PASADENA, CALIFORNIA

Playhouse Village Streetscape

PREPARED FOR THE PLAYHOUSE VILLAGE ASSOCIATION
24 JUNE 2020

MOULE & POLYZOIDES
ARCHITECTS AND URBANISTS

PLAYHOUSE VILLAGE STREETSCAPE

Pasadena, California
15 March 2020

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EXECUTIVE SUMMARY

This report compiles conceptual designs for three street segments within the Playhouse Village area of downtown Pasadena: Colorado Boulevard between Madison Avenue and Oak Knoll Avenue, Lake Avenue between Corson Street and Colorado Boulevard, and Mentor Avenue between Corson Street and Colorado Boulevard.

This Streetscape Plan builds upon a visionary strategy created in 2017. This vision emphasized Playhouse Village's presence as a center for unique retail, dining, arts and culture and a place that fosters a vibrant arts scene, expands creative and entrepreneurial opportunities, and strengthens its identity through a vibrant public realm of streets, alleys, pedestrian passageways, and open spaces.

A key component of the 2017 vision was the transformation of Colorado Boulevard into the Heart of the District through the introduction of enhanced streetscape, pocket plazas, pedestrian furnishings, intersection crossings, and public art. It also included the introduction of angled parking and an associated lane reduction from five lanes to three – the viability of the configuration confirmed by a City of Pasadena traffic analysis conducted in 2016.

Following up on these efforts, the Playhouse Village Association hired Moule & Polyzoides to elaborate on this previous vision for Colorado Boulevard and develop place-based streetscape improvements for Lake Avenue and Mentor Avenue.

The project was carried out in a three-part process. It began with a thorough analysis of existing streetscape and roadway conditions and an extensive outreach process to various stakeholders, including local merchants and property owners, Pasadena Heritage, the Tournament of Roses Association, elected officials, city staff and community groups. The process culminated in a Design Charrette in early November 2019, in which participating stakeholders and members of the community provided invaluable input on the final streetscape designs. Over 75 attendees overwhelmingly supported the place-making goals of all three streets – from promoting economic vitality and enhancing livability, to transforming the district into a place for people to work, live, and visit. Key aspects of the proposed design supported by the community included:

1. *Enhancing Colorado Boulevard's streetscape with street trees that are better suited to the urban setting and provide more shade; introduce angled parking and accommodate curb space for loading, passenger drop-off and pick-up, and valet; and introduce mid-block crossings; areas of widened sidewalks; and enhanced crosswalks.*
2. *Transforming Lake Avenue into a memorable gateway street into Playhouse Village and the South Lake District through the introduction of a landscaped median, on-street parking and pedestrian enhancements along the sidewalks, including street trees, pedestrian-scaled lighting, enhanced crosswalks, and mid-block crossings.*
3. *Changing Mentor Avenue between Walnut Street and Colorado Boulevard from a one-way to a two-way street and supporting the eclectic cultural and retail cluster between Colorado Boulevard and Boston Court with an enhanced streetscape of flowering street trees, pedestrian-scaled light fixtures, the introduction of a speed table similar to the one in front of the Pasadena Playhouse, and a canopy over the speed table.*

The pages that follow describe the findings and ideas of this open and discursive participatory planning process. The three streetscapes, taken, together, represent the seeds of a larger vision of transforming the public realm of the entire Playhouse Village over time: Complementing the civic and economic success of some of the city's most cherished destinations such as Old Pasadena and South Lake Avenue, creating a more inviting environment for pedestrians, celebrating Pasadena's rich history of great streets, while aspiring to achieve environmental goals such as heat island effect mitigation and storm water filtration and infiltration. While the overall concepts and ideas presented in the following pages are expected to remain stable, their technical details and specifics will need further elaboration as the project proceeds.

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INTRODUCTION

Pasadena is a city with an extensive grid of streets that, together with the city's plazas, parks and other open spaces, generate a rich public urban space network that is simultaneously commercial, social and ecological. As the city's most ubiquitous public space, these streets are the places our homes and places of business face, are the way we get from one place to another, and are the backbone of the city's commercial economy. They are also important placemaking and urban sustainability elements that provide shade, reduce the heat island effect, mitigate air pollution, generate oxygen, and help harvest stormwater—all while providing experiential and aesthetic delight. They are arguably one of the most essential components of Pasadena's renowned quality of life.

A streetscape project such as this is therefore, not just about the design of great public rooms, but also part of a far more consequential strategy to uplift the natural, social and economic vitality of its urban setting.

The designs described in the following pages were generated in close collaboration with the Playhouse Village Association (PVA) staff, the PVA Streetscape & Placemaking Committee, and a variety of stakeholders between August 2019 to February 2020. Building off the excellent foundation laid by the *Playhouse District Vision and Strategic Development Plan*, the *Playhouse District Strategic Economic Development and Vision Implementation Plan*, and a 2016 Colorado Boulevard traffic analysis, the process has been participatory and pragmatic.

The culmination of the design process was a three-day charrette conducted from November 5th to 7th, 2019. During the charrette, all interested parties – PVA staff, the PVA Streetscape & Placemaking Committee, City staff, pertinent stakeholders, and the community – worked with the Design Team to develop the design, make key decisions, and exit the charrette with a definitive design agreed upon by all present. The design team included experts from multiple disciplines—architecture, urbanism, transportation, landscape, engineering— who worked together to generate various alternatives, and through input from all involved, framed the principal goals and design objectives that resulted in the streetscape designs illustrated in this report.

The charrette was preceded by a review of pertinent documents, documentation of existing physical conditions, and interviews with key stakeholders, City of Pasadena staff, and City decision makers. It was followed by confirmation and final approval of the charrette design by the PVA Board of Directors.

The multidisciplinary consultant team had detailed discussions with community members on various aspects of the project.

The charrette included the participation of City officials and member of the community.

Daily lunch time lectures, such as this one on Mobility and Transportation, informed the community of best practices and progressive concepts.

The charrette was an iterative process that engaged a broad section of the Pasadena Community.

PLAYHOUSE VILLAGE AS A THRIVING URBAN PLACE

Playhouse Village has a distinguished history, developing over the last 100 years around the Pasadena Playhouse through the efforts of many of the creative people involved with this famous theater. Today, it is the city's cultural and entertainment hub with a distinct concentration of entertainment and cultural venues (the Playhouse, Boston Court Pasadena, the Ice House Comedy Club, the Laemmle's Playhouse 7 and Academy 6 movie theaters, and the USC Pacific Asia Museum) and niche independent businesses (Vroman's Bookstore, established in 1894; a vinyl record store; wine tasting bar; as well as numerous coffee shops, restaurants, and art galleries). It also contains a number of the city's most significant historic buildings, such as the Pasadena Playhouse, the USC Pacific Asia Museum, the Arcade Lane Building, and the Pasadena Star News Building. It hosts numerous festivals and public events, such as ARTWalk, summer jazz concerts, the Craft Beer Crawl, and the Wine Walk. The world-famous Rose Parade also passes along Colorado Boulevard through Playhouse Village.

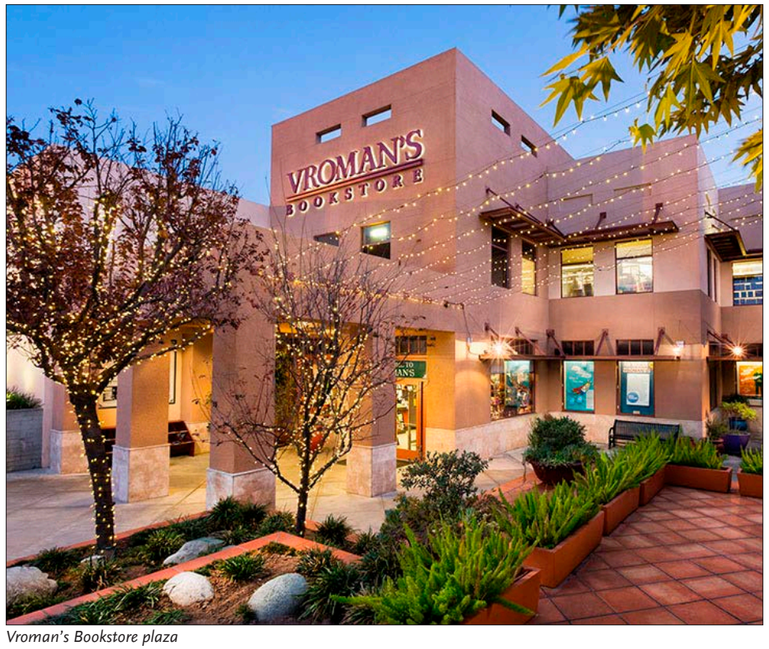
Over the past 20 years, Playhouse Village's business mix, however, has remained relatively constant while the range of alternative options for shopping, dining and entertainment have increased throughout the rest of the city. The Village is now competing for visitors and customers with the South Lake District, Old Pasadena and Paseo Colorado, where multi-screen movie theaters and new chain restaurants offering reasonably good food at a broad range of prices attract the attention of the public. At the same time, Playhouse Village has unique characteristics that distinguish it from these other destinations. It is located near the 210 freeway and the Lake Avenue Gold Line Station, making it easily accessible as both a local and regional destination. It is also home to significant office space and large institutions. To both successfully compete with other places and destinat ions within the City, as well as celebrate its own distinguished presence and history, Playhouse Village must change into a more visible, attractive, fun, diverse and interesting place to visit on a regular basis. It must play to its strengths and emphasize its uniqueness.

The principal objective of this project aims, therefore, to improve the image and desirability of Playhouse Village by augmenting its quality of place, celebrating its history and evolution over time, and generating a first class pedestrian environment, where the public spaces of the district are designed for the comfort of people on foot. Wide, shaded sidewalks, frequent crosswalks and mid-block crossings, low-speed automobile traffic, convenient on-street parking, and interesting building frontages can be combined to make the Village a place to explore, linger and enjoy. The three streetscapes illustrated in this report are part of a continuing campaign to enhance the public realm of Pasadena's Playhouse Village to increase patronage of the Village's shops and restaurants, make office space more desirable to prospective tenants, and support a walkable, mixed-use environment.

Pasadena Playhouse Courtyard

The Ice House performance stage

Rose Parade musical band performance



Vroman's Bookstore plaza

THREE NEW STREETSCAPES FOR PLAYHOUSE VILLAGE

The three streetscape segments described in this report, along with adjacent parks and plazas, are conceived as an integrated district-wide network of outdoor public rooms framed by active shopfronts and furnished with trees, lights, and benches for the enjoyment of residents and guests alike. The incremental implementation of these improvements will enhance Playhouse Village's unique identity, increase patronage of local businesses, highlight important buildings, connect important destinations, and transform the Village into a place that is attractive, memorable and enduring.

The three street segments are:

- Colorado Boulevard between Madison Avenue and Oak Knoll Avenue.
- Lake Avenue between Colorado Boulevard and the 210 Freeway/Metro Gold Line Station.
- Mentor Avenue between Colorado Boulevard and Walnut Street.

As both mobility conduits and distinct places, these three street segments are different from each other. The careful and conscious design of these three street segments, each understood on its own terms, can not only catalyze the start of a great public realm within Playhouse Village, but also serve to augment the urban character of the broader Central District and the City of Pasadena as a whole.

Context Map *Aerial showing Playhouse Village boundaries and the three streetscape segments*

COLORADO BOULEVARD

Introduction

Pasadena's most important street, Colorado Boulevard is an east-west regional connector that passes by the city's most prominent institutions and commercial districts, each with its own unique identity. Part of historic Route 66 and renamed from Colorado "Street" to "Boulevard" in 1958, it extends from the City's western boundary, across the Colorado Bridge and past the Norton Simon Museum, through Old Pasadena, the Civic Center, and Playhouse Village, and onwards past Pasadena City College to the City's eastern boundary.

Ironically, the form of the boulevard itself is currently uniform. Historically, however, Colorado Boulevard was highly differentiated: a country road through its agricultural periphery, a residential street through its neighborhoods, and a multimodal commercial street through its commercial districts. Post 1950, then popular theories of car-centric street design, rendered Colorado Boulevard uniform from end to end.

These streetscape modifications to Colorado Boulevard target the two-block segment of Colorado Boulevard between Madison Avenue and Oak Knoll Avenue totaling a length of 950 feet.

Colorado Boulevard in 1889

Colorado Boulevard in 1884

Colorado Boulevard in 1926

Colorado Boulevard in 1950

EXISTING CONDITIONS

The following is a summary of the existing conditions of this two-block Colorado Boulevard segment. The details of this analysis can be seen in Appendix Part 3:

1. **Configuration.** The Colorado Boulevard right-of-way is 100 feet wide with a 70-foot-wide carriageway and 15-foot-wide sidewalks. The carriageway consists of two vehicular lanes in each direction, dedicated left turn lanes at Madison Avenue, El Molino Avenue, and Oak Knoll Avenue, and parallel parking on both sides of the street. All lanes, including travel lanes, turn lanes, and parking lanes are 10 feet wide.

2. **Transit.** Colorado Boulevard accommodates seven bus lines that are serviced by Pasadena Transit, Metro Local and Rapid, and Foothill Transit. Buses stop at the corners of Oak Knoll Avenue, El Molino Avenue, and Madison Avenue. Depending on the bus stop, amenities consist of bench and sign or bench, shelter, and sign. Metro's planned North Hollywood to Pasadena Transit Corridor project will convert the Metro Rapid Route to Bus Rapid Transit (BRT). When completed, the BRT will connect Pasadena City College to the North Hollywood Metro Red/ Orange Line Station. Route options currently being studied by Metro include routes along Colorado Boulevard or along Green Street (eastbound) and Union Street (westbound).

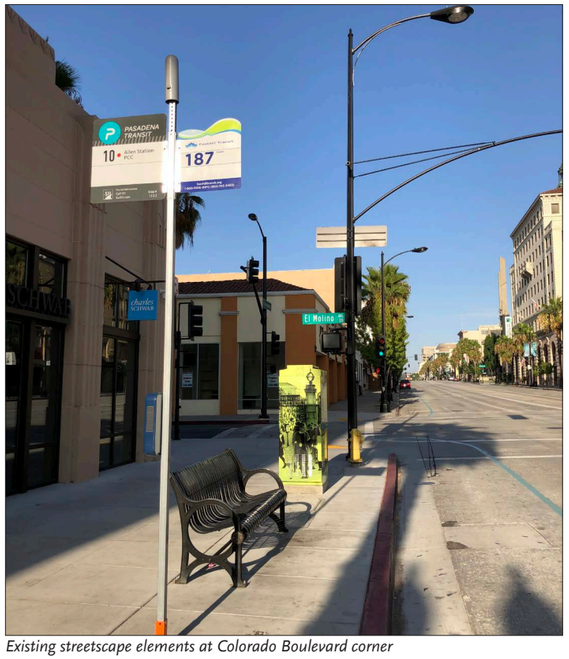
3. **Rose Parade Right-of-Way.** The Rose Parade requires an approximately 56-foot wide right-of-way, currently demarcated by blue lines painted six to seven feet from and parallel to each curb. In addition, tow trucks for incapacitated floats and Red Cross first aid stations are also accommodated at the corner of Madison Avenue, their locations demarcated by the blue Rose Parade right-of-way line.

