hundreds of cities nationwide to grade neighborhoods with an A, B, C, or D rating. Predominately Black, other communities of color and integrated neighborhoods were consistently rated D, were outlined on the maps in red (hence the term redlining emerged), and consequently denied government assistance. Private lenders also used the government's discriminatory policies to adopt similar policies, effectively icing any

hopes a black family and those of other people of color had of buying a property with financial assistance. In addition, many deeds included racist covenants in these years that contractually prohibited homeowners from selling their property to minorities or marginalized homebuyers.

These policies continued to be lawful until the Fair Housing Act of 1968 was passed and enforced, which prohibited housing discrimination, and the Home Mortgage Disclosure Act of 1975 was passed and enforced, which required the release of lending data. Unfortunately for Black Americans, the damage had already been done. Historically, redlined communities have been starved of infrastructure investments by governmental entities and economic investments by the private sector, leading to deteriorating infrastructure and widespread economic disparity. The long-term impact of these race-based disparities cannot be overstated.

[Lawson, M. \(2022, June 18\). Redlining and its impact on Black America. Los Angeles Urban League.](#)

Davis Demographics compiled digitized historical redlined areas through the University of Richmond's Mapping Inequality Project: [Redlining in New Deal America](#) and through spatial files available from T-RACES. We compared them with provided addresses where residents displaced by the 710 freeway had lived and where they moved to. Most of the areas where the 710 ROW is now located were in neighborhoods designated 'C' or 'D.' When these residents were forced to move, the vast majority remained in neighborhoods designated 'C' or 'D'. These areas today are often correlated with poorer health outcomes, less access to resources, and other issues of inequity.



Mapping Inequality: Redlining in New Deal America." Nelson, Robert K., LaDale Winling, et al. Edited by Robert K. Nelson. *American Panorama: An Atlas of United States History*, 2023. <https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/areas#loc=14/34.1562/-118.1314>"T-RACES: a Testbed for the Redlining Archives of California's Exclusionary Spaces" R. Marciano, D. Goldberg, C. Hou <http://t-races.net/T-RACES>

Additional Resources: [Segregation in the City of Angels: A 1939 Map of Housing Inequality in L.A. | Lost LA | Food & Discovery | PBS SoCal, Freeways, Redlining & Racism Storymap - UCLA Institute of Transportation Studies](#)

DISPLACED RENTERS:

During the SR 710 freeway construction, renters in Pasadena faced profound challenges. Unlike homeowners who had access to compensation through various property acquisition processes such as hardship acquisitions, fee acquisitions, or eminent domain proceedings, renters often received little to no financial assistance or relocation support. This left them especially vulnerable to financial instability caused by sudden evictions.

The freeway construction project, alongside other urban renewal efforts, exacerbated the housing crisis by reducing available housing stock and driving up rental prices. These impacts were disproportionately felt by renters of color, who also faced systemic discrimination when seeking new housing options.

While the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA) was designed to provide protections—including moving expenses, rental assistance, and advisory services—its benefits were inconsistently applied. Renters often received less support than homeowners due to gaps in enforcement at local and state levels, leaving many without the resources needed to reestablish stable housing.

QUOTES FROM DISPLACED RENTERS:

Jose Luis Herrera,

SR 710 Displaced Resident and Descendent

"Well, we had only lived in two places after moving to Pasadena from Merida, Yucatan, Mexico. The first was on Waverly Drive, where our family of five lived in a one-bedroom home, and the second was on Orange Place, which was a two-bedroom home. My sister was born while we were living on Orange Place in 1969. Shortly after her birth, we were notified that we had to move. They gave us a fair amount of time—I think we had a year to move out. My mom, who was a very religious woman, told us that we had to pray to help us find a permanent home, so that's what she and we did.

A few months before we had to move, my grandfather, my mother's father, won the lottery in Mexico, and he gave all his children part of his winnings. It was with that money that my mom put a down payment on the home we still have to this day. I remember her saying, "Thank you, God, for answering our prayers. Now I will be able to find a home that I will live in for the rest of my life," and she did. My mom passed away on October 23rd, 2023, in the home she purchased in Pasadena."

Salvador Lambarem,

SR 710 Displaced Renter

"I was in my early twenties when my sister called me at work to tell me we had to move immediately. We weren't given a 30-day notice or any compensation. It was extremely stressful, and I had to sleep on someone's sofa until I could find better living arrangements. I didn't fully understand what was happening since we were renting a small duplex, and I didn't speak much English. We attend St. Andrew Church and have a strong faith in God and our family."

PUBLIC SCHOOLS AND DESEGREGATION

SPANGLER V. PASADENA CITY BOARD OF EDUCATION:

In March 1970, a federal judge ordered the Pasadena City Board of Education to desegregate its schools, marking it as the first district in California to receive such a mandate. The court found that Pasadena's schools were racially imbalanced, necessitating immediate integration to promote better educational outcomes for

communities of color. As part of the compliance effort, Pasadena implemented a busing plan to transport students between predominantly communities of color and predominantly White schools, aiming to achieve a balanced racial composition and equity in educational resources. This busing plan, known as the "Pasadena Plan," initially met the court's requirements in the 1970-71 school year but faced challenges in maintaining compliance in subsequent years as some schools exceeded the communities of color enrollment limit.

Source: Spangler v. Pasadena City Bd. Of Edu.



Photo Caption: Mrs. Nettie Hunt, sitting on the steps of the Supreme Court, holding a newspaper and explaining to her daughter Nikie the meaning of the Court's decision to ban school segregation. **Source of Photo:** Granger

BLIGHTED TERMINOLOGY BY CITY OFFICIALS VS. URBAN RENEWAL, A COMMON THEME IN

THE 1960S AND 1970S: The Pepper Street Redevelopment Project (aka Kings Villages), labeled as an urban renewal effort by city officials, led to the displacement of hundreds of residents, predominantly communities of color. Despite strong community resistance led by First AME Church member Emmett Mickle, the project was completed, resulting in the destruction of an established communities of color neighborhood and flourishing business district. Similarly, the SR 710 freeway construction and the I-210 Freeway projects displaced communities of color in Pasadena. All three initiatives are examples of how urban renewal and infrastructure projects in the 1960s and 1970s disproportionately affected people of color, causing long-term social and economic repercussions. **Source: The Basics of Blight Information – 1962 General Plan (Document, Page #111)**

SEGREGATION IN PUBLIC FACILITIES:

From the early 20th century through the 1960s, public facilities and private businesses in Pasadena, including swimming pools, theaters, and restaurants, developed systems of segregation. Notably, as cited in an article in ColoradoBoulevard.net about the **City of Pasadena's Brookside Plunge**, a city-owned swimming pool located in the Lower Arroyo neighborhood of Pasadena restricted its use by communities of color. In response to public pressure, the city created 'International Day', which allowed **non-white minorities** to use the pool just once a week, on Wednesdays from 2:00 to 5:00 pm. When the last patron departed, the pool's water was emptied and fresh water filled the pool, ensuring that the following day White swimmers would not have to

share the same water with the people from 'International Day'. This practice continued until 1947 when the pool was opened to all. This example highlights the pervasive discriminatory practices in many **public spaces in California** during the early part of the 20th century. **Source: [A Noise Within](#)**

NATIONAL CIVIL RIGHTS EFFORTS AND THE IMPACTS IN PASADENA:

In the 1960s, the NAACP and other civil rights organizations were active in Pasadena, reflecting the broader modern phase of the national civil rights movement. Although exclusionary practices and laws to maintain racial restrictions between 1948 to 1968 had been weakened by the US Supreme and California Court decisions in the cases of Shelley v. Kraemer (1948), Barrow v. Jackson (1953), Brown v. Board of Education of Topeka (1954), and the federal legislation of the Civil Rights Act (1964), the Voting Rights Act (1965), and Title VIII of the Civil Rights Act (1968) -- local leaders worked to address racial injustices and advocated for improvements in education, housing, and equal rights. Key figures included Walter Shatford, a civil rights attorney, Emmett Mickle of First AME Church, Sam Sheets an NAACP attorney, and Ruby McKnight Williams, who led initiatives to support public education, housing rights, desegregation and community improvement.

Source: [Pasadena Now](#), [Black History Pasadena](#)

TAX IMPLICATIONS FOR THE SR 710 DISPLACEMENT:

The financial challenges faced by those displaced by the SR 710 project were exacerbated by various tax implications. One significant issue was the capital gains tax, which saw a rate of 27.5% in 1969, increasing to a maximum of 30.2% in 1970 and reaching up to 35% from 1972 to 1974. Capital gains taxes levied on monies received from Caltrans after the sale of a home or business greatly reduced the buying power of displaced residents and businesses burden of displaced.

Sources: [Wolters Kluwer historical capital gains rates](#) and [Capital Gains Tax](#)

LOS ANGELES COUNTY:

The 1960s phase of the civil rights movement and activism in Los Angeles and the region was extremely vibrant, with numerous protests and campaigns aimed at ending racial segregation and discrimination. In addition, local activists protested in favor of fair housing and quality public education and against police brutality, among other equity and civil rights issues. **Source: [Los Angeles in the Civil Rights Era](#)**

STATE OF CALIFORNIA:

The Rumford Fair Housing Act passed in 1963, was a pivotal California civil rights law aimed at eliminating racial discrimination in housing. Authored by Assemblyman William Byron Rumford, it prohibited property owners and landlords from refusing to sell, lease, or rent housing based on race, ethnicity, religion, gender, marital status, or physical disability. This legislation was a major step toward fair housing, particularly for African Americans and other minorities facing systemic discrimination. However, in 1964, backlash against the Rumford Act led to Proposition 14, a ballot initiative designed to nullify it. Prop 14 sought to restore property owners' right to refuse buyers or tenants based on personal preference, effectively permitting racial discrimination. Supported by groups opposing civil rights, it passed but was later ruled unconstitutional by the California Supreme Court, which found it violated both the U.S. and California constitutions, reaffirming the principles of the Rumford Act. **Source: [Prop14 Shaped California's Racial Covenants](#)**

THE CALIFORNIA ENVIRONMENTAL QUALITY POLICIES:

Santa Barbara Oil Spill in 1969, caused by a blowout on Union Oil's platform A, was a catalyst for environmental activism and legislation. In California, the California Coastal Commission was formed, and the California Environmental Quality Act (CEQA) was enacted. CEQA was a foundation law and resource used by the 710 Freeway Fighters to stop the SR 710 Freeway. [Source: Santa Barbara Historical Museum](#)

INTERVIEW WITH STATE SENATOR ANTHONY PORTANTINO - POLITICAL INSIGHTS ON THE SR 710 FREEWAY CONSTRUCTION:

The Oral History Team interviewed State Senator Anthony Portantino to gain his perspective on the SR 710 freeway construction, the political motivations behind its development, and the efforts of the 710 Freeway Fighters, founded in 1959, to stop the SR 710 Freeway as it approached their communities. Senator Portantino also discussed the unfair treatment of renters and the new policies now in place to protect renters from displacement. Additionally, he addressed what the City of Pasadena and the California Department of Transportation (Caltrans) can do to rectify the wrongs experienced by displaced residents. [Senator Anthony's Portantino's Video Link](#), [710 Freeway Fighters' History](#)

UNITED STATES OF AMERICA FAIR HOUSING ACT 1968:

Title VIII of the Civil Rights Act, also known as [The Fair Housing Act](#), enacted in April 1968, banned housing discrimination based on race, religion, national origin, and sex. This landmark piece of legislation was crucial in addressing discriminatory practices like various discriminatory real estate and lending practices, now identified as redlining, which limited opportunities for displaced families to find new homes during the SR 710 freeway construction in Pasadena.

ASSASSINATIONS ON SOCIAL JUSTICE MOVEMENTS:

The assassinations of key figures during the 1960s, such as Medgar Evers, John F. Kennedy, Malcolm X, Rev. Dr. Martin Luther King, Jr., Robert F. Kennedy, and Fred Hampton, had a profound impact on this phase of the civil rights movement. These tragedies intensified the urgency and resolve within social justice efforts, highlighting the dangers faced by those challenging systematic racism and inequality while reinforcing the need for continued activism.

FREEWAY CONSTRUCTION, PRESIDENTIAL INFLUENCE, AND ITS NATIONWIDE SUPPORT:

Initiated by Eisenhower's 1956 Federal-Aid Highway Act, the Interstate Highway System spurred massive freeway construction nationally. Subsequent presidents—Kennedy, Johnson, Nixon, Ford, and Carter—continued the Act's expansion by adding urban transit, environmental impacts, and public transportation to the effort, building on Eisenhower's foundational legislation.

“So that's kind of how we got started. It was before the big hole over here and before the pseudo railroad track, where we always have the good and bad sides of the railroad track.”

Excerpts from Frank T. Sata's 2022 interview. Mr. Sata spent most of his adult life after leaving camp in Pasadena, CA.

“So we moved in here into a very, the more elite side of town, not knowing what I know now, and nothing's changed, thanks to the railroad track there, we were secure.”

“And it's going to continue that way because it's been almost landlocked to be preserved. Other side of the Arroyo is all well-established, it's a certain scale of Pasadena, it's upper class.”

THE JAPANESE AMERICAN EXPERIENCE AND THE SR 710 FREEWAY CONSTRUCTION:

Many Japanese Americans were forced to restart their lives after the end of internment and again during displacement because of the SR-710 project. The effects of displacement in both instances have many similarities. Displacement required finding new homes and schools and relocating personal belongings. Portions of the interview from Pasadena resident, Esther Takei Nishio, help to illustrate challenges associated with displacement

Esther Takei Nishio(EN): *And my mother became a cleaning house, a cleaning lady. She hopped on a bus and went to these wealthy homes and cleaned house every day, a different house every day. So they worked really hard. Really, really tough for them. Sharon Yamato(SY): And at the same time you were going to school. EN: Yes. SY: So they, did it, it took a while for them to reestablish, and did people bother them at all when they came back? EN: I don't know. They never talked about it, so I don't know.*

(Densho Digital Archive - Esther Takei Nishio Interview, Segment 23)

Jack Y. Kubota: *“When my mom and dad came back from the camps, they came back with one suitcase apiece, my sister's ashes, and the sewing machine. Yeah, my granddaughter made a, wrote a little story the story of Grandma's, Great-grandma's sewing machine.”*

(Densho Digital Archive - Jack Y. Kubota Interview, Segment 13)

Japanese American oral histories also described challenges of staying socially and culturally connected to their families and Japanese American communities after displacement.

Mary Kageyama Nomura: *“...one of the teachers who was a counselor, tried to get me into college in the East Coast. But I said, “I won't go because it's too far from my family.” So I went to Pasadena instead. And I didn't have the feeling that I was welcome. And so I didn't last long, I don't know how many weeks I was there, but I quit, and I went to work as a housekeeper.*

(Densho Digital Archive - Mary Kageyama Nomura Interview, Segment 24)

**THE MEXICAN AMERICAN EXPERIENCE-
EULALIA PÉREZ: THE WOMAN BEHIND RANCHO DEL
RINCÓN DE SAN PASCUAL AND PASADENA’S EARLY
HISTORY:**

Eulalia Pérez de Guillén Mariné (c. 1766–1878) is a key figure in early California history, known for receiving the Rancho del Rincón de San Pascual land grant in 1835, covering about 14,000 acres of present-day Pasadena, South Pasadena, San Marino, and Alhambra—land originally belonging to the Tongva-Gabrielino Native Americans. Born in Baja California, Eulalia became the mayordoma at Mission San Gabriel, managing its operations during the Spanish and early Mexican periods. After the missions were secularized, she was granted the rancho, but, as a woman, could not legally own it. She married Juan Mariné, who took ownership but later lost the land after California joined the United States due to legal and financial challenges. Eulalia lived in Adobe Flores, a historic site in South Pasadena. Her land grant was crucial to the area’s development, linking her legacy to the city’s early history.

Sources: [Roberta Martinez Latinos in Pasadena](#)

Source of Photo: [Wikipedia Eulia Perez](#)

<https://latinoheritage.blogspot.com/2011/09/eulalia-perez-de-guillen-de-marine.html>

https://www.waterandpower.org/museum/Early_Views_of_Pasadena_1_of_8.html

https://en.wikipedia.org/wiki/Eulalia_P%C3%A9rez_de_Guill%C3%A9n_Marin%C3%A9



Mother of Rita Guillen de la Osa, ...

**LATINO MIGRATION TO PASADENA-
PUSH AND PULL FACTORS, CHALLENGES, AND OPPORTUNITIES:**

Latino migration to Pasadena began in the late 1800s and was initially driven by economic opportunities in agriculture. Mexicans arrived first, followed by Salvadorans and Guatemalans fleeing civil wars in the 20th century. Later, Hondurans, Nicaraguans, Colombians, Cubans, and Puerto Ricans came seeking stability and opportunities, with recent arrivals including Venezuelans and smaller groups from Argentina, Chile, and Peru. Established Latino communities and family networks eased migration, particularly after World War II, as Pasadena expanded. Chicanos, U.S. born descendants of Mexican immigrants, significantly shaped Pasadena's cultural and political landscape.

Push factors for migration included economic hardship and political instability in Latin America, while pull factors were job opportunities, especially with large infrastructure projects such as the SR 710 and 210 freeways. Although freeway construction displaced many Latino families, it also created job opportunities and enhanced regional connectivity, continuing to attract Latino migrants to Pasadena.

Sources: [Roberta Martinez, Latinos in Pasadena](#)

https://www.nps.gov/parkhistory/online_books/5views/5views5.htm

<https://www.nps.gov/articles/latinothemeimmigration.htm>

<https://calisphere.org/exhibitions/t10/california-cultures-hispanic-americans/>

**REMEMBERING OUR LADY OF GUADALUPE CHURCH-
A PILLAR OF FAITH IN PASADENA:**

Our Lady of Guadalupe is a central figure in Mexican religious life, representing the Virgin Mary as she appeared to Juan Diego in Mexico in 1531. Located at the northwest corner of S. Raymond Avenue and W. California Blvd., the church served as a vital center for the Mexican American community in Pasadena.

Established in 1911 and completed in 1912, the church burned down in the 1970s. At the time of the fire, there was a resident priest, but details about the church's leadership remain scarce.

Father Marcos Gonzalez of St. Andrew Church shared that after the fire, the Archdiocese of Los Angeles chose not to rebuild Our Lady of Guadalupe, encouraging parishioners from the southwest part of Pasadena to attend the larger, more financially stable St. Andrew Church on N. Raymond Avenue. An original tile mosaic from the church was saved and is now displayed at Mijares Mexican Restaurant on a patio wall.

CHICANO MOVEMENT:

The Chicano Movement of the 1960s and 1970s had a profound impact on Pasadena’s Latino community, as the larger civil rights efforts inspired local activists in nearby Los Angeles. Pasadena’s Chicanos joined the fight to address racial discrimination, educational inequality, and lack of political representation within their city. Following key events like the East L.A. Walkouts (1968) and the Chicano Moratorium (1970), Pasadena’s Latino leaders and students pushed for bilingual education, better school conditions, and greater Latino representation in local government. The movement also heightened awareness about housing and labor rights, especially as many Latino families in Pasadena faced displacement from projects like the SR 710 freeway. This activism empowered Pasadena’s Latino community, contributing to lasting civic engagement and shaping the city’s ongoing struggles for social justice and equality. The broader Chicano Movement’s focus on promoting cultural pride and challenging systematic discrimination left a lasting legacy in Pasadena, fostering a more inclusive and equitable future for its residents.

Sources: <https://www.history.com/news/chicano-movement>



Our Lady of Guadalupe Church, Pasadena

Our Lady of Guadalupe church was established in 1911 for the benefit of Mexican Catholics living in Pasadena. A church was built on South Raymond Avenue, and was attended by priests from St. Andrew's. For some years now, the church has had a resident priest. Rev. Juan Diego is Administrator of the church at present.

Source: Photo: Our Lady of Guadalupe Church, Pasadena, CA Photo Source: Pasadena Public Library



Source: Photo: Our Lady of Guadalupe Tile Mosaic, Mijares Restaurant

Photo Source: Mijares Restaurant



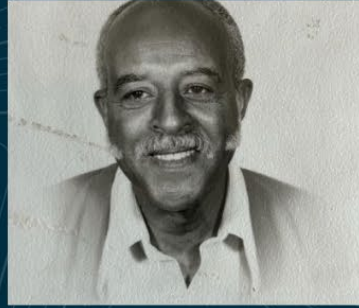
Photo source: History.com/DavidFenton/Getty Images



Photo Source: [Garfield School Class Picture, Flickr](#)

SHARED STORY OF PASADENA'S DIVERSE RESIDENTS AND DISPLACEMENT:

At the time of the SR 710 Freeway displacement, Southwest Pasadena was home to a diverse community, as seen in Garfield School's class pictures from the late 1960s. Our survey shows that most of those displaced by the SR 710 construction lived north of California Boulevard and identified as African American, Japanese American, or Hispanic/Latino. This displacement echoed a pattern of discrimination and economic hardship faced by these groups throughout American history, including redlining, restricted job opportunities, and forced relocations like Japanese American internment. Despite these challenges, they built strong cultural, social, and religious institutions, fostering resilience and a shared sense of solidarity. Their commitment to civil rights, cultural pride, entrepreneurship, and youth empowerment has enriched Pasadena, leaving a legacy of perseverance and shaping the city's progress toward inclusivity and cultural richness.



SECTION 3:
SURVEY RESPONSES
QUANTITATIVE ANALYSIS 159 RESPONSES

RESPONSES – QUANTITATIVE ANALYSIS 159 RESPONSES

DISPLACEMENT AND IMPACT:

The survey gathered 159 responses, which provided valuable insights into the impact of the SR 710 freeway construction on the community. The key findings from the survey are as follows:

Displaced Families:

49 respondents indicated that their families were displaced due to the SR 710 freeway construction. We have 45 addresses where some respondents' family members identified the same address. One respondent's home currently remains a Caltrans house in need of repair.

Displaced Businesses:

4 respondents reported that their businesses had been displaced. Out of these, 4 provided confirmed addresses. Architectural Resources Group identified 38 businesses through directories. Note that this area was home to a thriving business community that offered valuable resources to the surrounding residents.