4. **Street Trees and Streetscape.** Colorado Boulevard has a complete streetscape, including street trees; pedestrian-scaled street lights; automobile-scaled street lights that also accommodate banners; trash cans; and bike racks. Also located on the sidewalk are bus shelters, bus benches, bus signs and wayfinding signage, fire hydrants, and above-ground traffic signal control boxes, which are decorated with art graphics. Street trees are planted in tree wells and consist of Maiden Hair Tree (Ginkgo biloba) and Mexican Fan Palm (Washingtonia robusta), arranged in an alternating pattern.

   Both the existing trees are consistent with the City of Pasadena's *Street Tree Master Plan* and the *Pasadena Playhouse District Streetscape, Walkways, and Alleys Plan*. The Palms are planted in tree wells and the Gingko trees are planted in tree wells with decorative tree-grates. While the distribution of alternating Palms and Ginko street trees is consistent, these species are not well suited towards shading the sidewalk, particularly along the north side of the street. In addition, Ginko trees along the north side of Colorado Boulevard have also shown signs of severe stress and have not generally thrived, due to their prolonged exposure to sunlight and the heat island effect of the urban environment – many have had to be replanted multiple times since their initial planting in 2009.

5. **Utilities.** Utilities along Colorado Boulevard include water, sewer, power (for buildings, street lights, and traffic signals), telephone, fiberoptic, gas, and stormwater. (See Appendix 3 for a more detailed description of the existing conditions).

Arcade Lane Building along Colorado Boulevard



Existing streetscape elements at Colorado Boulevard corner


Colorado Boulevard between Madison Avenue and El Molino Avenue looking West

VISION AND DESIGN CRITERIA

As the spine that binds the city's various districts, Colorado Boulevard is reimagined with a streetscape form that provides both continuity and differentiation along its length. Its continuity emerges from certain thematic elements such as street trees, street lights and pedestrian facilities. Its differentiation is defined by its special mix of commercial and residential uses, its unique architectural and urban character, its parking arrangements, and streetscape components unique to the locale. Playhouse Village is a special arts and commercial district, and these improvements will make it more visible, livable, and destination where people want to go.

This vision for Colorado Boulevard consists of the following broad design criteria:

Continuity
- Retain existing palms and historic lighting
- Highlight historic buildings

Sidewalk Activation
- Create a comfortable pedestrian environment
- Expand sidewalk dining opportunities
- Create flexible seating and areas of pedestrian comfort

Parking
- Introduce angled parking to increase on-street parking in front of shops
- Reduce number of travel lanes from five to three
- Provide mid-block and 'scramble' pedestrian crossings
- Increase pedestrian access between shops on opposite sides of street
- Introduce signals to improve pedestrian-vehicle safety

Trees and Landscape
- Increase shade with large canopy trees
- Emphasize intersections with flowering shade trees
- Preserve existing palm trees
- Retain and enhance bus stop areas
- Designate delivery and passenger loading zones

Colorado Boulevard looking West: Proposed reconfiguration

Colorado Boulevard looking West: Existing condition

SUMMARY OF STREETSCAPE IMPROVEMENTS

Sidewalk

1. Extend curbs at the intersections and at the mid-block crossings to the Rose Parade right-of-way line (a distance of approximately 7 feet). This reduces the walking distance for pedestrians crossing the street, and creates wider sidewalks at the block corners which are prime retail locations.
2. Retain all other existing curbs on both sides of the street.
3. Pave the approximately 7 feet wide area between the Rose Parade right-of-way line and the existing curbs as a pervious zone with pavers and/or cobbles.
4. Relocate existing palm trees as necessary to create a continuous and evenly spaced rhythm along the sidewalk.
5. Plant new trees between the palm trees, and within the pervious zone to provide better shade
6. Plant a pair of same trees on either side of the mid-block crossing.
7. Plant a cluster of flowering trees at the intersections to frame the cross streets and create a distinct entry into each block segment.
8. Animate the space at the intersections with benches, bus stop shelters, art and bicycle parking.
9. Reuse and relocate existing street lights as necessary.
10. Relocate traffic signals at corner curb extensions.

Roadway

11. Respect the existing "Blue Line" that demarcates the 56 feet right-of-way needed for the Rose Parade. No permanent physical improvements, such as bulb-outs, planters, or curbs shall interrupt the roadway between these two lines.
12. Retain Bus Stops in their current locations.
13. Designate corners without bus stops as loading, valet, and/or Uber/Lyft pick-up and drop-off zones
14. Add 15-foot-wide mid-block crossings at center of both blocks to facilitate pedestrian circulation from one side of the street to the other.
15. Introduce removable planted platforms that reduce the street crossing distance to 30 feet. For the block between El Molino Avenue and Oak Knoll Avenue, the mid-block crossing will create a south to north pedestrian path connecting Green Street, through the Arcade Building, across the mid-block crossing, and through the Vroman's Bookstore Paseo to Union Street.
16. In accordance with Tournament of Roses paving guidelines for equestrian units specify new mid-block crossing paving and parking space striping that has moderate color contrast in relation to adjacent roadway paving.
17. Introduce 30-degree head-in angled parking on both sides of the street. The steep angle ensures easy vehicular access to parking spaces and also allows greater visibility for drivers backing out of spaces.
18. Provide one angled parking stall on each side of the street as an ADA accessible van stop with an ADA ramp leading from the roadway to the sidewalk.
19. Introduce one 10-foot travel lane in each direction.
20. Preserve the existing 10-foot wide center lane as a turn lane, as a loading zone for trucks, and as a lane that enables through traffic to bypass parking cars. This ensures a continuous flow of vehicles.

Intersection

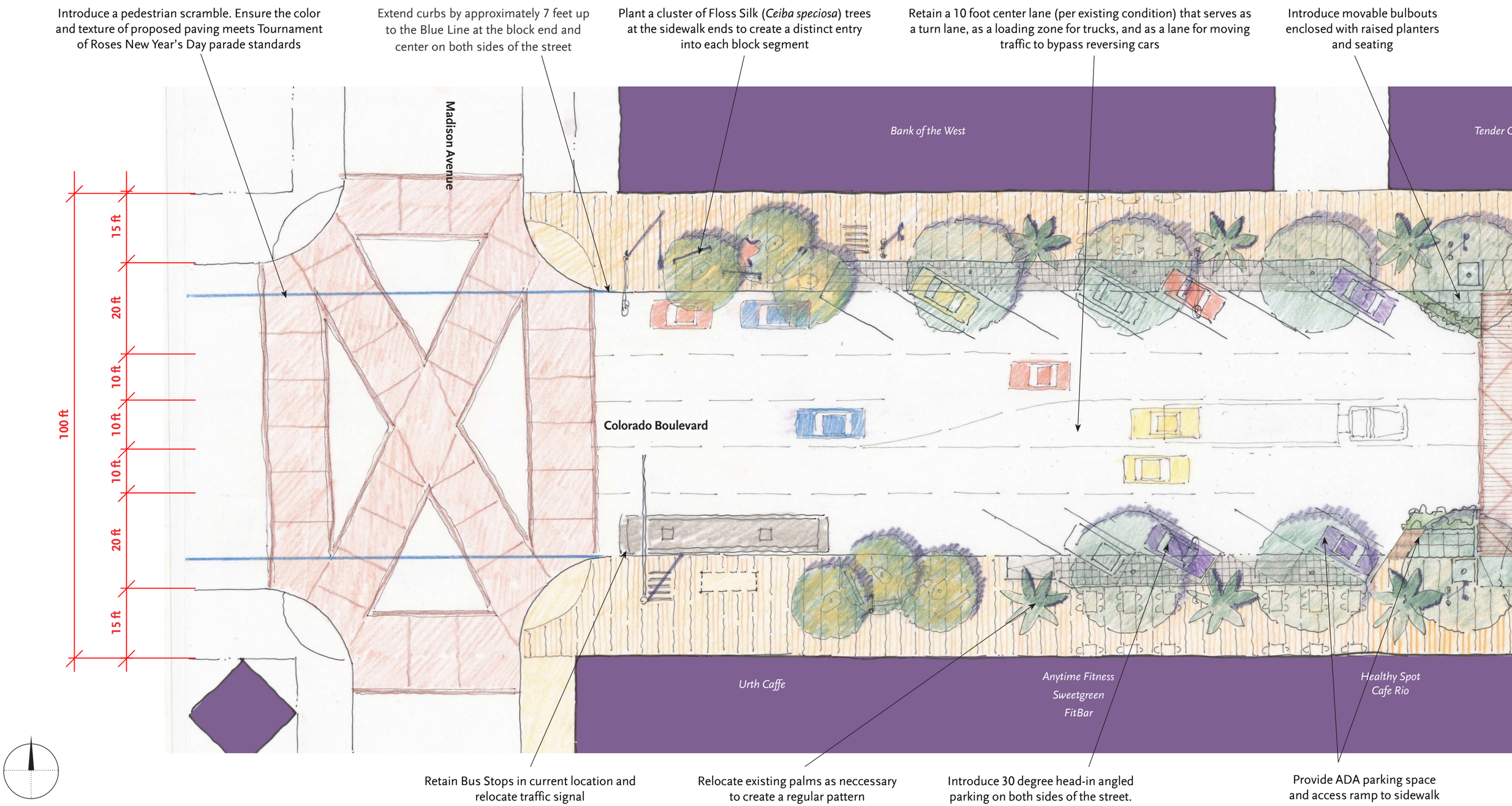
21. Create a pedestrian-scramble at the intersections of Colorado Boulevard with Madison Avenue, El Molino Avenue, and Oak Knoll Avenue.

Diagonal parking under a shade-producing tree canopy (Palo Alto, CA).

Mid-block crossing (Beverly Hills, CA).

Wider sidewalks at block corners with outdoor seating (Greenville, SC).

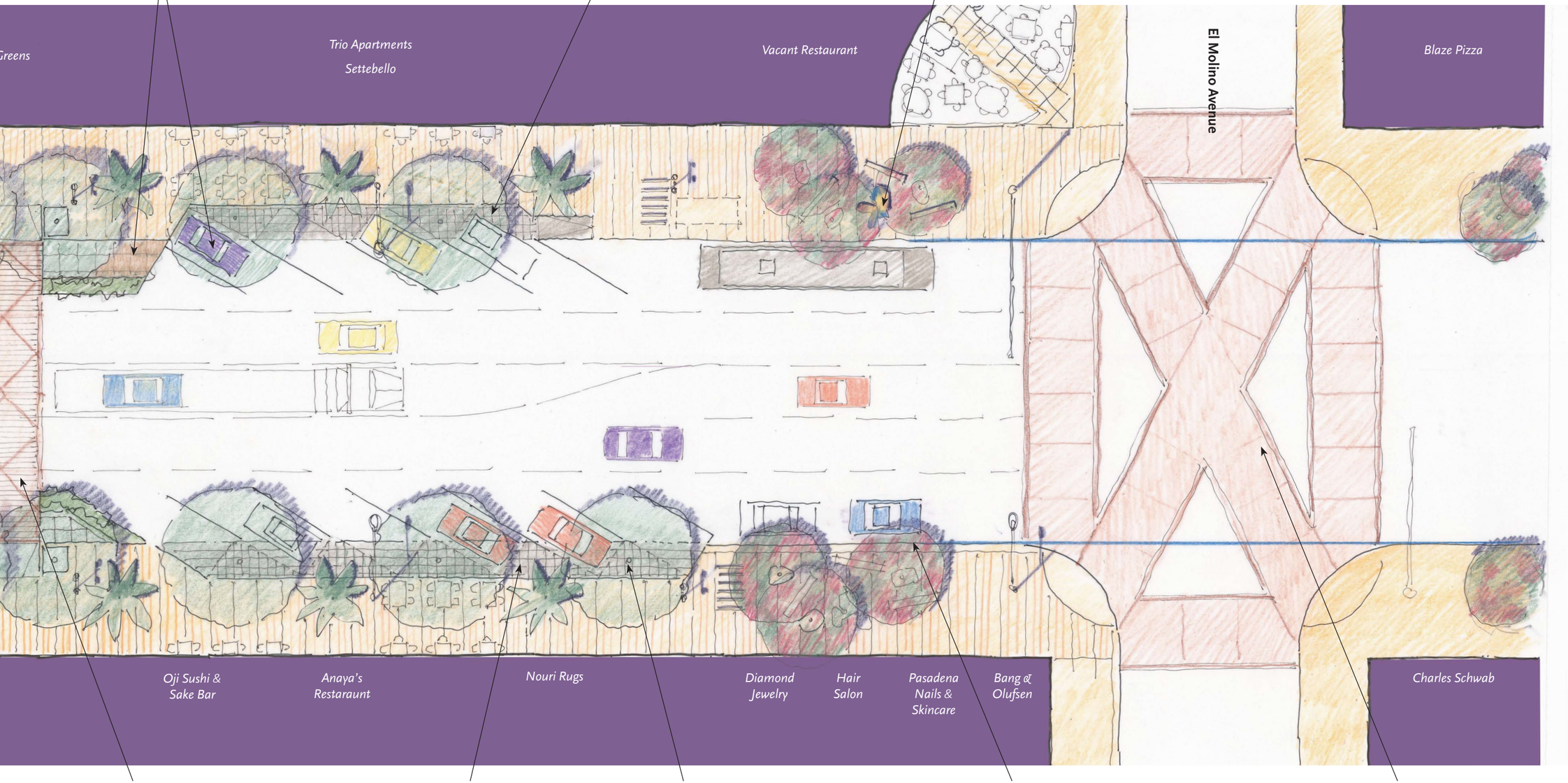
COLORADO BOULEVARD PLAN



Provide ADA parking space and access ramp to sidewalk

Design one angled parking stall on each side as a handicap accessible van stop with a ramp leading from the roadway to the sidewalk as shown.