General Impact:

A significant portion of 116 respondents stated that the SR 710 freeway construction impacted them in various damaging ways such as noise, pollution and loss of real estate value.

Geographic Distribution of Respondents:

The survey also collected data on the zip codes of the respondents, which helps in understanding the geography of where respondents currently reside.

Some of the survey respondent's zip codes are as follows:

91001:	91101:	91103:	91104:	91105:	91106:	91107:	Other Zip	South
12.40%	3.88%	10.85%	10.85%	27.13%	5.43%	5.43%	Codes:	Pasadena:
							16.28%	7.75%

Family Migration Timeline to Pasadena, CA – Before the 1900s to 1967:

The survey analysis sheds light on the long-term impact of the SR 710 freeway construction on Pasadena's residents and businesses. By examining when families first moved to Pasadena, we understand their generational ties, community connections, and economic and cultural losses during the Family Migration Timeline. Nearly 8% of respondents' families arrived in Pasadena before 1900, 29% between 1900 and 1950, 27% between 1951 and 1967, and 31% after 1967. Less than 5% of the respondents did not recall when their families migrated to Pasadena.

The years between 1900 and 1950 are particularly significant as they represent a period of substantial economic growth and social establishment for many families in Pasadena. Families that settled in the city during this time built generational wealth

Please identify a historical timeline of when your family/you moved to Pasadena.

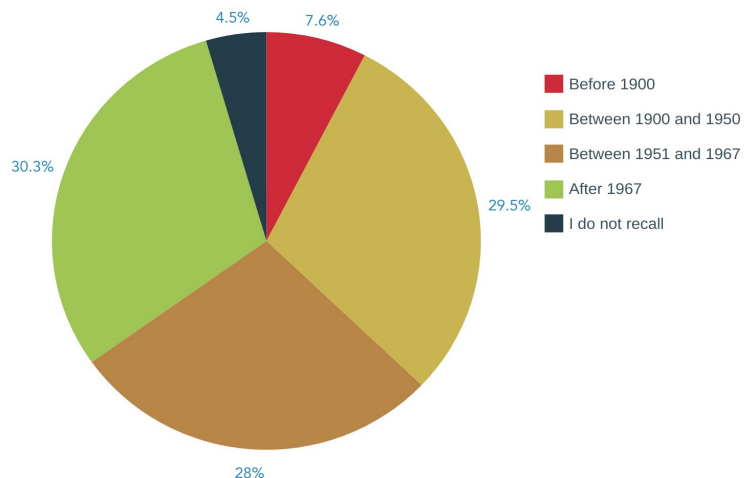


Chart #2 – Historical Timeline

through homeownership, owning local businesses, and community involvement. However, the SR 710 freeway construction led to large-scale displacement due to eminent domain and other types of property acquisitions for transportation projects, causing many of these families to lose their homes and businesses. This disruption not only resulted in immediate economic losses but also broke the cycle of generational wealth accumulation, affecting financial stability and cultural continuity for future generations.

AWARENESS OF THE SR 710 FREEWAY CONSTRUCTION IN THE 1960S AND 1970S:

We asked respondents about their awareness of the SR 710 freeway construction at that time to better understand their knowledge of the event and the extent of community engagement during that period.

The results showed that nearly 85% were aware of the construction, 9.16% were not aware, and 6.11% did not recall. Understanding awareness levels helps us gauge how well-informed residents were about the project and its potential impacts. This information highlights the community’s involvement in decision-making processes, preparedness for change, and ability to advocate for their interests. It also highlights the scale and effectiveness of communication and outreach efforts at the time, informing current and future community engagement strategies.

Were you aware of the SR 710 freeway construction?

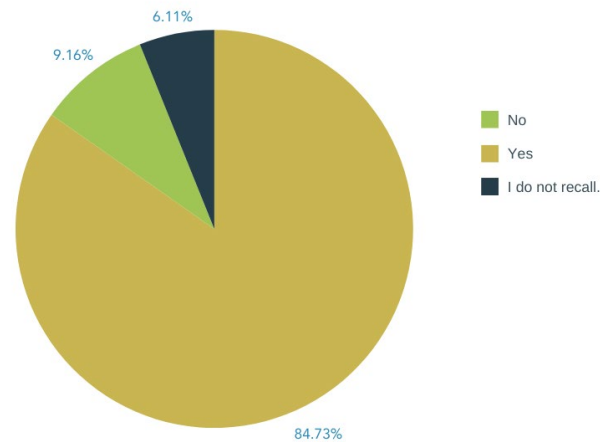


Chart #3 - Awareness of freeway construction

FAMILY DISPLACEMENT DUE TO SR 710 FREEWAY CONSTRUCTION RESPONSES AND HISTORICAL CONTEXT:

The survey data reveals the significant impact of the SR 710 freeway construction on local families. Out of 129 respondents, 41.09% or 45 individuals reported that their families were displaced due to the construction, while 58.14% (75 individuals) indicated that they were not affected. A small percentage, 0.78% (1 individual), could not recall if their family was displaced. This data underscores the lasting effects of the freeway project on the community, with a substantial portion of survey respondents directly experiencing displacement.

Was your family displaced due to the SR 710 freeway construction?

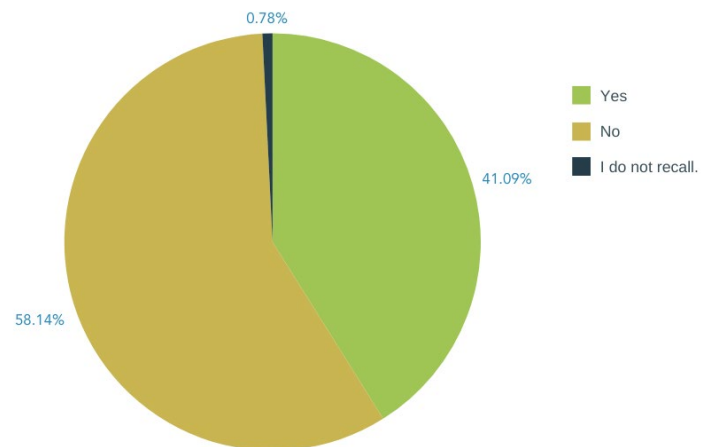


Chart #4 – Was your family displaced?

Given that 45 out of 129 respondents reported being displaced, this number, while seemingly small, still underscores the lasting effects of the freeway project on the community. This disruption had enduring consequences, particularly for those families directly affected, contributing to long-term challenges in rebuilding community ties and maintaining generational wealth.

AGE AT TIME OF SR 710 FREEWAY CONSTRUCTION DISPLACEMENT:

We asked respondents about their age at the time of displacement, revealing that 36% were under the age of 10, and 34% were between the ages of 11-18. Several of the younger respondents had some emotional awareness of the displacement, mentioning that they knew they were being forced to move. And they recognized the stress that their families experienced as they struggled to relocate and find a new home in Pasadena.

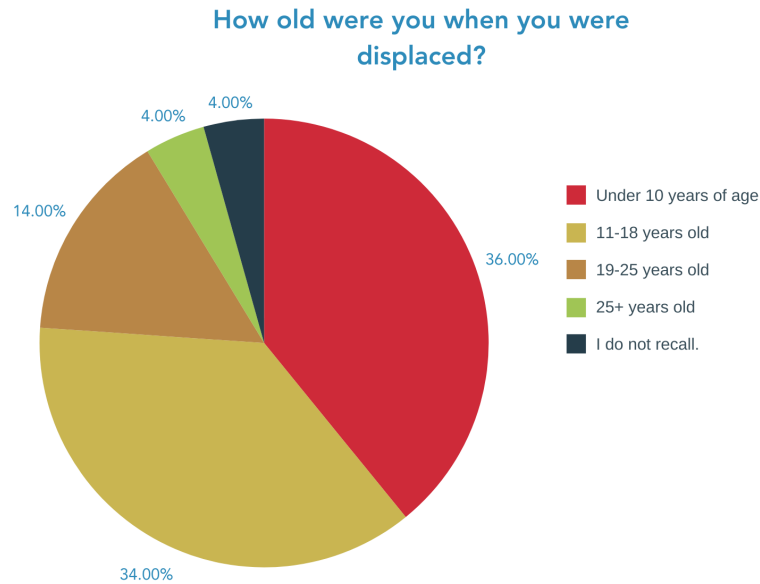


Chart #5 – Age at Displacement

Understanding the age of respondents at the time of displacement is important because it provides insight into the varying levels of emotional and psychological impact on different age groups. It is likely that children under 10 and adolescents between 11-18 years old experienced displacement differently. Younger children probably felt confused and anxious, while older children and teenagers might have had a greater awareness of the disruption and stress their families faced. **Source: Youth Mental Health Displacement Study**

This information helps us to comprehend the breadth of the impact on families, highlighting the need for targeted support and resources for children and adults affected by such significant upheaval. Additionally, it underscores the long-term effects of displacement on younger generations, influencing their sense of security and community attachment, especially since many youths did not receive any psychological counseling during the displacement period.

IMPACT OF DISCRIMINATORY POLICIES ON HOUSING OPTIONS FOR DISPLACED FAMILIES:

Of the 45 respondents who were displaced, we asked if laws such as racial covenants, redlining, and other discriminatory policies, including access to home mortgage loans, dictated where their families could move. We found that 46.94% said yes, 14.29% said no, and nearly 39% did not recall. The respondents' age at the time of displacement influenced their understanding of these discriminatory housing policies, with most

Did laws such as racist covenants, redlining, and other discriminatory policies, including home lending, dictate where your family could move?

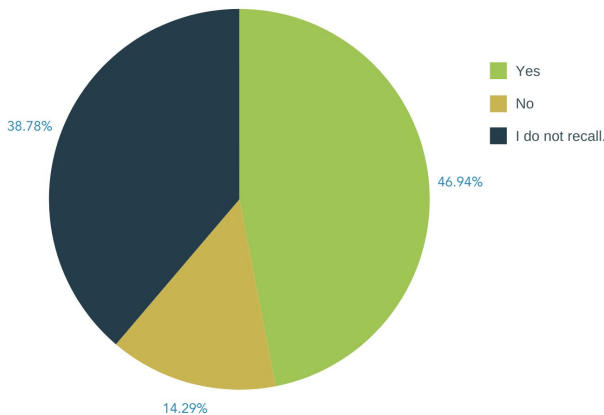


Chart #6 – Discriminatory Policies

children under 10 not fully comprehending the significance of these policies, nor how they affected their families.

During the 1960s and 1970s in Pasadena, California, discriminatory policies significantly shaped housing options for displaced families. Racist covenants, which are illegal now, were embedded in property deeds and used to prohibit the sale of houses to non-White buyers. This tactic effectively segregated neighborhoods, limiting where communities of color could reside or feel welcome. Redlining, the practice where banks and insurance companies denied loans and other services to residents based on their race or ethnicity, further restricting housing choices and economic mobility for these families. Also,

displaced owners received less for their residences due to depressed neighborhood values because of redlining practices – impacting the amount of money they had available to purchase new homes when they were forced to sell their property to the State during the SR 710 freeway construction. The discriminatory practices made it difficult for African Americans, Japanese Americans, Latinos, and other communities of color families to secure mortgages. And even when they did qualify for home loans, they were often charged higher interest rates, which resulted in higher costs over the term of the loan.

Understanding these unfair policies can be challenging, especially for children under 10. At such a young age, they likely lacked the knowledge and context to grasp the complexities of these discriminatory practices. They certainly observed the immediate effects, such as being forced to move or witnessing their family's resulting stress, but the underlying systemic reasons were beyond their comprehension. As adults reflecting during the displacement period, these respondents might now recognize the broader context and impact of such policies on their families' relocation and housing options.

DISPLACEMENT OF FAMILY PLACES -

WORSHIP, CULTURAL ORGANIZATIONS, MARKETS, AND COMMUNITY SPACES:

Of the 116 respondents, we asked if their place of worship, cultural organization, market, or places where their family spent time and gathered were displaced or destroyed. The results showed that 44.35% said yes, 46.96% said no, and 8.70% did not recall.

Was your family’s place of worship, cultural organization, market, or places your family spent time displaced due to the SR 710 construction

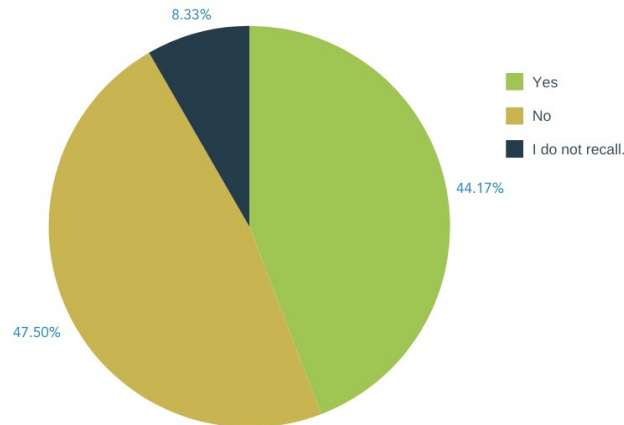


Chart #9 Displaced Places

1. Cultural and Social Fabric: Places of worship and cultural organizations are central to the social and cultural fabric of communities. They provide spiritual support, a sense of identity, belonging, and continuity. Displacement disrupts these connections, leading to a loss of cultural heritage and weakened community bonds.

2. Economic Impact: Local markets and businesses are economic lifelines, providing jobs and essential services. Their displacement affects the economic stability of families and reduces access to goods and services, contributing to economic decline.

3. Community Cohesion: Community spaces such as parks, recreational centers, and meeting halls foster social interactions, community engagement, and collective action. Their loss can lead to social isolation, reduced civic participation, and a weakened sense of community.

4. Historical Context: Understanding the historical context of displacement helps recognize the long-term impacts on communities, particularly those already marginalized by discriminatory policies. It highlights the compounded challenges faced by African American, Latino, and Japanese American families in Pasadena during the 1960s and 1970s.

5. Policy and Planning: Highlighting the importance of these displacements informs current and future urban planning and policy decisions. It emphasizes the need to review and analyze current City of Pasadena planning policies and practices that address preserving cultural and community spaces, ensuring equitable development, and providing adequate support for displaced communities to rebuild and thrive.

DISPLACED BUSINESSES, AS STATED BY RESPONDENTS, AND SOME WERE MENTIONED SEVERAL TIMES. SOME OF THESE NAMES WERE UNVERIFIABLE WITHIN CITY DIRECTORIES:

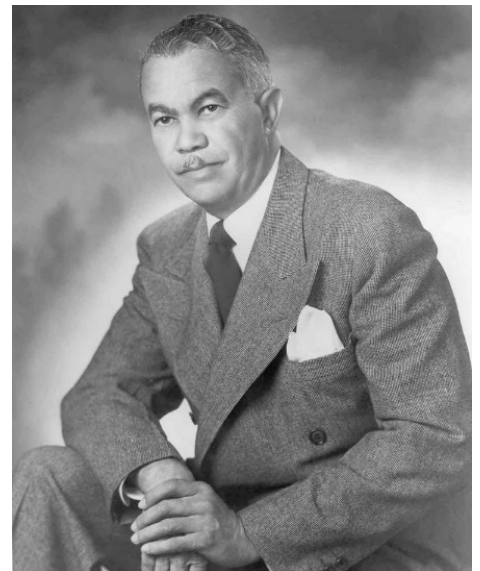
1. Arriba Mexican Restaurant
2. First African Methodist Episcopal Church (First AME Church)
3. Step's Barber Shop
4. Berry and Sweeney Pharmacy
5. Stan's Grocery Store
6. The Green Buck Restaurant
7. Valley Barbery Shop
8. Neighborhood Church
9. Pasadena Union Church
10. Pasadena Japanese American Cultural Center
11. Preble's Market
12. Village Cleaners
13. Foster's Freeze
14. Butcher Shop
15. Bill's Chicken
16. Tiki Room
17. Enterprise Cleaners

TESTIMONIALS AND FEEDBACK FROM RESPONDENTS:

"First AME Church at Vernon and Walnut was our church home. We attended Sunday school at First AME."
Survey Respondent #181330683

"Pasadena Union Church, Pasadena Japanese American Cultural Center was where our family would spend time." Survey Respondent #181635886

"First AME Church, Green Buck Restaurant, and Valley Barber Shop were my three favorite places where our family spent time. I remember getting a haircut for \$2.00 and a process for \$15.00 at that time. The Green Buck Restaurant was a casual diner and a wonderful place to eat a burger or breakfast. I remember they had a house in the back where two older ladies lived. There was also a popular beauty shop on Green Street." Survey Respondent #181330773



First AME Church Architect Paul Revere Williams
Photo Source: [NPR](#)



First AME Church, Vernon Avenue – Front
Photo Source: [University of California](#)

“This was an injustice to the minority community. Our community was demolished and disrupted. Village Market, Village Cleaners, Fosters Freeze, Butcher Shop, Bill's Chicken, Tiki Room, and my brother were box boys at Village Market. I attended Guadalupe Church and Friendship Baptist Church. I ate at The Green Buck Restaurants #1 and #2.” Survey Respondent #182328867



Japanese American Union Church Pasadena Sunday School Class Photo Source: [Pasadena City College](#)

The home we moved to, 1612 Glen Avenue, had a deed restriction that said it could only be sold to Whites. I don't know how we purchased it, but it had three bedrooms. I remember the mortgage being \$100.00 monthly, and I was concerned about the payments. I had my children at the Women's Hospital on Congress Street and was married in 1948. During the 710 and 210 freeway construction, I was busy raising our family, so I wasn't concerned about the politics surrounding these projects. I do remember Brookside Plunge and only being able to swim on Tuesdays.” Survey Respondent #182598706



Japanese American Union Church Image
Photo Source: [Pasadena City College](#)



Japanese American Union Church Image
Photo Source: [Pasadena City College](#)



SECTION 4: RESPONDENTS WHO WERE NOT DISPLACED BUT IMPACTED BY THE SR 710 FREEWAY CONSTRUCTION

RESPONDENTS WHO WERE NOT DISPLACED BUT IMPACTED BY THE SR 710 FREEWAY CONSTRUCTION:

In this section, we explore the experiences of respondents who were not physically displaced by the SR 710 freeway construction but nonetheless felt its impact on their quality of life. These individuals, who remain near the construction area, provide valuable insights into the broader repercussions of such large-scale infrastructure projects on a community.

The SR 710 freeway construction brought about a host of changes that affected daily living conditions. Many respondents reported increased noise levels, which disrupted the peace and quiet of their neighborhoods. Air pollution levels also rose significantly, contributing to health concerns and a decline in overall quality of life. Additionally, the construction changed traffic patterns, which caused congestion and made commuting more cumbersome. The destruction of neighborhood landscapes, with the loss of familiar landmarks and green spaces, further contributed to a sense of disruption and loss.

The city’s general plan from the 1960s intended to divide the community by building a freeway. However, it did not consider the potentially far-reaching effects of large-scale infrastructure projects beyond the immediate physical displacement of residents. By examining the experiences of those residents who remained, we gain a deeper understanding of the community-wide impacts of the SR 710 freeway construction.

Was your quality of life profoundly impacted by the SR 710 construction?

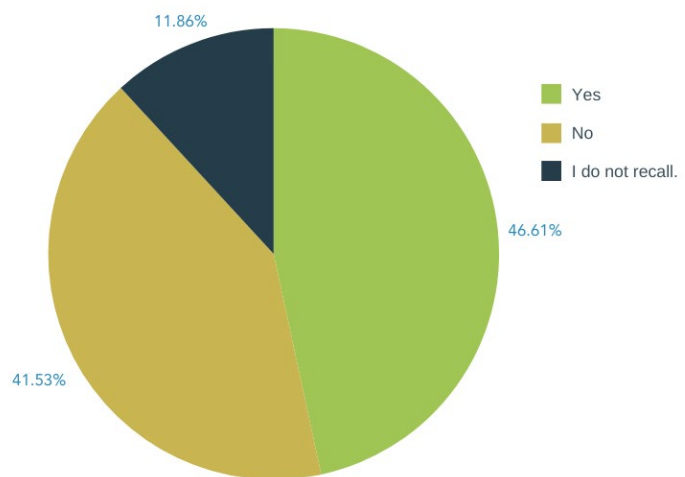


Chart #9 Not Displaced, Quality of Life

IMPACT ON QUALITY OF LIFE:

Respondents who were not displaced but still were impacted by the SR 710 freeway construction were asked if their quality of life was affected. Of the 114 respondents, 46.61% said yes, 41.53% said no, and 11.86% said they did not recall. This data highlights that even those who were not directly displaced by the freeway still experienced significant disruptions in their daily lives.

**IMPACTED, NOT DISPLACED RESIDENTS - HOW WAS YOUR LIFE IMPACTED?
FACTORS AFFECTING QUALITY OF LIFE:**

The SR 710 freeway construction significantly affected many residents who were not physically displaced but experienced profound disruptions in their daily lives. According to survey data from 76 respondents, the most common issues were noise and increased traffic, each affecting 25% of survey participants. One resident expressed the widespread sentiment this way: “The noise and traffic became unbearable, altering our daily routines and peace of mind.” – Survey Respondent #181699806

Additionally, 6.58% of respondents cited other impacts, including Sequoyah School's threat of demolition and the emotional toll of the project's uncertain future. A resident reflected, “Children attended Sequoyah School, and it continually faced the prospect of demolition, which was unsettling for everyone involved.” – Survey Respondent #181921771

These survey results and personal stories highlight the multifaceted impacts of the SR 710 freeway construction on residents who remained in their homes, emphasizing the need for support and understanding for communities affected by large-scale infrastructure projects.

How was your life profoundly impacted by the SR 710 construction?
(Please select as many of these policies/practices that impacted you or your family.)

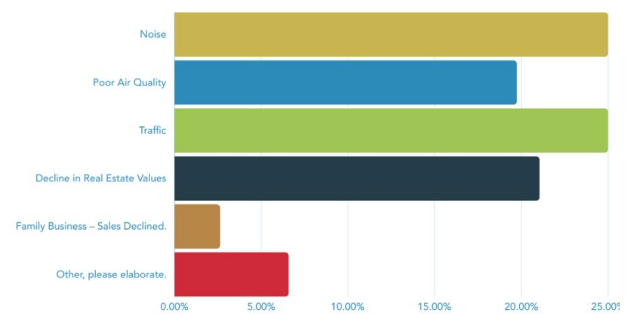


Chart #10 Life Profoundly Impacted

**IMPACTED BUT NOT DISPLACED -
HEALTH PROBLEMS RELATED TO THE SR 710 FREEWAY CONSTRUCTION:**

According to survey results from 54 respondents, 14.81% (8 individuals) reported suffering health problems related to the construction, likely due to considerable dust and particulate matter from the demolition, transportation, and construction activities. These conditions can exacerbate respiratory issues such as asthma and bronchitis, contributing to long-term public health concerns.

Meanwhile, 40.74% (22 individuals) of respondents reported they were not experiencing any health issues. A good size portion, 44.44% (24 individuals), could not recall if they had health problems related to the construction. This uncertainty suggests that while a minority reported direct health issues, many residents were either unaffected or unsure about the SR 710 freeway construction's impact on their health.

Did anyone in your family or you suffer health problems related to the SR 710 freeway construction?

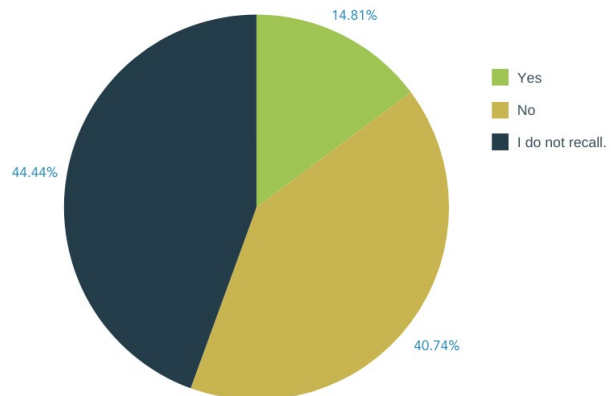


Chart #11 Health Problems

SECTION 5: DEMOGRAPHICS OF ALL RESPONDENTS:

Racial and Ethnic Composition of Respondents:

The ethnic makeup data provided in the survey reflects a specific sample of households affected by or involved in the SR 710 freeway construction project. To understand its significance, it would be valuable to compare the results to the overall demographics of Pasadena, California.

When comparing the survey data to the broader demographics of Pasadena, the following distinctions can be made:

- The survey sample has a higher percentage of Black or African American households (29.89%) compared to the city average (10%).
- The percentage of White/Caucasian households in the survey (28.74%) is lower than the city average (38%).
- Hispanic/Latino households are underrepresented in the survey (12.64%) compared to the city average (34%).
- Japanese American households (17.81%) are significantly overrepresented among survey respondents compared to Pasadena’s overall Asian population (16%). Within the city, Japanese Americans make up approximately 1.6% of the total population or about 2,110 residents. **Source: Pasadena Population by Race Neilsberg**

According to recent census data for Pasadena (2020 - American Community Survey), the city's racial and ethnic composition is as follows:

- White/Caucasian: Approximately 38%
- Black or African American: Approximately 10%
- Hispanic/Latino: Approximately 34%
- Asian (including subgroups such as Japanese American): Approximately 16%
- Other races and ethnicities: Approximately 2%

The significant differences between the survey data and Pasadena’s current demographics highlight how the SR 710 freeway construction disproportionately impacted certain communities, particularly Black or African American and Japanese American households, which are overrepresented in the survey. This suggests that these groups were more heavily affected by displacement, leading to long-term socioeconomic challenges. Additional outreach was conducted to Hispanic/Latino households to close survey gaps and accurately represent the SR 710 freeway construction impact. Efforts at St. Andrew Church and among parishioners yielded no new information.

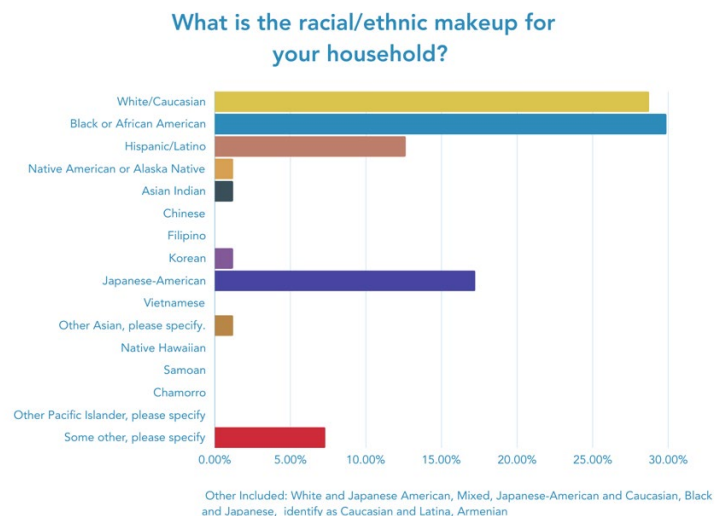


Chart #12 – Racial Ethnic Makeup of Household

Household Size in Your Family's Home During the 1960s-1970s:

During the SR 710 Displacement Era, the survey data reveals insights into the household sizes of families affected by the construction. Out of 87 respondents, many families (54.02%) consisted of 4-7 members. This indicates that mid-sized families were the most common among those surveyed.

These findings suggest that most affected families were relatively large, with nearly two-thirds having more than four members. This demographic detail underscores the significant impact of the displacement on family units, as larger families likely faced considerable challenges in finding adequately sized, affordable housing. It would have been difficult to maintain their social and economic stability during the upheaval caused by the SR 710 freeway construction. The data also reveals a small number of very large families (8 or more members), which further depicts the diverse household compositions affected by this period of displacement.

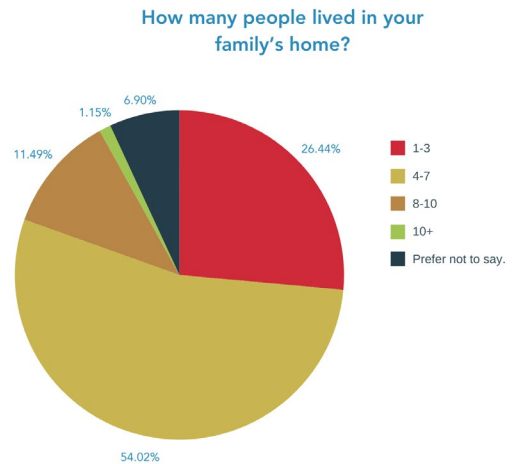


Chart 15: Household Size During The Displacement Period

Household Composition During the 1960s-1970s - Parents, Grandparents, Siblings, and Other Family Members:

The survey data on household composition during the SR 710 Displacement era provides valuable insights into the living arrangements of affected families.

Of the 95 respondents, we found that most households included parents and siblings, highlighting a traditional nuclear family structure in many cases. However, a significant number of households also included extended family members such as grandparents (11.58%), and a smaller portion had great-grandparents (4.21%), indicating multigenerational living arrangements. Additionally, the presence of aunts or uncles (5.26%) and family friends (7.37%) in some households suggests a supportive and interconnected community where non-nuclear family members played a role in daily life.

Understanding these living arrangements is key to appreciating the complexity and diversity of family structures affected by the SR 710 freeway construction.

It underscores the broader social and familial networks that were disrupted, necessitating a comprehensive approach to addressing the impacts of displacement on diverse types of households on past and future transportation construction projects.

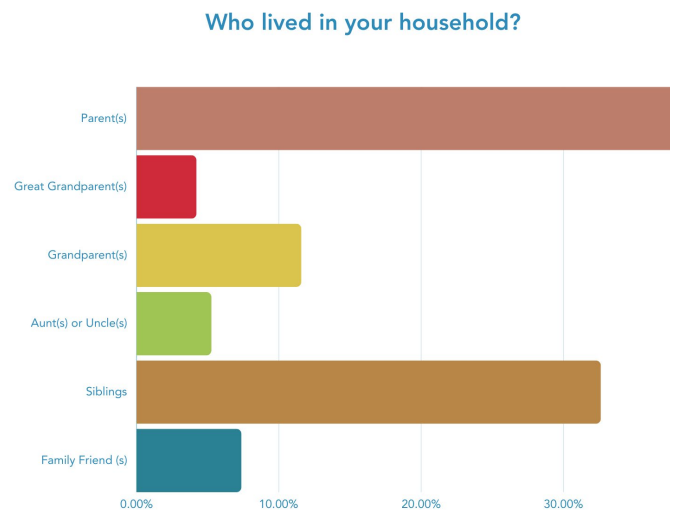
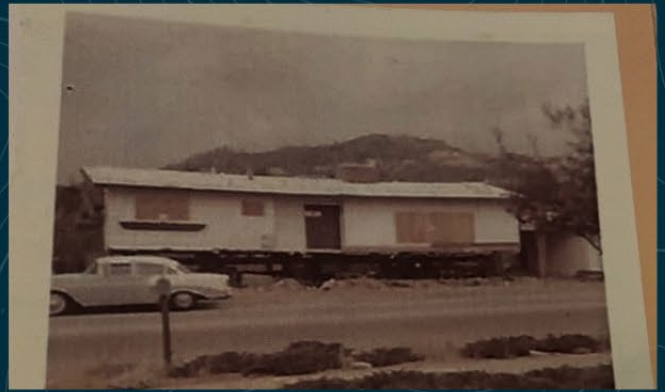


Chart 16: Household Composition



Basement
Vernon & Kensington
Mother Thelma Blake



**Cures Will Be Sought
for Pasadena's Ills**
Human Relations, Education, Planning,
Transportation Are Topics at Forum
BY RON DIEBOLD
L.A. Times Staff Writer

PASADENA—The city's problems in human relations, housing, education, planning and development, will be examined Saturday at the fourth Community Forum at Redman Auditorium.

Those subjects will be discussed at four concurrent meetings from 9 a.m. to 2:30 p.m. under sponsorship of the Chamber of Commerce.

Keynote speaker will be H.C. (Chad) McClellan, president of the Los Angeles Council for "Meet Employment, Training and Research."

McClellan's organization, which operates under the aegis of state and federal governments, is financed solely by private industry. Its aim is to create equal employment opportunities to all persons who are qualified to learn.

Approved in Principle
McClellan has met with the Pasadena chamber and advocated adoption of such a program there. It has been approved in principle, said chamber spokesman Robert Champert, and is under study by committee.

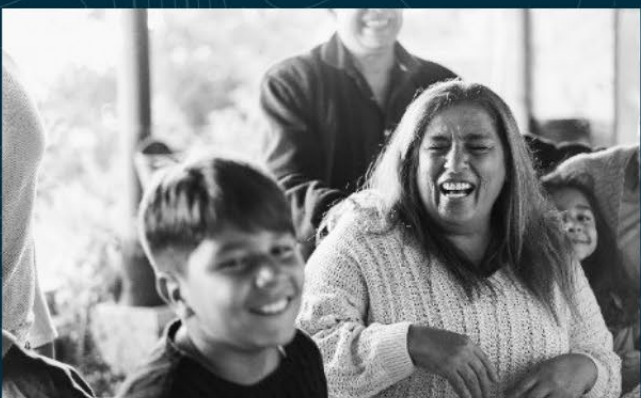
Mrs. Kathryn Wilson, Pasadena postmaster, and chairman of the chamber's community development committee, says recommendations on the program are expected within a month.

On training the unskilled, Mrs. Wilson says: "Since the problem is so widespread, it would be foolish not to include the entire Valley." A chamber spokesman says the state might contribute up to \$5,000 to initiate the program if supplied.

KEYNOTE SPEAKER—H. C. (Chad) McClellan will urge businessmen to help unskilled during Pasadena Community Forum talk Saturday. (Times Staff)

"Industry stands ready to hire any man who can read and write, who doesn't have a chip on his shoulder and who is willing to do a job."

As an illustration of "the wrong way to do it," he points out the demand by a group in Rochester, N.Y., earlier this week that the Eastman Kodak Co. hire 600 unqualified Negroes.



SECTION 6: VIDEO INTERVIEWS – LIFE IN WEST PASADENA DURING THE 1960S-1970S

SECTION 6 VIDEO INTERVIEWS – LIFE IN WEST PASADENA DURING THE 1960S-1970S:

The following are video interviews and links conducted during the outreach period to learn more about how the SR 710 freeway construction impacted people of color, families, and businesses. Please note that interview questions varied depending on the interviewee and to assist with expanding on the dialog happening during the interview.

Grant, Richardson, King Family Interviews:

In 1948, Family Savings and Loan was established in the Watts neighborhood of Los Angeles by Pasadena resident M. Earl Grant. Originally, Grant intended to purchase property in Pasadena to start his business, but due to the pervasive racial discrimination of the time, he could not find a seller willing to transact with an African-American-owned bank. Despite these challenges, Grant's vision persevered, and in 1976, he successfully opened the first Pasadena branch of Family Savings and Loan. A photograph taken by Harry H. Adams captures the momentous occasion, showing employees of the business alongside members of the Grant family as they commemorate the groundbreaking of the new branch.



(Photograph by Harry H. Adams) Source: Images of America – Pasadena A Business History by Patrick Conyers, Cedar Phillips, and the Pasadena Museum of History

Grant, Richardson-King Family Interview: <https://vimeo.com/985253951>

Barbara Richardson-King and her family discuss their Pasadena roots, arriving in 1894 from West Virginia, and the impact of displacement during the SR 710 freeway construction. Despite the emotional and economic loss, the family persevered, starting businesses like Altadena Rubbish and Family Savings and Loan to support minority communities. They emphasize the need for restorative justice for those affected by the freeway.

[Grant Richardson King Family Backyard Interview Video Transcription Report .docx](#)

Allison Michelle Moses: <https://vimeo.com/1007331757>

Allison Michelle Moses, granddaughter of Earl Grant, shares her family's experience of displacement during the SR 710 freeway construction. She discusses the loss of their home on Vernon Avenue, the struggle for fair compensation, and the impact of systemic racism on Black and Japanese American families. Moses emphasizes the loss of generational wealth and calls for restorative justice, advocating for reparations and political engagement to address these ongoing inequities. Her story highlights the lasting effects of displacement on her family's legacy in Pasadena. [Allison Moses Grant King Video Transcription.docx](#)

MIJARES FAMILY RESTAURANT ORAL HISTORY INTERVIEW:

Alice Mijares Recendez, Interview: <https://vimeo.com/1015488642>

Alice Mijares Recendez shares the legacy of Mijares Restaurant, a Pasadena staple for over 100 years. The family discusses its growth, cultural ties, and resilience through challenges, including the SR 710 freeway

construction that displaced many. Despite this, Mijares Restaurant remains a key part of Pasadena's cultural and culinary history. [Alice Mijares Interview Video Transcription .docx](#)

R'Lene Mijares de Lang, Mijares Restaurant, Interview: <https://vimeo.com/1015489929>

R'Lene Mijares de Lang shares the story of Mijares Restaurant, founded by her entrepreneurial grandmother in 1918. Starting as a tortilla business, it grew into a community hub in a diverse neighborhood. The SR 710 freeway construction disrupted this area, displacing families and affecting the restaurant's clientele. Despite these challenges, her grandmother kept the business going. R'Lene hopes for a future with more green spaces and housing in the 710 Stub, preserving Pasadena's inclusivity.

[R_Lene Mijares Interview Video Transcription Report.docx](#)

FIRST AME CHURCH PANEL DISCUSSION AND ORAL HISTORY INTERVIEWS:

<https://vimeo.com/1014487126>

Anna Parker, Eddie Newman, Alma Stokes, Valisa Jeffrey, Gwen Brown (Displaced), Lorna Dee Washington, and Allene Washington:

Explore the history of Pasadena's First AME Church in this oral history session. Voices including Alma Stokes, Anna Parker, Eddie Newman, and Gwendolyn Brown reflect on the church's role in the community and the impact of the SR 710 Freeway displacement. The discussion highlights the church's vital role it plays in parishioner's education, spirituality, and social connection, emphasizing the legacy of its original building and spiritual home designed by Paul Revere Williams.

[First AME Church Panel Discussion Video Transcript.docx](#)

ALKEBU-LAN JUNETEENTH INTERVIEWS:

Allen Edson, NAACP Pasadena Chapter President: <https://vimeo.com/1007333547>

Allen discusses the impact of the SR 710 freeway construction on Pasadena's Black community, including his family's displacement and the fight to preserve Black history. Filmed at the Akebu-lan Cultural Center's Juneteenth Celebration, this interview reveals Pasadena's untold history and the ongoing push for fairness.

[Allen Edson Video Transcription Report .docx](#)

James Michael Mims, Sr.: <https://vimeo.com/1007333744>

James Michael Mims, Sr., a long-time Pasadena resident, reflects on his family's history, including his mother's 1933 property purchase on Lincoln Avenue. He discusses the impact of the SR 710 freeway construction on his neighborhood, which altered the landscape but did not displace his family. Mims shares memories of growing up on Lincoln Avenue's tree-lined streets and the freedom his mother provided.

[Michael Mims Video Transcription.docx](#)

Jamal Okeyo Jumal: <https://vimeo.com/1007333774>

Jamal Okeyo Jumal reflects on growing up in Northwest Pasadena and attending local schools, a path shared by Jackie and Mack Robinson. He discusses how the 210 freeway split the Black community, erasing homes, schools, and churches, and how the SR 710 freeway construction displaced families, transforming neighborhoods. Jumal highlights the long-standing lack of recognition for Jackie Robinson and the disproportionate impact of freeway projects on Black and poor communities.

[Jamal Okeyo Jumal_Video Transcription.docx](#)

State Senator Anthony Portantino: <https://vimeo.com/993106172>

In this interview, State Senator Anthony Portantino discusses his career and role in the SR 710 Freeway Project. He shares his shift from the film industry to politics, focusing on education, environmental protection, and safer streets. Portantino learned about the 710 issues in the 1990s through local activists and opposed the tunnel alternative due to environmental concerns. He authored Senate Bill 7 to halt the freeway's completion and advocated for tenant protections and community-driven reimagining of the SR 710 area.

[Senator Anthony Portantino Video Transcription Report.docx](#)

Assemblyman Chris Holden: <https://vimeo.com/1014479482>

Assemblyman Chris Holden, representing District #41 and author of Assembly Bill #29, reflects on the fight against the SR 710 Freeway extension. Recorded at his Pasadena home, Holden shares his journey from growing up amid debates to authoring the bill that removed a section of the freeway. He discusses the Freeway's impact on communities, family displacement, and the need for fair public policies.

[Assemblyman Chris Holden Video Transcription .docx](#)

Elena Phleger, Sequoyah School: <https://vimeo.com/1007332267>

Elena Phleger, director of advancement at Sequoyah School, discusses the school's history on land leased from Caltrans since 1958 and its resilience during the uncertainty of the SR 710 Freeway project. She highlights the displacement of nearby homes, the school's efforts to purchase the property, and the importance of restorative justice for affected families. Elena advocates for a pedestrian-friendly, sustainable future for the SR 710 stub area, emphasizing the school's commitment to the community.

[Elena Phleger Director of Advancement Sequoyah School Video Transcription Report.docx](#)

Richard Mamoru Osaka (Rick): <https://vimeo.com/1014495978>

Richard Mamoru Osaka (Rick) shares memories of his grandparents' home at 170 South Pasadena Avenue, known for its gardens and family gatherings. The SR 710 freeway construction displaced them, forcing a move to a smaller Altadena home, ending their large family gatherings. Rick recalls the challenges and emotional toll of displacement. He honors his grandparents by visiting their old home site and advocates for markers to remember those who lost homes and businesses.

[Rick Osaka Video Transcription .docx](#)

Edgar "Eddie" Riddle: <https://vimeo.com/1007333034>

Eddie Riddle, son of Pasadena's first Black police officer, Ralph Riddle, shares his experiences growing up in Pasadena and the impact of Freeway displacement. This interview highlights the Riddle family's history and the vibrant Black community of the 1960s. Mr. Riddle is the descendant of a family who was displaced by the construction of the I 210. [Edgar Riddle Video Transcription Report .docx](#)

Sandra McConnell: <https://vimeo.com/1007332388>

Sandra McConnell, a long-time Pasadena resident, shares her experience as a displaced homeowner during the SR 710 freeway construction. Her family's home on South Pasadena Avenue, purchased in 1965, was taken through eminent domain, forcing them to relocate. Sandra discusses the emotional toll, the move to Lakewood Place, and the broader cultural shifts in Pasadena. She advocates for using the 710-stub area for community spaces to honor displaced families. [Sandra McConnell Video Transcript.docx](#)



SECTION 7: IMPACT OF DISPLACEMENT AND LOSS OF GENERATIONAL WEALTH

SECTION 7: IMPACT OF DISPLACEMENT AND LOSS OF GENERATIONAL WEALTH

The focus of this section is to explore the complex factors that have shaped Pasadena’s neighborhoods adjacent to the freeway corridor. The outcomes identified here are based on residents' qualitative responses and an analysis by Allegra’s subcontractor, Davis Demographics/MGT, of the long-term impacts of the SR 710 freeway construction. The loss of generational wealth and property ownership equity are two of the most significant long-term detrimental consequences of the 710 Freeway project.

In the U.S., homeownership has long been a primary means for families to build and transfer wealth across generations. However, the forced displacement due to the freeway construction disrupted this opportunity.