Animate the space beneath this cluster with benches, art and bicycle parking



Add 15 feet wide mid-block crossings to allow pedestrians to circulate more seamlessly from one side of the street to the other

Pave the 7 feet zone between the Blue Line and the retained curbs as a pervious zone with pavers and/or cobbles

Plant new canopy trees between the palm trees, and within the pervious zone to create a linear pattern along the block length and provide enhanced shade

Extend curb to Rose Parade Blue Line to create an Uber/Lyft pick-up and drop-off zone

Introduce a pedestrian scramble. Ensure the color and texture of proposed paving meets Tournament of Roses New Year's Day parade standards

COLORADO BOULEVARD AND THE ROSE PARADE

Colorado Boulevard is the route of the world-famous Rose Parade. First held on January 1, 1890, this parade occurs every year on New Year's Day (or on Monday, January 2 if New Year's Day falls on a Sunday). The parade showcases flower-covered floats, marching bands, and equestrian units. The 2020 Rose Parade featured 44 floats, 20 marching bands, and 17 equestrian units with over 400 horses.

The proposed streetscape design accommodates the requirements of the Parade as follows:

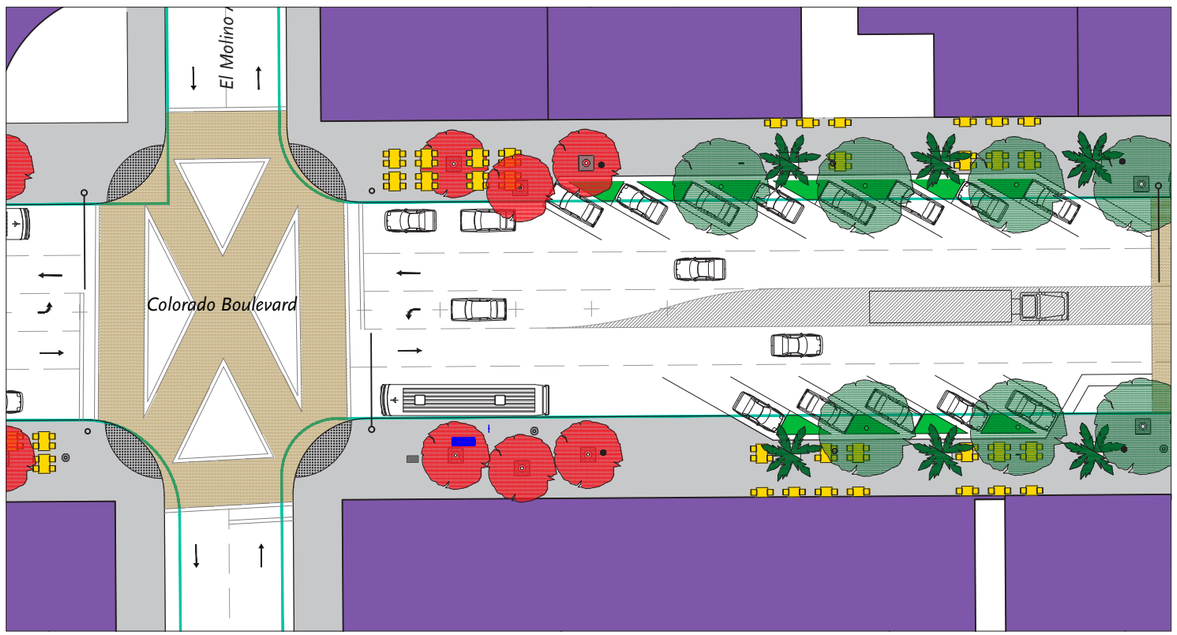
- The existing Blue Lines painted on Colorado Boulevard that define the 56 feet right-of-way width required for the Parade are maintained. No permanent physical improvements are proposed within the space between these two lines. The sidewalk extensions at the mid-block crossings will be temporary and removable.
- New paving on Colorado Boulevard at the pedestrian scramble and mid-block crossings will maintain the same standards as that of the Colorado Boulevard segment in Old Pasadena. The paving will not have any severe color contrasts with the concrete, which are known to disturb and scare the horses during the Parade.
- New trees will be trained to have branches begin at a height of 12 feet or more and will not encroach upon the 56 feet parade right of way. Ensuring maximum visibility and no interruption to the movement of floats, and marching bands.

The plans and sections on the following page show how Colorado Boulevard will seamlessly transform from its typical every day use to accommodate the Rose Parade each New Year's Day.

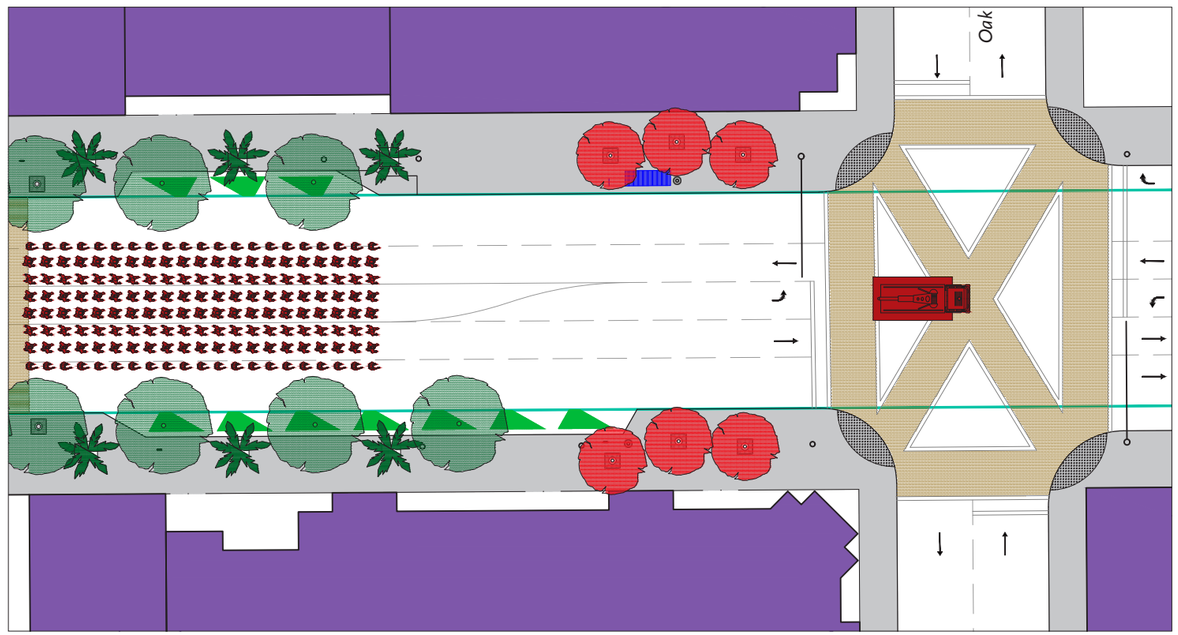
Rose Parade floats


Historic image of Rose Parade floats

Rose Parade musical band performance



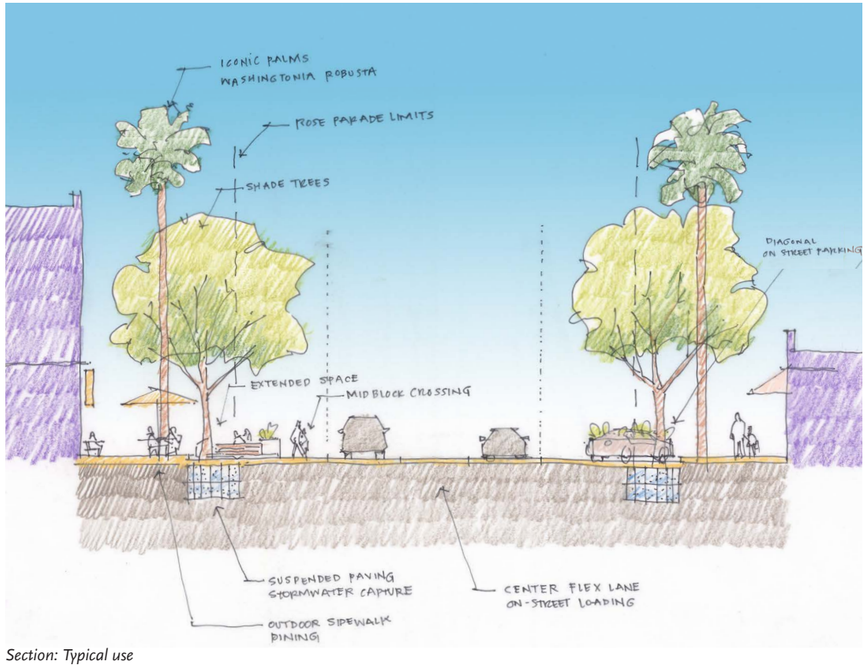
Colorado Boulevard: Proposed regular configuration



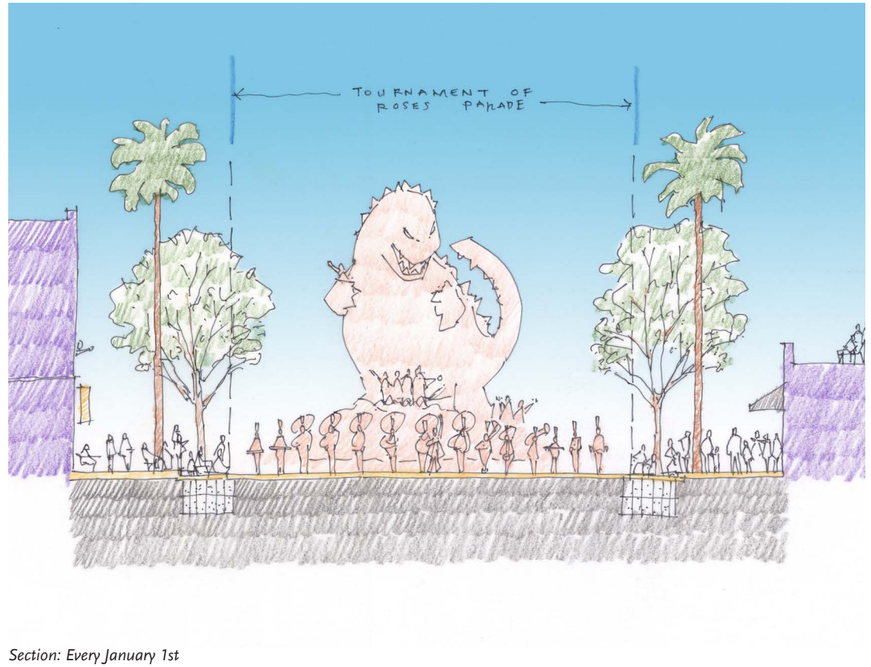
Colorado Boulevard: Proposed Rose Parade configuration

Colorado Boulevard Sections

These sections were drawn during the charrette. They describe the key design intentions for the streetscape along Colorado Boulevard from both a horticultural and ecological perspective.



Section: Typical use



Section: Every January 1st

LANDSCAPE, ECOLOGY, AND SUSTAINABILITY

The landscape design for Colorado Boulevard serves three main purposes: 1) to create a shaded environment in Pasadena's hot summers; 2) to help establish thematic continuity between this street segment and the street as whole; and 3) to give the district a unique identity.

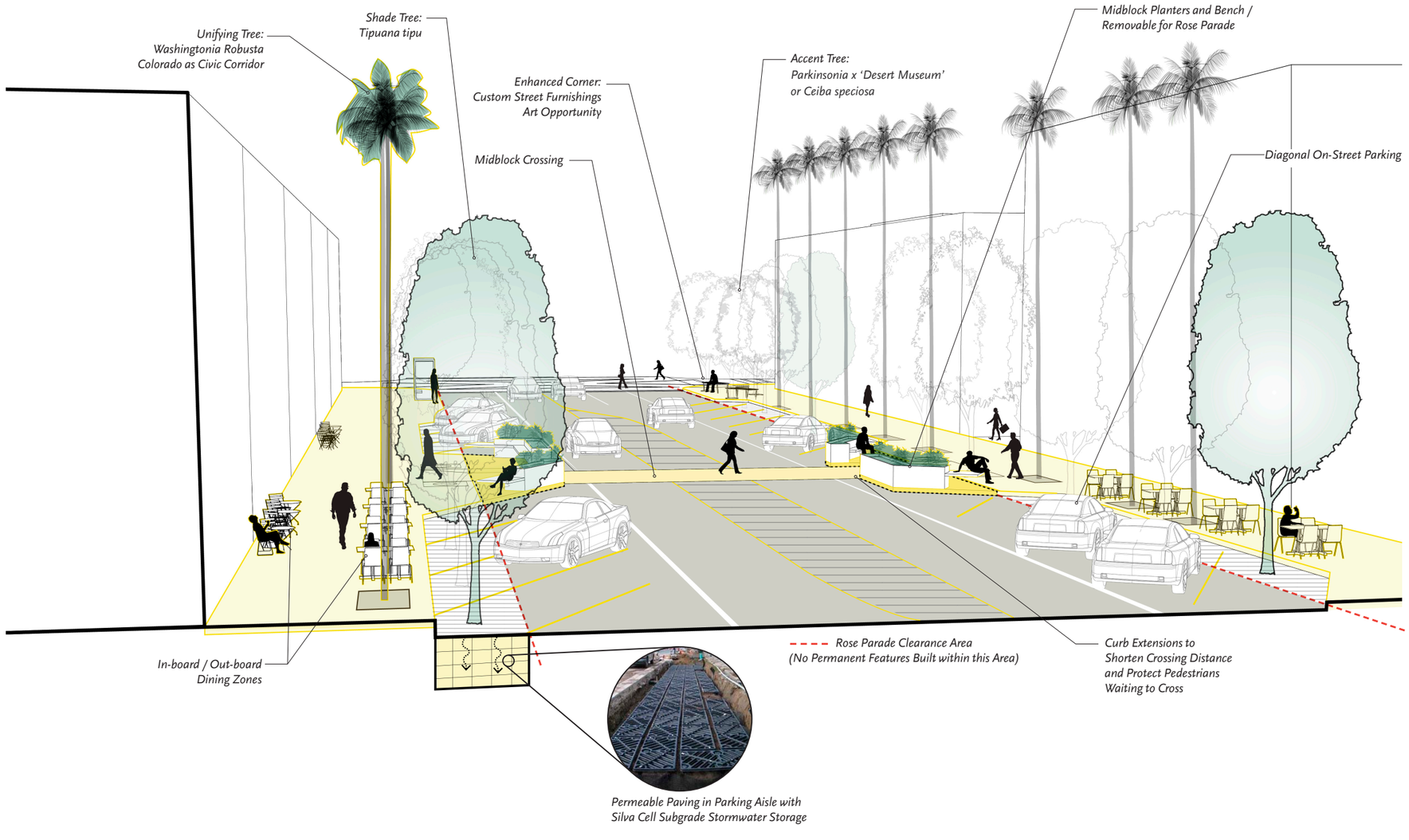
Summers in Pasadena are known to be hot, and the average number of days with severe heat is expected to increase. This design prioritizes shaded relief from the sun to encourage people to spend more time in Playhouse Village, whether eating at their favorite restaurant, casually strolling from shop to shop, or running errands during lunch hour. Prioritizing shade makes for a more comfortable pedestrian environment and activates street frontages.