As one former resident stated:

“This took place before I was born, but if my grandmother and family had not been displaced and forced to start over from scratch, the trajectory of their lives could have been entirely different.” Survey Respondent
#181210581



Photo: Clara Allen Home
Photo Source: Judy Risby

These families lost not only their homes but also the ability to benefit from property value appreciation, which significantly contributes to economic stability in the United States. Over time, home values typically increase, providing homeowners with equity that can be of immense value to homeowners or passed down to future generations. Freeway displacement severed this financial lifeline, leaving many families unable to rebuild the wealth that was meant to benefit their children and grandchildren. Homeownership also provides families with the financial capital to be able to weather economic downturns or emergencies, which is a resource that renters generally lack. Moreover, the displacement disproportionately affected minority communities of color, who were already facing significant barriers to homeownership due to systematic racism from the impacts of past racist covenants, redlining practices, and discriminatory lending practices. The loss of generational wealth has had ripple effects, contributing to the ongoing economic disparities seen today. In the U.S., the average Black household has just one-tenth the wealth of the average White household. Sources: [CDC Health Equity Redlining](#) and [Federal Reserve Bank Wealth Inequality](#)

The long-term effects of this displacement are evident in the economic challenges faced by the descendants of those uprooted. Without the wealth generation foundation of homeownership, these families may have been placed at a significant disadvantage socially and economically. For example, missing opportunities for higher education, starting small businesses, securing financial stability, or maintaining adequate healthcare, which can all contribute to cycles of poverty and inequality. The legacy of the SR 710 Freeway displacement is not just a story of lost homes but of limited opportunities and enduring economic inequity.

A Descendant of the Displaced Ms. Allison Moses Speaks on the Loss of Generation Wealth



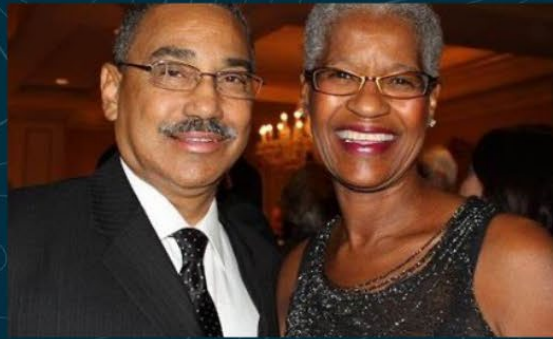
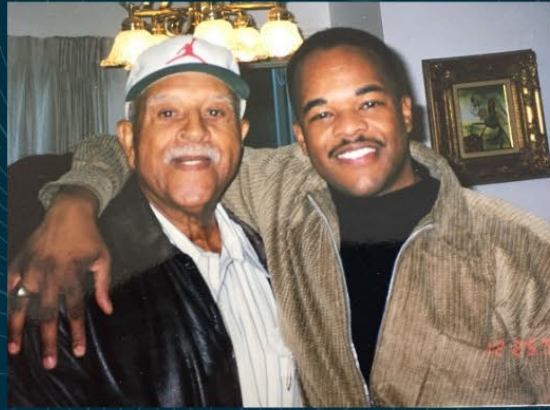
Photo: The Yashiro’s House
Photo Source: Rick Osaka

**ESTIMATING THE LOST WEALTH -
THE LONG-TERM IMPACT OF SR 710 DISPLACEMENT ON HOMEOWNERS:**

Davis Demographics/MGT conducted an analysis that estimated the property values of homes belonging to three displaced residents: Orrin Tracy, Porfirio Frausto, and Rick Osaka. The estimates were generated by averaging the appraised land and improvement values of single-family home parcels located within a 0.5-mile radius of each displaced address. The criteria for selecting **comparable properties** included a lot size of 15,000 square feet or less, homes built in 1960 or earlier, and parcels with appraised values assessed within the last 10 years. Valuations are based on 2024 values from the Los Angeles County Assessor’s Office.

Had these homeowners not been forced to move by the SR 710 freeway construction, they would have accumulated more equity in their properties, contributing to greater overall wealth for their families. This analysis highlights the long-term financial impact of the displacement on the affected residents.

Name	Address Displaced	Est. Land Value	Est. Improvement Value	Est. Total Value
1. Porfirio Frausto	Cypress Street, Below Villa	\$629,682.32	\$323,552.65	\$ 953,234.97
2. Orrin Tracy	325, 327, and 329 Kensington Pl.	\$942,490.56	\$1,779,239.50	\$2,721,730.06
3. Rick Osaka	170 S. Pasadena Ave.	\$1,177,504.50	\$756,082.05	\$1,933,586.55



SECTION 8: ORAL STORIES, INTERVIEWS, COMMUNITY EVENTS AND PANEL DISCUSSION

SECTION 8 ORAL STORIES, INTERVIEWS, COMMUNITY EVENTS AND PANEL DISCUSSION

TABLE OF NON-VIDEOTAPED INTERVIEWS:

ONE ON ONE INTERVIEWS:

- #1 Interview - Alma Stokes
- #2 Interview - Myrtle Sinclair
- #3 Interview - Judy Risby
- #4 Interview - Miriam Nakamura Quan and Ray Quan
- #5 Interview - Claire Bogaard
- #6 Interview - Doris Leonard
- #7 Interview - Fr. Marcos Gonzalez – St. Andrew Church
- #8 Interview - Sandra McConnell
- #9 Interview - Christopher Allen Edson
- #10 Interview - Walt Butler
- #11 Interview - Cedric Smith
- #12 Interview - Gladys Miles
- #13 Interview - Orrin Tracy
- #14 Interview - Joanne Nucklos
- #15 Interview - Melvin Mercer
- #16 Interview - Dr. Lawton Gray and Pablo Miralles – John Muir High School
- #17 Interview - Lafayette Parks
- #18 Interview - Allen Shay
- #19 Interview - Tim Ivison
- #20 Interview - Margot Seipelt
- #21 Interview - Jane Mitsumori
- #22 Interview- Harrison Bailey

COMMUNITY EVENTS:

- #1 Community Event - West Pasadena Residents Association (WPRA)
– Annual Meeting – Tabling Event at The Elks Lodge, June 6, 2024

- #2 Community Event - Happy Birthday Pasadena
– Silver Screen Extravaganza – Tabling Event at The Pasadena Museum of History, June 9, 2024

- #3 Community Event – Alkebu-lan Cultural Center
– Juneteenth Event – “Because of Them I AM” – Collaborative Partner, June 18, 2024

- #4 Community Event – Pasadena Buddhist Temple
– Outreach Event to the Japanese American Community, June 22, 2024

- #5 Community Event – Pasadena Senior Center
– Independence Day Party – Great American Swing Band Concert and Dance -Tabling Event, July 4, 2024

GROUP INTERVIEWS:

- #1 Group Interview - West Pasadena Residents Association (WPRA)
- #2 Group Interview - NAACP Pasadena
- #3 Group Interview - 710 Restorative Justice Coalition
- #4 Group Interview - Sequoyah School

PANEL DISCUSSION (VIDEOTAPED):

- #1 Panel Discussion - First AME Church – Unveiling the Untold: First AME Church Oral History Discussion and Videotaping Session

STORIES:

- #1 Story - The Settlement House
- #2 Story - West Dayton Street
- #3 Story - James A. Garfield School
- #4 Story - Orban Lumber
- #5 Story - “Because of Them, I Am: A Salute to Black Pioneers of Pasadena.

1 ON 1 INTERVIEWS

#1 Interview:

Alma Stokes was not displaced. She is a long-time Pasadena resident, community advocate, and volunteer. Member of the historic First AME Church that was displaced.

Date: March 6, 2024, 10:00 AM



Photo: Alma Stokes
Photo Source: Aubin E. Wilson

The home where she has lived since the late 1950s, was originally slated to be on the path of the SR 710 Expansion, however neighborhood activists, including Emmett Mickle and Fred Peters, got the route shifted so Washington Boulevard at Arroyo Boulevard was spared. Alma was born in 1931 in Everett, Washington. As her father was an AME Pastor, her family, which included twelve siblings, frequently moved. The focus of the family was on faith, family, education and living their faith. Alma received an AA Degree from San Bernardino Valley College, a BA from Cal State LA, and an MA from Azusa Pacific. When she and her husband, Bailey, who she married in 1951, moved to Pasadena in 1953, they wanted to rent their “dream home” on Pasadena Avenue, however they were unable to do so because a sign that read “whites only” was posted on the front lawn of the home. For the next few years, they rented in NW Pasadena on Washington Boulevard and later at 600 W. Montana Street before they moved to her current home on Washington Boulevard. Together, until Bailey’s premature death, they raised four children.

She taught school locally at Washington Elementary for many years and for a short while worked for the Pasadena Community Redevelopment Agency, located in the old Union Pacific Building, until it became a job that she believed conflicted with her values and was not in the best interest of the community. Alma’s students, including former city council member John Kennedy, were considered part of her extended family. Her life, as she knew it, was interrupted by the SR 710 freeway construction. Her church home, First AME, was demolished and forced to move. This was a real blow to Alma and so many others for whom this was not only a church, but a community center and an extended family. Throughout her life Alma has been a community volunteer and social activist with countless churches including First AME, Brown Memorial, Scott Methodist, St. Barnabas, and All Saints Church Pasadena, where she has been a member for decades. She has also been an active participant in numerous organizations including her sorority, Delta Sigma Theta, the NAACP, and the Pasadena Education Foundation. At 93, she lives independently in Pasadena and is still living her faith. She is still active in the community and is currently working on the History of N. Fair Oaks Avenue- Past, Present and a Vision for the Future, a vision plan that is being developed by the Arroyo Group. Her younger sisters, Anna and Argola, both live locally and her children are scattered between Pasadena, CA and Orlando, FL. In addition to participating in a one-on-one interview, Alma was one the seven panelists who participated in the “Unveiling the Untold: First AME Church Oral History Discussion and Videotaping Session” on Wednesday, June 26. There she elaborated on the trauma caused by the displacement of her beloved church home and the disruption of community life for hundreds of African residents of Pasadena whose lives were being upended by freeway construction. She also described the damage caused by the development of the Pepper Street Project which was directed by her former employer the Community Redevelopment Agency of Pasadena.

#2 Interview:

**Myrtle Sinclair, Family Displaced, 326 South Pasadena Avenue
Family-owned Sinclair Rubbish and attended Scott United Methodist
Church**

Date: May 7, 2024, 3:00 PM



Photo: Myrtle Sinclair

Photo Source: Aubin E. Wilson

Myrtle and her sister, Beverly Terry Palmer, were raised in Pasadena by their aunt and uncle, Wilbur A. Sinclair. Sinclair was a long-time resident of Pasadena and the owner of the Sinclair Rubbish Company. The family were members of and worshipped at Scott United Methodist Church. Her father was the Finance Manager for the Church and worked with Church leadership and others to find a new location for the church after it was slated for demolition.

Myrtle lived at 326 S. Pasadena Avenue between Del Mar and Waverly and attended Garfield School, McKinley Junior High, and graduated in 1961 from Pasadena High School (PHS). While at PHS she took classes at what is now Pasadena City College. The Sinclair Rubbish Company, which was in business for more than 50 years, was located on Waverly Place, around the corner from the family's home. Land for both locations was sold to Caltrans through eminent domain as part of the planned SR 710 Construction. After being

displaced, her family started anew and moved to Northwest Pasadena where they lived off Arroyo Boulevard. Likewise, Sinclair Rubbish moved its operations to NW Pasadena and was in operation for 50 years. It was a difficult move as they left a self-sufficient, as well as racially and ethnically diverse neighborhood, and thriving community where everyone knew everyone and supported one another. Neighbors included the Mijares and Yamada families as well as the Allens. After the SR 710 freeway construction began, families were scattered into different neighborhoods and despite being displaced and forced to move out of the neighborhood where her family lived and worked, Myrtle persevered and maintained her friendships from her Garfield School days thanks to her family. She has memories of walking to school past the stores and businesses, including the Vroman's Book Depository, a machine shop, a piano store, and of course, Mijares on Palmetto Drive where fresh tortillas, Mexican candies, and sodas could be purchased as after-school treats on the days when she had extra pocket change.

Myrtle left Pasadena after graduating from high school. She attended and graduated from Central Washington State University, where she met her college sweetheart and future husband. They moved to Seattle where she studied at the University of Washington and ultimately received a Master of Social Work Degree. Later they moved back to the Los Angeles area where she found work at St. Joseph's Hospital in Burbank, and then later at Glendale Adventist Hospital as a social worker. Prior to retiring, Myrtle worked for the Pasadena Unified School District (PUSD) in Special Education with children with autism.

She is currently living independently in Desert Hot Springs, California and is the mother to two children who are graduates of Blair High School in Pasadena.

#3 Interview:

Judy Allen Risby was displaced and her mother, Clara Allen's business, The Green Buck was displaced as well.

Date: May 14, 2024, 9:30AM



Photo: Judy Allen Risby
Photo Source: Judy Risby



Photo: Clara Allen, Owner of the Green Buck 1 and 2 Restaurants
Date of Photo: Unknown
Photo Source: Judy Risby

Judy Allen Risby is the daughter of Clara Allen, who was the owner of the Green Buck and Green Buck 2 Restaurants in Pasadena. When her mother was not working, they attended Friendship Baptist Church. She is a lifelong friend of Myrtle Sinclair and a mother, grandmother, wife, history buff, and playwright. Her play "Did You Know": A History of Black Altadena and Pasadena" that debuted in Altadena on Saturday, July 27, 2024.

She shared the story of her mother, Clara Allen, a sharecropper's daughter who was born in 1919 and migrated to Pasadena in 1943 with her second husband and two young daughters for her husband's job in the military which was based in Burbank. Clara, raised in Georgia, had a second-grade education, however she was taught early on by an aunt that if you have any money, then save it and invest in real estate. This lesson and her cooking skills stayed with her for her entire life.

After her marriage dissolved, Clara was live-in domestic in La Canada and Pasadena to raise money to buy a home for her family. While Clara was live-in domestic, Judy lived with relatives. Clara found a home at 275 S. Pasadena Avenue that she loved and was perfect for her family. Because she was Black, she was prevented from securing a mortgage despite having ample funds for a downpayment. The soon-to-be-former owners of the home knew that Clara was an independent forward thinker who would thrive despite any barrier put in front of her. As such, they carried the \$10K mortgage and Clara paid them back monthly. To cover the \$85 per month mortgage, Clara rented rooms in the home and cooked for her boarders. By the time Caltrans purchased Clara's home via the eminent domain process, her name was on the property deed.

Shortly after moving into her childhood home on South Pasadena Avenue, Judy met Mary Bourke, who lived on Orange Grove Avenue. Through Judy, Clara and Mary became the best of friends. It was Mary who, because she was white, was able to purchase the Green Buck Restaurant, using money that Clara had saved, and then had it moved from its original location on Green Street to South Pasadena Avenue at Del Mar Boulevard.

The new location of the restaurant was in the front yard of Allen's home on South Pasadena Avenue. Her mother was a formidable baker and cook who claimed that she was "led by the Holy Spirit." Judy remembers relatives migrated to Pasadena from Georgia and worked with Clara at The Green Buck along with people who lived in the neighborhood. Ever the entrepreneur and investor, Clara opened The Green Buck 2 on North Fair Oaks Avenue near what would later become the Parson's project.

Clara, her family, and home as well as her first restaurant, the original Green Buck, were displaced by eminent domain. Because the business was on the same parcel of land as their home, they were paid solely for the value of the home and not the business. Later, a new home, located at 396 North Raymond Avenue (at Maple) was purchased. This home is where Judy currently lives with her husband and two adult grandchildren.

Judy left Pasadena after high school and studied in the Pacific Northwest, and later moved to Alberta, Canada, where she met her husband, Phillip G. Risby, a Canadian-born visual artist whose paintings are a mirror of a life lived as a Black man growing up in North America. A life consisting of both pleasure and pain, social injustice, beauty, and resilience. Currently several grandchildren currently live with Judy and Phillip at their Victorian home in Pasadena as they continue the Allen family tradition of investing in real estate to build wealth for future generations.



Photo: Clara Allen's Home - 275 S. Pasadena Avenue, Pasadena, CA
Photo Source: Judy Risby



Photo: Clara Allen Green Buck Restaurant located in her front yard.
Photo Source: Judy Risby



Photo: Clara Allen in the Green Buck Restaurant Kitchen



Photo: Green Buck Restaurant Staff.
Photo Source: Judy Risby



Photo: Honoring Clara Allen Program
Photo Source: Judy Allen Risby



Photo: Clara Allen serving her customers.
Photo Source: Judy Risby

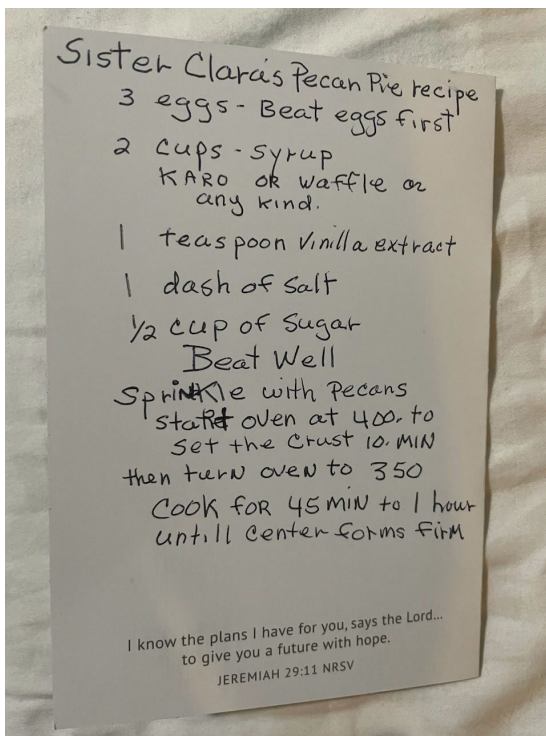


Photo: Clara Allen's Famous Pecan Pie Recipe
Photo Source: Judy Allen Risby

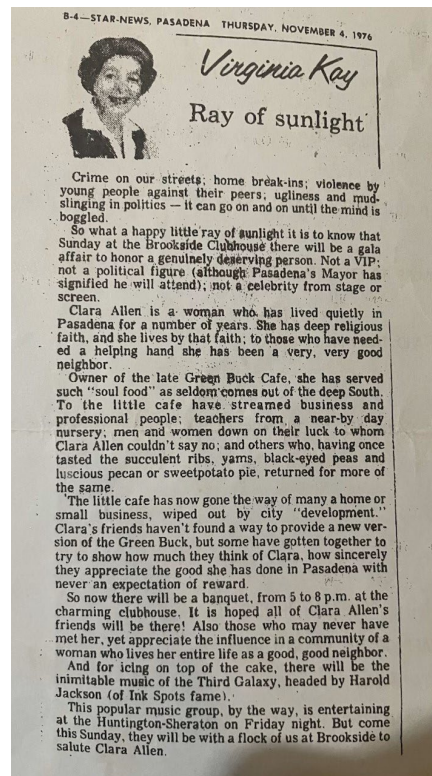


Photo: Honoring Clara Allen, Article from the Pasadena Star News
Article Shared By: Judy Allen Risby

#4 Interview:

Miriam Nakamura Quan and Ray Quan were not displaced. Active Members of the ‘No on 710 Movement’ and Japanese American Community Connectors.

Date: May 28, 2024, 11:00 AM

The Quans, who are longtime residents of Pasadena and members of the Japanese American community, were referred to Allegra by Seiko, who is a member of the Pasadena Japanese American Cultural Institute. She suggested that we speak with the Quans regarding our outreach to the Japanese American Community. They, along with Bryan Takeda, assisted us in reaching descendants of those residents who were displaced by the SR 710 freeway construction.



Photo: Ray and Miriam Quan
Photo Source: Miriam and Ray Quan

Like Bryan, Mimi and Ray also spoke of a Japanese American language phrase *Shikata ga nai* (仕方がない), pronounced [ɕikata ga na⁺i], that means "it cannot be helped" or "nothing can be done about it".

They shared that this cultural belief that ‘something cannot be helped’, coupled with the pain of being marginalized repeatedly, explains why some members of the Japanese American community were unwilling to share their stories. This trauma started with the 1924 ban on all Asian immigrants coming into the United States, then continued with the Executive Order forcing all Japanese American people living on the West Coast out of their homes and businesses into internment camps during World War II, and is visible today with ongoing racial prejudice. Mimi and Ray worked with Allegra to identify local Japanese American residents who could be good community connectors and continue to spread the word about the SR 710 Oral History Project.

Active Members of the ‘No on 710’ Movement until any plans to build the SR 710 were thwarted by the State of California. They were most concerned about an increase in traffic congestion, as well as the negative environmental and health impacts of the planned construction of the SR 710 freeway. Ray was one of the ‘No on 710’ team members whose analysis of Caltrans and Metro studies and reports led to increased community awareness of both the “F” rating Caltrans plan received for reducing traffic congestion. His report also revealed the negative environmental and health impacts of both the demolition of homes and neighborhoods, as well as the construction of the infrastructure required to build the freeway and its proposed tunnel. Additionally, he studied the long-term impacts of opening the tunnel and freeway. Poor air quality was at the top of his list, which, over time, could lead to long-term health problems for neighbors, including asthma and heart disease. Ray’s findings mirror the comments about the damaging impact the SR 710 freeway construction had on the individuals who completed the SR 710 Oral History survey.

#5 Interview:

Claire Bogaard- Family was not displaced but impacted by the SR 710 freeway construction. Active Member of the West Pasadena Residents Association (WPRA)

Date: June 3, 2024, 2:00PM



Photo: Claire Bogaard
Photo Source: ColoradoBoulevard.net

Claire and her husband, Bill, the former Mayor of Pasadena, moved to Pasadena in the late 1960's. In 1971, they moved to a home on Congress Place which is in West Pasadena south of California Boulevard where they lived for nearly 50 years. Their home was along the proposed route of the SR 710 Freeway.

Claire's interest in historic preservation and her days as an advocate for historic preservation began after the city tore down "blighted" neighborhoods and built parking garages and office buildings. A founding member of Pasadena Heritage in 1977, Claire served as its Executive Director until 1993. Pasadena Heritage, a community-based historic preservation association, whose mission is to identify, preserve and protect the historic, architectural and cultural resources of the City of Pasadena through advocacy and education was instrumental in preserving Pasadena's historic downtown at a time when it was contemplated that it be raised and replaced with high-rise development. Today Pasadena Heritage works in cooperation with the

City of Pasadena and neighborhoods to create urban design plans for historic commercial districts and residential neighborhoods.