In addition, the Colorado Streetscape aims to introduce a number of landscape strategies that expand the ecological and cultural function of the street:

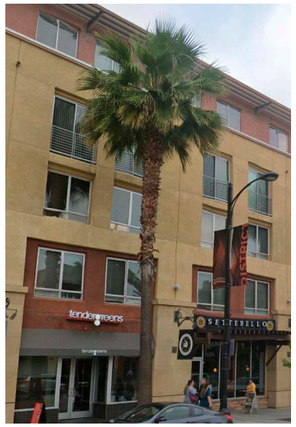
1. Water Permeability. The roadway between the existing curb and the Blue Line demarcating the Rose Parade right-of-way is paved with a permeable paving system that allows water to infiltrate into the ground and towards tree roots instead of being directed to a storm drain, although overflow water will still flow into storm drains. Additionally, canopy trees are planted within the pervious paving area, which together with surrounding soil will function as a natural filtration system, absorbing and cleansing rainwater runoff as it percolates through the soil.

2. Heat Island Effect Mitigation. Heat Island Effect refers to higher temperatures in urban areas due to the presence of heat absorbing and reflecting materials such as concrete, glass, and metal which raise the ambient temperature of the immediate area. The planting of larger canopy trees on Colorado Boulevard mitigates this effect by providing shade and evapotranspiration, reducing summer temperatures by 2 to 9 degrees.

3. Air Pollution Mitigation. Canopy trees also help clear the air of pollutants found in urban areas, absorb carbon dioxide, and release oxygen into the environment. This is of crucial importance on a street such as Colorado Boulevard where there is abundant human activity during all times.



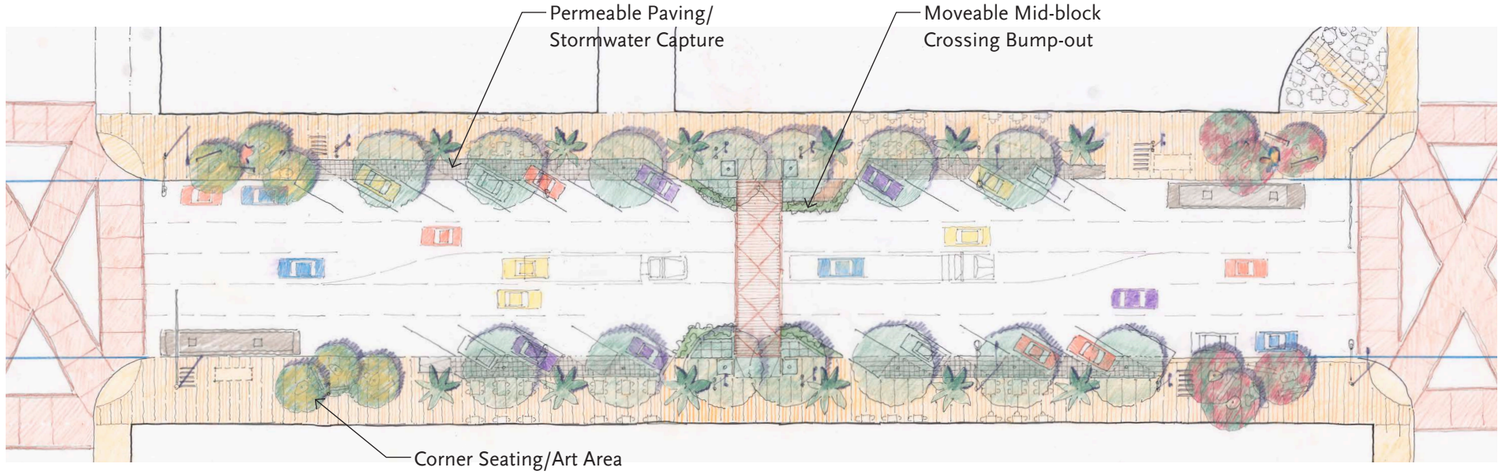
Tipu Tree

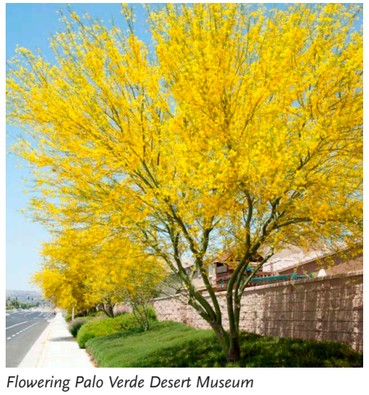


Mexican Fan Palm

Blue Chalksticks

Blue Fame Agave





Flowering Palo Verde Desert Museum

Palo Verde Desert Museum

Floss Silk Tree

Midblock Planting

The recommended design for the mid-block portion of Colorado Boulevard consists of Mexican Fan Palm trees and large canopy shade trees, together generating a relatively formal and more hospitable sidewalk experience than currently exists. The residents of Pasadena have voiced a strong connection to the Mexican Fan Palm as an iconic Colorado Boulevard street tree. The proposed design respects this civic association, regularizing the spacing between the palms and the shade trees. Regarding the shade trees, there are a number of suitable species, one of which will be selected during later design development phases of the project:

- *Tipuana tipu,* Tipu Tree.
- *Tristania conferta,* Brisbane Box.
- *Quercus suber,* Cork Oak.
- *Agonis flexuosa 'Burgundy,'* Burgundy Peppermint Willow.
- *Olea europaea 'Monher,'* Standard Fruitless Olive.
- *Eucalyptus cinerea,* Eucalyptus Silver Dollar Gum.

At the mid-block bump outs, moveable planters will rise to 30 inches, providing protection and shortening crossing distances for pedestrians. They will be hand-watered by Playhouse Village staff and moved into temporary storage during preparation for the Rose Parade. The movable planters will be planted with drought tolerant varieties such as Blue Chalksticks (Senecio serpens) and Blue Flame Agave (Agave 'Blue Flame'). Blue Chalksticks grow up to 1 foot high and 2 to 3 feet wide, while Blue Flame Agave grows up to 2 to 3 feet in height. Both do well in hot, dry conditions and will look great even with low maintenance and intermittent watering.

Corner Planting

At the corners of Colorado Boulevard, a more informal character is established with informally arranged furniture and trees positioned around public art. Trees in these areas are planted in tree wells covered with custom tree grates. Potential trees, one of which will be selected during later design development phases of the project, include:

- *Parkinsonia x 'Desert Museum',* Palo Verde Desert Museum.
- *Ceiba speciosa,* Floss Silk Tree.
- *Calodendrum capense,* Cape Chestnut.
- *Pistache chinensis 'Keith Davey,'* Chinese Pistache.
- *Cercis occidentalis,* Eastern Redbud.

In order provide high canopy clearances at installation, the box size of all trees listed for Colorado Boulevard should be 60-inch. New palms should be 25-foot Brown Trunk Height. In addition, the shade tree species that are ultimately selected should accommodate reasonable views of building signage, not interfere with the progress of the Rose Parade, be drought tolerant, and be able to survive in an urban street condition.

NORTH LAKE AVENUE

INTRODUCTION

Lake Avenue, Pasadena's principal north–south arterial, serves as one of the principal entries into the city from the Freeway and via the Gold Line. It connects the Altadena neighborhoods at the base of the San Gabriel Mountains to the north, over the 210 Freeway and past the Lake Avenue Gold Line Station, through Playhouse Village, across Colorado Boulevard to the South Lake Shopping District and on to residential neighborhoods to the south. Developed in the late 19th century, it takes its name from a lake located at its southernmost end known variously as Mission Lake, Kewen Lake, and Wilson Lake, reflecting the names of original land owners. Lake Avenue is a commercial corridor that is in the process of being enriched with mixed-use housing, especially in its southern portions. It most iconic segment is the one mile long South Lake Avenue Business District which runs south from Green Street to California Boulevard.

The North Lake Avenue segment of this project consists of the four blocks between Green Street and the 210 Freeway/Metro Gold Line Station totaling a length of 1,880 feet.

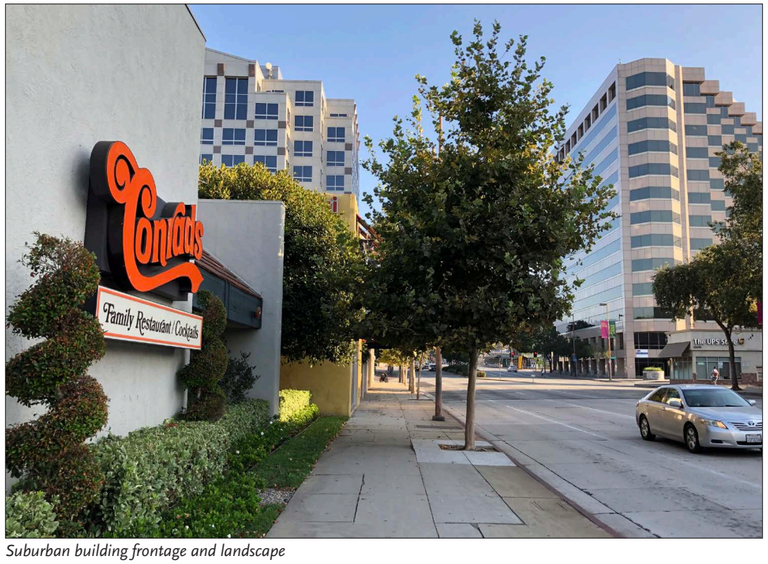
Lake Avenue where 210 Freeway now passes.

Lake Avenue at Colorado Boulevard in the 1930's

South Lake Avenue in the 1960's

Lake Avenue existing conditions looking North

Lake Avenue existing conditions looking South



Suburban building frontage and landscape

EXISTING CONDITIONS

The segment of Lake Avenue between the Gold Line Station and Green Street is designed to cater primarily to automobiles, at the expense of pedestrians: street crossings are long due to its wide roadway, shade-generating street trees are sparse, especially close to Colorado Boulevard, and the sidewalk is fronted by surface parking lots in several locations. The portion of the street closest to the Freeway, near Corson Street, is outright dangerous for pedestrians crossing to the Gold Line Station. As both a mobility route as well as a public space, this segment of Lake Avenue could not be more different than the verdant, pedestrian-friendly main street character of its counterpart, south of Green Street. Following is a summary of the existing conditions of this four-block segment of Lake Avenue. See Appendix 3 for a more detailed description of the existing conditions.

1. **Configuration.** The right-of-way of North Lake Avenue is 100 feet wide with a 76-foot-wide carriage way and 12-foot-wide sidewalks. It consists of three vehicular lanes in each direction with dedicated left turn lanes at Locust Street, Walnut Street, Union Street (northbound only), Market Alley (southbound only) and Colorado Boulevard. A two-way turn lane enables left turns onto Boston Court and two northbound dedicated right turn lanes at Corson Street enable access to the 210 Freeway eastbound on-ramp. On-street parking is allowed between 7 p.m. and 7 a.m. along short stretches between Colorado Boulevard and Union Street. Travel lanes are generally 11 feet wide and turn lanes are generally 10 feet wide.

2. **Transit.** North Lake Avenue accommodates four bus lines, including Pasadena Transit Route 20; Metro Local Routes 180 and 258; and LADOT Commuter Express Route 549. Buses stop at or near the corners of Walnut Street, Union Street, and Colorado Boulevard. Depending on the bus stop, amenities include sign only, bench and sign, or bench, shelter, and sign.

3. **Bicycles.** The General Plan has designated Lake Avenue a Bike Boulevard – an unstriped route in which bicycles share the same curbside lane as automobiles.

4. **Street Trees and Streetscape.** North Lake Avenue's streetscape is grossly incomplete. Street trees are absent from much of its length, especially along the blocks between Green Street and Walnut Street. Trees that are present include London Plane Trees (*Platanus acerifolia*), Live Oak (*Quercus sp.*), and Maiden Hair (*Ginkgo biloba*) in the central median south of Corson Street. The London Plane tree is consistent with the City of Pasadena's Master Street Tree Plan, which, in addition to the London Plane Tree specifies the Chinese Tallow Tree (*Triadicasebifera*) and Live Oaks as appropriate street trees for North Lake Avenue.

5. **Utilities.** Utilities along North Lake Avenue include water, sewer, power, telephone, fiberoptic, gas, and stormwater infrastructure and are located beneath the carriageway and sidewalks.

VISION AND DESIGN CRITERIA

An iconic gateway into Playhouse Village is created by extending the character of South Lake Avenue all the way to Corson Street, connecting to the Metro Station and Freeway. This new verdant street will activate the ground floors of existing office buildings, and along with nearby housing, will extend the activity of South Lake Avenue northward. Over time, a similar streetscape could also be extended north of the Metro Station, making this transit node an even more attractive and significant destination.

The vision consists of the following broad design criteria:

Street Character

- Extend the South Lake median and landscape character northward to the Gold Line Station to create a more welcoming gateway into the City and Playhouse Village
- Introduce streetscape that creates comfortable and inviting environment for transit riders walking to and from the Gold Line Station and for office workers grabbing lunch or running errands by foot.

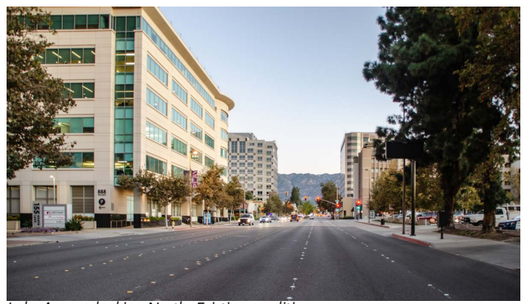
Pedestrians First

- Increase pedestrian safety without compromising traffic flow
- Introduce mid-block crossings
- Expand sidewalk dining opportunities
- Integrate ROW- adjacent areas for pocket parks
- Increase pedestrian access between shops on opposite sides of street
- Introduce signals to improve pedestrian-vehicle safety

Traffic Calming

- Retain and narrow existing travel lanes
- Introduce permanent or off-peak parallel parking in front of shops and restaurants
- Introduce loading zones
- Retain and enhance existing bus stops
- Accommodate passenger loading/drop off zones
- Study traffic impacts

Lake Avenue looking North: Proposed design



Lake Avenue looking North: Existing condition

SUMMARY OF STREETSCAPE IMPROVEMENTS

Sidewalk

1. Plant new London Plane trees along sidewalks to create a regular street tree pattern along North Lake Avenue.
2. Remove the bus turn-out along the east side of Lake Avenue between Market Alley and Colorado Boulevard in order to widen the sidewalk and maintain the continuity of consistent street tree rows along the entire length of the Avenue.
3. Remove the dedicated right turn lane from westbound Union Street to northbound Lake Avenue.
4. Remove the northbound right turn lane at the intersection with Walnut Street to narrow the roadway width and shorten pedestrian crossing distances.
5. Remove one of the northbound right turn lanes at the intersection of Corson Street to shorten east-west pedestrian crossing distances and to create a more direct north-south pedestrian path between the Gold Line Station and Lake Avenue. Implementation of this improvement is subject to traffic analysis.
6. Retain all other existing curbs on both sides of the street.

Roadway

7. Respect the existing Blue Rose Parade right-of-way line along Colorado Boulevard and along the southern portion of Lake Avenue just north of Colorado Boulevard. No permanent physical improvements, such as a bulb-outs, curbs, or planters shall interrupt the roadway between these two lines.
8. Retain Bus Stops in their current locations.
9. Introduce mid-block pedestrian crossings at Boston Court, along the block between Union Street and Walnut Street, and at Locust Street.
10. Plant the median with Jacaranda (Jacaranda Mimosifolia) in the middle, and Mexican Fan Palms (Washingtonia Robusta) at the ends.
11. Reduce the through travel lane widths from 11 feet to 10 feet. Keep lanes adjacent to median at 11 feet.
12. Utilize the curbside lane on both directions as curbside parking, either permanent or off-peak. This improvement is subject to further traffic analysis.
13. Introduce street lighting that reflects the character of Playhouse Village. These will be a combination of taller cobra lights and shorter pedestrian scale street lighting.

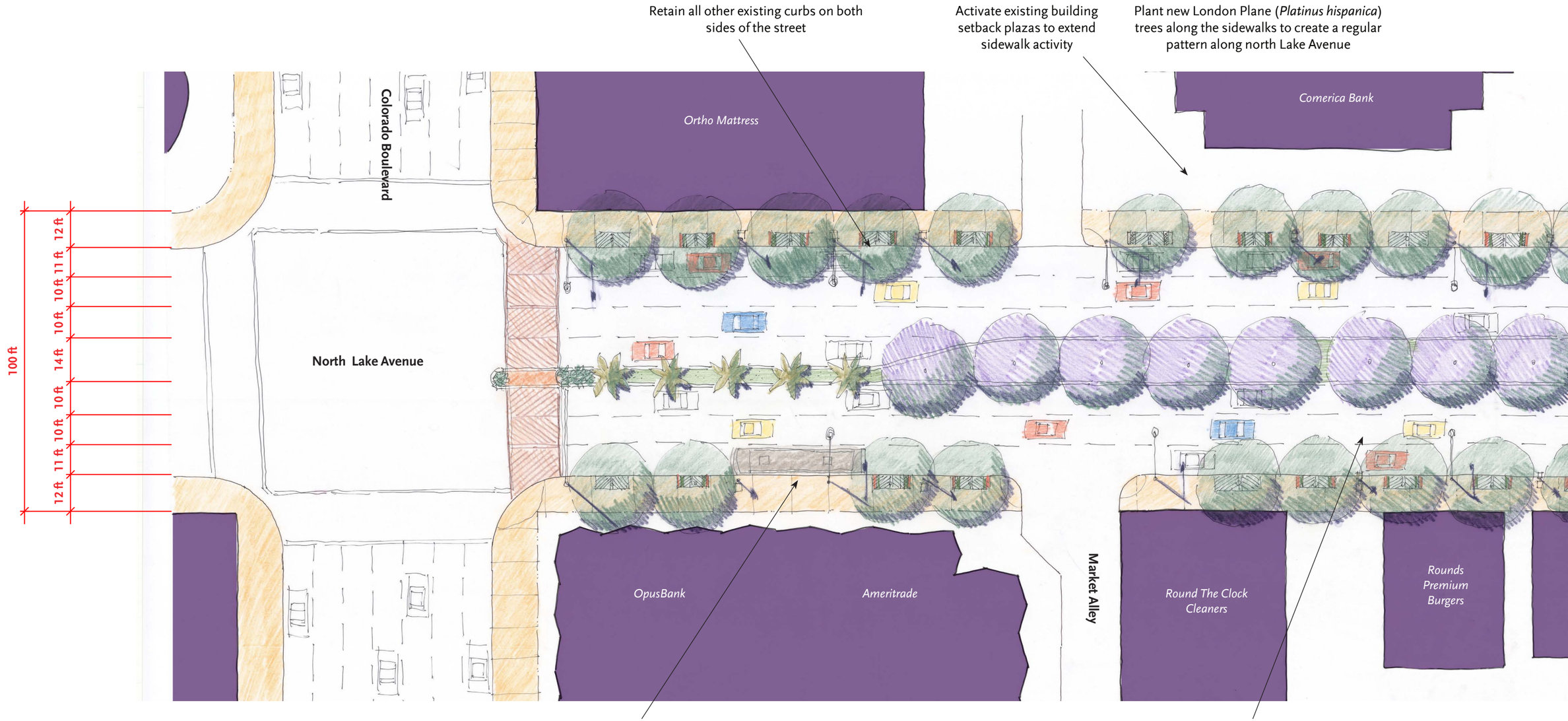
Flowering Jacarandas will give the North Lake Avenue median a unique identity

South Lake Avenue landscape median


Continuous tree pattern along sidewalk and parallel parking on both sides of the street

Illuminated mid-block crossings

NORTH LAKE AVENUE PLAN



Detail median as shown to allow continuous pedestrian crossings from east to west throughout the street length

Street furniture and lighting to be coordinated with improvements funded by Metro first/last mile grant

Retain Bus Stops in their current locations

Introduce flex or permanent parallel parking on both sides of the street

Plant the median with the species arranged in a pattern to mathc South Lake Avenue

Introduce street crossing at all intersections as shown

LANDSCAPE, ECOLOGY, AND SUSTAINABILITY

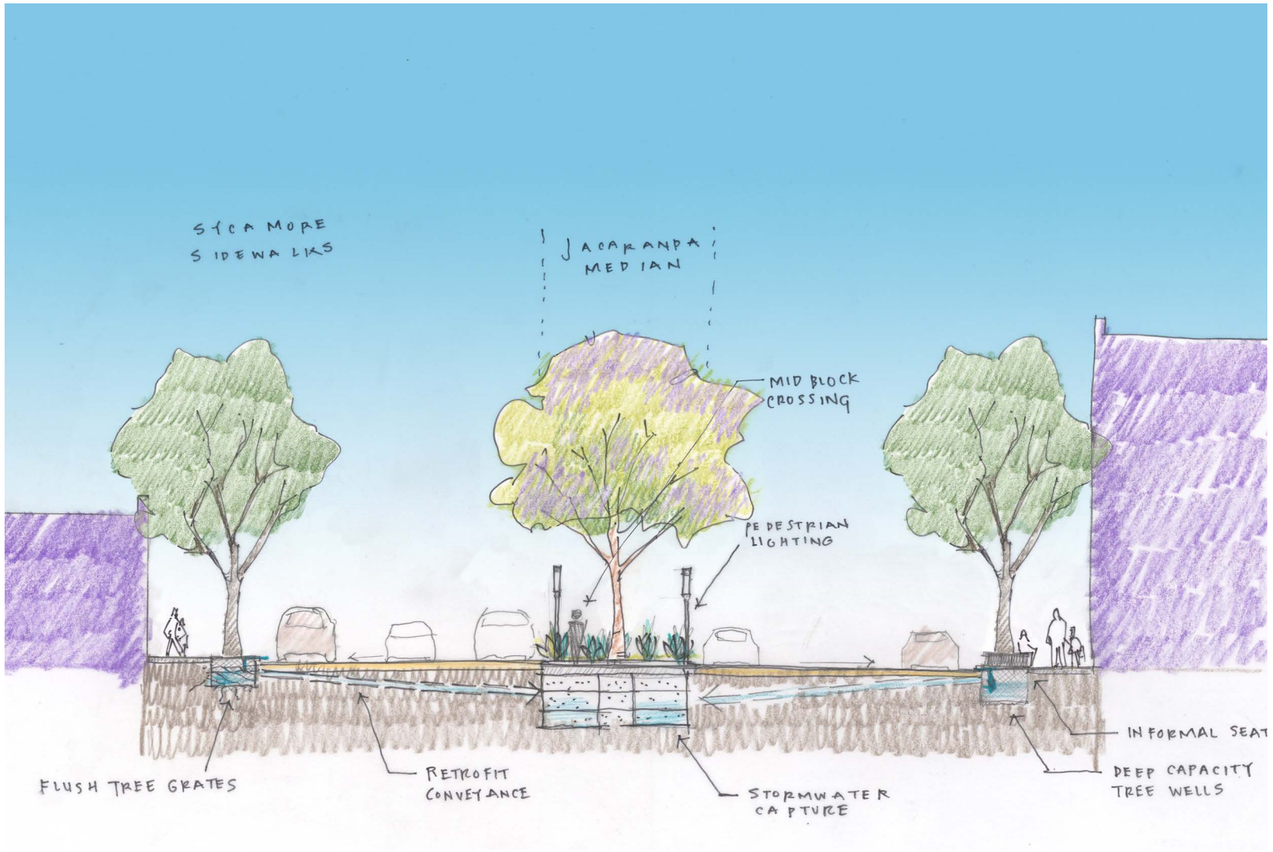
The proposed design for North Lake Avenue introduces 85 new canopy trees, bringing the total number of new trees along its 1,880 feet (0.36 mile) length to 120. Beyond its visual appeal, this tree canopy will also provide a number of environmental benefits, including:

1. Water Permeability and Filtration. The central median is designed as a linear water infiltration system comprised of a combination of planting and intermittent pervious paving, particularly along the cross walks. This enables water to infiltrate into the soil and to tree roots, rather than being conveyed directly to a storm drain.

2. Storm Water Filtration. Canopy trees help improve storm water runoff quality. Runoff absorbed by the trees will be naturally filtered by the soil, meaning less water filtration will be required in areas with trees than in areas without them. This will also help reduce water runoff created by storms

3. Heat Island Effect Mitigation. The Environmental Protection Agency (EPA) reports that shaded areas can be up to 10 degrees cooler than those that lack shade. The planting of new canopy trees along the sidewalks and within the median create a cooler environment by shading heat absorbing and reflecting surfaces that would otherwise radiate heat and raise ambient temperatures, and through the process of evapotranspiration. Evapotranspiration occurs when trees transpire water to cool themselves much the way humans sweat to cool off. Street trees, then, not only create a more comfortable out door environment, but also reduce building cooling costs.

4. Air Pollution Mitigation. On a major traffic street like North Lake Avenue, a thick cover of canopy trees will help clear air of pollutants such as nitrogen oxide, nitrogen dioxide, and sulfur dioxide, while simultaneously absorbing carbon dioxide and releasing oxygen into the environment, creating a healthier street space for pedestrians, outdoor diners, and other human activity.



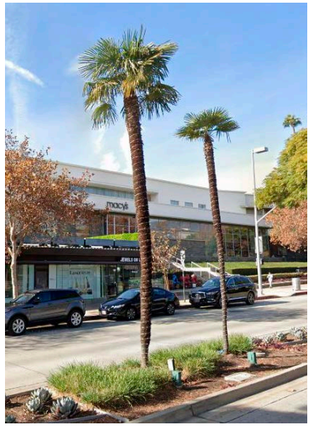
North Lake Avenue Section

This section was drawn during the charrette. It describes the key design intentions for the streetscape along North Lake Avenue from both a horticultural and ecological perspective.

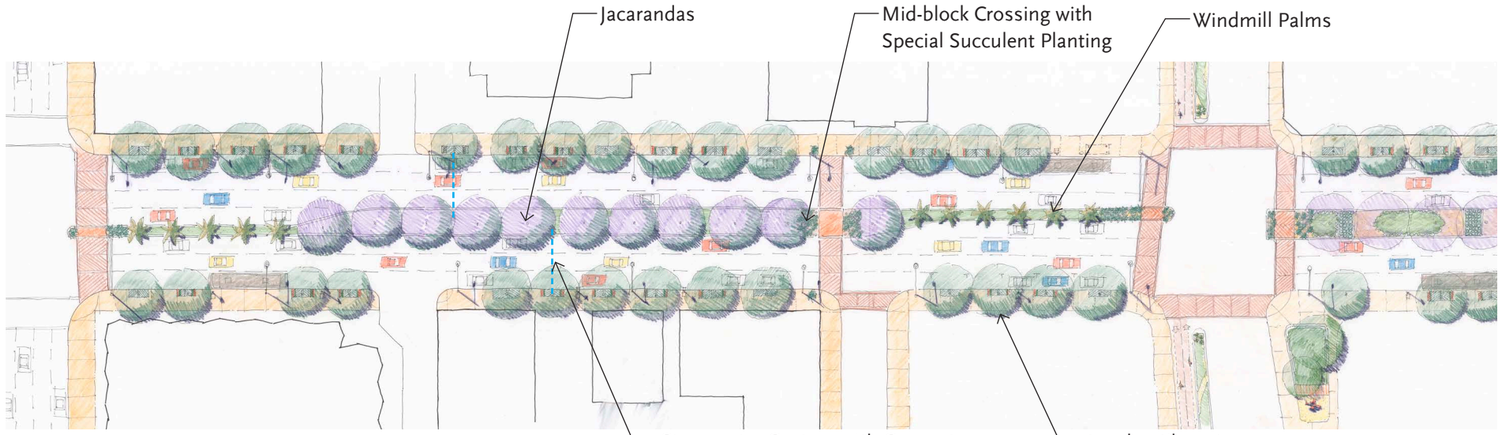
London Plane Tree

Jacaranda

Jacaranda Flowers



Windmill Palm



Joyce Coulter Ceanothus

Joyce Coulter Ceanothus

Blue Glow Agave

Fox Tail Agave

Street Trees
Jacaranda mimosifolia, Jacaranda
Platanus x hispanica, London Plane Tree
Trachycarpus fortunei, Windmill Palm

An iconic tree within the southern California region, the Jacaranda Tree is known for its profuse bloom of purple flowers in Spring and Summer. Its high vase shape canopy makes the Jacaranda ideal as a street median tree. The placement of Jacarandas in the median also means that the litter, which is generated during certain times of the year, will not affect pedestrians walking on the sidewalk. A tree that grows moderately fast, it can grow up to 30 feet wide and 40 to 50 feet tall. To achieve an immediate visual impact, installation size is recommended to be 48" box at 30-foot spacing.