In addition to her work with Pasadena Heritage, Claire served on the board of **The West Pasadena Residents Association (WPRA)**, which was founded in 1962 and served to amplify the voices of West Pasadenans. As a group of volunteers the WPRA strives **"to guide and shape change and, as a result, enhance residents' quality of life."** She also served as an advisor to the National Trust of Historic Preservation, California State Historic Commission, and other city commissions and advisory committees, including the Committee for the Restoration of Pasadena City Hall. Claire worked tirelessly to oppose the completion of the SR 710 Freeway in Pasadena and was an active member of the No on 710 movement. Today, Claire is retired and living with her husband. Their four children, who attended both public and private schools in Pasadena, live here in the United States and in Spain.



PASADENA
HERITAGE
PRESERVATION | ADVOCACY | EDUCATION



Photo Caption: American Chef, Author, and Television Personality Ms. Julia Child's family home is at 1199 South Pasadena Avenue, owned by Caltrans. It has been vacant since.

Photo Source: Pasadena Now

#6 Interview:

Doris Leonard – Family was displaced in her youth via eminent domain; Parcel #47569, Pasadena Avenue

Date: July 11, 2024, at 2:00PM

Parents: Emanuel Shelton Leonard Sr. (b. 5/5/1919)

Gravetta Jeanne Booker Leonard (b. 11/25/1921)



Photo: Emanuel and Gravetta Leonard Wedding

Photo Date: 1942

Photo Source: Doris Leonard

Emanuel and Gravetta met in Seattle, WA, in 1941 and were soon married. Emanuel joined the Army, where he served as a cook, refusing to bear arms. He secretly fed families who had lost their fathers during World War II. Disturbed by the segregation and poor treatment of Black soldiers, he led a successful revolt against segregation in the military, ultimately contributing to the desegregation of the armed forces. Emanuel was subsequently promoted to second in command and served as a liaison to higher units.

The Leonards had three children:

Emanuel Shelton Leonard Jr.

(b. 1942 in Oakland) – Served in the Army.

Doris Mae Leonard

(b. 1945 in Oakland).

Shafik Dowan Leonard

(b. 1954 in Pasadena).



Photo: Three Leonard children today

After the war, the Leonards moved to Pasadena in 1952.

Emanuel started a construction company and, in 1957, built Manuel's Motel on Lincoln Avenue, which served as a safe haven for Black travelers. Gravetta became the first Black Realtor in the San Gabriel Valley, obtaining her real estate license in 1959. Together, they acquired and rehabilitated properties, often helping Black families purchase homes despite the challenges of redlining. They were instrumental in integrating Pasadena, working tirelessly to uplift their community.

Emanuel was named 'Father of the Year' and was featured in a Pasadena Star-News cover story in the 1950s, during the time when they lived in their Pasadena Avenue home. The Leonards were married for 64 years. The Leonards were innovators. Emanuel also started Silver Crown Limousine service, catering to entertainment industry clients. Gravetta ran a successful real estate business on Washington Blvd. and Lincoln Ave. Their businesses provided jobs and opportunities for many, including their own children, who worked alongside them.

The family was displaced by the SR 710 freeway construction, losing their home on Pasadena Avenue. They navigated the racist real estate practices of the time to purchase another home above the Rose Bowl on Arroyo Blvd. The loss of their home had a lasting impact on Doris, who recalled the noise, dust, and disruption caused by the construction.

Emanuel and Gravetta Leonard were pillars of the Pasadena community, leaving behind a legacy of service, innovation, and leadership. Their efforts to support and uplift the Black community continue to be felt today. Though they have passed, their impact remains in the lives they touched and the paths they forged.



Photo: Gravetta Leonard, 1950s
Photo Source: Doris Leonard



Photo: Emanuel and Gravetta Leonard
Photo Source: Doris Leonard



Photo: Emanuel Leonard, U.S. Army 1940s
Photo Source: Doris Leonard



Photos Source: Doris Leonard and family

#7 Interview:

St. Andrew Church- Fr. Marcos Gonzalez nor the church were impacted by the SR 710 freeway construction, but by the I 210 freeway construction and the Parsons Project.

**Date: June 13, 2024, 3:15 PM
and August 22, 2024, 3:15 PM**



Photo: Fr. Marcos Gonzalez
Photos Source:
St. Andrew Church website

St. Andrew Church was aware of the SR 710 freeway construction; however, the church was not directly impacted. The church and school, anchors in the community since 1927, were impacted by both the construction of the I 210 Freeway and the Parsons Project. To this day, they still feel the environmental impact of the projects, not to mention the noise and the change in traffic patterns for accessing both the church and its school. Establishing a relationship with Fr. Gonzalez was a springboard to connecting with additional Hispanic and Latino

families which increased the number of stories collected and histories amplified from displaced or impacted people and families. Many of whom cited, in the SR 710 Survey, that they identified as Hispanic/Latino.



Photo: St. Andrew Church, Pasadena
Photos Source:
St. Andrew Church website

Interview #8:

Sandra (Sandy) McConnell's family was displaced, and a year later, they moved into a new home in Pasadena. Caltrans took the house, which is still standing.

Date: June 27, 2024, 4:30 PM



Photo: Sandy McConnell and Daughters
Photo Source: Sandra McConnell

Sandy, a longtime resident of Pasadena, purchased a home located at 1150 S. Pasadena Avenue for \$24,000 in 1965 when she moved there with her husband and two small children, including a newborn. In 1968, the McConnell family received an eminent domain order from Caltrans and were given \$34,000 for their home. After a year of looking for a new home, they stretched their budget and in 1969 moved into their new home, 737 Lakewood Place in Pasadena, where she lived with her daughters until 1983, after her divorce in the early 1980's. Since then, she has rented in Pasadena for many years and now lives on Casa Grande Street.

Life changed when the family moved to Lakewood Place. A traumatic and life-changing event at their new home a week after they moved in made an already disruptive and difficult move even more challenging.

Professionally, Sandy continued to work for the Pasadena Unified School District (PUSD) as a teacher at Allendale School during the desegregation of PUSD and to work part-time for the World Book Company. Meanwhile her husband, Glen, worked as a city attorney in downtown Los Angeles. Teaching and volunteering with the PTA during the desegregation of the schools was difficult – it happened quickly, and teachers and parent volunteers were not given the necessary tools and coaching to successfully integrate new families into their respective schools, classrooms, communities and programming. For example, acknowledging, understanding and appreciating the cultural differences between the various families in each school was not a skill they had at their disposal. The impact of the situation is counterintuitive to the concept of school desegregation which encouraged diversity, as it further divided rather than unified the schools. She simultaneously taught at Allendale and Franklin Elementary for many years while working for the World Book Corporation as a full-time employee.

Today, Sandy, a mother and grandmother, retired from PUSD and is an active participant in The Pasadena Village, a caring community of older adults who support each other as they age in place.



Front View of 1150 S. Pasadena Avenue

Photo Source: Sandra McConnell

Interview #9:

Christopher Allen Edson, then NAACP President, is related to Mrs. Hazel Huff, who was displaced by the SR 710 freeway construction.

Date: July 1, 2024, 2:00PM



Photo: Christopher Allen Edson

Photo Source: NAACP Pasadena Chapter

Christopher Allen Edson, current NAACP President, and a Pasadena native, shares his family's history and experiences with displacement due to the SR 710 freeway construction. Allen Edson is related to Gladys Miles and remembers Hazel Huff as a significant figure in his life. His family migrated to Pasadena in the early 1900s and was later displaced by the SR 710 freeway construction.

Born in 1953, Allen Edson recalls his childhood during the 1960s. As a young adolescent, he didn't fully understand the politics surrounding the 710 Freeway because he wasn't allowed to participate in adult conversations. During that time, he attended Friendship Baptist Church and fondly remembers Enterprise Dry Cleaners and his father's beautiful rose garden.

As he grew older, Allen became aware of the sundown laws of local nearby cities (**Glendale, South Pasadena, Burbank**) and segregation in Pasadena. He recalls the Pasadena city yard being the city jail and the city's segregated neighborhoods. Despite this, he appreciated the diversity of his community, living among Japanese American and Mexican families and having positive interactions with his neighbors. Allen also remembers the displacement that forced many Black families to move to Altadena and the efforts of the Neighborhood Improvement Association to better the area's quality of life. Before the displacement, his grandparents, parents, and siblings lived together, creating a close-knit family environment.

Allen Edson's story highlights the challenges and resilience of his family and community in the face of displacement and segregation, as well as his appreciation for the diverse community he grew up in.

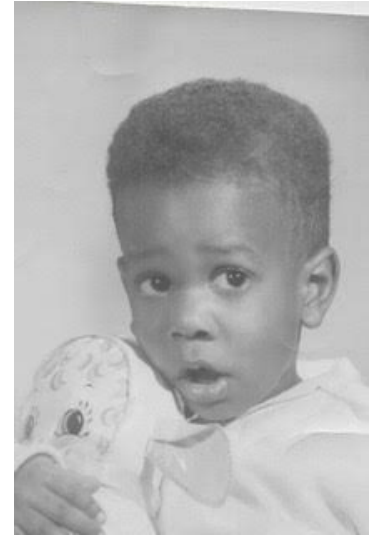


Photo: Christopher Allen Edson as a young boy.

Photo Source: Christopher Allen Edson

Interview #10:

Walt Butler's family was displaced by both the SR 710 freeway construction and the I-210 freeway construction, and his family's church, First AME, was displaced. (South Pasadena Avenue)

Date: July 1, 2024, 5:00PM



Photo: Walt Butler

Photo Source: Pasadena City College Library

Walt, a longtime resident of Pasadena and Altadena is, according to the **Pasadena African American Film Foundation**, one the greatest athletes to come out of Pasadena.

He grew up in a large family in Pasadena who was displaced from their home near Garfield School (he did not recall the exact address) between 1967 and 1970. They later moved to Northwest Pasadena. He attended Garfield School, McKinley Junior High School, and later Pasadena High School.

As a student at Garfield, he recalls being paid 25 cents to eat as many apples and oranges as possible from the fruit trees in the yards of homes on California Boulevard adjacent to the Arroyo. Homeowners saw this as an effective tool for warding off squirrels and other animals.

His family attended First AME church. After First AME was destroyed, his father and uncle became Deacons at New Revelation Missionary Baptist Church. Years later, Walt became involved with the church's renovation project. Church has always played an important part of Walt's life – he remembers flying home late one night from a track meet in Texas so he could attend church the next morning. Ever the competitor, Walt, did not want to blemish his perfect attendance record!

Walt was a standout track and field star at both McKinley Junior High and Pasadena High School specializing in running hurdles. To this day, he holds records at both schools. As a teenager his preference was to attend Muir High School with his friends, however, he was bused to the predominantly white Pasadena High School. Despite facing racial challenges at Pasadena High School, Walt gained national acclaim in track and field, setting a California Interscholastic Federation (CIF) record in the 120-yard-high hurdles, and competed at the National High School Track and Field meet at the University of Texas. After graduating from Pasadena High School Walt enrolled at Pasadena City College (he was the only one in his family to attend college), where he graduated with a degree in Public Relations and Outdoor Advertising. At PCC he played football and ran track and field, becoming the State Junior College Champion in the 120-yard hurdles.

After college, Walt coached track and field at Pasadena City College, participated in Master Athletics events where he broke more records that still stand today. In 1979, he opened Walt Butler Sports Shoes in Northeast Pasadena, closing it after more than 30 years of being in business. According to an article in [Local News Pasadena](#) he helped everybody who walked into his store. If you didn't have the money, he worked with you. Or, if you were a good student, he'd "straight-up give you some shoes." As Walt shared with us, his mantra has always been "don't be greedy give to the needy!"

In 2014, he was inducted into the USA Track & Field Master's Hall of Fame and was inducted into the Pasadena City College Sports Hall of Fame in 2023, and in 2025, he will be inducted into the Pasadena Sports Hall of Fame. We spoke at length about his accomplishments and national recognition in the sports world, however when the conversation turned to his family, the impact of the SR-710 and I-210 displacements on his family, the conversation quickly reverted to his successes in sports. "Just look me up – you can find anything you want to know about me online or at PCC," was his closing comment as we wrapped up our conversation.

Interview #11:

Cedric Smith was not displaced; his mother, Mrs. Lillian Smith, negotiated transactions with Caltrans to move homes scheduled for demolition to other parts of Pasadena.

Date: July 12, 2024, 2:00 PM



Photo: Mrs. Lillian Smith, 1960s
Photo Source: Cedric Smith, Son

Cedric Smith's family migrated to Pasadena from Texas in 1944. His parents, Nolan Sr., and Lillian Smith had three children: daughter Nolanda Smith and two sons, Nolan Smith Jr., and Cedric Smith. Cedric's narrative centers on his mother, Mrs. Lillian Smith, a successful realtor in Pasadena known for her shrewdness and ability to close real estate transactions throughout the entire city.

Lillian was a trailblazer, navigating the racist Pasadena real estate industry during the 1960s and 1970s. She facilitated real estate transactions for successful African American doctors and surgeons,



Photo: Nolan and Lillian Smith's Family
Photo Source: Cedric Smith, Son

leading to Solita Road being known as Doctors Row. Prominent doctors, including Dr. Robert D. Nesbitt and Dr. Adolpus Trailor, were among her clients. Lillian's office was located near Howard and Lincoln Road, adjacent to John Muir High School, where the school buses parked. Lillian's office could have been displaced due to the 210 freeway construction.

With remarkable foresight, Lillian negotiated the purchase of homes scheduled for demolition by Caltrans and physically moved these homes to other parts of Pasadena. She later sold these relocated homes to people of color, ensuring they would remain in the community. Lillian retained three properties for her own portfolio, where Cedric Smith's grandchildren now reside on Del Monte St., Forest Avenue, and Claremont St.

Cedric's father, Nolan, worked at California Consumer Corporation, a frozen food packaging company known for employing hundreds of minority workers. Nolanda, Cedric, and his younger brother Nolan Jr. were the first minority students to attend Pasadena Christian School at Montana St. and Lincoln Ave. Cedric experienced racial trauma and prejudice there but later found acceptance at Cleveland Elementary. Nolanda and Nolan Jr. remained enrolled at Pasadena Christian School.

Lillian was more than just a realtor; she was a pillar of the community. She served as the community notary public and voter registrar. Her home was a gathering place where people socialized and connected. Her legacy continues to impact the lives of her family and the broader Pasadena community. Mrs. Lillian Smith passed away in 1991.



Photos: These real estate photos are of Lillian Smith's relocated homes where Cedric Smith's grandchildren reside today.

Photos Source: Cedric Smith

Interview #11:

Gladys A. Miles—Her mother, Hazel Huff, who lived at 762 Winona Street in Pasadena, was displaced via eminent domain.

Date: July 12, 2024, 4:00 PM



Photo: Mrs. Gladys A. Miles, Pasadena Native
Photo Source: PasadenaNow, Eddie Rivera

Gladys Miles, a remarkable 96-year-old Pasadena native, shares her family's long and rich history in the area. Gladys's family migrated to Pasadena before the 1900s, and she was born here. Her mother, Mrs. Hazel Huff, had eight daughters and two sons. Caltrans took their family home at 762 Winona St. through eminent domain.

After being displaced, Hazel Huff managed to purchase another home at **1612 Glen Avenue**. **This three-bedroom house had a deed with old language of the racist restrictive covenant written on it stating it could be sold to Whites only.** By the late 1960s, when Hazel was buying this house, the US Supreme Court had taken judicial actions since 1948 that made these covenants unenforceable, even though they still appeared in deeds in Pasadena and around the nation.

Gladys married at Friendship Baptist Church and had five children, all born at Women's Hospital on Congress Street. Her memories of Pasadena include the Brookside Plunge, which at one time only allowed communities of color to swim one day a week, and the Parke Theatre on Fair Oaks Ave. north of Washington Blvd.

At 96, Gladys continues to live independently. She pays her own bills, tends to her garden, and lives near Mayor Victor Gordo. Her resilience and dedication to her family and community are evident in her stories and the life she continues to lead.

Gladys' sisters: Hallie Humdy, who recently passed away in July 2024 at age 102, and Betsy Perkins, who is 92 years old and still resides independently in Pasadena.



Photo: Friendship Church Board Missionary Department, including Hallie Humdy, sister of Gladys Miles.

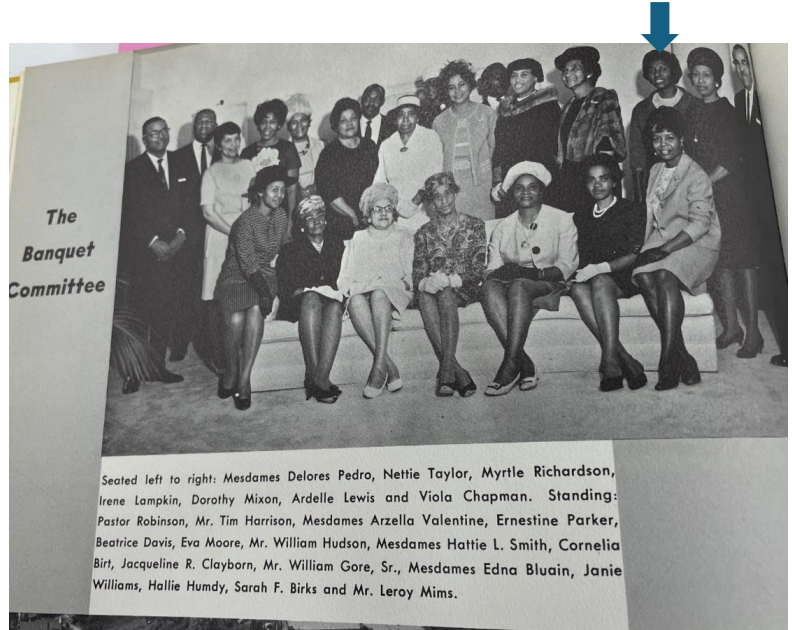
Photo Source: Historical Journal – 75 Diamond Jubilee Celebration – Friendship Baptist Church – 1893-1968



Deaconess Board
Seated: Mesdames Lydia Armitstead, Carrie DeMass, Cornelia Birt, co-chairman, Nettie Caudle, chairman, Maggie Fields, and Nellie Cunningham.
Standing: Mesdames Laura Hudson, Janie Williams, Dorothy Mixon, Katherine Jordan, Mary M. Clayburn, Gertrude McBride and Hazel Huff.

Photo: Friendship Church Board Members including Hazel Huff, mother of Gladys Miles

Photo Source: Historical Journal – 75 Diamond Jubilee Celebration – Friendship Baptist Church – 1893-1968



The Banquet Committee

Seated left to right: Mesdames Delores Pedro, Nettie Taylor, Myrtle Richardson, Irene Lampkin, Dorothy Mixon, Ardelle Lewis and Viola Chapman. Standing: Pastor Robinson, Mr. Tim Harrison, Mesdames Arzella Valentine, Ernestine Parker, Beatrice Davis, Eva Moore, Mr. William Hudson, Mesdames Hattie L. Smith, Cornelia Birt, Jacqueline R. Clayborn, Mr. William Gore, Sr., Mesdames Edna Bluain, Janie Williams, Hallie Humdy, Sarah F. Birks and Mr. Leroy Mims.

Photo: Friendship Church - The Banquet Committee including Hallie Humdy, sister of Gladys Miles.

Photo Source: Historical Journal – 75 Diamond Jubilee Celebration – Friendship Baptist Church – 1893-1968

Interview #12:

Orrin Tracy – His family and the Taylor family were displaced.

They owned three homes, 325, 327, and 329 Kensington Avenue, which was sold to Caltrans.

The property owner was Ernestine Taylor.

Date: July 12, 2024, 4:00 PM



Photo: First AME Church, North Vernon Avenue

Photo Source: First AME Church

Orrin Tracy's family migrated to Pasadena in 1915. His grandfather, John F. C. Taylor, served as the pastor at First AME Church on Vernon Ave. and Kensington Place in the displacement area from 1915 to 1918. Orrin's grandmother, Ernestine Taylor, joined them in Pasadena in 1917. Orrin fondly recalls the bustling household where he lived with his grandparents, parents, and three siblings.

The Taylor family owned three homes at 325, 327, and 329 Kensington Avenue, all located in the displacement area and on one parcel of land. Due to the construction of the SR 710 Freeway, the family was forced to move. Orrin's brother remained in one of the homes until its demolition. Eventually, the family relocated to 894 Summit Avenue, Pasadena.

Orrin's educational journey took him through Lincoln Elementary, McKinley Jr. High School, Pasadena High School, and finally, John Muir Junior College in 1954. His memories of the community include Preble's Market, Joyce Shoe Factory at Vernon Ave. and Colorado Blvd., George Throop, and The Green Buck Restaurant. However, Orrin's experiences were not without hardship. He vividly recalls the extreme racial prejudice and discriminatory practices, particularly in the area east of Lake Avenue. Despite these challenges, the First AME Church remained a cornerstone in his life. Orrin attended First AME as a child and continues to be an active member today. Orrin dedicated 35 years of service to the US Postal Service before retiring. He now resides in Altadena, CA, where he reflects on the rich history and resilience of his family and community.

Interview #14:

Joanne Nucklos was not displaced. She is a long-time resident of South Pasadena who was an active participant in No On 710 Movement.

Date: July 24, 2024, 3:00 PM



Photo: No on 710 Freeway Fighters.
Photo Source: Pasadena Star News

Joanne, a resident of South Pasadena since 1967, was one of the South Pasadena 710 Freeway Fighters. A neighbor of AlvaLee Arnold, she quickly became involved in her neighbor's fight to stop the Long Beach Freeway extension from further dividing the City of South Pasadena which was already bisected by the 110 – Pasadena Freeway. When the proposed Meridien route was chosen over a more westerly route that would not run through the heart of the city, the Freeway Fighters ramped up their visits to Sacramento, to local town hall meetings hosted by Metro which was led by Kirk Kirkorian and Caltrans (formerly known as the Bureau of Highways), and to court to kill the SR 710 freeway construction and the planned tunnel through South Pasadena.



Photo: The South Pasadena Freeway Fighters. Joanne is on the far left.
Photo Source: South Pasadenan.com

Joanne shared a 'No On 710' timeline of the project commencing with a resolution against extending the freeway by the City of South Pasadena in 1947 ending with SB7 and AB 29, which were spearheaded by Senator Anthony Portantino and by Assemblymember Chris Holden, and then signed by Governor Gavin Newsom on October 13, 2019. This decision ended the controversial effort of the SR-710 North Gap Closure Project and supported the City of Pasadena's ongoing efforts for the relinquishment of the corridor.