The Windmill Palm grows to heights of 30 feet with a spread of 10 feet. Due to their higher water demands these palms will be irrigated on a separate valve from the understory planting and Jacarandas. Spaced every 20 feet, the Windmill Palm should be installed in 36" boxes.

Along the sidewalk, the London Plane Tree will lend plenty of shade to pedestrians walking to and from the Gold Line Station. The London Plane Tree can grow to 70 to 85 feet tall and 50 to 70 feet wide and will be spaced every 30 feet. The larger 5 foot by 8-foot tree well will allow for a 48' box installation.

Understory
Ceanothus 'Joyce Coulter', Joyce Coulter Ceanothus
Agave 'Blue Glow', Blue Glow Agave
Agave attenuata, Fox Tail Agave

The understory along the median will tie the Mexican palette together with Blue Glow Agaves and Fox Tail Agaves highlighting the crossings at the midblock and intersections. Agave Blue Glow has a distinctive rosette form whose blue-green leaves have a red margins edge and grows to be 1-2 feet high and 2-3 feet wide. Fox Tail Agave is slightly larger than the Agave Blue Glow, growing to 2-3 feet high and wide. These two agaves can be arranged in strong geometric patterns which will be interesting in the focused way they are deployed along the median.

Large massings of Joyce Coulter Ceanothus fill in under the Jacarandas in a rhythmic pattern with swathes of decomposed granite. Ceanothus grow to 2-3 feet in height and 10-15 wide, producing a brilliant blue flower with evergreen foliage. These plants have been selected for their hardy nature, low water requirements, and low growth habit that maintains drivers' line-of-sight across the median.

North Mentor Avenue

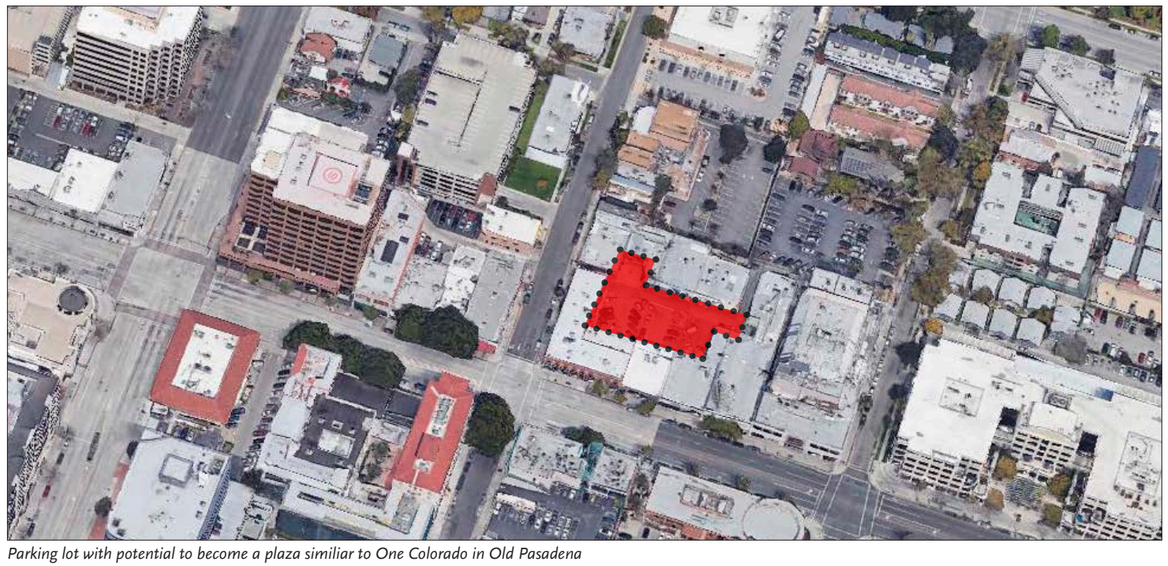
INTRODUCTION

The southern two blocks closest to Mentor Avenue contain several buildings of cultural significance, including the Ice House Comedy Club that, since its opening in 1960, has entertained over four million people, and Boston Court Pasadena, a performing arts center which opened in 2003, producing more than 100 performances a year. In addition, at and near the intersection of Colorado Boulevard there is a grouping of pre-World War II buildings, including one- and two-story commercial and mixed-use buildings and the seven-story Hotel Constance, that create a unique, pedestrian-oriented environment that sets it apart from other parts of Playhouse Village. Around the corner at the intersection of Catalina Avenue and Colorado Boulevard is the Academy 6 movie theater. The concentration of these buildings and businesses presents an opportunity to create a unique destination that attracts people to these businesses and to special evening and weekend events.

The City's conversion of Mentor Avenue, Hudson Avenue, Green Street, and Union Street into one-way couplets during the 1960s in order to increase vehicular throughput, relegated streets such as Mentor Avenue to through traffic and poor investment.

The Mentor Avenue improvements apply to the four blocks located between Colorado Boulevard and Corson Street, totaling a length of 1,950 feet.

View of Mentor Avenue from Colorado Boulevard intersection, showing some of the existing historic buildings



Parking lot with potential to become a plaza similiar to One Colorado in Old Pasadena

Existing view of Mentor between Corson St. and Boston Court showing sporadic tree canopy

Exterior facade of Boston Court Pasadena.

Exterior facade of Boston Court Pasadena.

EXISTING CONDITIONS

1. **Configuration.** Mentor Avenue consists of two, one-way southbound lanes. On-street parallel parking is allowed between Colorado Boulevard and Union Street, prohibited between Union Street and Walnut Street, and allowed for a short stretch along the east side of the street between Walnut Street and Corson Street.

   The right-of-way is 60 feet wide with the following carriageway widths:
   - Colorado Boulevard to Boston Court: 40 feet
   - Boston Court to Union Street: 30 to 34 feet
   - Unions Street to Walnut Street: 30 feet
   - Walnut Street to Corson Street: 38 feet.

   Lanes range from 10 feet wide to 15 feet wide.

2. **Street Trees and Streetscape.** The Mentor Avenue streetscape is discontinuous and eclectic, particularly between Union Street and Colorado Boulevard. Street tree species between Corson Street and Union Street consist mainly of Camphor trees. Exceptions include live oaks along the west side of Mentor Avenue between Walnut Street and Locust Street and a Jacaranda tree just north of Union Street. Trees between Union Street and Boston Court consist of a Magnolia tree, five Mexican Fan Palms, and a Camphor tree. Street trees between Boston Court and Colorado are far and few between and mixed in species.

   The City of Pasadena's Master Street Tree Plan designates the Camphor Tree as the appropriate street tree for Mentor Avenue. Pedestrian-scaled light fixtures are absent as is street furniture – although the latter is not suitable for Mentor Avenue, because of the nature of the land uses that line it (north of Boston Court) and the relatively narrow sidewalks (10 feet) between Colorado Boulevard and Boston Court.

3. **Utilities.** With the exception of low voltage power poles along the west side of the street, utilities along Mentor Avenue are generally located underground. The utility poles are unsightly and also prevent the introduction of large canopy street trees.

VISION AND DESIGN CRITERIA

As with the Colorado Boulevard and Lake Avenue streetscape improvements, the goals of the Mentor Avenue streetscape are to generate a unique sense of place and to increase patronage of local businesses. This is accomplished by building on the presence of iconic cultural and entertainment destinations such as the Ice House and Boston Court Pasadena, to create a street that is not only different from Lake Avenue and Colorado Boulevard, but is different from anywhere else in the city. It is also accomplished by taking advantage of the existing alley and open space network to accommodate activities and events away from the hustle and bustle of Colorado Boulevard. Finally, this is accomplished by improving general circulation within the area as well as access to Mentor Avenue businesses through the transformation of Mentor Avenue from a two-way to a one-way street. The vision consists of the following broad design criteria:

Traffic Flow

- Extend the two-way street configuration from Walnut Street to Colorado Boulevard.
- Depending on the existing roadway width, introduce parallel parking along one or both sides.
- Increase vehicular access to Mentor destinations
- Study traffic impacts

Street Character

- Create a unique curb-less “plaza” near Boston Court
- Define with art and shade canopy
- Activate with events and temporary street closures
- Enhance connections between street and adjacent walkways and alleys

Landscape

- Infill missing street trees along Mentor Avenue. Between Boston Court and Corson Street, infill with adjacent, prevalent species. Between Boston Court and Colorado Boulevard plant flowering trees in the parking lane between parked cars.
- Introduce a flowering street tree in the southern project block
- Enhance the garage- adjacent existing green space for use as a community park
- Use sustainable design strategies to capture and cleanse storm-water

Mentor Avenue looking North: Proposed design

Mentor Avenue looking North: Existing condition

SUMMARY OF STREETSCAPE IMPROVEMENTS

Sidewalk

1. Retain all existing curbs.
2. Retain all continuous planters and healthy trees between Corson Street and Boston Court. Plant infill trees of the adjacent, prevalent species to fill gaps while retaining driveway access to all existing parking lots.

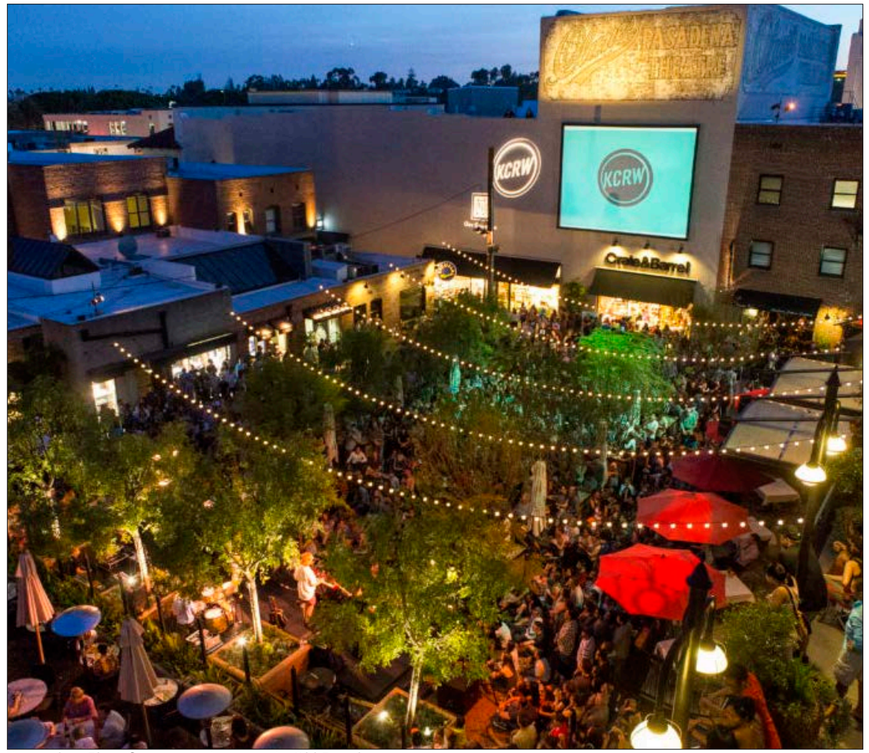
Roadway

3. Respect the existing "Blue Line" along Colorado Boulevard and along the southern portion of Mentor Avenue just north of Colorado Boulevard that demarcates the right-of-way needed for the Rose Parade. No permanent physical impediments, such as a bulb-out, curbs, or planters shall interrupt the roadway between these two lines.
4. Restripe the 30 to 38-foot-wide roadway from Walnut Street to Boston Court to accommodate two travel lanes and parallel parking along the eastern curb edge.
5. Restripe the 40-foot-wide roadway from Boston Court to Colorado Boulevard to accommodate two travel lanes and parallel parking on both sides.
6. Introduce a speed table that also functions as a plaza in the block between Colorado Boulevard and Boston Court. Similar to the one along El Molino Avenue in front of the Pasadena Playhouse, the 110-foot-long table consists of decorative paving raised to the level of the existing, adjacent curb and sidewalk and separated from the sidewalk by bollards. The effect is of a continuous plaza that extends from building face to building face and that can be closed down for special events. The table slows cars and provides a very obvious mid-block crossing, enabling safe and convenient pedestrian access between the Ice House and the Boston Court Pasadena performing arts center and the parking garage located between Mentor Avenue and Lake Avenue.
7. Build a steel canopy that supports canvas awnings over the table in order to provide shade and impart a unique sense of place to the block.
8. Enable the closure of Mentor Avenue between Colorado Boulevard and Boston Court for special events.
9. Plant trees between the parallel parking spaces north and south of the table as shown in the drawings on the previous pages.

Intersection

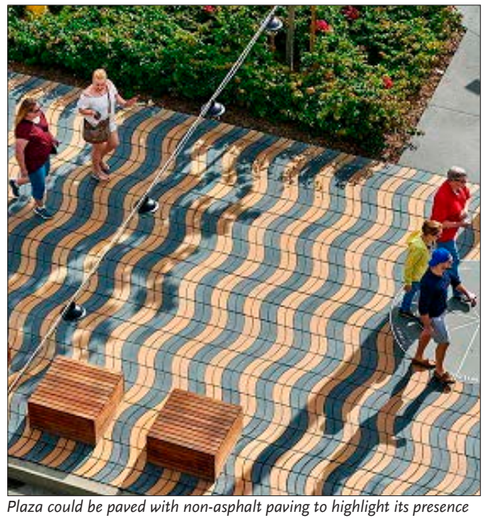
10. Introduce crosswalks and adjust traffic signals at the intersections with Colorado Boulevard, Union Street and Walnut Street.