#15 Interview:

Melvin Mercer's family was displaced. His family lived on Lincoln Avenue at Eureka.

Date: July 26, 2024, 11:00 AM and August 14, 2024, 12:15 PM

Melvin, a resident of Corona, was born in Los Angeles and moved to Pasadena from Watts. His Mother brought the family to Pasadena to live with his younger brother's father, Eugene Martin, whose family lived on Orange Grove Boulevard at Pasadena Avenue. Eugene was a longtime resident and employed by the City of Pasadena and later the Altadena Country Club. He was also close friends with baseball great Jackie Robinson. Melvin's mother, who married twice, was a stay-at-home mom and later worked at local convalescent homes in Pasadena. Melvin is one of ten children, four of whom are still living. Like Melvin, his siblings no longer live in Pasadena, but in Bellflower and Lancaster.



Photo: Melvin Mercer

Photo Source: Melvin Mercer – Facebook Page

One of his earliest childhood memories was when his family was living in Watts. Even though his family was not religious, when asked what he wanted to be by Art Linkletter on "Kids Say the Darndest Things", he said that when he grew up, he wanted to be a preacher. After moving to Pasadena, Melvin attended Washington Elementary, Washington Junior High School and graduated from Blair High School in 1970. This was not his neighborhood school, which was a problem as he really wanted to attend Muir or Pasadena High School as did his friends and those, he played sports within the California Interscholastic Federation League (CIF), including Walt Butler.

He has fond childhood memories of living in Pasadena and is still in touch with friends from here including Carlos Robledo whose family owned a boxing gym on Manzanita Ave. where many of the African American boys from the neighborhood spent time together. Melvin and his friends also went to the Boys Club located on N. Fair Oaks Avenue and Villa Street. Here he swam, played little league baseball, made arts and crafts and participated in a summer camp program.

When Melvin grew up there were rumblings about the SR 710 Freeway being built, but didn't pay attention to them. He was a teenager when his family received the notice alerting them that they needed to move because the freeway was going through their house. After his family of eight was displaced from their home, they were the first family to move into King's Manor (located at 88 W. Washington at Fair Oaks Ave.) where the family rented a home. This was a new experience for him as it was the first time his family had lived in a brand-new home.

After graduating from Blair HS, he attended Pasadena City College. He worked in different jobs for LA County, the City of Pasadena, and Abbott Laboratories in Alhambra. The blood plasma lab where he worked was open 24/7 and he worked a shift that required him to drive through South Pasadena after sundown. Despite the sundown laws in place in South Pasadena, he was able to travel back to Pasadena on Fremont Avenue as the police were less strict about enforcing the law that thoroughfare vs. Fair Oaks Avenue, where the police were more vigilant about enforcing the law.

His mother moved to Compton from Pasadena. Melvin joined her there and participated in a Manpower program that was co-sponsored by the City of Compton and McDonnell Douglas. His first position at McDonnell Douglas was as an aircraft structure engineer. Later, he worked as the Employee Assistance Program Coordinator, as well as a Certified Drug and Alcohol Counselor after receiving his counseling credentials from Cypress College. In this capacity he started an in-plant drug and alcohol recovery program. Subsequently, at Boeing (they acquired McDonnell Douglas in 1997), he was the President of the Black Employees Association, an affinity group which was actively involved in introducing DEI into the culture at the company. During his tenure there, Boeing sponsored programs in Washington, D.C. that afforded Melvin to meet with the Congressional Black Caucus and President Clinton. Upon retiring, Melvin worked for McDonnell-Douglas and the Boeing Corporation for almost 30 years.

Melvin met his wife, Cynthia, a longtime employee of the San Bernardino Sheriff's Department when they were both living in Compton. Together they have five children (3 daughters and 2 sons) and six grandchildren. One of his sons, who attended John Muir High School, met his wife at the Head Start program here in Pasadena. Today, Melvin lives in Corona where he has been a football coach for the last fifteen years and continues to lead a Christian 12 Step program at Patria Church in Rancho Cucamonga. Of his life, Melvin says, "I have I lived two lifestyles in one lifetime."

#16 Interview:

**Dr. Lawton Gray and Pablo Miralles – John Muir High School –
Alumni History Museum**

Date: August 6, 2024, 4:00 PM



A visit to the John Muir High School Alumni History Museum and a conversation with the school principal, Dr. Lawton Gray, and the school historian, Pablo Morales. The museum was in the process of being set up in a new location on the school's campus. Several class photo collages were on display, as was a small collection of sports memorabilia. Visitors to the museum can now view old year books via computers set up in the library. There were several boxes of archives that were still packed from the recent move and unable to be accessed.



We spoke about SR 710 freeway construction, and it did not directly impact John Muir High School. Neither Lawton nor Pablo was personally impacted by the SR 710 freeway construction. Pablo shared a story about his family moving into a new home in Altadena that his father, a successful architect, designed. When he went to a local bank to secure a mortgage, he was turned down despite having the funds to qualify for the loan and the income necessary to pay the monthly mortgage. Upon being turned down, he secured a loan from a bank in Los Angeles that would service a man of Hispanic/Latino descent.

Pablo wrote and directed the acclaimed documentary "Can We All Get Along? The Segregation of John Muir High" originally released in 2019 and aired on PBS in 2022. We spoke briefly about school desegregation in

Pasadena and how it was one of the many events taking place in the city at the same time as the construction of the I-210 freeway, the Pepper Street Project and the SR 710 freeway construction. When asked if he thought it was important for us to interview Dr. Ramon Cortines, the former PUSD Superintendent of Schools during the late 1960s and early 1970s, to get his take on the impact of the SR 710 freeway construction on PUSD students and families, he said that he did not believe it was necessary.



Photo Sources: Dr. Lawton Gray John Muir High School, Pablo Miralles Arroyo Seco Films, John Muir High School Alumni History Museum

#17 Interview:

Lafayette C. Parks, Jr., AKA “Sunny”, Not Displaced and Family Attended Friendship Baptist Church
Born in 1935, Mother: Arena Lee Parks
Family Roots at Friendship Baptist Church

Date: September 3, 2024, 5:00 PM



Photo: Groundbreaking Ceremony; Friendship Church, Arena Parks wearing white dress and holding shovel. Below: Grandparents Oneal Pickens Family Photo, circa 1920’s when first arrived in Pasadena. **Source:** Lafayette Parks, Jr.

Lafayette recalls knowing about the SR 710 freeway construction but was not displaced. The Parks family lived at 60 Palmetto Drive, Pasadena, in a lovely two-story home that was later purchased by Beacon Storage and demolished. Lafayette’s mother, Arena Lee Stephen, was born and raised in Pasadena and is the young girl breaking ground in the Friendship Baptist Church photo. The family attended Friendship Baptist Church through the years and remembers a time when there was no building; church services were held in tents, and they sat on benches. Arena Lee Stephen married Lafayette Parks Sr. at Friendship Baptist Church in 1934.



Photos: Lafayette Parks and family.
Photo Source: Lafayette Parks, Jr.

Lafayette Sr. was Creole (French, Indian, and Spanish), and his mother was Black. Lafayette Jr. was born with blonde hair and blue eyes, and people walking by often assumed his mother was his nanny. Lafayette's father encouraged him to embrace being different and unique. Lafayette shared fond memories of house parties, telephones on the wall, a diverse community, sleepovers, and backyard celebrations. He attended Garfield Elementary, McKinley Jr. High, and Pasadena Community College. After selling the family home on Palmetto Drive, Arena Parker purchased a home in Altadena to be near her daughter and grandchildren. Lafayette Jr. is now 89 years old, married, has one son, Lafayette Parks, III, and two grandchildren, and currently resides in Menifee, CA.

Lafayette Jr. recalls meeting Dr. Martin Luther King, Jr. at Friendship Baptist Church when he was eight years old, along with the large outdoor speakers and a big crowd of people. Lafayette's Aunt Pickens sang in the church choir, and in 1941, his father, Lafayette Sr., was drafted into the U.S. Army. At that time, Arena was a housewife but later took a job at Lockheed and eventually became a realtor in Pasadena.

Lafayette remembers how well Pasadena treated him and believes it was due to his light skin complexion.



Photos: Arena Lee Stephen married Lafayette Parks Sr. at Friendship Baptist Church in 1934.

#18 Interview:

Allen Shay- Displaced Resident
Born in 1958 From Jackson, Mississippi

Date: September 3, 2024,
11:00 AM



Photos: Allen Shay
Photo Source: PasadenaNow

Allen Shay was born in Mississippi and is the eighth of 13 children. The story that he shared during the interview centers on Rena Mae Shay, his mother, who was born on August 18, 1929, into a family of sharecroppers in Jackson, Mississippi. She migrated to Pasadena in August 1963. Rena Mae lived on Kensington Street and was displaced by the SR 710 Freeway. She rented the house from a cousin of hers who owned the property and whose last name was Brown.

Allen remembers being close friends with the Prince family, visiting The Green Buck Restaurant, a dry cleaners, and a doctor's office in his community. Rena Mae was a domestic worker who also provided for her family by renting a house at Howard St. and Navarro Ave. She later purchased a bungalow-style home at 950 Worcester Ave., Pasadena. Rena Mae subsequently applied several times for a building permit to remodel the attic to accommodate her growing family, but the city's building department repeatedly denied



Photos: Little Red Hen Restaurant, Altadena, CA
Photo Source: Suzanne Madison

her requests. Frustrated, Rena purchased another home in 1969 in Altadena and rented out the Worcester property.

Rena Mae attended Friendship Baptist Church and later joined Lincoln Avenue Church, which became the family’s church home. She lived by three guiding principles: God, Family, and Business. In 1972, Rena Mae purchased The Little Red Hen Coffee Shop on Fair Oaks Avenue in Altadena. Living in Altadena allowed her family to engage with a variety of progressive people of color, including Sam Cooke, Ivan Dixon, talent from the “Fat Albert” Show, and the Jacksons (the singing group), all of whom left a positive imprint on her children.

Allen speaks very highly of his late mother, describing her as an amazing, humble woman who didn’t get involved in politics. The Little Red Hen Coffee Shop remained open until it was destroyed during the Eaton Fire and was run by her daughter and granddaughter, continuing the family legacy.

19 Interview:

**Tim Ivison – Not Displaced, but Impacted, Caltrans Renter
South Pasadena Avenue**

Date: September 4, 10:15 AM

Tim’s Grandmother was a tenant who, beginning in October 1968, leased a Caltrans home located at 955 S. Pasadena Avenue and lived there until 2015-2016. Tim, his wife, Julia Tcharfas, and their family assumed the lease and now rent the home from Caltrans. They currently qualify via the Affordable Rent Program for a fixed monthly rental fee of 30% of their household income. This program went into place in 2015-2016 and was made permanent during the COVID-19 pandemic.

As Caltrans renters, they were offered the first right of refusal to purchase the property they rent from Caltrans. Tim and Julia qualify for an Affordable Purchase Program allowing them to purchase the home at a lower cost providing they can demonstrate that they, as tenants who have lived in the home for 5 or more years and have an income that is no more than 150% of area median income. There are restrictions on when they can sell the home, on how the proceeds from the future sale of the home are disbursed, however this is something they are pursuing. They were recently told that escrow on the property could take between six months and a year to close.



Photos: Tim Ivison
Photo Source: Otis School of Design



Photos: Ivison Home
Photo Source: Aubin Wilson

ONE ON ONE INTERVIEWS

#20 Interview: **Margot Seipelt – Family Displaced**

Date: September 30, 2024,
3:00PM

Margot's mother, Barbara M. Brown was born in 1914 and passed away in Northern California in 2002 at age 88. She moved to Palmetto Drive in 1944 and lived there until 1968 when her home was purchased through eminent domain and later demolished to make way for the SR 710 Freeway. The move happened just three weeks after the marriage of her youngest child, a daughter. The house was built in 1906 or 1909, and it was a grand three-story home with eight bedrooms. It was the perfect home to raise her 5 children. However, by the time her daughter got married it was too big a house for Barbara. Margot recalls her mother being relieved that her house was being purchased by eminent domain as if she tried to sell it herself no one would have bought knowing that the SR 710 Freeway was supposed to go straight through her property.

#21 Interview: **Jane Mitsumori- Family Displaced**

Date: October 4, 2024, 1:00PM
worshipped at the Japanese
American Union Presbyterian

Jane's parents, John Manabu Mitsumori and May Mitsumori, lived on Palmetto Drive in Pasadena. Their home, a three-story, shingled Craftsman-style home with huge bedrooms, was purchased through eminent domain in 1968. The move was disruptive to the family who did not want to move out of the neighborhood. They were fortunate and were able to purchase a home on Markham Place, which is just a short distance from their former home on Palmetto Drive. Jane's Mother was insistent that they remained in the same neighborhood. The home on Markham Place is still owned by the Mitsumori family. Jane recalls that her parents didn't tell them much about the move, but on the day that the moving van came Jane went upstairs to check out the 3rd floor for the first time. As a rule, the door to the third floor was closed, and no one ever went upstairs, but this day, she did and found three bedrooms and two bathrooms. John was born in 1923 and raised in Pasadena. At age 17, his family was sent to an Internment Camp in Arizona and returned to Pasadena after the war ended. He was a plumbing engineer who worked for different firms until his retirement. He passed away in 2020 at age 97. May was born in 1924 and was raised in Pomona. At age 16, her family was sent to an Internment Camp in Wyoming and returned to Pomona after the war ended. She was a stay-at-home mother who raised three children, 2 sons and a daughter. She recently celebrated her 100th birthday and splits her time between her children's homes in Southern California. Jane and her brothers, one older and one younger, attended Pasadena public schools – Garfield Elementary, McKinley, and Blair High School. Like many Japanese American families in Pasadena, the Mitsumori family



Photo: Mitsumori Family Home
Photo Source: Google

Church at 305 Kensington Place,
which is now located on Lincoln
Avenue in Altadena.

#22 Interview:
Harrison Bailey III and Karen Bailey Powell - Grandparents,
Harrison Bailey, Sr., and Laura Bailey were displaced in 1967.
First Cousins of Gary Moody and Michelle Moody

Date: November 20, 2024 –
1:00PM – Allegra Consulting’
Office – 129 N. Marengo
Avenue, Pasadena.

The Bailey’s family connection to 255 Waverly Dr, The Walter Raymond Home, designed by Myron Hunt, one of the most important Southern California architects, began in 1921 when Harrison Bailey Sr., born in 1900 and died in 1970 of cancer, and Laura B. Bailey nee Laura Short bought the property and moved in with her mother Frances Short and John Short Sr. who moved into the rear house of the same address. They brought with them their daughter Julia Frances (1 year old) and the Winfrey (cousins) from Augusta, Georgia to settle in Pasadena. Grandfather Bailey was a chauffeur and gardener, and their grandmother was a domestic.



Photo: Harrison Bailey Sr., Laura Bell Bailey, Julis Frances Bailey and Harrison Jr. Bailey.
Photo Source: Google



Photo: Grandma Short and Grandpa Short in front of their home at 255 Waverly Place, Pasadena.
Photo Source: Harrison Bailey III and Karen Bailey Powell



Photo: Grandma Short **Photo Source:** Harrison Bailey III and Karen Powell Bailey



Photo: Myron Hunt, architect
Photo Source: Boys Republic

During those years, the Baileys had a son Harrison Bailey Jr. who was born two (2) years later in 1923 and many nieces, nephews, cousins, grandsons/granddaughters, great grandsons, and granddaughters. There were many benchmarks of those 47 years that included trips up the hill on New Year’s to observe the Tournament of Roses parade. The Baileys hosted many holiday family events (Easter, Thanksgiving and Christmas) bringing family members from all over the country to share in these celebrations. At these times of the year the kitchen was jammed with people preparing food for these feasts. The Bailey family shared with the community of “South End” Pasadena and the membership of Friendship Baptist Church hosting major church banquets that was attended by the Pastors (Dr. Carter, Marvin T. Robinson, and Stan Lewis) over those 47 years.

According to Harrison and Karen, their grandparents were pillars in the community and helped set the cornerstone at Friendship Baptist Church in 1925 with Pastor Dr. Carter and the members of Friendship Baptist Church. Their family, including the Winfrey family, who occupied the three brownstone homes adjacent to 255 Waverly Drive, was the only Black family west of the railroad tracks, which made our home the center of activity and prestige. The family enjoyed an intimate relationship with the neighbors, especially the Magee’s with whom Grandpa Bailey shared many conversations and shared seasonal fruit and vegetables from the many trees that occupied both properties. They still have vivid memories of the large avocado tree in the yard as well as the soft dichondra grass that blanketed the yard, and white rose bushes that were later moved to the house on Worcester Street after being forced to sell their home through the eminent domain process.

Their Bailey grandparents, along with Great Grandma and Grandpa Short (both of whom passed away in the 1950s), experienced a renaissance that spanned two generations of family members, as well as Pasadena’s evolving government and changing downtown landscape. They witnessed the migration of families to Northwest Pasadena as the city’s population grew to over 100,000 residents. Among their close family friends were the Valentines of Woods Valentine Mortuary. Mrs. Valentine was a frequent guest at Grandmother Laura’s popular afternoon tea.

Mr. and Mrs. Bailey’s daughter, Julia Frances, was married twice—first to Mr. Moody, with whom she had four children: Michelle, Francine, Winston, and Gary. She later married Mr. Mitchell, and they had three children: Sidney, Julie, and Laurie, who now live in the house on Claremont Street in Pasadena that Harrison purchased for Julia Frances.

On their mother’s side, their grandparents, William J. and Celeste Bunch, came to Pasadena from Chicago and lived on Vernon Avenue. Grandmother Bunch had five daughters, lovingly referred to as the “Bunch Girls.” Neither Harrison nor Karen recall whether their home was taken through eminent domain for the construction of the SR 710 freeway. Harrison and Karen’s parents, Harrison Bailey, Jr, and Jacqueline Bunch, married and later divorced. Harrison and Karen’s parents, Harrison Bailey, Jr, and Jacqueline Bunch, married and later



Photo: Grampa and Grandma Short – Circa 1952

Photo Source: Harrison Bailey III and Karen Bailey Powell



Photo: Harrison and Laura Bailey and Family – Circa 1952

Photo Source: Harrison Bailey III and Karen Bailey Powell



Photo: Harrison Bailey, Sr.
Photo Source: Harrison Bailey III and Karen Bailey Powell



Photo: Harrison Bailey, Jr.
Photo Source: Harrison Bailey III and Karen Bailey Powell

divorced. As children, Harrison III and Karen lived on Garfield Avenue, and then, after their parents divorced, they moved with their mother to Sunset Avenue in Pasadena and, for a short while, lived with their father in Los Angeles, who moved closer to his job with the Los Angeles Police Department (LAPD). After retiring from the LAPD, their father worked for the Admiral Corporation. Their Mother worked for the LA County Court as a clerk in their Pasadena office and in downtown Los Angeles until she retired. Their father, Harrison, Jr. remarried several times, and their mother remarried once. Harrison Bailey, Jr. passed away at age 78 from heart disease, and Jacqueline Bunch Bailey passed away at age 91.

Harrison and Karen attended PUSD schools from grammar school and graduated from Blair High School. Karen was among the first students to graduate from Blair High School. They were bused there even though John Muir was their neighborhood school. At that point, a school had not been built. At that time, Blair was small, 200-300 students. They attended school in an old windowless factory-type building repurposed as a school. Unless the air quality was poor or the weather was bad, gym class was held outdoors in Allendale Park, and the Allendale branch of the Pasadena Public Library served as the school's library. Despite the school being very diverse, neither Harrison nor Karen do not have a recollection of there being any racial discord at Blair. They remember that they both got along well and socialized with everyone.

After graduating from Blair High School, both Harrison and Karen attended Pasadena City College. Harrison III has done much professionally; he served in the US Air Force for four years, worked for IBM and Savin in their copier divisions, and worked for CB Ellis Commercial Real Estate, where he created an online portal where agents could view available properties. Additionally, he worked for Cedars Sinai Hospital in admissions and in Denver for an electric power plant manufacturer. Most recently he owned a successful limousine service with multiple cars and employed numerous drivers that served both corporate and private clients. He is now retired and splits his time between Southern California and Mexico.

After leaving PCC, Karen became a flight attendant for TWA. Karen later moved with her husband, who worked for Lockheed, to Kansas City, MO. Here she worked her way up at Menorah Medical Center and became the hospital's Assistant Medical Staff Director. After 11 years in Kansas City, Karen returned to Southern California and continued her career where she had administrative positions at numerous hospitals in the Greater Los Angeles area, including St. Luke's Hospital (Pasadena), Keck Medical Center of USC, Century City Doctors Hospital, and St. Francis Hospital in Lynwood. She is now retired and resides in Torrance.



Photo: Michelle Moody, Gary Moody and their cousin Karen Bailey Powell with Aunt Frances in the backyard of the family's home on 255 Waverly Place.

Photo Source: Harrison Bailey III and Karen Bailey Powell

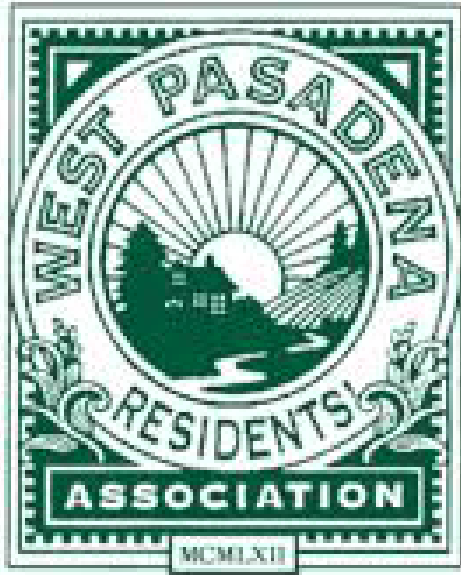
In 1967 Harrison Bailey Sr. was mandated by the State of California to move from 255 Waverly Drive by Right of Eminent Domain to make way for the construction of the SR 710 Freeway and was forced to accept a non-negotiable sum to relocate. This pristine property had an immaculate garden, gravel driveway, and second home and was a showcase home on Waverly Drive on a property that stretched from Orange Grove Blvd. to Pasadena Ave. Many gardeners would come to consult with their Grandpa Bailey and view his beautiful flowers and dichondra grass in the front yard. Because of his declining health, the family acted quickly and found a new home on Worcester Street in Northwest Pasadena.

In 1967, Grandfather Harrison Bailey Sr. was mandated by the State of California to move from 255 Waverly Drive by Right of Eminent Domain to make way for the construction of the SR 710 Freeway and forced to accept a non-negotiable sum of money to relocate. This pristine property had an immaculate garden, gravel driveway, and second home and was a showcase home on Waverly Drive on a property that stretched from Orange Grove Blvd. to Pasadena Ave. Many gardeners would come to consult with Grandpa Bailey and view his beautiful flowers and dichondra grass in the front yard. Because of his declining health, the family acted quickly and found a new home on Worcester Street in Northwest Pasadena.

When the State of California moved the SR 710 freeway construction more than 100 feet east of 255 Waverly Drive, Harrison Bailey was deceased, and Laura B. Bailey was in no condition to understand the brevity of the status at said property. The children of Harrison and Laura, Julia Frances Mitchell and Uncle Harrison Bailey Jr., weren't notified of the adjustment, and the property sat unoccupied and was finally razed sometime in the early 1970s. The property remained a vacant lot until the sale of the land to Mass Development Corporation and the subsequent building of a new single-family home in 2018.

According to Harrison and Karen, the trauma that was inflicted on the family when their Grandparent's home was sold through eminent domain is still felt by the descendants of the family today. They cannot bring back the home that was the Bailey Legacy nor the pride of the family's church and community throughout these 47 years, but they believe they need to be made "whole" regarding the unceremonious way this property has been juggled from various potential buyers without notifying the descendants and family members that still live in and around the greater Pasadena area. They were appalled that there is a single-family home being built on said property without giving the original residents an opportunity to retrieve what was stolen from their family.

GROUP INTERVIEWS



**West Pasadena Residents Association (WPRA) -
Attendees are part of Priority Group 4 -
Not Displaced but Impacted by the SR 710 Construction.
Date: May 8, 2024, 6:00 PM**

According to the West Pasadena Residents' Association's website its mission is to amplify the voices of west Pasadenans. As a group of volunteers with a more than 60-year history, they strive to guide change and, as a result, enhance residents' quality of life.

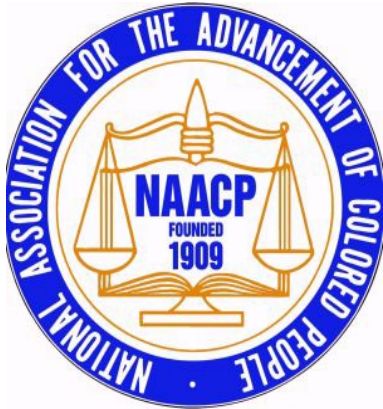
Mirroring qualitative data collected via the SR 710 Oral History Project Survey, members of the WPRA noted that for more than 50 years, residents have contended with "high traffic volumes, gridlock and a shift in traffic patterns on Pasadena Avenue and St. John Avenues, increased cut-through traffic, closed-through streets such as Markham Place or Wigmore Drive, unsafe sidewalks that are not being cared for by Caltrans, disrupted and blighted neighborhoods such as the

Markham Historic District where homes remain empty" because of the planned SR 710 freeway construction.

Residents in West Pasadena spoke of the quality-of-life factors such as air pollution, noise, and traffic that they experience every day. "These factors add an often-unrealized level of inconvenience and stress to our daily lives." Despite these daily inconveniences, some of those in attendance moved to West Pasadena after the SR 710 Construction began.

Additionally, the WPRA spoke about the importance of historic preservation of the homes being sold by Caltrans. In addition, it is their desire to have the voices and views of those who live south of California Boulevard represented in the final plans for the SR 710 Freeway Stub. At this meeting we were first introduced to the "Freeway Fighters", a coalition of South Pasadena based community advocates who, with residents of El Serreno and Pasadena, lead a 60-year grassroots battle against extension of the 710 Freeway. These freeway opponents were united by their belief in accessible, safe, sustainable, and healthy communities for all.

The WPRA expressed their desire to assist Allegra in collecting surveys from their membership. An eblast introducing the survey, as well as a reminder to take the survey, were sent to more than 1,400 households. Additionally, Allegra was invited to host an information table at the [WPRA's Annual Meeting](#) on June 6 at Elks Lodge. At this meeting, the main program focused on "Reconnecting Pasadena: mobility, transportation and opportunity in the 710 Corridor". Experts were brought in to discuss traffic and land use, both subjects which are of great interest to the WPRA.



#2 Group Interview

NAACP Pasadena— Members of the Pasadena Chapter of the NAACP fall into all Priority Groups, including Displaced Residents, Businesses, Organizations, and those who were Not Displaced but Impacted by the SR 710 freeway construction.

Date: May 9, 2024, 6:00 PM

The Pasadena Branch of the NAACP has a more than 100-year history. The Branch was founded in 1919 when a small group of citizens answered the call of John Wright to respond to the needs of minority people in Pasadena. For over a century, the NAACP Pasadena has been fighting for civil and human rights, including the impact of desegregation of the public school system in Pasadena where the NAACP, in *Spangler vs. Pasadena Board of Education*, asserted that:

- a) There was a racial imbalance or segregation in the student bodies and faculties of the Pasadena Unified School District at all levels: elementary schools, junior high schools, and senior high schools.
- b) That imbalance is a result of defendants' failure to carry out their announced policies of integration, policies that relate both to faculty and student assignments.
- c) These failures have occurred in connection with the teacher assignment, hiring and promotion policies and practices of the district, its construction policies and practices, and its assignment of students.

Memories were shared about the beautiful homes destroyed, including President Allen Edson's relative's home on Vernon Avenue, and businesses, such as Preble's Market on Dayton Street that was displaced because of the SR 710 freeway construction.

Allen also shared recounted stories about another notable Black-owned business including the *Hotel Carver*, located at 107 S. Fair Oaks Avenue which was listed in the Green Book and was located outside of the SR 710 displacement area. Owned by Percy Carter and his family, this was the first Black-owned hotel in Pasadena which was also home to a nightclub called The Onyx Club, later called Club Cobra. (Photos are shown on the following page.)



Photo: NAACP celebrates 95 years. Leadership featured in the photo.
Source: NAACP Pasadena Chapter

Subsequently, we accessed the NAACP archives, where we collected photographs, newspaper articles, and legal documents focusing on diverse neighborhoods, economic and social segregation, community changes, racial tensions and segregation, public safety, and more.



Photo: Percy Carter Jr., posed for the 1944 photograph at South Fair Oaks Avenue and Green Street.
Photo Source: Pasadena Museum of History

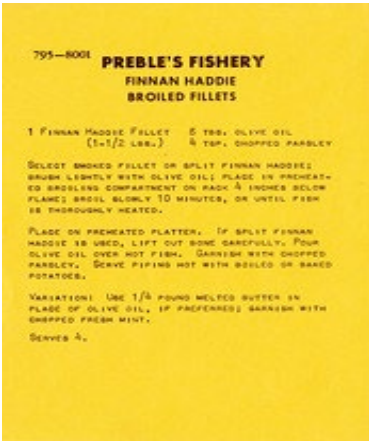


Photo: Displaced Community Favorite Preble's Market and Preble's Fishery Recipe. **Preble's Market and Fishery**, founded by Newfoundland native Albert Preble, was a beloved Pasadena staple in the 1950s and 1960s. Known for its fresh produce, seafood, and friendly service, the original store was on Green Street. By the 1960s and '70s, Preble expanded to five locations, including one at Lake and Walnut. The market stood out for offering fresh juices, live seafood, and recipe cards, leaving a lasting impression on the local community.

Photo Source: Photograph and Recipe from the Pasadena Museum of History

NAACP General Membership Meeting- Officer Election Processes and Procedures and SR 710 Reconnecting Communities and Oral History Presentations
Date: August 22, 2024, 6:30PM

Listening and learning were the overarching themes of the evening's ZOOM meeting. Danny Parker, chairman of the Reconnecting Communities SR 710 Advisory Group, reintroduced the SR 710 Reconnecting Communities Project to the group and brought everyone up to speed on the who, what, where, and when of the project. He stressed the importance of keeping abreast of when meetings are being held and attending meetings to ensure that the NAACP member's voices are heard and that the organization has a seat at the table during community conversations about the restorative justice process and the future of the Stub. Having voices heard and meaningful change realized builds on the legacy of past NAACP Pasadena leaders working tirelessly to address racial injustices and advocating for improvements in education, housing, and equal rights. Key figures included Walter Shatford, a civil rights attorney, and Ruby McKnight Williams, the two-time president of the Pasadena branch of the NAACP, who led initiatives for desegregation and community improvement.

Additionally, members learned about the SR 710 Oral History project and how the NAACP was instrumental in providing Allegra with historical insights into the events taking place in Pasadena during the displacement era, including the desegregation of the Pasadena Unified School District (PUSD) and the Pepper Urban Renewal Project. The collection of 19 articles, letters, maps, memos, and photos was instrumental in doing so. Echoing what was gleaned in the SR 710 Oral History survey and at the Japanese American Buddhist Temple event, the question was raised about how the City of Pasadena was going to address the families and businesses who were displaced and impacted by the I 210 construction.

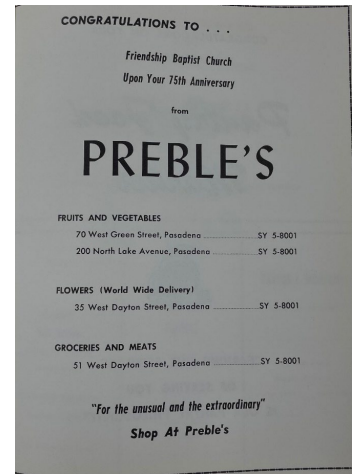


Photo: Preble's Ad in Historical Journal – 75 Diamond Jubilee Celebration – Friendship Baptist Church – 1893-1968
Photo Source: Historical Journal – 75 Diamond Jubilee Celebration – Friendship Baptist Church – 1893-1968

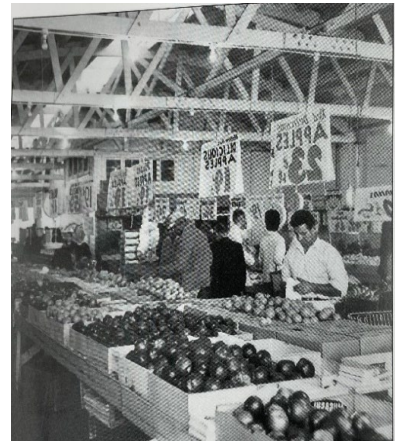


Photo Source: The Black Collection at the Pasadena Museum of History.

710
Restorative
Justice

#3 Group Interview

710 Restorative Justice Coalition –

The coalition, comprised of local nonprofit organization leaders and community members, is advocating for a just and equitable solution in the 710 Stub Redevelopment Plan. Coalition members include Dr. Gilbert Walton, two members of the SR 710 Advisory Group, Tina Jackson Williams and Jasmin Shupper. Additional members of the coalition are Brandon Lamar, Pastor Mayra Macedo Nolan, and Hannah Berk.

Date: May 10, 2024, 8:00 AM

As part of its Oral History Outreach Efforts, Allegra met with several community connectors, including the **710 Restorative Justice Coalition**. Its mission is to collaboratively create a repair-based solution that is historically rooted, community-led, and ensures those who were displaced and/or directly impacted by the city's long history of racially biased policy, including supporting a planned route for the SR 710, participate in the conversation and benefit from the solution. Like the NAACP, the 710 Restorative Justice Coalition demands to have a seat at the table when conversations are being held about the future of the SR 710 Stub and believes that all, including the city's youth, need to be part of determining what the remedy will be and what restorative justice looks like. A professor, at Duke Medical School, writes about moving from inequality to justice via the ARC method, a three-phase process:

A
Apology and
Acknowledgement

R
Restitution

C
Conciliation

"The City of Pasadena has a long history of disenfranchising the African American community, from the Brookside Plunge to the displacement of homes, businesses, and places of worship in the 1960s and 1970s," said Dr. Gilbert Walton, chairperson.

"The SR 710 is not an isolated incident. We must acknowledge the city's history and ensure it isn't repeated. Restorative justice requires a fresh perspective with an equity lens, leading to tangible solutions like long-term housing policy changes, opportunities for homeownership, and addressing health inequities. Equity is achievable, and people need to be made whole."

Dr. Gilbert Walton

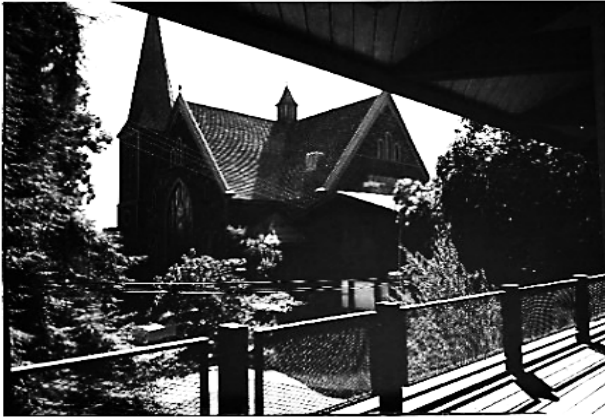


Photo: Neighborhood Church
Photo Source: Library of Congress



Photo: Rebecca Hong
Photo Source: Sequoyah School



Photo: Elena Phleger
Photo Source: Sequoyah School

#4 Group Interview

Sequoyah School - The School was not displaced but impacted by the SR 710 freeway construction.

Rebecca Hong, Head of School

Elena Phleger, Director of Advancement

Date: June 18, 2024, 11:00 AM

Sequoyah School, founded in the late 1950's, began leasing space at 535 South Pasadena Avenue from the Neighborhood Church in 1959. In 1968, the property was sold to Caltrans to make way for the SR 710 Freeway. Neighborhood Church left its historic building on South Pasadena Avenue at California Boulevard and moved to its current location on North Orange Grove Boulevard. Subsequently, the church sanctuary was torn down by Caltrans. However, Sunday school buildings and the rest of the campus were left intact. Thus, after the sale of the property, Sequoyah began leasing space from Caltrans to continue its school functions. During this period, Sequoyah searched for a permanent place to move, however they were unable to find a property that met their needs and budget.

The planned SR 710 freeway construction impacted the school in many ways. First, as renters from Caltrans, they feared being evicted and not having a viable place to go. And second, the traffic and sidewalks on Pasadena Avenue are significant safety hazards. Neither of the streets was designed to be on and off ramps for a freeway, and the neighborhood is not pedestrian-friendly. The sidewalks are

"The school continually faced the prospect of demolition until 2018. Additionally, the disruption extended to health, as highlighted by concerns about "breathing and allergies"



Photo: Classroom Building Sequoyah School
Photo Source: Library of Congress

narrow and in disrepair. Third, the impact on education was significant as well. Children attending schools like Sequoyah School in the SR 710 Corridor faced instability, due to pollution from the freeway and nearby power plants. These concerns mirror opinions shared in the qualitative data collected via the SR 710 Survey. Central to the vision of Sequoyah School is a dedication to diversity, equity, and inclusion. According to Rebecca Hong, Head of School, "We must name what happened. We want to see a space created that replicates what the neighborhood looked like before – a combination of businesses and residences that is pedestrian-friendly and socio-economically diverse. Everything should be knitted together and uniform.

PANEL DISCUSSION



#1 Panel Discussion
First African Methodist Episcopal Church (First AME Church) – Unveiling the Untold: First AME Church Oral History Discussion and Videotaping Session
History and Heritage Committee – Gwendolyn Brown, Valisa Jeffrey, Anna Parker, Eddie Newman, Alma Stokes, Allene Washington, and Lorna Dee Washington.
Date: June 26, 2024, 1:30 PM

The First AME Church of Pasadena, located at 107 N. Vernon Avenue, was designed by Paul Revere Williams, a prominent Los Angeles architect who was the first African American to become a member of the American Institute of Architects (AIA). With its shiny alter rail, soaring pipes of its famous organ, colorful stained-glass windows and grand center aisle, it was a masterpiece that “had an aura about it”, according to Anna Parker. Adjacent to the sanctuary were other buildings on the campus that included the Pastor’s parsonage, classrooms and retail shops. First AME was an extraordinary religious and cultural center for the African American community. Here families and friends gathered to celebrate, dine, play, sing, socialize, study, worship, and to be safe and free.



Photo: Banquet in Basement of Vernon and Kensington.

Photo Source: 1st AME Church & Mayon Denton, M D Productions

and bedrock of the African American community was seized through eminent domain along with the other buildings on the campus. Though church leaders fought valiantly against its destruction due to the planned SR 710 freeway construction, they were unsuccessful in their efforts.

Beginning in the late 1960s, this historical church

“We were expendable, said Gwendolyn (Gwen) Brown, whose father was the Pastor of First AME at the time of the decision. Fortunately, church elders managed to salvage the beautiful stained-glass windows and front door of the church before bulldozers arrived.”



Photo: Women’s Choir

Photo Source: 1st AME Church & Mayon Denton, M D

These historic treasures (architectural elements) are part of First AME’s current home at 1700 N. Raymond Avenue in Pasadena.

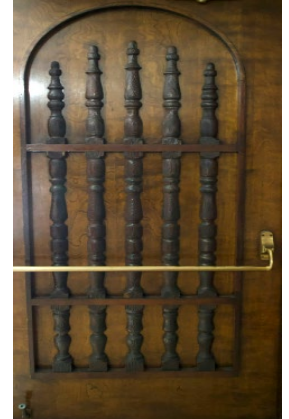


Photo: First AME Church Historic Architectural Elements Moved into New Church. Note the stained-glass windows in the Kensington Church can be seen in the Raymond Ave. Church. **Photo Source:** First AME Church and Mayon Denton, M.D. Productions

The power of faith and the importance of First AME Church in the lives of the panelists and their families was a constant theme that echoed throughout the oral history discussion and videotaping session. “The church was

the center of our life,” said Alma Stokes. And Eddie Newman shared that when she moved to Pasadena from Memphis, TN to live with her aunt and uncle to attend John Muir High School, her faith and church were such important parts of her life that her Pastor in Tennessee wrote a letter of transfer for her so she could quickly join First AME and find her new church community.

Pastor Madelyn Manning writes that “it is the power of faith that sustained these churches and members impacted through the trials and tribulations of their displacement, and it is our faith today that provides us with the strength to overcome adversity and to pursue justice. We must believe in the power of our voices and the significance of our stories. By sharing our experiences, we are strengthening the bonds that unite us and affirming the value of every person’s contribution to our shared history.” The panelists from the History and Heritage Committee believe in the power of their voices and oral histories and will no longer be bullied by people and policies designed to marginalize and push the people of color out of Pasadena – “We must resist the force. Our voices must and will be heard. We need to be part of the conversation, not for our generation but for the children of Pasadena,” said Gwen Brown.



Photo: Stained Glass Windows
Photo Source: First AME Church and Mayon Denton, M. D. Productions

COMMUNITY EVENTS

#1 Community Event

West Pasadena Residents Association (WPRA)– Annual Meeting – Tabling Event at The Elks Lodge

Date: June 6, 2024, 5:00 PM

More than 200 people were in attendance for the West Pasadena Residents Association’s Annual Meeting, which focused on the city’s plans to “reclaim, re-envision, reconnect and redevelop” the 710 Freeway stub and corridor. To better understand the theme: “Reconnecting Pasadena: Mobility, Transportation, and Opportunity in the 710 Corridor”, experts were brought in to discuss traffic and land use. These subjects are of great interest to the WPRA, as noted in the qualitative data collected through the SR 710 Oral History Survey, in feedback collected on-site at the meeting’s information fair, and during our May meeting with the WPRA. At Allegra’s outreach team’s table, a laptop with an online connection and paper surveys were used to gather information from event attendees. During this event, we engaged with more than 50 attendees who were given outreach materials and signed up to receive more information.

#2 Community Event

Happy Birthday, Pasadena! - Silver Screen Extravaganza - Tabling Event at The Pasadena Museum of History

Date: June 9, 2024, Noon

More than 300 people attended the City of Pasadena’s 138th Birthday Party, a family-friendly annual event, at the Pasadena Museum of History. This community-wide celebration offered us the opportunity to educate attendees about the SR710 Oral History Project by distributing postcards and conversing with a broad cross-section of community members

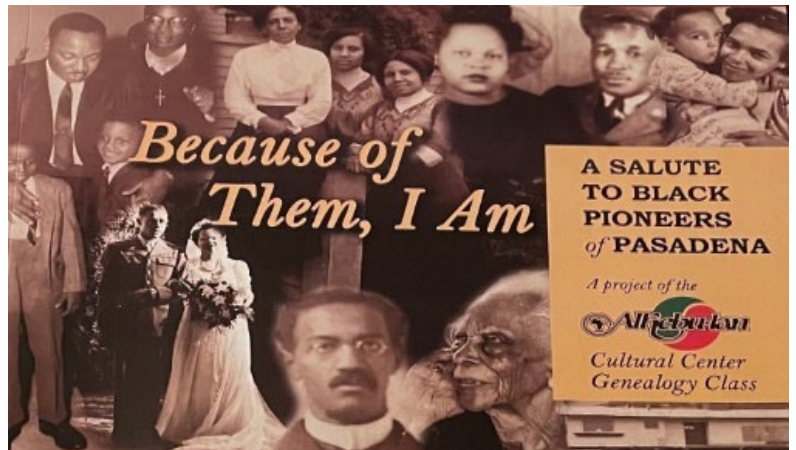


Photo: Because of Them, I Am: A Salute to Black Pioneers of Pasadena Book, a project of the Alkebu-lan Cultural Center Genealogy Class

Photo Source: Alkebu-lan Cultural Center

#3 Community Event

Alkebu-lan Cultural Center – Juneteenth Event – “Because of Them I AM.”