Street tree planters placed in between parallel parking spaces



An outdoor Plaza for community events in Old Pasadena

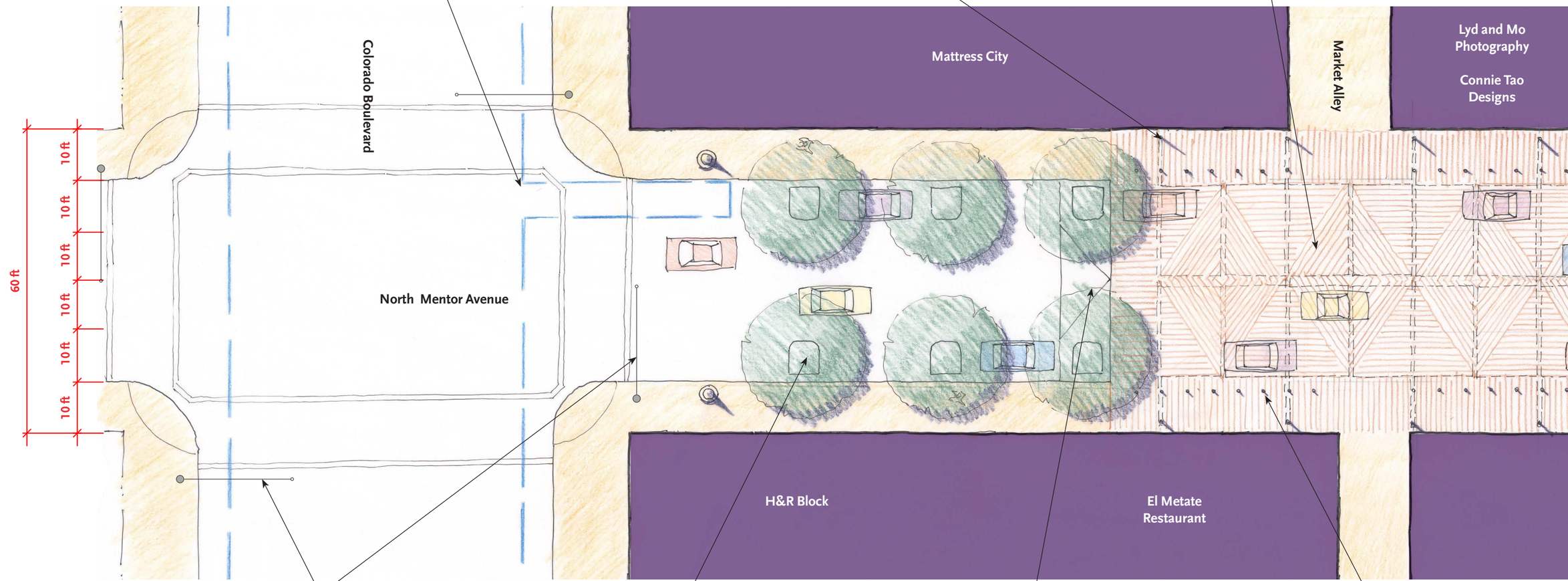
Bollards at the Playhouse Theatre delineate the sidewalk area from the roadway



Plaza could be paved with non-asphalt paving to highlight its presence

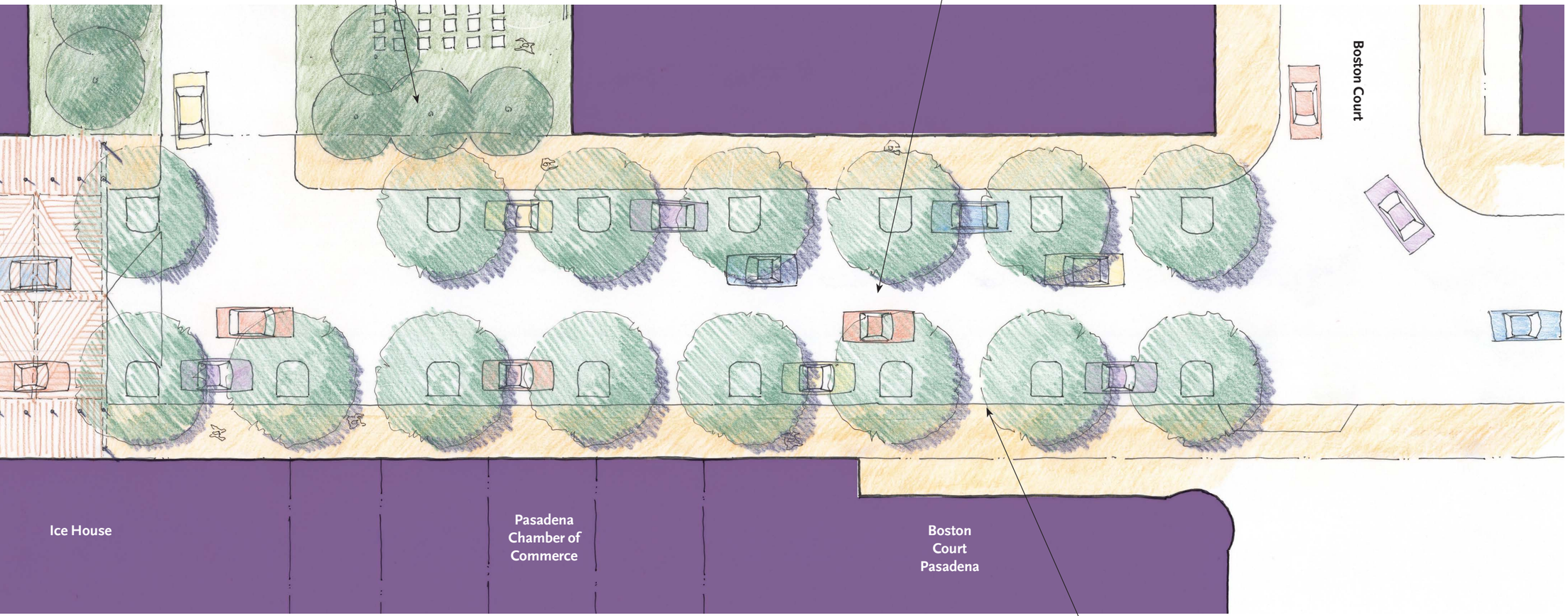
The outdoor Plaza will be covered with a permanent awning.

NORTH MENTOR AVENUE PLAN



Make use of the existing green space as part of an open space network devoted to a variety of cultural and entertainment uses

Restripe the roadway to accommodate two-way travel and parallel parking along both sides of the street



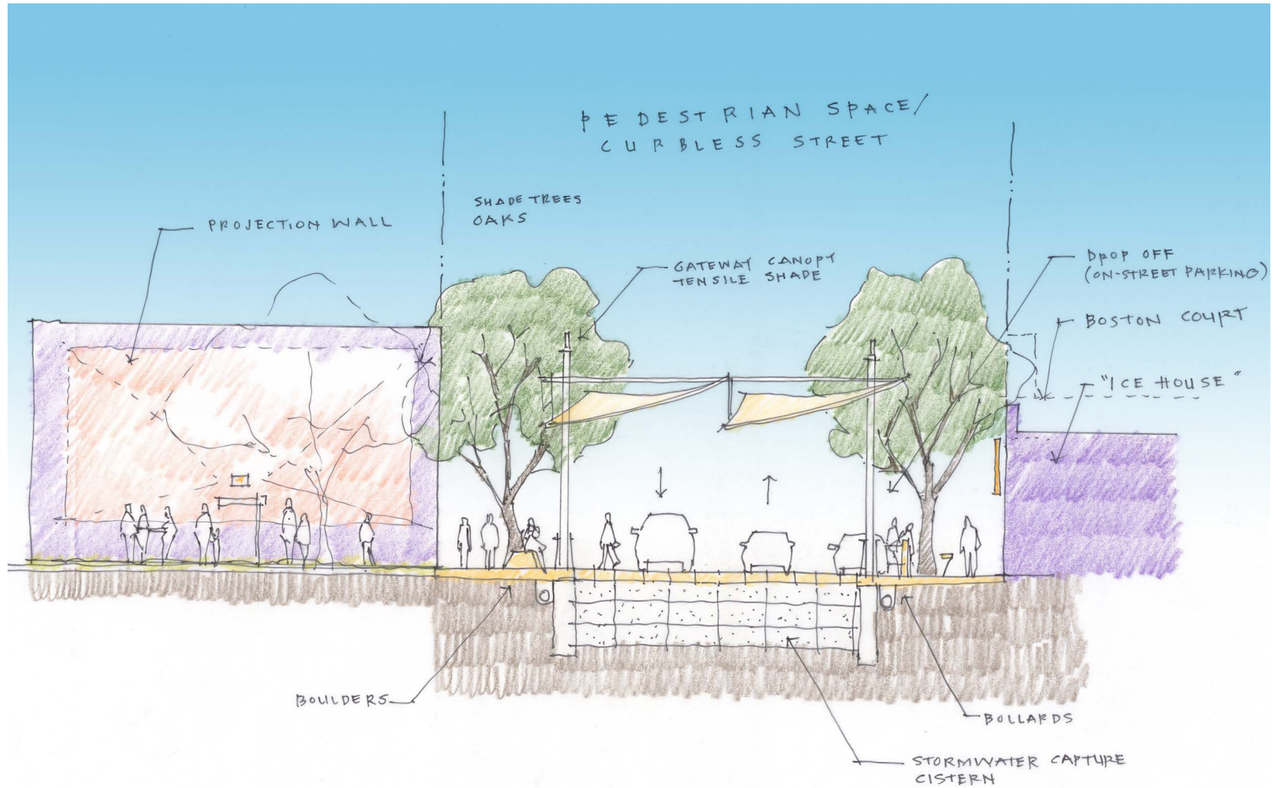
Retain all other existing curbs on both sides of the street

LANDSCAPE, ECOLOGY, AND SUSTAINABILITY

Like Colorado Boulevard and North Lake Avenue, the design of Mentor Avenue will enhance the street's environmental performance in the following ways:

1. Lowering Outdoor Temperatures. The proposed streetscape design introduces 35 new canopy trees, bringing the total number along its 1900-foot (0.36 mile) length to 82. Together with the canopy over the table, this will generate a cooler, more comfortable street environment due to shade and – in the case of the trees – evapotranspiration.

2. Storm Water Filtration. The table can be designed to capture and filter stormwater. The street section diagram shows how a cistern can be introduced beneath the plaza to capture and store stormwater. Since the street slopes down gently from north to south, the table is located in an ideal location for catching stormwater. In addition, the canopy trees planted within the roadway between Colorado Boulevard and Boston Court will also allow water to infiltrate naturally into the soil and to tree roots instead of being sent directly to a storm drain.

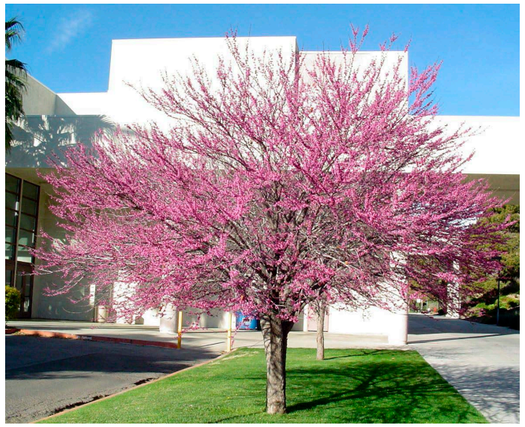


North Mentor Avenue Section

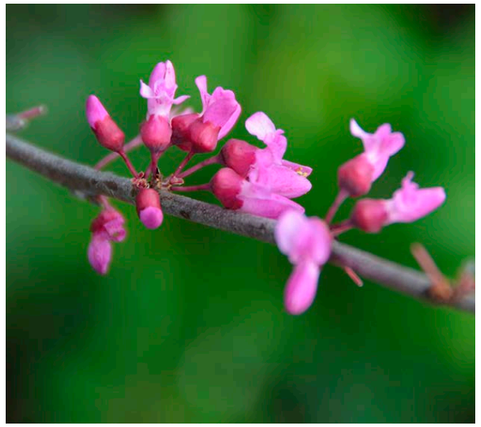
This section was drawn during the charrette. It describes the key design intentions for the streetscape along Mentor Avenue from both a horticultural and ecological perspective.

The drawing also illustrates in some detail the canopy over the plaza. It is depicted as a light steel structure of significant scale supporting a set of canvas sails that are configured to provide shade and enable air flow. The columns may be located as shown here, or against the existing buildings, as shown in the plan.

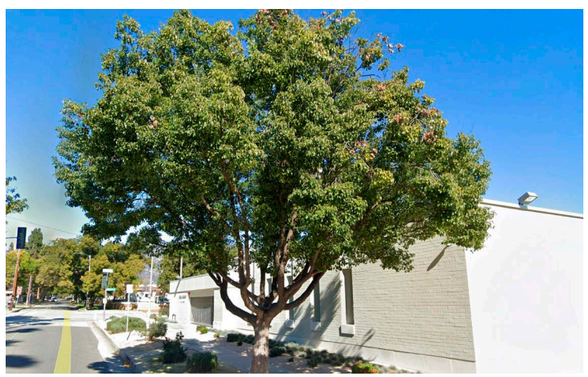
Western Redbud



Western Redbud



Western Redbud flowers



Camphor Tree

Coast Live Oak

Cork Oak

The Mentor Avenue Plaza
Cercis occidentalis, Western Redbud

The Mentor Avenue Plaza will create a new cultural and entertainment destination for Pasadena.

The portion between Boston Court and Colorado Boulevard will be planted with Western Redbud installed in individual tree wells placed between on street parking spots. The Western Redbud produces a showy purple flower during the spring which will match the spectacle of the new plaza. These trees narrow the space on the street, slowing traffic and providing points of infiltration for stormwater. The Western Redbud grows to 20 feet tall and wide and tolerates periodic inundation events.

Installation size should be 48" box which will be 15 feet tall and 5-6 feet wide.

Street Trees
Cinnamomum camphora, Camphor Tree
Quercus agrifolia, Coast Live Oak
Quercus suber, Cork Oak

On Mentor Avenue, between Corson Drive and Boston Court, the design reinforces the existing diverse and eclectic tree canopy by filling in gaps with tree species currently thriving in the parkways.

The Camphor Tree grows up to 50 to 65 feet high and 50 to 60 feet wide. Its dense evergreen foliage provides ample shade and its umbrella shape makes it an attractive street tree.

The Coast Live Oak is native to California and thrives in sunny conditions. Growing to 75 feet tall and 35 feet wide, these trees need no fertilizers and very little water after the first year of establishment. The Coast Live Oak has a strong, complex branching structure, making it an important wildlife host tree.