– Collaborative Partner

Date: June 18, 2024, 12:30PM

The Alkebu-lan Cultural Center and its genealogy class, led by Aldra Allison, organized a Juneteenth National Independence Day Celebration. This Celebration honored community trailblazers, shared a message of hope, faith, and healing, celebrated oral history as an important tool for collecting and preserving the voices memories and perspectives of people and for educating the community about the past and in doing so learn from it so past mistakes are not repeated. The highlights of the day were the release of the class’s book “**Because of Them, I AM**”, and the personal stories shared by several of the city’s trailblazers, three of which were recorded. This celebratory and joy-filled commemorative community-wide luncheon and program attracted more than 150 guests.



Photo: Alkebu-lan Cultural Center
Photo Source: Alkebu-lan Cultural Center Facebook Page



Photo: Aldra Allison
Photo Source: Suzanne Madison

Oral history, according to Dr. Alison Rose Jefferson, is the oldest form of historical inquiry and mode of transmitting knowledge learned that arrived before a written tradition was developed. “The SR 710 Revisioning Project will help to preserve personal oral narratives of people impacted by the freeway construction that have been left out of the historical record that will engage people and educate them now and in the future about how the past influences the present and the importance of remembering the past influences the present, and the importance of remembering the past to build a better future for our collective empowerment in standing against injustice to create a more just society, and inclusive narrative and identity.”

#4 Community Event
Pasadena Buddhist Temple –
Outreach Event to the Japanese
American Community

DATE: June 22, 2024, 1:30PM
Connecting with Pasadena’s Japanese American community was an integral part of our outreach efforts. SR 710 Advisory Group Member, Bryan Takeda introduced us to the Japanese American language phrase Shikata ga nai (仕方がない), pronounced [ɕikata ga na[↓]i], which means "it cannot be helped" or "nothing can be done about it". Understanding this deeply rooted cultural belief that ‘something cannot be helped’, coupled with the pain of



being marginalized repeatedly, beginning with the Immigration Act of 1924 which legislated a ban* on all Asian immigrants coming into the United States, helped us to better understand the culture of this community.

**The Immigration Act of 1924, or Johnson–Reed Act, including the Asian Exclusion Act and National Origins Act, was a federal law that prevented immigration from Asia and set quotas on the number of immigrants from Eastern and Southern Europe.*

As a result of this research, we worked in tandem with Bryan and his close friend, Ron Toshima, to plan and host an outreach event at the Pasadena Buddhist Temple, which was attended by more than a dozen Japanese Americans.

Most of the participants in the program acknowledged that do not follow the local news in Pasadena or are well-informed about what is happening in the community. Nevertheless, many knew about the Oral History Project because they had seen the signage at bus stops or a poster at the Altadena Library. Hosting this event served as an opportunity to share information, as well as to collect personal stories, and to answer questions about the project.

Themes discussed and stories shared that afternoon focused on the history of displacement of Japanese Americans and its subsequent impact on the community and their families. One of the program’s participants, Rick Osaka, the grandson of a family who was displaced from the sale of their home by eminent domain, was reticent to share his family’s story because he was skeptical that the City of Pasadena would acknowledge its responsibility and then repair the harm of the past. Even so, he felt it was his duty to share his family’s story in honor of those whose voices were never heard. To this day, he said he is filled with sadness each time he drives up South Pasadena Avenue and passes by where his grandparents’ “Pasadena Beautiful Foundation’s - Golden Arrow Award” recognized home was torn down. Mixed with undeniable skepticism, there is hope and faith that their storytelling will be a springboard for repairing what is broken and making a better city for all Pasadenans to be included and respected.

#5 Community Event
Pasadena Senior Center,
Independence Day Party-Great
American Swing Band Concert &
Dance-Tabling Event

Date: July 4, 2024, 1:00PM

Complementing our pop-by visits to fitness classes held at the Pasadena Senior Center, this event offered us the opportunity to generate added awareness of the SR710 Oral History Project through the distribution of postcards and mingling with more than 100 Pasadena area Seniors.



Photo: Great American Swing Band
Photo Source: Pasadena Now

STORIES



#1 Stories -

The Settlement Movement in Pasadena

Historically a community gathering spot for the Mexican American community in Pasadena was located on W. Del Mar Boulevard, adjacent to the neighborhoods ultimately demolished to make way for the SR 710 freeway construction.

The Settlement Movement began in Chicago and focused on providing opportunities for social betterment by a variety of means. Recognizing similar needs in Pasadena, a group of civic-minded citizens started a Settlement House in Pasadena’s southern commercial section of town.



Alternatively referred to as the Pasadena, Mexican, or Edna P. Alter, Settlement, it provided a medical loan chest in case of illness, a maternity hospital, and secondhand store. Classes offered included traditional folk expressions, English, “Americanization”, and it was a place for neighbors to celebrate Halloween. (Pasadena Museum of History). Like one’s parish, the Settlement House was a hub and an important community gathering spot for the Mexican American community in Pasadena many of whom who lived the neighborhood.

Also at the Settlement, a variety of clubs were established, each with the goal of keeping youngsters involved in positive, rather than negative activities. National organizations like Boy Scouts of America or Campfire Girls and groups that originated at the Settlement like “Settlers Club” and later the “Settlequeens”, provided opportunities for young people to spend time together, enjoy enrichment classes and experience field trips while in a safe environment. (Lopez/Mares Collection)

The Settlement function, name and site changed over the years. After World War II, the building and organization moved to Del Mar Boulevard adjacent to the SR 710 Freeway displacement area. This picture was taken prior to a special event at the Settlement in 1951, a *jamaica*. During a *jamaica*, or a community fair, each club would take the lead on organizing an activity. The women typically would prepare food, and the men would construct the booths.



Source: Latinos in Pasadena, Roberta H. Martinez Photo Source: Lopes/Mares Collection

#2 Stories - West Dayton Street

Dayton Street served as the business and religious hub of the African American community in downtown Pasadena for decades. For example, it was home to the Francisca Building, the first commercial building commissioned by and for African Americans in Pasadena. From the 1920's to the 1940's the street housed many businesses owned and operated by Pasadena's Black residents.

This thriving commercial and cultural center of Pasadena which was also (and still is) home to Friendship Baptist Church. During the SR 710 freeway construction this street, which originally ran from Fair Oaks Avenue west to St. John Avenue, was shortened to end at the area now known as the SR 710 Freeway Stub.



Photo: The Francisca Building
Photo Source: Pasadena A Business History. Patrick Conyers, Cedar Phillips and the Pasadena Museum of History



Photo: Gathering at a business in the Francisca Building.
Photo Source: Pasadena A Business History. Patrick Conyers, Cedar Phillips and the Pasadena Museum of History.



Photo: James T. Phillips, Jr. posed for this photograph in his law office in the Francisca Building at 24 West Dayton Street.
Photo Source: Pasadena A Business History. Patrick Conyers, Cedar Phillips, and the Pasadena Museum of History.



Photo: Hanging out on Colorado Boulevard
Photo Source: Pasadena A Business History. Patrick Conyers, Cedar Phillips and the Pasadena Museum of History.

#3 Stories – James A. Garfield School

Garfield School was originally called the California Street School when it opened in 1888; so, named because it was built on California Street (now a boulevard). In 1890 the campus grew with the construction of additional buildings, including a separate kindergarten building, and it was renamed James A. Garfield Elementary School. The impressive Victorian-style school with its looming towers was eventually replaced with a brick edifice in 1906. This building sustained extensive damage in the 1933 Long Beach earthquake and was subsequently demolished in 1936. During the Great Depression, a new Garfield School was built with the help of the Public Works Administration. The PWA, part of the New Deal of 1933, was a large-scale public works construction agency. It was created by the National Industrial Recovery Act in June 1933 in response to the Great Depression. It built large-scale public works such as dams, bridges, hospitals, and schools. Its goals were to generate employment, stabilize buying power, and help revive the economy.



Photo: Garfield School
Photo Source: Pasadena Public Library Facebook Page

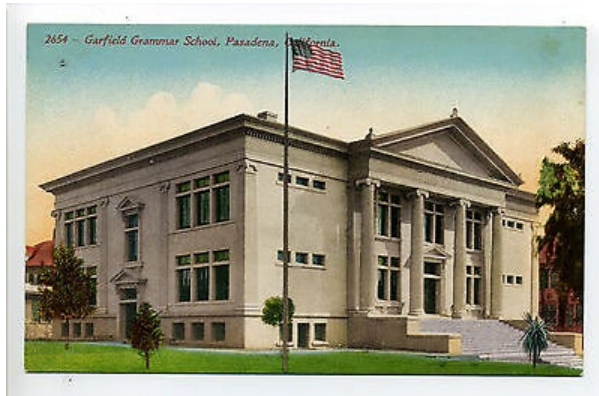


Photo: Garfield School
Photo Source: Pasadena Public Library Facebook Page

Located at the corner of Pasadena Avenue and California Boulevard, the Garfield School building was torn down again in the early 1970s as the result of the SR 710 freeway construction. Today, a shopping mall that houses Von’s supermarket, several banks, and shops sits on this property.

Garfield School was repeatedly mentioned during our one-on-one oral history interviews, as well in feedback collected in the survey. Survey respondents mentioned that since it was the neighborhood’s only public elementary school, every family sent their children to study there.



Photo: Garfield School Class Photos
Photo Source: Claire Bogaard



Photo Source: Pasadena Museum of History

#4 Stories – Orban Lumber

Located at 85 S. Pasadena Avenue, this business can be found on Caltrans R/W Map F-1214-9, parcel numbers 41713 and 41714.

#5 Stories - “Because of Them, I AM: A Salute to Black Pioneers of Pasadena”

Pasadena's Alkebu-lan Cultural Center (ACC) was established in 1989 as a community-based non-profit cultural center. The Center was founded by Versie Mae Richardson, a long-time Pasadena resident, internationally known opera singer, and community activist, along with two other community members: Emerson Terry, an artist, and

Dr. Marie Battle, an educator. ACC seeks to encourage creativity through music, theater, drama, oratory, dance, and other mediums of artistic expression. In addition, the Center coordinates programs that provide the greater community with insight into, and appreciation of, the rich heritage and contemporary achievements of African American people. Alkebu-lan’s genealogy class’s book “Because of Them, I AM: A Salute to Black Pioneers of Pasadena,” traces the roots of families who have lived in Pasadena for generations. Through the sharing of oral histories, the book offers insight into the fascinating histories of these families. For example, the family of Ann Marie Hickambottom still owns the home on Westgate Ave. that they purchased more than 100 years ago!

Additionally, several of the stories shared in this book speak about the disruption of the SR 710 Freeway Construction and actions people took to challenge Caltrans’ plans. In the introduction to the book, Aldra Alison thanks her husband’s nine siblings for sharing their stories about growing up in Pasadena. They lived on West Del Mar Boulevard, near the path of the SR 710 freeway construction, and attended First AME Church’s vacation Bible school when the church was still located on Vernon Ave. After school let out, they often ate lunch at The Green Buck restaurant.

Sandra Knox’s story was shared by Patricia Duff Tucker, who wrote, “Sandra Knox was the Executive Director for Pasadena Neighborhood Housing Services – Pasadena (PNHS) for over 20 years. She was a fearless advocate in bringing affordable housing services to the families in Northwest Pasadena. PNHS was the first organization to challenge Caltrans to ensure that homes along the 710 extension would go to low-income families. She also helped develop the Neighborhood Enterprise Center, which provided business education and micro-loans and grants.

Barbara Richardson King speaks about her family being able to turn lemons into lemonade. Ms. King remembers “In the 1960s, when eminent domain began eliminating neighborhoods in SW Pasadena, my father was desperate to help his parents relocate. My father bought this home from Caltrans and moved it to a vacant lot for my grandparents. He did five more projects that required moving houses in the middle of the night, in the middle of the street, to save them from demolition.”



Photo Source: Barbara Richardson King



Photo Source: Patricia Duff Tucker



SECTION 9: RESOURCES

SECTION 9: RESOURCES

Primary:

Online Survey/QuestionPro.com

Printed/Mailed Surveys

1on1 Interviews (Telephone and In-Person)

Group Interviews

Video Interviews

Secondary:

Pasadena 1940-2008, Patrick Conyers, Cedar Phillips, and the Pasadena Museum of History

Caltrans 'Right of Way' Maps

Pasadena Museum of History

NAACP Pasadena Branch Archives

First AME Church Pasadena Archives

Friendship Church Pasadena Archives

Because of Them, I AM: A Salute to Black Pioneers of Pasadena

Alkebu-Lan Cultural Center

Conspiracy of the Good: Civil Rights and the Struggle
for Community in Two American Cities, 1875 - 2000

Michael E. James

(Garfield Elementary School)

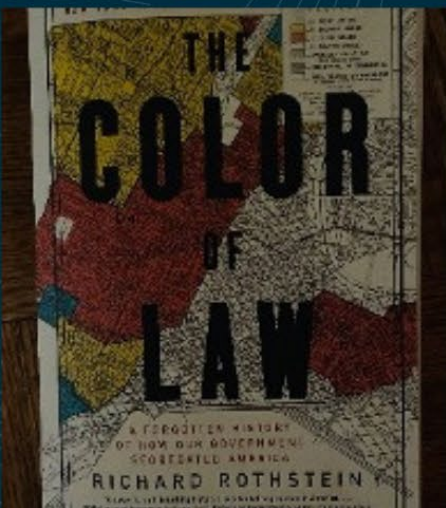
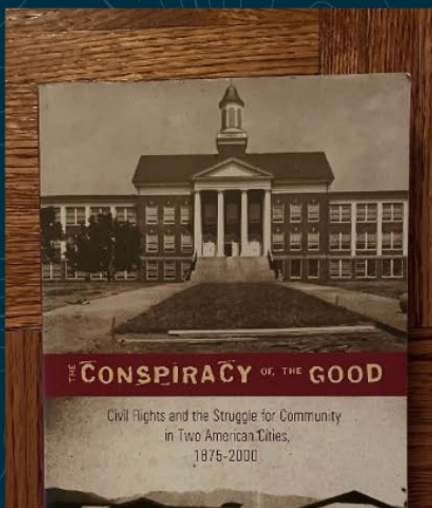
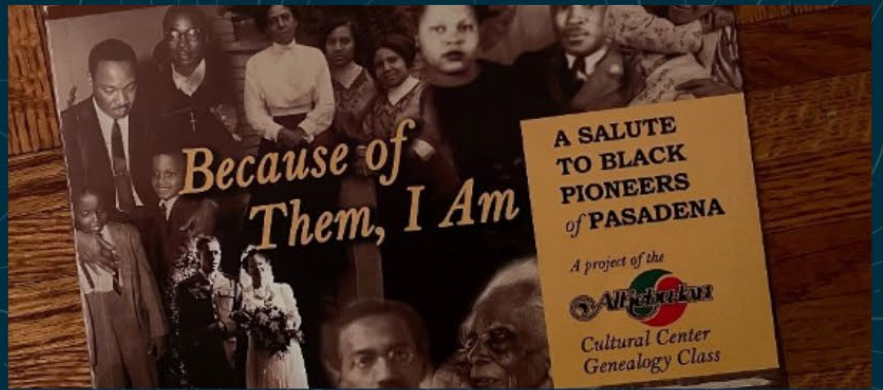
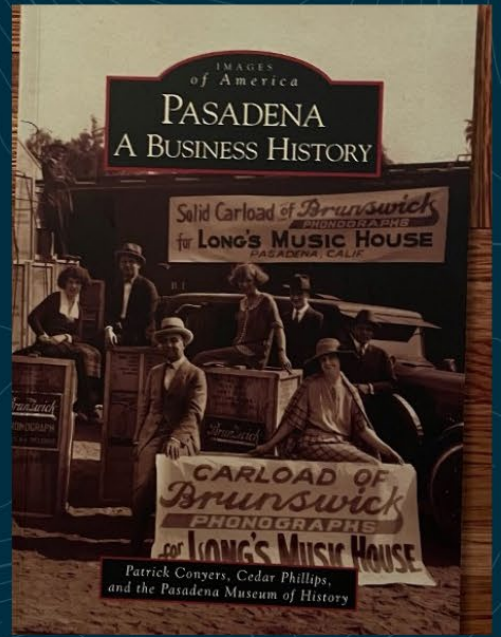
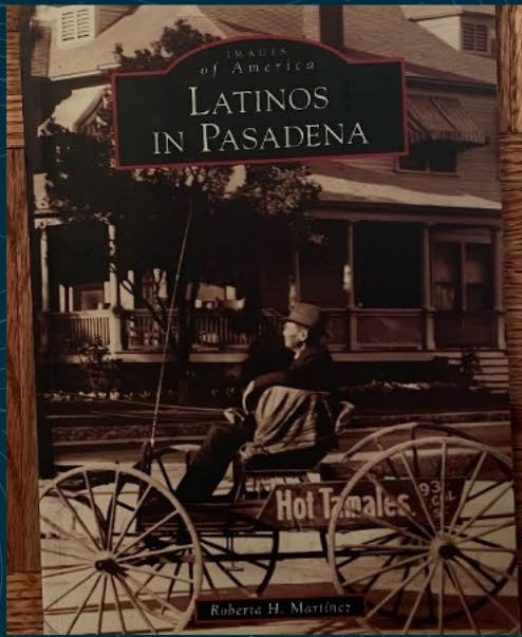
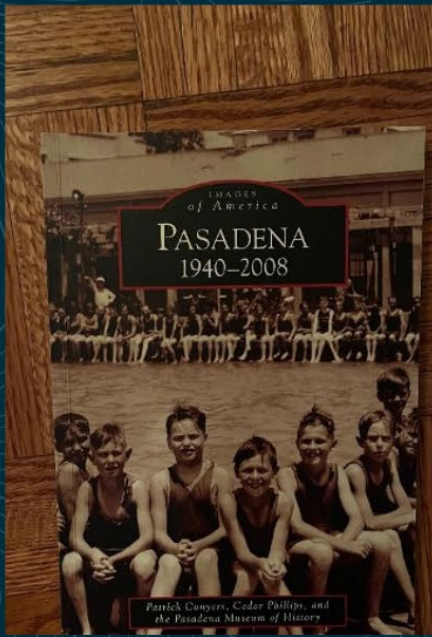
West of Jim Crow: The Fight Against California's Color Line

Lynn M. Hudson

Pasadena Public Library

Latinos in Pasadena, Roberta H. Martinez

Pasadena: A Business History, Patrick Conyers, Cedar Phillips, and the Pasadena Museum of History



SECTION 10: ACKNOWLEDGEMENTS, CONTRIBUTIONS AND GRATITUDE

OUR SPECIAL THANKS TO

THE ALLEGRA CONSULTING TEAM AND INDEPENDENT CONSULTANTS

Suzanne Madison, CEO, Allegra Consulting
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Mayon Denton, Filmmaker, M.D. Productions
Scott Torlucci, Davis Demographics/MGT
McKay Larrabee, Davis Demographics/MGT
Cameron Arceneaux, Davis Demographics/MGT
Jasmine Lewis, Davis Demographics/MGT

THE CITY OF PASADENA

City Manager's Office
Department of Parks, Recreation and Community Services
Department of Transportation
Pasadena Media and KPAS
Pasadena Public Library

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

COMMUNITY BASED ORGANIZATIONS AND SCHOOLS

710 Restorative Justice Coalition
Alkebu-lan Cultural Center
Altadena Public Library
Altadena Senior Center
Armory Center of the Arts
John Muir High School
NAACP – Pasadena Branch
Pasadena Chamber of Commerce
Pasadena Japanese Cultural Institute
Pasadena Museum of History
Pasadena Senior Center
Pasadena Unified School District
Sequoyah School
West Pasadena Residents Association (WPRA)

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Fr. Marcos Gonzalez
Rector Mike Kinman
Pastor Madelyn D. Manning
Pastor Tyrone Skinner
Rev. Lucious W. Smith
Pastor Elizabeth Wang

All Saints Church
First African Methodist Episcopal Church
First Presbyterian Church, Altadena
Friendship Pasadena Church
Lake Avenue Church
Metropolitan Baptist Church
Pasadena Buddhist Temple

RECONNECTING COMMUNITIES 710 TEAM

Reconnecting Communities
710 Advisory Group
Architectural Resources Group
Davis Demographics/MGT, Inc.
Perkins Eastman
The Robert Group
UCLA Institute of Transportation Studies



APPENDIX

APPENDIX

[Link - Additional Data from Surveys \(Charts, Graphs and Narratives\)](#)

[Link - List of Displaced Residents](#)

[Link - List of Businesses Displaced](#)

[Link – List of Institutions Displaced](#)

[Link - Archives: Images, Scanned Documents and Captions](#)

1. People, Documents and Images: <https://spaces.hightail.com/space/PmpSqktDPp>
2. Schools, Documents and Images: <https://spaces.hightail.com/space/C7ITIKIGT1>
3. CBO's Documents and Images: <https://spaces.hightail.com/space/A303IBG9cx>
4. Churches, Documents and Images: <https://spaces.hightail.com/space/w1H4FBwqy2>

[Link – Davis Demographics – Impact of Displacement and Loss of Generational Wealth Analysis – 18 Properties.](#) The linked analysis examines the long-term impact of lost generational wealth. Davis Demographics/MGT estimated the property values of homes belonging to 18 displaced residents using 2024 data from the Los Angeles County Assessor's Office. Valuations were based on the average appraised land and improvement values of comparable single-family homes within a 0.5-mile radius of each displaced address. Selection criteria included homes built in 1960 or earlier, lot sizes under 15,000 square feet, and appraisals conducted within the past 10 years. Caltrans purchase prices were not available for this evaluation.

[Link – ARG 710 Relinquishment Area Residents and Summary](#)

AERIAL IMAGES OF THE DISPLACEMENT AREAS.



Photo: SR 710 Map showing the Displacement Area
Photo Source: UCLA



Photo: SR 710 Caltrans R/W Maps
Source: Perkins Eastman



Photo: 1967 Aerial Split Map
Photo Source: ARG



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710 RECONNECTING COMMUNITIES

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