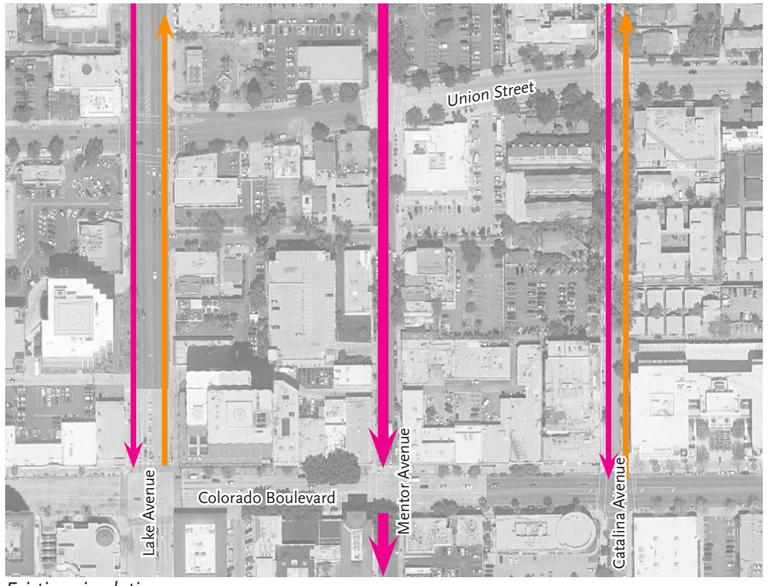
The Cork Oak requires ample room to grow, which some of the larger parkways along Mentor will provide. These particular Oaks grow to 70 feet high and wide and have evergreen foliage. They drop acorns in the fall or winter, so litter may be an issue. Cork Oaks are drought tolerant and do well in full sun to partial shade, which are conditions many north-south oriented streets like Mentor produce

Altogether, these three trees will enhance Mentor's existing tree canopy and give the street a stately and shady feel.

Installation size for these trees should be 60" box where the parkway allows.

MENTOR ONE-WAY TO TWO-WAY CONVERSION

The transformation of the Mentor Avenue from one-way southbound to two-way will facilitate access to Mentor Avenue's various destinations, including the Ice House, the Boston Court Pasadena performing arts center, the nearby Academy 6 Theater, and the parking garage located across Mentor Avenue from the Ice House. The effects of the one-way to two-way conversion are shown in the diagrams at right.

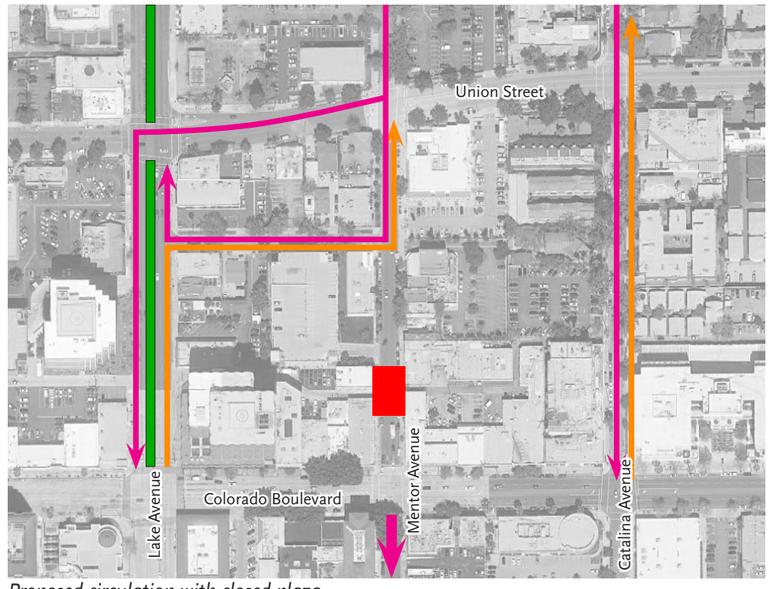


Existing circulation

Proposed circulation with open plaza

LEGEND

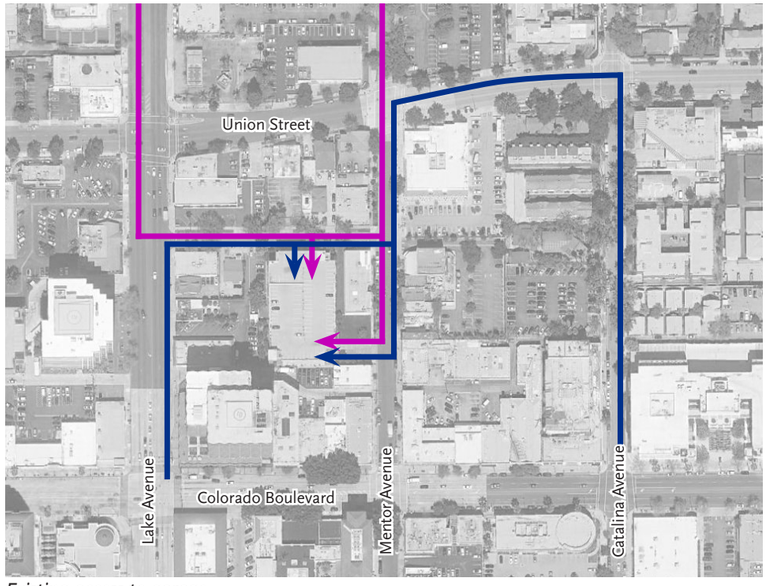
- Southbound traffic
- Northbound traffic
- Median
- Mentor Plaza



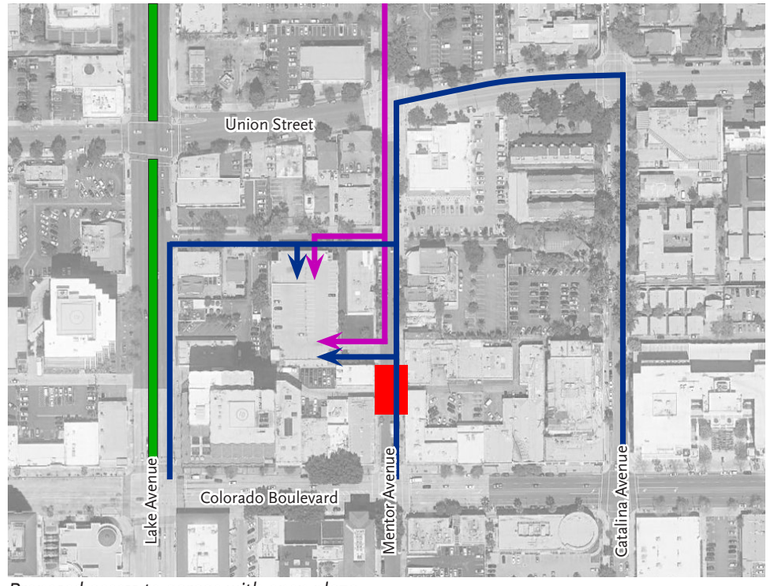
Proposed circulation with closed plaza

MENTOR PLAZA TRAFFIC CIRCULATION

Mentor Avenue between Colorado Boulevard and Boston Court can be closed to traffic during major events on and around Mentor Plaza. During such temporary closures, convenient access to the parking garage located across Mentor Avenue from the Ice House is provided from Boston Court.



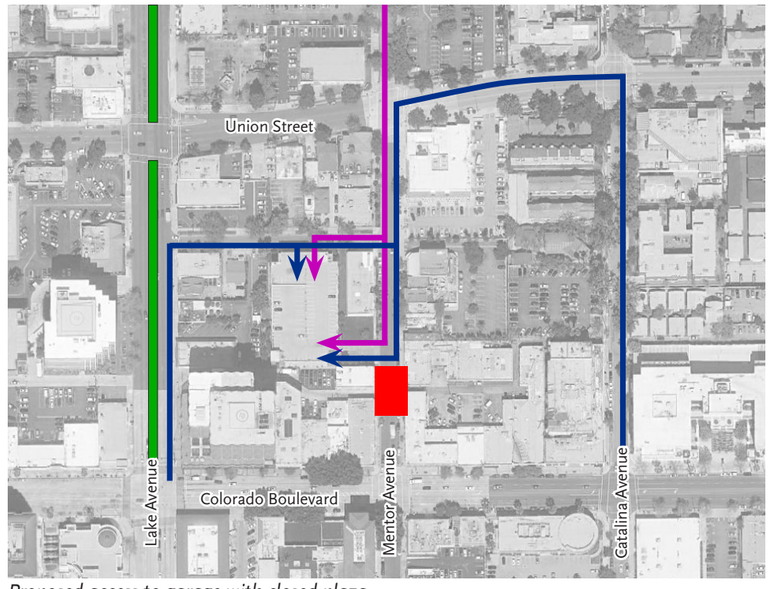
Existing access to garage



Proposed access to garage with open plaza

LEGEND

- Southbound traffic
- Northbound traffic
- Median
- Mentor Plaza



Proposed access to garage with closed plaza

NEXT STEPS

This Streetscape Plan lays out a detailed vision for transforming Colorado Boulevard, North Lake Avenue, and North Mentor Avenue into pedestrian-friendly streets that are unique to Playhouse Village. To achieve this vision, a number of additional steps will be needed.

1. **Colorado Boulevard.**

   a. Introduce interim improvements along both sides of Colorado Boulevard between Madison Avenue and Hudson Avenue, including re-striping carriageway to reduce from five lanes to three, introducing on-street angled parking, and providing at-grade parklets in front of restaurants.

   b. Confirm the permanent streetscape design:

      - Work with Pasadena Transit, Foothill Transit, and Metro to reconfirm bus stop zone lengths and relationship of nearby street trees to bus stop zones.
      - Work with the City of Pasadena to reconfirm curb side uses, including angled on-street parking, loading (including loading within the center median), passenger pick-up and drop-off, valet, and bus stop zones.
      - Work with the Urban Forestry Advisory Committee (UFAC) to attain approval for alternative street trees to the existing Ginkgo trees.
      - Work with the City of Pasadena to revisit and confirm interim sidewalk dining policies that allow sidewalk dining adjacent to the curb.
      - Work with the City of Pasadena to develop in-street sustainable stormwater solutions that are acceptable to the City.
      - Identify impacts to any underground utilities, new and/or modified traffic and pedestrian crossing signals, and other improvements and retrofits required to complete the project.
      - Prepare a cost estimate for the construction of the permanent improvements, adjustments to any underground utilities, new and/or modified traffic and pedestrian crossing signals, and other improvements and retrofits required to complete the project.

   c. Revisit the need to conduct a traffic analysis to confirm the impacts on traffic and bus flow. The analysis should study:

      - Impacts of angled parking.
      - The introduction of mid-block crossings and pedestrian scrambles both together and separate.
      - The length of lanes that transition from the five-lane to the three-lane roadway configuration.
      - The length of left turn lanes onto cross streets.
      - Impacts on nearby streets, including potentially as far south as California Boulevard.

      The details of the traffic analyses will need to be determined, including whether two blocks or four blocks are studied (or both); whether the Colorado Boulevard analysis is done as a standalone analysis or is done in conjunction with the analyses of Lake Avenue and/or Mentor Avenue; the traffic count parameters (times of day, number and location of intersections/segments to be counted), the method of analysis (Synchro or Micro Simulation), etc.

      Responsibility for preparing and financing the analysis needs to be determined: can it be studied as part of the City's Specific Plan EIR, or does it need to be a separate, standalone study?

2. **North Lake Avenue.**

   a. Coordinate the proposed streetscape design with the upcoming street lighting and street furniture improvements funded by City of Pasadena's First/Last Mile grant. Proposed projects include:

      - Eliminating the pork chop island at the intersection of Union Street and Lake Avenue;
      - Removing the bus turn out along the east side of Lake Avenue just north of Colorado Boulevard;
      - Planting missing street trees along the sidewalks (even though the landscaped median may not be installed for a while); and
      - Introducing a Playhouse Village specific street furniture/street lighting theme for Lake between Colorado and Corson.

   b. Confirm Design:

      - Coordinate the proposed improvements between Walnut Street and Corson Street with Caltrans (reduction of dual right, introduction of on-street parking).
      - Work with Pasadena Transit and Metro to determine bus stop zone lengths and relationship of nearby street trees to bus stop zones.
      - Work with the City of Pasadena to confirm curb side uses, including the extent and duration of on-street parking, loading, passenger pick-up and drop-off, and bus stop zones.
      - Prepare a cost estimate for the construction of the improvements, adjustments to any underground utilities, new and/or modified traffic and pedestrian crossing signals, and other improvements and retrofits required to complete the project.

   c. Revisit the need to prepare a traffic analysis to study the impacts on traffic and bus flow. The traffic analysis should:

      - Consider the impacts of introducing parallel parking.
      - Consider the impacts of mid-block pedestrian crossings.
      - Confirm the length of left turn lanes.
      - Consider permanent curb side bus lanes (not recommended by this Plan)
      - Study the feasibility of reducing the number of northbound left turn lanes onto Corson Street and the eastbound 210 Freeway from two to one. Take into consideration the City's pedestrian safety enhancements currently being proposed to address the northbound dual right.

      The details of the traffic analyses will need to be determined, including, the traffic count parameters (times of day, number and location of intersections/segments to be counted), the method of analysis (Synchro or Micro Simulation), etc.

3. **North Mentor Avenue**

   a. Work with the City of Pasadena to convert Mentor Avenue between Colorado Boulevard and Walnut Street from a one-way southbound to a two-way configuration. The City will most likely require a traffic analysis to confirm traffic volumes can be accommodated with single lane as well as to identify intersection impacts (left turns, etc.).

   b. Confirm Design:

      - Work with the City of Pasadena to confirm curb side uses, including on-street parking, loading, passenger pick-up and drop-off, and valet.
      - Work with the City of Pasadena to confirm the feasibility of introducing the tent structure over the speed table within the public right-of-way.
      - Work with the City of Pasadena to develop in-street sustainable stormwater solutions that are acceptable to the City, including how stormwater passes by/through/beneath the speed table.
      - Prepare a cost estimate for the construction of the improvements, including the undergrounding of overhead utilities, adjustments to any underground utilities, new and/or modified traffic signals, and other improvements and retrofits required to complete the project.

   c. Revisit the need to prepare a traffic study to confirm the impacts of:

      - Transforming Mentor Avenue from a one-way southbound to a two-way configuration.
      - Introducing a speed table on the block between Colorado Boulevard and Boston Court
      - Periodically closing Mentor Avenue between Boston Court and Colorado Boulevard to through traffic for special events

      The extent of the traffic analyses will need to be determined, including, the traffic count parameters (times of day, number and location of intersections/segments to be counted), and the method of analysis (Synchro or Micro Simulation), etc.